

Appendix IS-9

Traffic Assessment

MEMORANDUM

To:	Stephanie Eyestone-Jones Eyestone Environmental	Date:	March 3, 2020
From:	David S. Shender, P.E. Linscot, Law & Greenspan, Engineers	LLG Ref:	5-13-0078-1
Subject:	Traffic Assessment for the Oak Parking Improvement Project		

This traffic assessment has been prepared by Linscott, Law & Greenspan, Engineers (LLG) for the Oak Parking Improvement Project located at the Getty Center in the City of Los Angeles. The Oak Parking Improvement area is located north of Getty Center Drive and west of the I-405 San Diego Freeway.

Figure 1 attached to this memorandum shows the general location of the Oak Parking Improvement Project area. As currently proposed, the Oak Parking Improvement Project would provide surface parking for approximately 220 automobiles. In addition, a minimum of 10 buses (e.g., school buses and/or tour buses) are proposed to be accommodated at the Oak Parking Improvement Project site, generally at rate of one bus occupying approximately six standard vehicle parking spaces. Accordingly, if 10 buses are parked on the Project site, the number of automobile parking spaces would be reduced to 160.

Figure 2 attached to this memorandum provides a concept plan of the proposed parking area to be developed in conjunction with the Oak Parking Project.

Figure 3 attached to this memorandum depicts the circulation improvements on Getty Center Drive within the Getty Center as described herein that have been recently implemented, and those that are proposed as part of the Oak Parking Project. As noted herein, the implementation of these complementary projects will substantially improve traffic flow within the Getty Center, reduce vehicle queues related to inbound traffic during peak visitation days, and enhance overall operations at the Sepulveda Boulevard/Getty Center Drive intersection.

This memorandum provides the following:

- I. The Existing Setting;
- II. Prior and Current Uses of the Oak Parking Area;
- III. Overview of Traffic and Parking Operations at the Getty Center;
- IV. Project Description;
- V. Vehicle Miles Traveled/Potential Traffic Impacts and Benefits; and
- VI. Assessment of Traffic Impacts Due to Project Construction.

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I. Existing Setting

As shown in *Figure 1*, the Oak Parking area is located in the northerly portion of the Getty Center campus, north of Getty Center Drive and west of the I-405 Freeway.

I-405 (San Diego) Freeway is a north-south freeway located adjacent to the Getty Center. In the vicinity of the Getty Center, the I-405 Freeway provides six northbound lanes and five southbound lanes. To the north of the Getty Center, an interchange is provided along Sepulveda Boulevard that is signed as Getty Center Drive. A partial interchange is provided south of the Getty Center along Sepulveda Boulevard at Moraga Drive that serves northbound traffic only.

Sepulveda Boulevard is a north-south thoroughfare that is designated as a Boulevard II in the City of Los Angeles Mobility Plan 2035. In the vicinity of the Getty Center, four travel lanes are provided (two northbound and two southbound), plus a center left-turn lane at intersections. In the vicinity of the Getty Center, the posted speed limit is 40 miles per hour. At the Getty Center Drive intersection, a southbound deceleration lane is provided to accommodate right turns into the Getty Center. The Getty Center Drive intersection is controlled by a traffic signal. Bus stops for Metro Lines 233 and 761 are provided on both sides of Sepulveda Boulevard. Street parking is generally not permitted on Sepulveda Boulevard in the vicinity of the Getty Center.

Getty Center Drive provides the primary access to the Getty Center. Four lanes are provided on Getty Center Drive (two eastbound and two westbound) west of Sepulveda Boulevard and through the I-405 underpass. West of the I-405 the inbound lanes flare open to provide additional vehicle queuing for arriving Getty Center traffic. A sidewalk is provided along the south side of Getty Center Drive to accommodate pedestrian traffic travelling between the Getty Center and the bus stops located along Sepulveda Boulevard. East of Sepulveda Boulevard is the driveway serving the Leo Baeck Temple, which serves as the fourth, easterly leg of the Sepulveda Boulevard/Getty Center Drive intersection. Within the Getty Center property, Getty Center Drive provides access to the facility's Main Parking Garage, and then becomes a two-lane, winding roadway that provides vehicular and pedestrian access to the "top-of-hill" portion of the Getty Center campus where the museum and other facilities are located.

Oak Parking Road is a private access road located within the Getty Center that provides access to the North Canyon area. The road intersects the north side of Getty Center Drive west of the I-405 Freeway and generally runs parallel to the west side of the freeway. It is approximately 24 feet wide between curbs and is improved for a distance of approximately 300 feet north of Getty Center Drive. Use of the road is currently limited to authorized Getty Center staff.

II. Prior and Current Uses of the Oak Parking Area

Prior to the I-405 Freeway widening project, the Oak Parking area was used primarily as storage of equipment and materials by the Getty Center. In addition, local government agencies used the Oak Parking site related to maintenance of flood control facilities located in the area. Vehicular access to the Oak Parking site was provided by North Canyon Road from the south via Getty Center Drive.

Currently, the Oak Parking site is primarily vacant other than existing drainage facilities. It is noted that the “graded” portion of the Oak Parking site has increased through the construction of two retaining walls required by the freeway widening project.

III. Overview of Traffic and Parking Operations at the Getty Center

Nearly all vehicular traffic associated with the Getty Center – staff and visitor automobiles and visiting tour and school buses – arrives at the Getty Center Drive entrance. A limited amount of traffic utilizes the Church Lane entrance: staff members who work in the South Building, some employees and business visitors authorized to park at the top-of-hill parking structure, and most Getty Center delivery/service vehicles.

Parking is provided primarily in the Main Parking Garage located just south of Getty Center Drive, west of the I-405 Freeway. The garage provides parking for 1,180 cars and 14 buses. There is no reserved/designated parking in the Main Parking Garage for staff or visitors. Staff and visitors who park in the Main Parking Garage – including visitors arriving by tour and school bus – are taken to the top-of-hill buildings by the Getty Center tram and shuttle buses.

Additional parking is provided at the top-of-hill parking garage that is available primarily to authorized staff and business visitors. During periods of high visitation, the top-of-hill garage is used by visitors. The top-of-hill garage accommodates 363 automobiles. Vehicular access to the top-of-hill garage is provided via the Getty Center Drive and Church Lane entrances.

The South Building provides its own parking supply for use by staff and visitors to that facility.

The J. Paul Getty Trust has implemented numerous projects with local and State transportation officials to manage traffic and parking at the Getty Center over time.¹ The Getty is now proposing the Oak Parking Improvement project to further improve conditions related to vehicle queuing on Sepulveda Boulevard and bus parking, as described below.

A. Vehicle Queuing on Sepulveda Boulevard

During periods of peak visitation at the Getty Center, queues of vehicle traffic occasionally extend from Getty Center Drive onto Sepulveda Boulevard. This occurs when the Main Parking Garage is filled to capacity.² This causes Getty Center security to require inbound vehicles on Getty Center Drive to turn around and exit the property. Some vehicles can be directed to use an available off-site parking resource, such as the Leo Baeck Temple located on the east side of Sepulveda Boulevard if it is available. However, when the Main Parking Garage is filled to capacity and off-site parking resources are full or not available, Getty Center staff advises arriving visitors to return at another time.³ The process of stopping vehicles, disseminating information regarding the parking situation, and safely exiting vehicles from Getty Center Drive causes vehicles to queue on Sepulveda Boulevard in both directions.

B. Onsite Bus Parking

While the Getty Center encourages visitors to arrive in tour buses to reduce traffic, and numerous school buses visit the Getty Center during weekdays, the Main Parking Garage only provides 14 spaces for buses. Due to the limited capacity to provide bus parking on-site, some buses are directed to leave the site after passengers are disembarked and are asked to return when scheduled to pick up passengers for departure. Accordingly, instead of one inbound and one outbound trip into the Getty Center, some buses currently make two such trips in order to pick up and drop off passengers.

¹ See Attachment A.

² Through over 20 years of operational experience, the Getty Center can anticipate peak periods of visitations, such as during spring break (in March and/or April), summer (Memorial Day through Labor Day), Thanksgiving week, Christmas week, and New Year's week. The Getty Center has implemented measures to manage parking demand and provide additional on-site parking spaces for visitors including introducing a variable pricing structure for parking (i.e., lower-priced parking during off-peak visitor periods), providing a micro-transit shuttle service for staff, implementing an aggressive carpool promotion and incentive program, requiring contractors to park off-site and arrive by shuttle, etc. Despite implementation of these demand management measures, there are days during the year when there is insufficient on-site parking at the Getty Center to accommodate all visitor demand.

³ As of October 5, 2019, the Getty Center identified 19 days in 2019 where staff advised arriving visitors to return at another time because parking was not available on-site or at a nearby off-site resource.

IV. Project Description

The Oak Parking Project is intended to provide the following:

A. Supplementary Parking

As previously noted, the Getty Center can experience surges in parking demand on peak visitor days where additional on-site parking could help avoid vehicle queuing that extends onto Sepulveda Boulevard. These surges typically occur during school holidays, both on weekdays when there are a greater number of employees on site, and on weekends.

During these surges, Getty Center staff is required to turn away incoming traffic. Due to the high speed of traffic on Sepulveda Boulevard, the process of turning away visitor traffic occurs on-site on Getty Center Drive. This process occasionally results in vehicle queues extending onto Sepulveda Boulevard. Visitors who are turned away often return later in the day in the hope that on-site parking has become available, resulting in individual vehicles making multiple trips on Sepulveda Boulevard (this primarily occurs with out-of-town visitors who may have a limited opportunity to visit the Getty Center).

The Oak Parking Project will provide approximately 220 additional parking spaces for use by J. Paul Getty Trust staff and/or contractors during weekdays in which the Getty Center anticipates high visitor parking demand, and by visitors on weekends (when there are fewer staff present and increased visitor traffic). Staff and visitors who utilize Oak Parking will be transported via a Getty Center shuttle bus to the tram station or top-of-hill area. Sheltered shuttle bus stops will be provided within the Oak Parking area. Due to the grades of the road between Oak Parking and Getty Center Drive, as well as the limited available width between the existing retaining walls and I-405 Freeway, there are no sidewalks on the Oak Parking Road and pedestrian traffic will be prohibited through signage on the Oak Parking Road used to access the parking area.

It is anticipated that with the addition of the Project's proposed 220 parking spaces, the need to turn away visitors during periods of high parking demand will be substantially reduced. The Oak Parking Project, in conjunction with the other transportation improvements to be implemented at the Getty Center as described herein, will nearly eliminate instances of vehicle queuing on Getty Center Drive onto Sepulveda Boulevard, resulting in substantially improved operational and safety conditions for all travelers.

B. Improved On-Site Bus Storage

As previously noted, the Main Parking Garage currently provides parking for 14 buses. Due to the Getty Center's successful program in encouraging travel to the Getty Center via bus (thereby reducing additional trips by private automobile) and the frequency of school bus visits, it is often necessary for Getty Center staff to direct bus drivers off-site until their passengers are ready to depart the site. For many buses this results in additional trips on the local roadways related to a single visit (one trip to the Getty Center to drop off passengers; one trip to leave the site while the visitors are on site; one return trip to pick up passengers; and one final trip leaving the site with passengers on board).

The Oak Parking Project will provide storage for a minimum of 10 buses through use of the vehicle parking area. Thus, buses that were previously sent off site due to insufficient storage space within the Main Parking Garage will instead be directed to the Oak Parking area. Bus passengers will continue to be discharged and picked up at the Main Parking Garage. Bus passengers will not be taken to the Oak Parking area.

When fully utilized, the additional bus storage provided in Oak Parking is estimated to result in the elimination of up to 30 bus trips per day on Sepulveda Boulevard (i.e., the trips associated with buses currently being diverted from the site while passengers are visiting the Getty Center). The reduction of bus traffic may be higher on some days as the Getty Center will stagger bus visitors throughout the day (e.g., school buses arrive in the morning and regular tour buses arrive in the afternoon). The Getty Center does not expect bus traffic to increase in conjunction with the Oak Parking Project as the physical capacity to drop off and pick up bus passengers within the Main Parking Garage will not change.

V. Vehicle Miles Traveled/Potential Traffic Impacts and Benefits

In September 2013, the Governor's Office signed Senate Bill (SB) 743, starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act (CEQA). Within the State's CEQA Guidelines, these changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies Vehicle Miles Traveled (VMT) as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

In July 2019, the Los Angeles City Council formally adopted VMT as the criteria for determining transportation impacts of development projects. In conjunction with the adoption of VMT, LADOT issued a revised *Transportation Assessment Guidelines* document dated July 2019 (the “2019 Guidelines”), as well as a VMT “Calculator” tool.

The Oak Parking Project is exempt from the VMT analysis based on LADOT’s 2019 Guidelines because parking spaces do not generate vehicle trips. (In this instance, it is the associated land use – the Getty Center – that generates vehicle trips. As no changes are proposed to the Getty Center as part of the Oak Parking Project, no increase in vehicle trips would occur as a result of the Oak Parking Project). Further, as stated on page 2 of the 2019 Guidelines, as a first step of the VMT analysis LADOT prepares an initial assessment to determine whether a transportation assessment is required and in doing so indicates that a transportation assessment is only required for certain types of “Development Projects”. Page 2 of the 2019 Guidelines defines Development Project as “any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.” The Oak Parking Project does not satisfy the Development Project definition because it would not change the use of or create an addition to an existing structure. The only building associated with Oak Parking Project would be a small restroom for drivers and passengers that would be intermittently used and would be an ancillary use to the existing Getty Center. Accordingly, the restroom structure would not be considered occupied floor area that independently generates any vehicle trips. Therefore, no additional review of potential transportation impacts is required under the 2019 Guidelines.

While a detailed analysis has not been prepared because one is not required by the 2019 Guidelines, the Oak Parking Project will likely reduce vehicle trips and VMT at the Getty Center. This is because:

- Visitors who are currently turned away from the Getty Center on days when there is insufficient parking generate multiple vehicle trips (and additional VMT) when the visitors return later in the day, or on a different day. The Oak Parking Project will substantially eliminate the need to turn away visitors.
- Buses that are currently directed to leave the Getty Center property due to insufficient on-site bus parking current generate multiple vehicle trips (and additional VMT) when they return later in the day to pick-up their passengers. The Oak Parking Project will eliminate the need for buses to leave the Getty Center due to insufficient bus parking.

In summary, the provision for the additional parking with the Oak Parking Project is not expected to increase vehicular traffic at the Getty Center. Further, as noted above, the Oak Parking Project is likely to reduce VMT current generated by the Getty Center due to the elimination of currently redundant vehicle trips.

VI. Assessment of Traffic Impacts Due to Project Construction

The construction of the Oak Parking Project is expected to occur over a six-month period with a maximum of approximately 10 construction workers on-site. As all construction will occur on-site, the construction of the Oak Parking Project will not require the closure of any travel lanes on any nearby public streets (e.g., Sepulveda Boulevard). In addition, the Project site is primarily vacant and is accessed by the Oak Parking Road, which is only open to authorized Getty Center staff. All construction workers will park on-site.

LADOT's 2019 Guidelines stipulate that traffic impacts related to construction of a development project is a non-CEQA issue. Further, on page 44 the 2019 Guidelines provide the following screening questions to determine whether a detailed analysis of traffic impacts related to construction are required. As detailed below, the screening questions do not require a detailed analysis of the traffic impacts associated with the Oak Parking Project construction.

The screening questions from the 2019 Guidelines are paraphrased below, along with corresponding responses related to construction of the Oak Parking Project:

- Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
 - Oak Parking Project Answer: No. All construction will occur on-site and no construction activities would take place within the right-of-way of a Boulevard or Avenue and no temporary lane, alley, or street closures would be required.
- Would the project require construction activities to take place within the right-of-way of a Collector or Local Street which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

- Oak Parking Project Answer: No. All construction will occur on-site and no construction activities would take place within the right-of-way of a Collector or Local Street and no temporary lane, alley, or street closures would be required
- Would in-street construction activities result in loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
 - Oak Parking Project Answer: No. Construction would occur within a portion of the Getty Center that is vacant and does not provide regular vehicle, bicycle, or pedestrian access. Therefore, no in-street construction activities would result in the in loss of regular vehicle, bicycle, or pedestrian access
- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours:
 - Oak Parking Project Answer: No. Construction would occur within a portion of the Getty Center that is vacant and does not provide pedestrian access. Therefore, no in-street construction activities would result in the loss of regular ADA pedestrian access.
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
 - Oak Parking Project Answer: No. Construction would occur within a portion of the Getty Center that is vacant and does not include a bus stop or bus route. Therefore, no construction activities would result in the temporary loss of an existing bus stop or rerouting of a bus route.

In summary, the construction of the Oak Parking Project would not interfere with pedestrian, bicycle, transit or vehicle circulation and accessibility to adjoining areas based on the screening criteria provided in LADOT's 2019 Guidelines. Therefore, pursuant to LADOT's 2019 Guidelines no further analysis of the Project's construction activities is necessary or required.

Attachment A

Over the past five years – and in conjunction with the recent widening of the I-405 Freeway – the J. Paul Getty Trust has implemented several projects to improve vehicular traffic flow at the Getty Center. These projects are depicted in *Figure 3* attached and described below:

A. Removal of Visitor Kiosks on Getty Center Drive.

Previously, all inbound vehicles (employees and visitors) were required to travel through a set of kiosks staffed by Getty Center employees. The kiosks were located within the semi-circle portion of Getty Center Drive west of the freeway. While employees were permitted to pass through the kiosks, visitors were stopped by staff at the kiosks to provide them with facility information, answer questions, process top-of-hill parking reservations, and pay the Getty Center vehicle parking fee. Also, on the occasions when the Getty Center parking is full, visitors were directed from the kiosks and back out onto Sepulveda Boulevard. The processing of vehicles through the kiosks occasionally resulted in the queuing of vehicles back and onto Sepulveda Boulevard.

To reduce the occurrence of vehicle queuing, the Getty Center implemented the following changes:

- Removed the two visitor kiosks; and
- Installed a “pay-on-foot” automated parking system whereby arriving visitors pull a ticket (at new parking control gates located well within the Main Parking Garage) and pay the parking fee at vending machines prior to returning to their vehicle.

The ability of visitors to plan their visit to the site (e.g., through the Getty Center website) has reduced the need to operate staffed kiosks for arriving visitors. Nevertheless, the Getty Center provides personnel within the arrival area to answer questions for those visitors who have questions or require facility information upon their arrival.

B. Widening Vehicle Entry to Main Parking Garage.

The Getty Center has expanded the opening to the Main Parking Garage to better facilitate the entry and exit of tour buses. Also, the expanded entry allows two lanes of inbound automobile traffic to enter the Main Parking Garage from Getty Center Drive during periods of higher traffic volumes.

C. Installation of Changeable Message Signs.

In conjunction with the I-405 Freeway Widening Project, Caltrans is installing changeable message signs on Sepulveda Boulevard. The signs will be installed north and south of Getty Center Drive (one each for northbound and southbound traffic on Sepulveda Boulevard). The signs will provide information about the Getty Center, including days when the museum is closed, as well as advisories when there is no public parking available. The function of the changeable message signs to indicate when the Getty Center parking is full will substantially reduce vehicles queues on Getty Center Drive extending to Sepulveda Boulevard.

D. Widening of Getty Center Drive under I-405 Freeway Bridge.

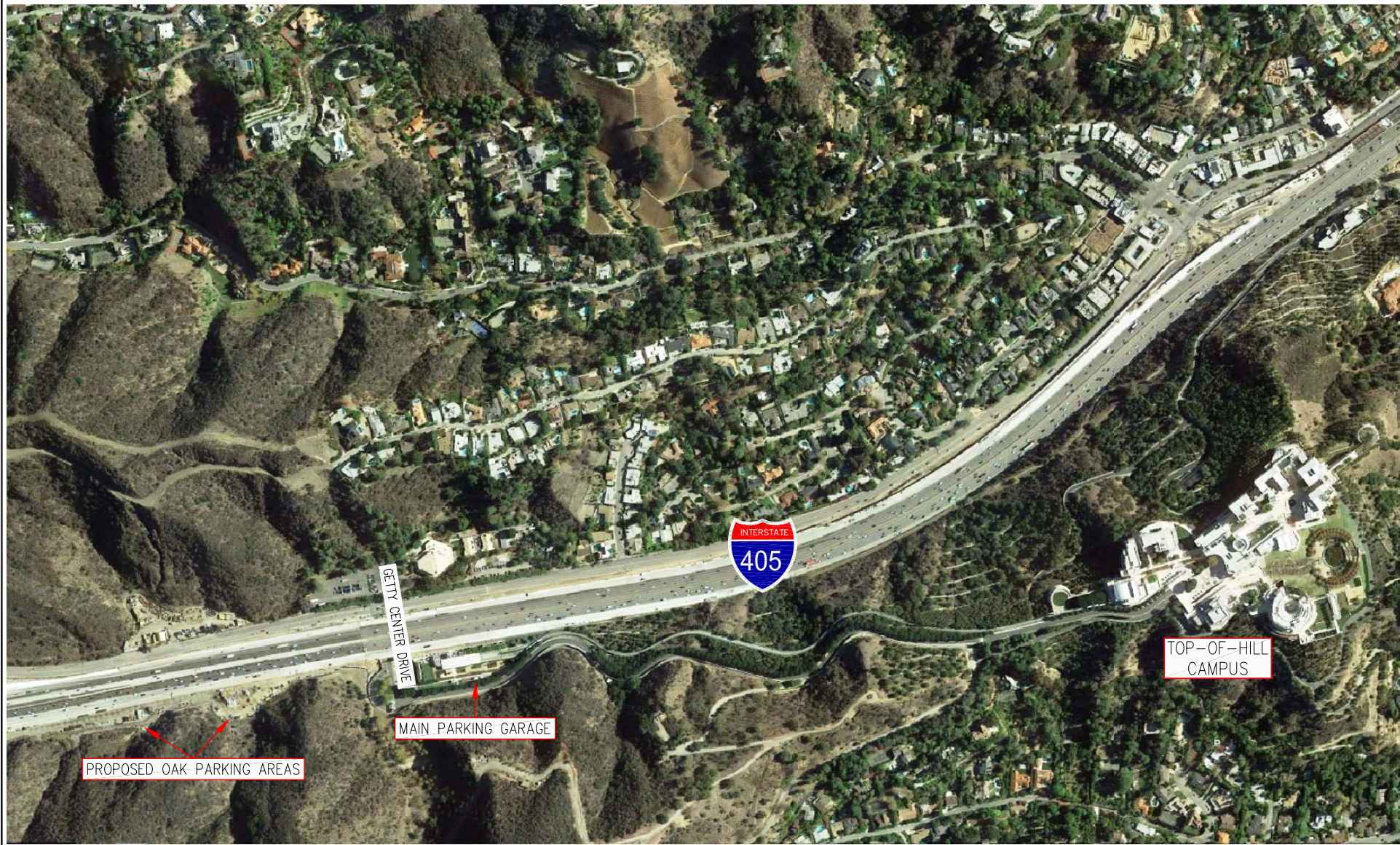
In conjunction with the I-405 Freeway widening project, the segment of Getty Center Drive under the I-405 bridge has been widened by approximately five feet, allowing for wider travel lanes used by inbound and outbound vehicular traffic. The wider lanes allow for a safer and more efficient flow of traffic to and from the Getty Center. The wider lanes also better accommodate turning movements by large vehicles, including tour buses.

E. Traffic Signal Improvements at the Sepulveda Boulevard/Getty Center Drive Intersection.

In conjunction with the I-405 Freeway widening project and associated modifications to Getty Center Drive described above, the Getty Center coordinated with LADOT to install modifications to the traffic signal operations and equipment at the Sepulveda Boulevard/Getty Center Drive intersection. These improvements included the installation of a right-turn arrow for eastbound Getty Center Drive traffic, allowing for additional traffic signal green time allocated to Sepulveda Boulevard. In addition, traffic signal timing has been modified to provide additional traffic signal green time to facilitate peak entry and exit traffic at the Getty Center related to high volume periods on evenings and weekends.

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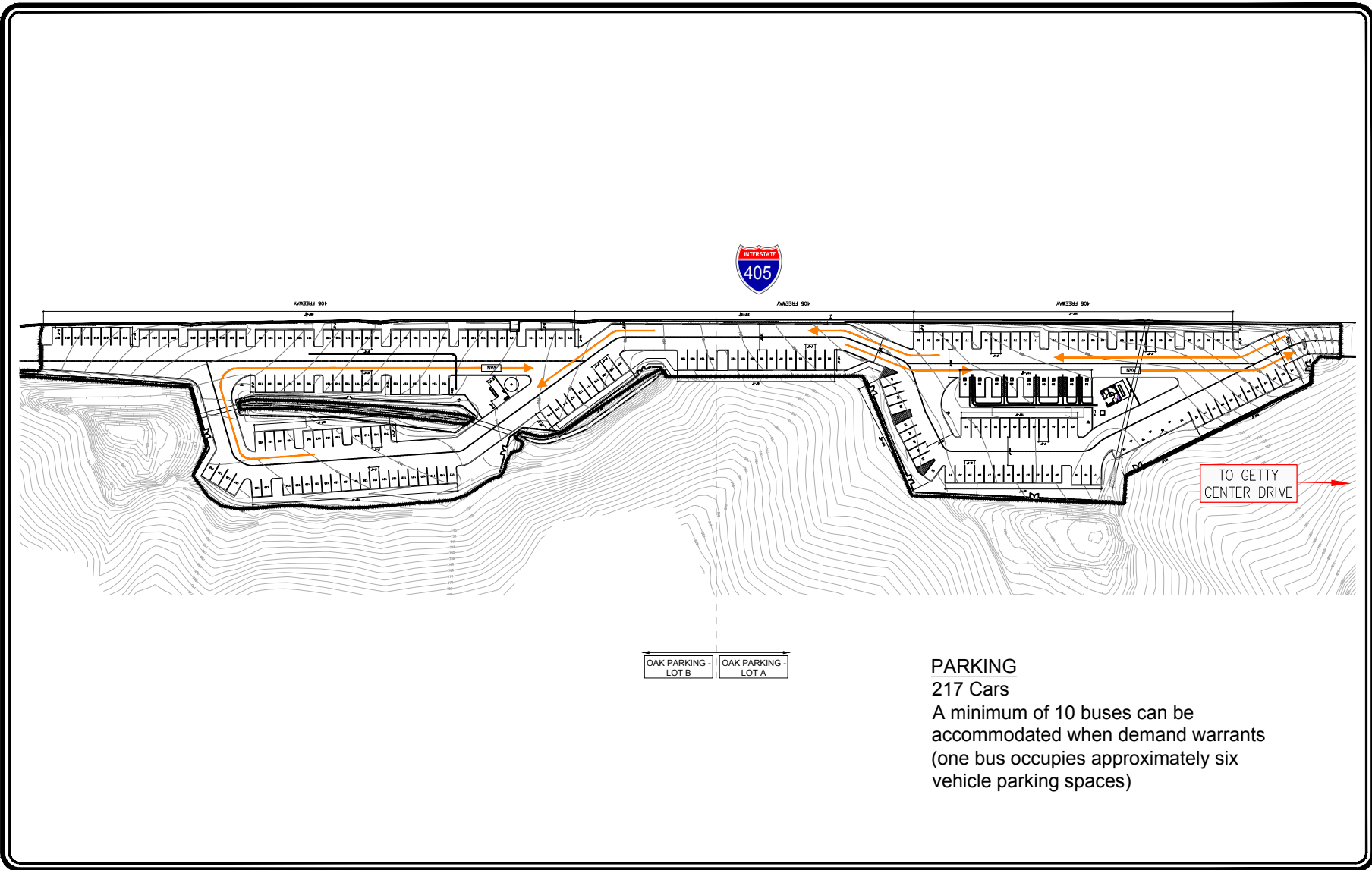
MAP SOURCE: GOOGLE MAPS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 1 VICINITY MAP

OAK PARKING PROJECT

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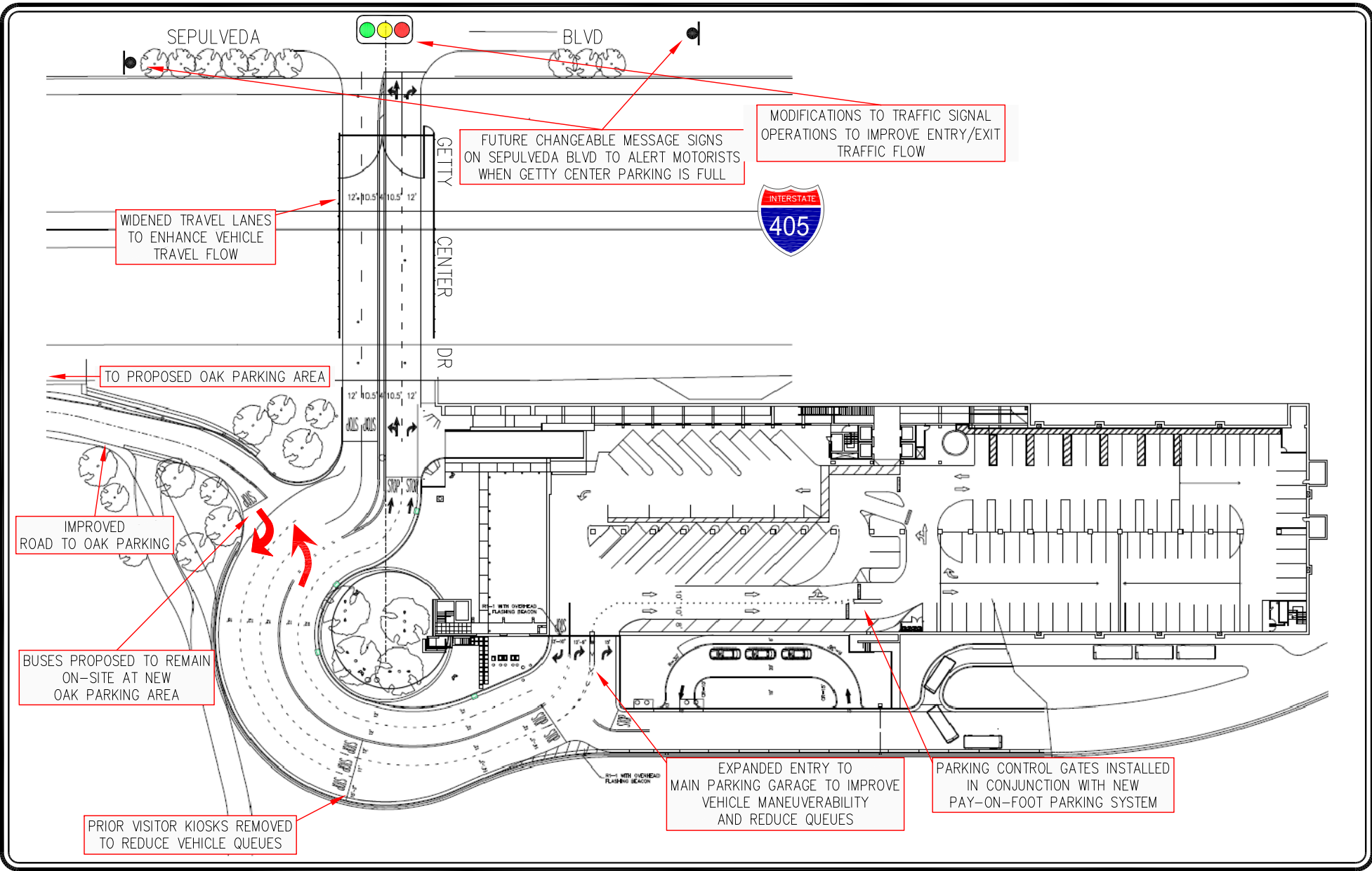
MAP SOURCE: FREDERICK FISHER AND PARTNERS

FIGURE 2 OAK PARKING SITE PLAN

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OAK PARKING PROJECT

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FIGURE 3 SITE CIRCULATION IMPROVEMENTS

OAK PARKING PROJECT