APPENDIX I

Transportation Assessment

Overland Traffic Consultants, Inc.

TRAFFIC ASSESSMENT FOR
BARLOW RESPIRATORY HOSPITAL
SKILLED NURSING FACILITY

Located at
2000 Stadium Way
in the Silver Lake-Echo Park-Elysian Valley
Community Plan Area
of the City of Los Angeles

Prepared by:
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January 2022

TRANSPORTATION ASSESSMENT

FOR

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EXECUTIVE SUMMARY

Introduction

Overland Traffic Consultants has prepared this assessment of the potential California Environmental Quality Act (CEQA) transportation impacts and potential Non-CEQA deficiencies for a 150-bed skilled nursing facility project located at 2000 Stadium Way (Project), in the Silver Lake – Echo Park – Elysian Valley Community Plan Area. See the aerial view for the Project's location on the following page.

Project Description

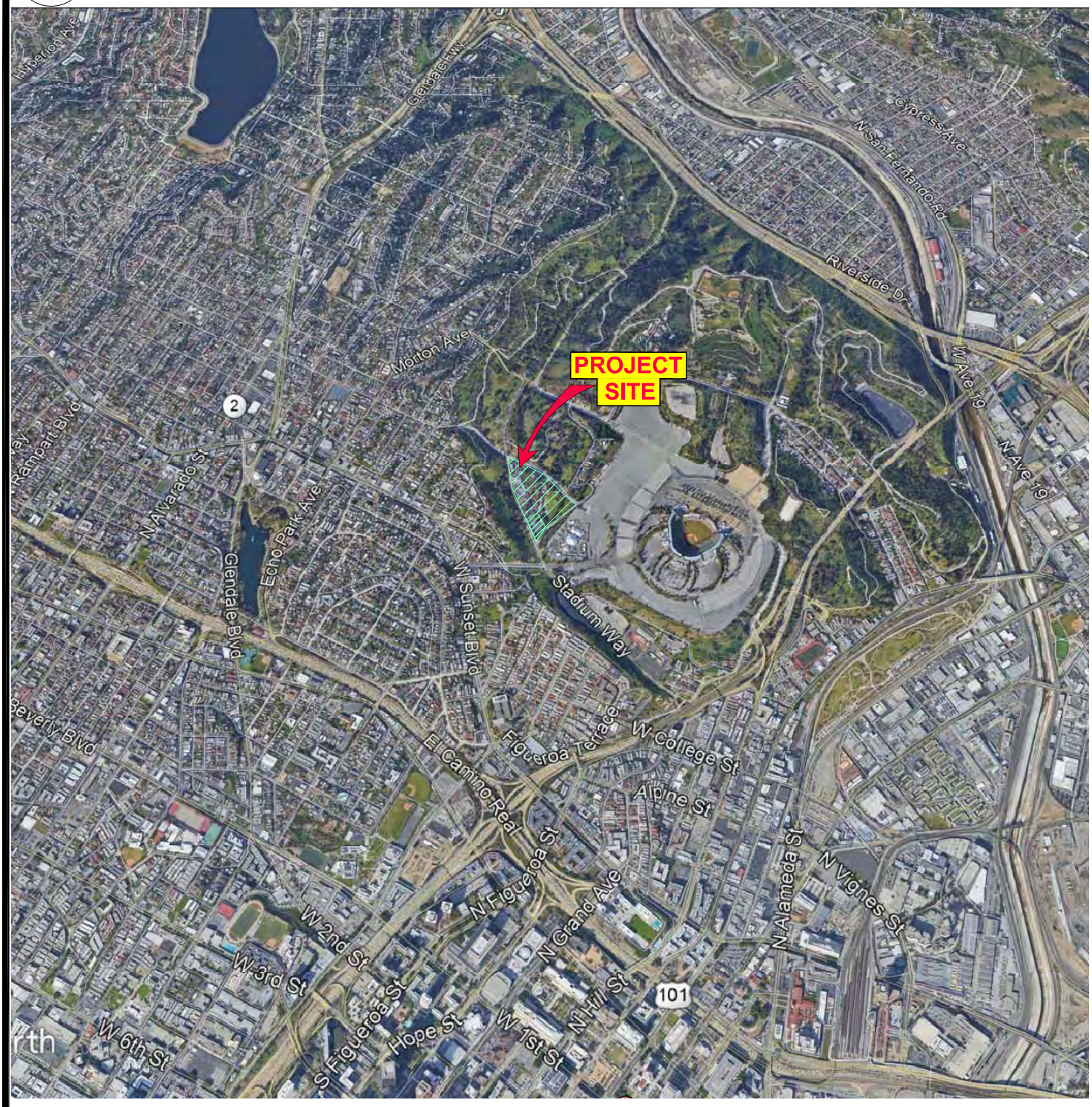
The existing and operating Barlow Respiratory Hospital is located on the east side of Stadium Way between Scott Avenue and North Boylston Street at 2000 Stadium Way. The Hospital proposes to augment their existing operations with a 75 room, 150-bed skilled nursing facility of 80,545 square feet. The building will be located near the south end of the site. Three unused buildings and some existing parking will be removed for construction of the new building with improved parking access and parking areas.

The Project proposes create three parcels on the site. The northeast section of the site will be referred to as the Assisted Living Plot, the northwest section of the site will be referred to as the Hospital Plot and the south section of the site will be 3.59 acres and referred to as the Skilled Nursing Facility Plot. The new building will be constructed on the Skilled Nursing Facility Plot.

Project Parking and Access

The Project will not change the location of the existing driveways. However, the southernmost driveway on Stadium Way, which is the closest driveway to the new Skilled Nursing Facility (SNF) Building, will be improved from a single two way driveway with no median to a driveway with a clear entry and exit path and center median. According to ZA 93-0922 a base requirement of 123 parking spaces for the existing hospital is required. Currently there are 177 vehicle parking spaces. Based on the parking requirements for a Convalescent Home (0.2 spaces per bed), a total of 30 additional parking spaces (150 x 0.2 = 30) will be required, with a cumulative total of

153 spaces. The parking for the new SNF building will be provided on the first floor level. Some existing parking will be lost and new parking areas created with the Project. Upon completion, there will be a total of 165 vehicle parking spaces. The new SNF building is required, and will provide, a minimum of 24 bicycle parking spaces (8 short term and 16 long term).



1/2022

PROJECT SETTING

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Transportation Assessment CEQA and NON – CEQA Review

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

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

The July 2020 Los Angeles Department of Transportation (LADOT) Traffic Assessment Guidelines (TAG) is the City document providing guidance for conducting both CEQA and non-CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts that are applicable to the Project.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The City's adopted process also requires additional non-CEQA analysis and review for land development projects. The purpose of this review is to evaluate how projects affect vehicular access, circulation, and safety for all users of the transportation system. A Memorandum of Understanding (MOU) was prepared and approved by LADOT establishing the traffic assessment parameters for the study. A copy of the MOU is provided in Appendix A.

Transportation Demand Management (TDM) Program

The Project includes bike parking sufficient to meet Los Angeles Municipal Code (LAMC) requirements as a part of the Project's design features. Additional TDM elements are proposed as mitigation for an identified significant Household VMT impact per Capita. Implementation of the additional measure reduces the Household VMT impact per Capita to be no longer significant. These strategies, as described by LADOT'S TAG, are listed below:

PROJECT DESIGN FEATURES

- BICYCLE INFRASTRUCTURE – Include Bike Parking per LAMC - This TDM project feature involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project. The Project is required to, and will provide, a minimum of 24 bicycle parking spaces (16 long term spaces and 8 short term spaces.

PROJECT MITIGATION

- EDUCATION & ENCOURAGEMENT – Promotions and Marketing – This TDM strategy involves uses of market and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive education and promotional tools such as posters, information boards and/or website with information that a traveler could choose to read at their leisure.

The proposed Project, with inclusion of these Project Design Feature, creates a significant East Los Angeles Area Planning Commission Household VMT impact per Capita. Inclusion of the Education & Encouragement – Promotions and Marketing TDM CEQA mitigation reduces the significant impact below thresholds and no further traffic mitigation is required for the Project.

Findings

Based on the following review discussed in Chapters 2 and 3, a potential significant CEQA traffic impact is fully mitigated through TDM measures. There are no significant circulation, access, and safety deficiencies (non-CEQA) identified for the Project.

Pursuant to LAMC Section 12.37 the Project will request a waiver of dedication and improvements for:

(i) the 15-foot dedications along Stadium Way;
(ii) the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way;
(iii) the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Scott Avenue and Stadium Way;
(iv) the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way and Boylston Street; and,
(v) relief from the curb and sidewalk standards on Boylston Street.

The Barstow Respiratory Hospital is designated as a Historic-Cultural Monument that has been identified as contributing to a Historic District listed on the California Historic Resources Inventory and eligible for listing on the National Register. The roadway cannot be widened due to the location of some existing buildings. Dedication and improvements would intersect with several existing to remain buildings on the site. The dedication and widening will not occur on this section of Stadium Way. North Boylston Street is over dedicated and improved along the southern boundary of the site at its intersection with Stadium Way to approximately 200 feet northeasterly. North Boylston Street improvements diverge away from the property at this point. The portion of North Boylston Street beyond the approximately 200 feet northeasterly along the Project frontage is unimproved.

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

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CHAPTER 1 PROJECT DESCRIPTION

The proposed Barlow Skilled Nursing Facility (SNF) Project is located on Barstow Respiratory Hospital site on the east side of Stadium Way between Scott Avenue and North Boylston Street at 2000 Stadium Way. There is Project frontage on Stadium Way to the west, Scott Avenue to the north and east and North Boylston Street to the south and east. The location of the proposed Project site is provided on Figure 1.

The Barlow Respiratory Hospital proposes to augment their existing operations with an 80,545 square foot 75 room, 150-bed, skilled nursing facility building. There are currently multiple buildings on the site along with the main hospital building. These include several bungalows, assisted living, administration, library, Williams Hall, storage, receiving department and kitchen. The new SNF building will be located near the south end of the Barlow Respiratory Hospital site. Three unused buildings and some existing parking will be removed for construction of the new building with improved parking access and parking areas.

The Project will create three parcels on the site. The north east section primarily along Scott Avenue will consist of 2.11 acres and referred to as the Assisted Living Plot, the northwest section of the site along Stadium Way and partially along Scott Avenue will be 4.98 acres and referred to as the Hospital Plot and the south section of the site along Stadium Way and Boylston Street will be 3.59 acres and referred to as the Skilled Nursing Facility Plot. The new building will be constructed on the Skilled Nursing Facility Plot.

Project Vehicle Access

The Project will not change the location of the existing driveways. There are three existing driveways on the east side of Stadium Way and one driveway on the south side of Scott Avenue to the Barstow Respiratory site. The site provides internal roadways and 7 designated surface parking areas. Three parking areas the southwest end of the site will be removed for the construction of the project.

New parking will be constructed on the ground floor of the new building and north

of the new building between the existing library and administration buildings. Upon completion of construction there will be 5 surface parking areas and the ground floor parking at the new SNF building. The Scott Avenue driveway provides access to the existing assisted living area, the north Stadium Way driveway provides access to a parking area immediately north of the Hospital and connects to an internal roadway. The middle Stadium Way driveway provides access to parking at the center of the site and to the roadways that extend throughout the site. The southernmost driveway on Stadium Way, which is the closest driveway to the new Skilled Nursing Facility (SNF) Building, will be improved from a single two way driveway with no median to a driveway with a one way entry and one way exit path that will provide access to the SNF building area and parking areas.

Project Vehicle Parking

Vehicle Parking - According to ZA 93-0922 a base requirement of 123 parking spaces for the existing hospital is required. Currently there are 177 vehicle parking spaces. Based on the parking requirements for a Convalescent Home (0.2 spaces per bed), a total of 30 additional parking spaces (150 x 0.2 = 30) will be required, with a cumulative total of 153 spaces. The parking for the new SNF building will be provided on the first floor level. Some existing parking will be lost and new parking areas created with the Project. Upon completion, there will be a total of 165 vehicle parking spaces.

Bike Parking - The SNF building Project is required to provide 1 long term bicycle parking space per 5,000 square feet and 1 short term bicycle parking space per 10,000 square feet for the new construction. A minimum of 24 bicycle parking spaces (8 short term and 16 long term) will be provided.

Figure 2a illustrates the Overall Barlow Hospital Site plan and Figure 2b focuses on the new SNF building and surrounding area.

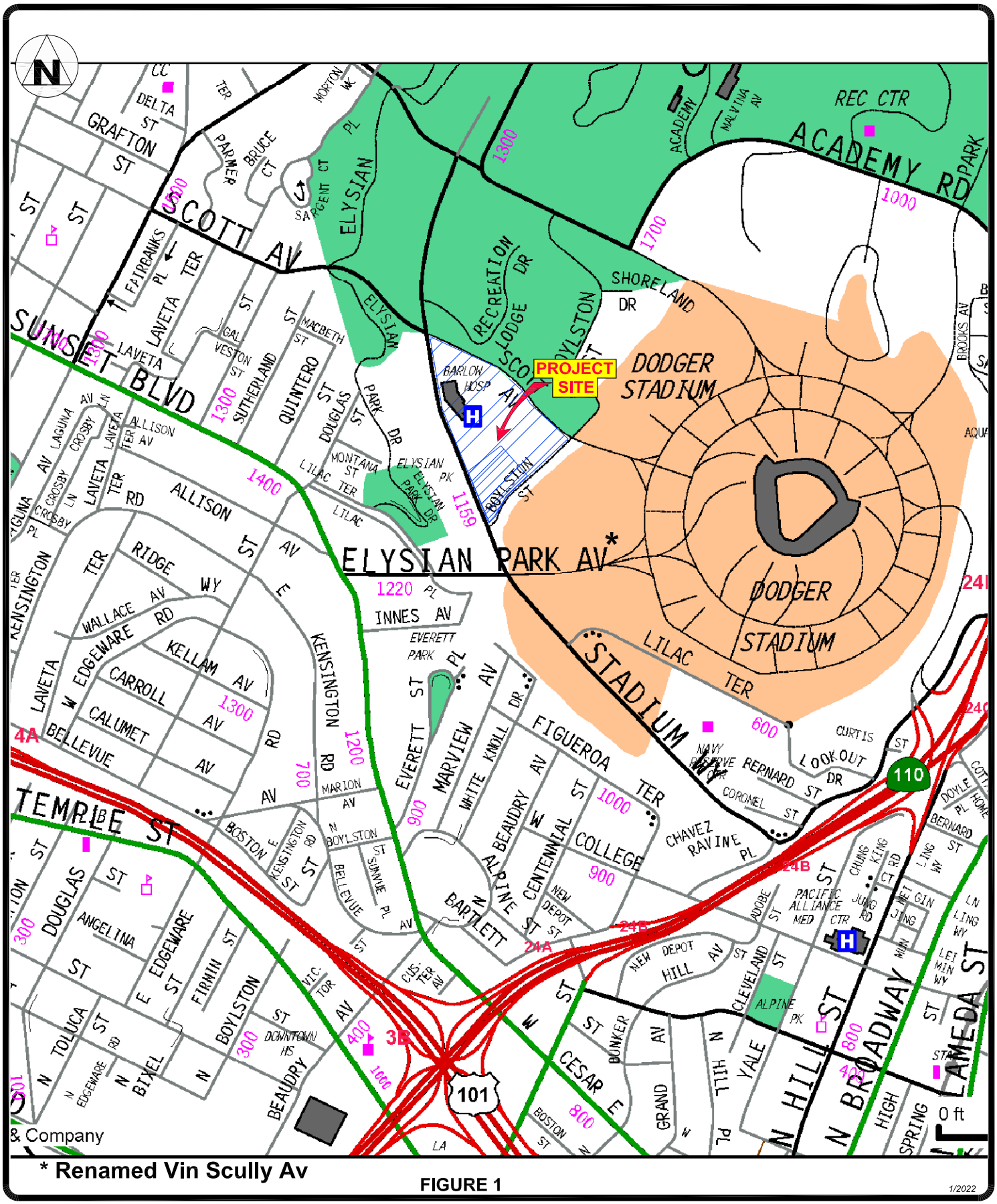

FIGURE 1

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PROJECT LOCATION

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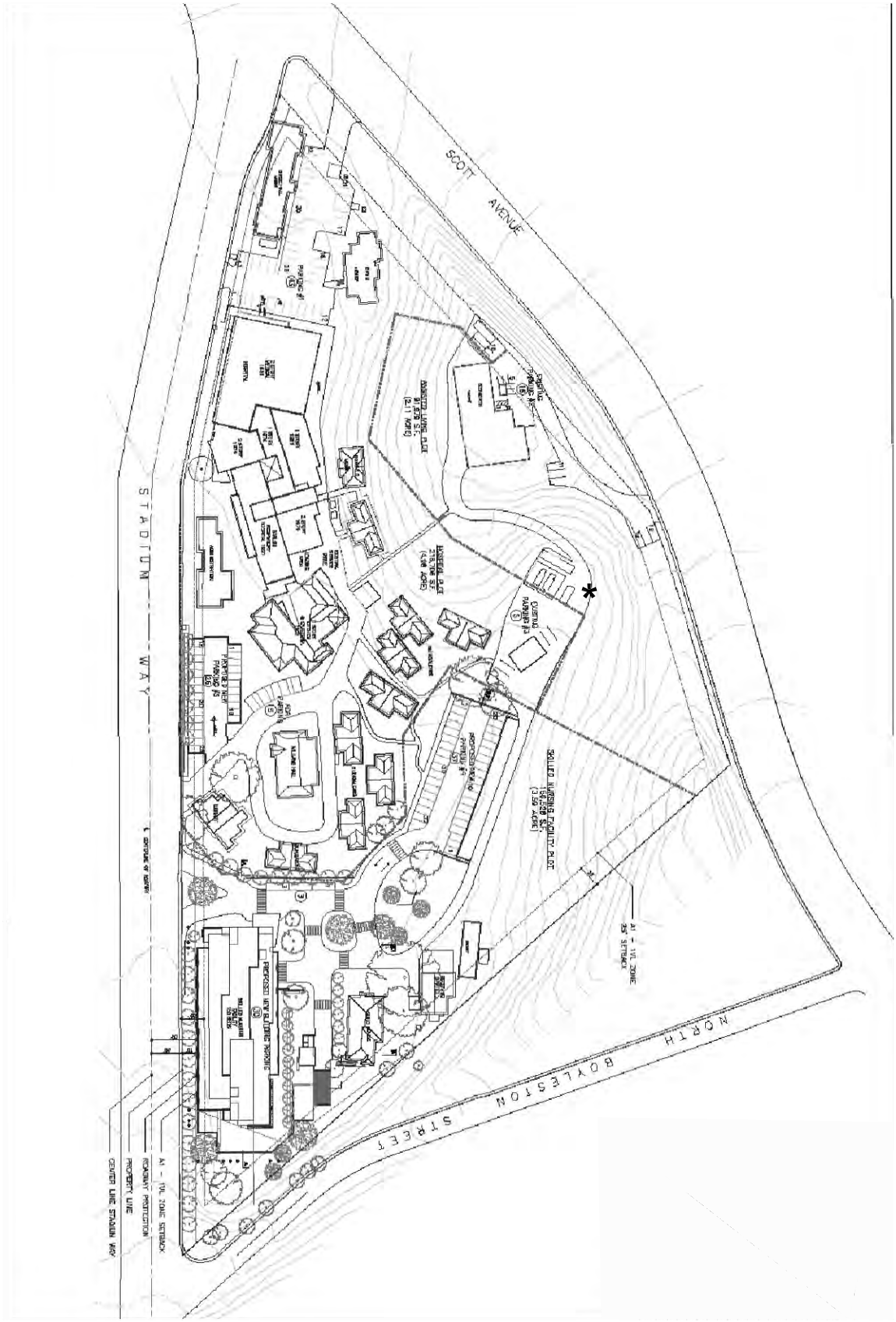

FIGURE 2a

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FULL BARLOW HOSPITAL SITE
EXISTING TO REMAIN AND NEW CONSTRUCTION

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FIGURE 2b

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FOCUSED SITE PLAN
NEW CONSTRUCTION SECTION

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CHAPTER 2 CEQA TRANSPORTATION ASSESSMENT

The scope for this study was reviewed and approved by LADOT in accordance with the City CEQA requirements as contained in the LADOT TAG, adopted in July 2020. A copy of the LADOT approved MOU is provided in Appendix A.

The TAG is the City document that establishes procedures and methods for conducting CEQA transportation analyses for land development projects. The TAG identifies three CEQA thresholds for identifying significant transportation impacts.

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies;
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT);
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

Project Initial VMT Screening

This is the first step in evaluating whether conditions exist that might indicate an environmental impact. A project is reviewed through a series of screening criteria to determine whether further CEQA analysis is required to address the threshold questions.

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis is required to assess whether the proposed project would negatively affect the transportation system for all travel modes including pedestrian, bicycle, or transit facilities

1. Does the Project involve a discretionary action that would be under review by the Department of Planning?

Yes, the Project is requesting plan approval subsequent to Master Conditional Use, per LAMC Section 17.50 Parcel Map approval, pursuant to LAMC Sections 12.24 and 12.24.F approval of building height of 4 stories and 59 feet 6 inches instead of 3 stores and 45 feet in the A1-1VL zone, approval of a 15-foot yard setback along Boylston Street and a 17-foot setback along Stadium Way in lieu of the 25-foot

yard setback in the A1-1VL zone.

2. Would the Project generate a net increase of 250 or more daily vehicle trips?

Yes, using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 419 new daily vehicle trips without any TDM strategies. TDM strategies are not considered in the screening criteria.

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

Yes, according to the Mobility Element, street standards indicate that Stadium Way is an Avenue I roadway requiring 100 foot right-of way and 70-foot roadway. Currently Stadium Way is dedicated with 70 feet of right-of-way. A 15-foot dedication would be required. According to the Mobility Element, street standards indicate that Scott Avenue and Boylston Street are Local streets along the Project frontage. A local street requires a 60-foot right-of-way and 36 foot roadway. Scott Avenue is currently dedicated with 80 feet of right-of-way and Boylston Street is dedicated with 82.5 feet of right-of-way. Dedication would not be required on Scott Avenue or Boylston Street.

Pursuant to LAMC Section 12.37 the Project will request a waiver of dedication and improvements for:

(i) the 15-foot dedications along Stadium Way;

(ii) the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way;

(iii) the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Scott Avenue and Stadium Way;

(iv) the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way and Boylston Street; and

(v) relief from the curb and sidewalk standards on Boylston Street.

A 15-foot dedication along Stadium Way would intersect existing buildings on the site. The roadway cannot be widened due to the location of some existing buildings

that will remain. North Boylston Street is over dedicated and improved along the southern boundary of the site at its intersection with Stadium Way to approximately 200 feet northeasterly. North Boylston Street improvements diverge away from the property at this point. The portion of North Boylston Street beyond the approximately 200 feet northeasterly along the Project frontage is unimproved.

The Applicant is appropriate to request these waivers because portions of a lot along Stadium Way are occupied by a legally existing hospital buildings which are to remain and because a complete roadway curb, gutter and sidewalk improvements exist within the present dedication and are contiguous. Additional dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines the Streets Standards Committee has established.

4. Is the Project's frontage along a street classified as an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?

Yes, the frontage along Stadium Way, which is designated as an Avenue I, is approximately 837.5 feet in length.

5. Would the Project generate a net increase in daily VMT?

Yes, using the LADOT VMT calculator, the Project would generate 3,234 daily VMT. TDM strategies are not considered in the screening criteria. Appendix D contains the VMT reports.

6. Would the Project be located within a one-half mile of a fixed-rail or fixed-guideway transit station and replace an existing number of residential units with a smaller number of residential units?

No, the location of the Project is not within a half mile of a fixed-rail or fixed-guideway transit station. There are not any existing residential units to be removed.

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

Yes, the Project is proposing modify the south most Stadium Way driveway to the property from an existing single two way driveway to a one way in and one way out with a center median channelizing vehicles.

8. Does the land use project include the construction of 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?

Yes. The Project includes a 75 room, 150 bed skilled nursing facility.

The TAG also provides screening criteria for consistency in accordance with CEQA Section 15064.3 subdivision (b)(2) on VMT impacts from Transportation Projects. The screening criteria for Transportation Projects is determined from the following question below.

Criteria for Transportation Projects - Would the Transportation Project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Not Applicable - This analysis for Transportation Projects is not applicable to land development projects and the Project is not a transportation project because the Project is a land development project. Therefore, the transportation project analysis is not part of the Project's CEQA review.

Based on the Project VMT Initial Screening Criteria on pages 6 through 9 for land development projects, further analysis is required to assess whether the Project would negatively affect the transportation system. Screening criteria presented in the TAG document specific to each area of analysis is contained in Appendix B.

I. Conflicts with Plans, Programs, Ordinances or Policies (Threshold T-1)

To guide the City's Mobility Plan 2035, the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies.

Per the TAG guidelines, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies.

The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review, see Table 1. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent.

Table 1
Consistency Check with Key City Plans, Programs, Ordinances or Policies

TAG Table 2.1-1: City Documents that Establish the Regulatory Framework				
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
1.	LA Mobility Plan 2035	No	Stadium Way-Avenue I roadway requiring 100 foot right-of way and 70-foot roadway. Stadium Way is dedicated with 70 feet of right-of-way. A 15-foot dedication would be required. A waiver will be requested. Scott Av & Boylston St are Local & requires a 60-foot right-of-way & 36 foot roadway. Scott Av is currently 80 feet of right-of-way & Boylston St is dedicated with 82.5 feet of right-of-way. No dedication required on Scott Avenue & Boylston Street.	Yes
2.	Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction, by reducing single-occupant vehicle trips by its proximity to transit service and on-site cycling amenities. The Project would not conflict with other policies in the Plan for Healthy LA.	No
3.	Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Silver Lake-Echo Park-Elysian Valley Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan and the Community Plan.	No
4.	Specific Plans	Not Applicable	The Project is not within a Specific Plan area.	No
5.	LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project will, at a minimum, comply with the required of short- and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
6.	LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies to the construction of new non-residential floor area greater than 25,000 sf. The Project will comply with this requirement.	No
7.	LAMC Section 12.37 (Waivers of Dedications and Improvement)	Yes	Pursuant to LAMC Section 12.37 the Project will request a waiver of dedication and improvements for: the 15-foot dedications along Stadium Way; the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way; the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Scott Avenue and Stadium Way; the 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way and Boylston Street; & relief from the curb and sidewalk standards on Boylston Street. The Applicant is appropriate to request these waivers because portions of a lot along Stadium Way are occupied by a legally existing hospital buildings which are to remain and because a complete roadway curb, gutter and sidewalk improvements exist within the present dedication and are contiguous. Additional dedication or improvement is not necessary to meet the City's mobility needs	Yes

			for the next 20 years based on guidelines the Streets Standards Committee has established.	
	Plan or Policy	Consistent?	Notes	Preclude City Implementation?
8.	Vision Zero Action Plan	Yes	The Project will improve driver visibility at the site by converting the existing south most driveway on Stadium Way from a single two way driveway to two one-way driveway with a raised median between them. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
9.	Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No
10.	Citywide Design guidelines	Yes	Per Guideline 1-3 below.	No
	Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project will create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project will provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. Pedestrian access will be provided at street level with direct access to the surrounding neighborhood and amenities.	No
	Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Vehicular access is located a local streets and Avenue I roadway. The Project vehicular access complies with driveway location standards.	No
	Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No

As summarized above in Table 1, the Project would not conflict with most key City planning documents. Pursuant to LAMC Section 12.37, a waiver to dedicate and improve will be requested. Stadium Way is an Avenue I roadway requiring 100 foot right-of way and 70-foot roadway. Currently Stadium Way is dedicated with 70 feet of right-of-way. A 15-foot dedication would be required. A 15-foot dedication along Stadium Way would intersect existing buildings on the site. The roadway cannot be widened due to the location of some existing buildings. Dedication and improvements would intersect with several existing to remain buildings on the site. The dedication and widening is not feasible on this section of Stadium Way. In addition a waiver of dedication and improvements for a 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way; a 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Scott Avenue and Stadium Way, a 15-foot by 15-foot corner cut dedication of 20-foot radius curve on the corner of Stadium Way and Boylston Street; and relief from the curb and sidewalk standards on Boylston Street.

The TAG also provides a list of questions to guide the Project's consistency review. These questions and answers relative to the Project are provided in Appendix C.

Cumulative Consistency Check

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects.

A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. The results of the Project's VMT calculation (as shown in Appendix D) would not exceed the City's APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact. No cumulative

impact has been identified with this project that would preclude the City's implementation of any transportation related policies, programs, or standards.

Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

II. Causing Substantial Vehicle Miles Traveled (Threshold T - 2.1)

The intent of this threshold question is to assess whether a land development project causes a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts.

To address this question, LADOT's TAG identified significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT.

A development project will have a potential impact if the development project would generate VMT exceeding 15% below the existing average VMT for the Area Planning Commission (APC) area in which the project is located per TAG Table 2.2-1.

The Project is in the East Los Angeles APC sub-area which limits daily household VMT per capita to a threshold value of above 7.2 and a daily work VMT per employee to a threshold value of above 12.7 (15% below the existing VMT for the Central APC).

As a project design feature, the Project proposes provide a sufficient number of bicycle parking to meet City of Los Angeles bicycle parking requirements per LAMC Section 12.21.A.16 with 8 short term bicycle parking spaces and 16 long term bicycles spaces.

Results of the Project's VMT calculation (as shown in Appendix D) provides an estimate based on the Project's land uses, size and TDM program strategies that are included as Project design features (i.e. bike parking per LAMC). The VMT is determined, in part, from the Institute of Transportation Engineers Trip Generation Manual (ITE Manual). In the ITE Manual, the employees and residents of the SNF are represented in the trip generation. The proposed SNF is considered a household land use in the VMT calculator. The employees of the SNF are represented in the household calculation and considered negligible in the Work VMT per employee evaluation. The Project's work VMT per employee is not applicable.

The Project does not have a significant work VMT impact in the East Los Angeles Area Planning Commission (ELA APC) because the work VMT per employee is not applicable. With the Project Feature of bicycle parking per LAMC, the household VMT per capita is 7.5. This is above the CEQA Threshold T-2.1 (Causing Substantial Vehicle Miles Traveled) in the ELA APC of above 7.2. However, through mitigation proposing the additional TDM measure of education and encouragement through promotions and marketing the household VMT per capita is reduced to 7.2. This is below the CEQA threshold in the ELA APC of above 7.2. There are no remaining significant traffic impacts.

The Project's VMT analysis worksheets are provided in Appendix D.

TDM Program Project Design Features

Project Design Feature: The Project includes one TDM measure that reduces trips and VMT through TDM strategies and is included in the VMT analysis for the Project. This TDM project feature, as described by LADOT'S TAG, is listed below:

BICYCLE INFRASTRUCTURE – Include Bike Parking per LAMC - This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project. The Project is required to, and will provide, a minimum of 24 bicycle parking spaces.

TDM Program Project Mitigation: The Project proposes an additional TDM measure as mitigation to reduce trips and VMT and is included in the VMT analysis for the Project. This TDM mitigation, as described by LADOT's TAG, is listed below:

EDUCATION & ENCOURAGEMENT – Promotions and Marketing – This TDM strategy involves uses of market and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive education and promotional tools such as posters, information boards and/or website with information that a traveler could choose to read at their leisure.

As stated in the City of Los Angeles VMT Calculator User Guide, November 2019 (Chapter 4, page 16), the effectiveness (reduction in Project VMT) of each TDM strategy/Project Design Feature included in the VMT Calculator is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). A work VMT per employee is not applicable. A significant household significant impact is identified. An additional TDM measure is proposed which reduced the impact so that it is fully mitigated and no longer significant. No mitigation additional mitigation is required of the Project.

Summary:

- ELA APC Household VMT per Capita Threshold is above 7.2
- ELA Household VMT per Capita is 7.5 with Project Feature
- A significant Household VMT per Capita impact is identified
- ELA Household VMT per Capita is reduced to 7.2 with Mitigation
- NO HOUSEHOLD VMT IMPACT

- Work VMT per Employee Threshold is above 12.7
- Work VMT per Employee is not applicable
- NO WORK VMT IMPACT

Cumulative VMT Consistency Check

Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets.

Per the City's TAG, projects that are consistent with the RTP/SCS plan in terms of development location and density are part of the regional solution for meeting air pollution and GHG goals. Projects that have less than a significant VMT impact are deemed to be consistent with the SCAG's 2016-2040 RTP/SCS and would have a less-than-significant cumulative impact on VMT.

As shown, the Project VMT impact would not exceed the City's ELA APC VMT impact

thresholds with mitigation and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate there is no cumulative VMT impact.

III. Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use (Threshold T- 3.1)

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

No deficiencies are apparent in the site access plans which would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking will not be changed from the existing locations.
2. The southernmost Project driveway on Stadium Way will be improved from a single entry/exit driveway to an entry and exit driveway separated by an on-site median to enhance visibility and better delineate right of way.
3. There is not an increase in the number of Project driveways with the exception that one driveway will be converted from a two way driveway to two one-way driveways.
4. The Project's access is consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

A review of the Project Site plans does not present any hazardous geometric design features. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-3.1 (Substantially Increasing Hazards Due to a Geometric Design Feature).

CHAPTER 3 NON-CEQA TRANSPORTATION ASSESSMENT

In addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05 (Site Plan Review) authorizes a non-CEQA transportation analysis of development projects to identify deficiencies that may occur in the area due to the project. Additional authority is sited in other discretionary processes (e.g. conditional use permits) where the City is required to make findings to support approval of development projects. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

Pursuant to the TAG, a delay-based analysis has been used to evaluate if the Project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system.

To assist in the non-CEQA evaluation, the following information provides the environmental conditions in which the Project is located.

ENVIRONMENTAL SETTING

Land Use

The Project site is in the Silver Lake – Echo Park – Elysian Valley Community Plan area located north of Downtown Los Angeles and is generally separated from Downtown by Chinatown. Central City North Community Plan Area is to the south, Northeast Community Plan Area is to the north and east, Hollywood and Wilshire Community Plan Areas are to the west and Westlake Community Plan area is to the southwest. Approximately 42% of the land in the Community Plan is designated for residential use. Central. Elysian Park, Dodger Stadium and the Los Angeles River are within the Community Plan area and located along the eastern boundary. Appendix E contains the Hollywood Community Plan land use map.

Transportation Facilities

The City of Los Angeles has adopted the Mobility Plan 2035 as an update to the City's General Plan Transportation Element to incorporate the complete streets principles for integrating multi-mode transportation networks. The Mobility Plan 2035 dictates the street standards and designations for all users. Appendix F provides a map of the area roadway designations, roadway design standards and aerials of nearby signalized locations.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated as Boulevards and Avenues. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas. The roadway standard for an Avenue I is a right-of-way width of 100 feet and a roadway width of 70 feet. Non-arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non-arterial roadways are designated collector or local streets. The standard for a Local Street is a right-of-way width of 60 feet and a roadway width of 36 feet.

Due to the Project's close proximity to Dodger Stadium and Downtown Los Angeles regional access to Project area is well provided by the Harbor Freeway (SR-110) approximately 3,100 feet west of the site, the Hollywood Freeway (US-101) 2,400 feet to the south and the Golden State Freeway (I-5) approximately 1.26 miles to the north. The junction of SR-110 and US-101 freeways is located approximately 4,000 feet south of the Project. The junction of SR-110 and I-5 freeways is located approximately 1.5 miles feet northeast of the Project. A Harbor Freeway northbound on and southbound off ramp is provided on Stadium Way approximately 3,400 feet east of the site. North of these ramps, a southbound off ramp is provided from the Harbor Freeway to Stadium Way approximately 3,500 feet from the site and further north east a northbound on ramp from Stadium Way is provided approximately 4,200 feet from the site. The Hollywood Freeway is accessible via full service ramps at Alvarado Street approximately 1.1 miles south west or northbound on/off ramps on Bellevue Avenue east of Glendale Boulevard and southbound on/off ramps on Palo Alto Street west of Glendale Boulevard approximately 4,300 feet south. The Golden State Freeway provides southbound on and off ramps on

Stadium Way east of Riverside Drive approximately 1.5 miles north of the site and northbound on and off ramps on Riverside Drive east of Stadium Way approximately 1.5 miles north of the site.

The Harbor Freeway carries approximately 171,000 vehicles per day (VPD) with 11,100 vehicles per hour (VPH) at Stadium Way/Hill Street. The Hollywood Freeway carries approximately 267,000 VPD with 15,700 VPH at Glendale Boulevard. The Golden State Freeway carries approximately 299,000 VPD with 18,500 VPH at Stadium Way. Freeway traffic volumes are provided by Caltrans in the 2017 Traffic Volumes Book. The Hollywood Freeway is typically congested during the morning and afternoon commute hours.

Major roadways in the Project area of generally follow an overall angled northeast to southwest and northwest to southeast grid pattern with some curves due to the Elysian Park and Dodger Stadium land uses. Key major roadways in the area include Stadium Way, Academy Road and Scott Avenue. Academy Road, Stadium Way and the US-110 Freeway provide perimeter roadways to Dodger Stadium. The Project site is on the east side of Stadium Way within this perimeter. On Dodger Game Days and Event Days, traffic to and from Dodger Stadium can be very congested. LADOT provides special event traffic control officers, detours and enhancements to assist in the management of the additional traffic.

Stadium Way is a predominately north – south roadway designated in the Mobility Plan as an Avenue I Scenic roadway along the Project frontage. Stadium Way provides three lanes in each direction north of Academy Road and one lane in each direction south of Academy Road. Two lanes in each direction are provided south of Vin Scully Avenue for approximately 360 feet southbound and 1,050 feet northbound before transitioning back to one lane in each direction. Turning lanes are provided at the freeway ramps, Vin Scully Avenue, Scott Avenue, Academy Road, Parking is not permitted north of Academy Road. However, angle parking is marked and permitted on Stadium Way south of Academy Road to Scott Avenue. Parallel parking is permitted on Stadium way south of Scott Avenue to north of Vin Scully Avenue. Much of this allowable parking is not permitted on Dodger Game Days or Event Days. Stadium Way is a Tier 2 Bike Lane

Network roadway from Lookout Drive to the Golden State Freeway and part of the Pedestrian Enhanced District.

Academy Road is a predominately east - west roadway designated a Local Street in the Mobility Plan 2035. In the Project area, Academy Road is a discontinuous roadway and extends north of Dodger Stadium to west of Park Drive. One lane in each direction is provided west of Stadium Way. Between Stadium Way and the Dodger Stadium Gate C Academy Road is two lanes in each direction. Northeast of Gate C, Academy Road provides one westbound and two eastbound lanes. No parking is permitted on Academy Road. Academy Road is part of the City of Los Angeles Neighborhood Enhanced Network between Stadium Way and Malvina Avenue.

Scott Avenue is an east - west roadway designated a Local Street in the Mobility Plan 2035 between east of Boylston Street to Portia Street. West of Portia Street to Alvarado Street, Scott Avenue is designated as a Collector Street. Scott Avenue extends from Alvarado Street to Boylston Street where the roadway terminates at Dodger Stadium a Dodger Stadium entry/exit gate. Two vehicle lanes and a bike lane in each direction is provided on Scott Avenue between Portia Street and Dodger Stadium. One lane in each direction is provided on Scott Avenue between Alvarado Street and Portia Street. Parking is generally provided on Scott Avenue from Portia Street westerly.

Vin Scully Avenue (previously Elysian Park Drive) is an east - west roadway segment between Sunset Boulevard and Stadium Way. Vin Scully Avenue terminates on the east end at Dodger Stadium Gate A. This is a main entry to Dodger Stadium. Three to four lanes are provided in each direction.

Elysian Park Drive is a predominately curvilinear north – south narrow roadway designated as a local street. Elysian Park Drive traverses the mountainsides in the area and can be gate in multiple locations.

Transit Information

The proposed Project is the construction of a new SNF on the existing Barlow Respiratory Hospital site. Some public transportation opportunities are provided in the project vicinity within walking distance.

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and LADOT DASH.

Metro and LADOT provides local bus lines through this area including:

LADOT provides circuitous DASH service in the Project area along Echo Park Avenue. The service includes:

-LADOT DASH Pico Union/Echo Park provides a low cost circulator service throughout the Echo Park and Pico Union area. This DASH service connects to the MacArthur Park Red Line Station, Good Samaritan Hospital, Grand Blue Line Station, and multiple downtown DASH services. There is a stop for DASH Pico Union/Echo Park at Echo Park Boulevard and Scott Avenue approximately 3,300 feet from the Project site.

Metro local provides service along Sunset Boulevard in the Project area which includes:

-Route 4 which operates between Santa Monica, West Los Angeles, West Hollywood, Hollywood and downtown Los Angeles. There is a stop for Route 4 at Sunset Boulevard and Scott Street approximately 1,600 feet from the site.

Additional services in the area are provided by Metro Route 92 along Glendale Boulevard and Metro Route 96 along Riverside Drive. Route 92 provides service between Glendale, Sylmar Station, East Valley, Elysian Park and Union Station. There is a stop at Glendale Boulevard and Berkley Avenue 1.2 miles from the site. Route 96 provides service between Burbank, Griffith Park, Los Feliz, Chinatown and downtown Los Angeles. There is a stop at Riverside Drive and Stadium Way approximately 1.4 miles north of the site.

Transfer opportunities are available to/from this area from the local and regional lines. The transit and metro lines are illustrated in Appendix G.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

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

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle Enhanced Network, Transit Enhanced Network, Bicycle Enhanced Network and Neighborhood Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below. Mobility Element maps, Walkability Index maps, bicycle plan maps, and pedestrian destination maps are included in Appendix H.

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

- There are no nearby VEN roadways.

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

- Sunset Boulevard – located south of the Project, is identified as part of the TEN; and
- Alvarado Street – located west of the site is identified as part of the TEN south of Sunset Boulevard.

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

- Stadium Way between Lookout Drive to the Golden State Freeway is identified as part of the Tier2 Bicycle Lane Network (BLN);
- Scott Avenue between Boylston Street to Portia Street is identified as part of the Tier 2 BLN; and
- Vin Scully Avenue from Sunset Boulevard to Stadium Way is identified as part of the Tier 2 BLN.

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

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

- No bicycle paths are provided in the immediate area.

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

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

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

- Academy Road between Stadium Way and Morton Avenue is part of the NEN.

Pedestrian Enhanced District (PEDs) - In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts. The PED segments provided in the mobility map identify streets where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

- Stadium Way is part of the City's PED;
- Scott Avenue between Boylston Street to Elysian Park Drive is part of the PED;
- Vin Scully Avenue between Sunset Boulevard and Stadium Way is part of the PED.

The Complete Streets guide acknowledges that adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. Thereby helping to reduce the volume of cars on the road and emissions, increases economic vitality, and make the City feel like a more vibrant place.

PROJECT TRAFFIC GENERATION

As part of the Non-CEQA assessment, an operational analysis of the peak hour traffic flow with the Project is required. This evaluation is based on peak hour traffic flow level of service (LOS) methodologies which determines vehicle delay using current traffic volume data, traffic signal and street characteristics.

Traffic generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE). The results of these studies are published in ITE Trip Generation, 11th Edition Handbook. The Project will augment the existing and operating Barlow Respiratory Hospital with a 75 room, 150 bed, 80,545 square foot Skilled Nursing Facility. The ITE Manual does no specifically identify a SNF as a land use. However, the ITE Trip Generation Manual does identify a Nursing Home. The ITE definition of a Nursing Home is provided below.

> A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples of such facilities include rest homes, chronic care and convalescent homes. Skilled nurses and nursing aids are present 24 hours a day at these sites. Nursing homes are occupied by residents who do little or no driving; traffic is primarily generated by employees, visitors and deliveries.

Based on discussions with the Project team, the above definition fits the proposed Project. Traffic rates used in this analysis are presented in Table 2 below. Table 3 shows the Project's peak hour trip estimate.

Table 2
Project Trip Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
620	Nursing Home*	3.06	72%	28%	0.17	33%	67%	0.22

Rate is per bed

Nursing Homes now are more commonly known as skilled nursing facilities.

SNF are commonly used for short-term rehabilitative stays.

Table 3
Estimated Project Traffic Generation

ITE Code	PROJECT TRIPS Description	Size	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
620	Skilled Nursing Facility	150 beds	459	19	7	26	11	22	33

Table 3 shows the Project traffic estimates using ITE traffic rates. It is estimated that the Project will generate an increase of 459 daily trips with 26 more vehicle trips during the AM Peak Hour and 33 more trips during the PM Peak Hour on the nearby street network.

A primary factor affecting trip direction is the distribution of population and employment which would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network, freeway access points, traffic flow patterns in and out of this area of Los Angeles, driveway locations and consistency with previously approved traffic studies for this area.

The proximity of the Project to Dodger Stadium would create varying traffic patterns when there are not events or games at the stadium versus when there is an event or Dodgers game. It is estimated that on non-game/event days drivers will approach the site from both the north and south side of the site using Scott Avenue, Vin Scully Avenue and Stadium Way south of Vin Scully Avenue. However, on game or event days, it is estimated that drivers will approach and depart from the site primarily to/from the north using Scott Avenue.

The Project's vehicle trips are analyzed at the nearby intersections in the Project Access, Safety and Circulation Evaluation section of this report starting on page 32.

PEDESTRIAN, BICYCLE AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle and transit assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project site. Any deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The Project will not remove, modify, or degrade any pedestrian, bicycle, and transit facility in the vicinity of the Project Site. In fact, any damaged or off-grade sidewalk,

curb and gutter along the property frontage(s) will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

Project Intensification of Use

Generally, projects that contribute to efficient land use patterns enabling higher levels of walking, cycling, and transit as well as lower than average trip length are considered to have a less than significant impact on transportation. These projects include, for example, projects in transit priority areas, projects consisting of residential infill or those located in low VMT areas.

The Project's frontage on Stadium Way is designated as a Scenic Avenue I roadway and is included in the Pedestrian Enhanced District and is designated a Tier2 bike lane. The Project's frontage on Scott Avenue is designated as Local Street, is a Tier 2 bike lane and part of the Pedestrian Enhanced District.

Transit Facilities -The number of additional transit users created by the Project were estimated based on the ITE Trip Generation Manual 10th Edition Supplement, February 2020 (ITE Supplement). This ITE Supplement provides estimated transit trip ends for some land uses. However the proposed SNF was not included. In order to provide a conservative estimate of trips, the residential mid-rise rate per unit in the dense multi-use urban area was used. Table 4a, on the following page, provides the potential transit trip end rates and trips. These trips would be created by visitors and staff

Table 4a
Transit Trip Rates and Trip Ends

Transit Trip Generation Rates

ITE Code	Description	AM Peak Hour Total	PM Peak Hour Total
221	Residential (Mid Rise), per unit	0.07	0.09

No rates for Skilled Nursing Facility, conservatively used Residential

Transit Trip Generation

ITE Code	PROJECT TRIPS Description	Size	AM Peak Hour Total	PM Peak Hour Total
	Skilled Nursing Facility	150 beds	11	14

As mentioned previously, the Project is served by local Metro and LADOT DASH transit. DASH is provided along Echo Park Avenue approximately 3,300 feet from the Project site and Metro Route 4 along Santa Monica Boulevard within 1,600 feet of Project site.

These local lines provide transit to major destination points including Echo Park, Pico Union, Santa Monica, West Los Angeles, West Hollywood, Hollywood and downtown Los Angeles the Metro D Line stations at Wilshire/Westlake and Metro A Line at Grand/Washington. Transfer opportunities from the local lines provides regional access.

Based on the schedule provided on Metro.net and LADOT, the bus services in the area have a range of 7 to 8 minutes headways (service between buses) in both the AM and PM Peak Hours for Route 4 and 10 to 14 minutes for the DASH services. Therefore, there would be 8 to 9 buses in each direction along Route 4 and 4 to 6 buses for DASH Pico Union/Echo Park. These two services will provide up to 24 buses in a single hour (8 buses X 2 directions + 4 buses X 2 directions). Metro buses have 40 seats on a low floor bus and 43 seats for a traditional high-floor bus. Larger articulated busses provide 56-60 seats. DASH buses tend to be in the lower range with approximately 40 seats. Conservatively, this would equate to a total of 960 seats during the peak hour (24 buses X 40 seats). This does not include standing capacity. The Project could create a 1.14% increase in ridership during the AM and 1.45% increase in ridership during the PM Peak Hour (11 riders/960 seats for the AM Peak Hour and 14 riders/960 seats for the PM Peak Hour). The projected level of new transit ridership shown in Table 4a, with 11 during the AM Peak Hour and 14 during the PM Peak Hour, is not expected to create a deficiency to the current transit s4rvices in the area.

Bike Facilities – Currently there are bike lanes located along the Project frontage of Scott Avenue. Project employees may make use of the cycling facilities in the area including the Project's bike parking. The number of additional cyclists created by the Project were estimated based on the ITE Supplement. This ITE Supplement does not provide a rate for SNF. Therefore, like the transit estimate previously presented, the residential mid-rise rate per unit in the dense multi-use urban area was used. Table 4b provides the bicycle trip end rates and trips.

Table 4b
Bicycle Trip Rates and Trip Ends

Bike Trip Generation Rates

ITE Code	Description	AM Peak Hour Total	PM Peak Hour Total
221	Residential (Mid Rise), per unit	0.01	0.01

No rates for Skilled Nursing Facility, conservatively used Residential

Bike Trips

ITE Code	PROJECT TRIPS Description	Size	AM Peak Hour Total	PM Peak Hour Total
	Skilled Nursing Facility	150 beds	2	2

The projected level of cyclists shown above in Table 4b is not expected to create a deficiency to the current cycling services in the area.

Pedestrian - After construction of the Project, there will be additional pedestrians in the area created by the employees and guests of the Project. As with the transit and bike trips, the residential mid-rise rate per residential mid-rise per unit in the dense multi-use urban area was used. to provide the estimated pedestrian trip end rates and trips. Table 4c on the following page provides the pedestrian trip end rates and trips.

Table 4c
Pedestrian Trip Rates and Trip Ends

Walk Trip Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour Total	PM Peak Hour Total
221	Residential (Mid Rise), per unit	5*(AM+PM)	0.09	0.15

No rates for Assisted Living or Memory Care, used Residential

Walk Trip Generation

ITE Code	PROJECT TRIPS Description	Size	Daily Traffic	AM Peak Hour Total	PM Peak Hour Total
	Skilled Nursing Facility	150 beds	180	14	23

A map of the various pedestrian destinations and facilities within ¼ mile is provided in Appendix H.

Street frontage along the Stadium Way Project frontage where the new building will be located will improved with new landscaping and repaired or improved sidewalks. A full traffic signal is provided at Vin Scully Avenue and Stadium Way approximately 500 feet south of the Project provides continental crosswalks on all 4 legs of the intersections.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education, and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury Network (HIN) of city streets. The HIN identifies streets with a high number of traffic-related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists. As shown on the HIN map in Appendix H, none of the roadways along the Project frontage Stadium Way, Scott Avenue or North Boylston Street are part of the HIN. However continental crosswalks are currently provided on all four legs of the adjacent signalized intersection at Scott Avenue and Stadium Way and at the signaled intersection of Vin Scully Avenue and Stadium Way.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements.

Operational Evaluation

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

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

Evaluation - The following traffic conditions evaluation has been prepared to identify any new circulation and access deficiencies that may require specific operational improvements. The circulation level of service evaluation has been prepared using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing. Highway Capacity Software (HCS) was utilized to conduct the evaluation.

Once the vehicle delay value has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the intersection LOS grades in terms of vehicle delay are shown in Table 5.

Table 5
Signalized Intersection Level of Service Definitions

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

Analysis of Existing and Future Traffic Conditions

This Existing and Future Traffic analysis is for Non-CEQA evaluation to determine if there are potential access and circulation deficiencies. This analysis does not affect the CEQA VMT Impact analysis. Baseline historic traffic counts were obtained from LADOT. New traffic data cannot be collected during the COVID-19 shutdown, as directed by LADOT. The traffic counts for Stadium Way & Academy Road were conducted on December 3, 2019 with manual counts, for Elysian Park Drive and Scott Avenue on June 16, 2015 with manual counts, for Stadium Way and Scott Avenue using 2019 average Streetlight Data for the full year and again for 2019 April Only and for Stadium Way and Vin Scully Avenue (previously Elysian Park Drive) on June 16, 2015. These baseline traffic counts have been increased by 1 percent per year ambient growth to year 2022 to reflect existing conditions and does not change the CEQA analysis.

The intersections analyzed include:

1. Stadium Way and Academy Road (stop sign controlled);

2. Scott Avenue and Elysian Park Drive (all-way stop sign controlled);

3a. Stadium Way and Scott Avenue (traffic signal controlled) – average full year;

3b. Stadium Way and Scott Avenue (traffic signal controlled) – (average April day when there are typically ½ days with Dodger Stadium hosting games); and

4. Stadium Way and Vin Scully Avenue (traffic signal controlled); and

In addition, the site's south most driveway on Stadium Way that will provide ingress and egress to the SNF Facility site was evaluated separately.

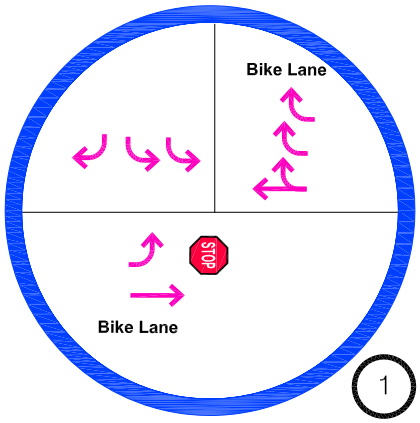
The lane configurations at the study intersections are provided in Figure 3. Regionally Project trips were distributed to the study area and are provided in Figure 4. The detailed distribution and Project trips at the study intersections and driveways is provided in Figure 5. Note that the evaluation of intersection 3b was evaluated based game day/event traffic volumes. The distribution was altered to account for large traffic volumes approaching and departing Dodger Stadium.

The study intersection of Stadium Way and Academy Road (#1) operates in a non-standard way. The north leg of the intersection is Stadium Way. The east and west legs of the intersection are Academy Road. However, the west leg of Academy Road (eastbound) is the only stopped movement. The north leg of Stadium Way (southbound) and east leg of Academy Road (westbound) are not stopped. In order to work with the HCS software for this intersection, the east leg of Academy Road (westbound direction) was converted to the northbound direction to have it, along with Stadium Way, be the free movement roadways.

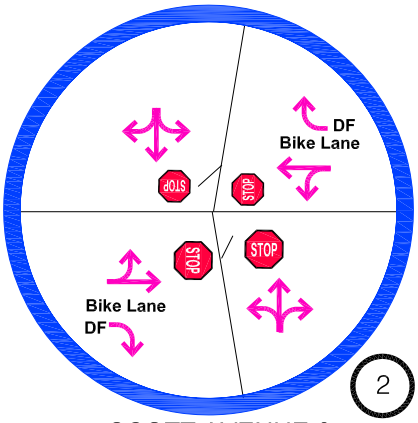
Dodger Stadium Game or Event Day Traffic can creates large volume of traffic entering and exiting the area before and after games/events. The location of the proposed SNF dictates that these traffic volumes will affect the arrivals and departures of the new SNF Facility drivers. The Dodgers schedule shows season home games starting in April 2022 and spanning through early October 2022. Throughout this 7 month season there are 80 games on weekdays and weekends. Additional games are added if the Dodgers continue in the series. Although the start times of the home games were not yet published at the time of the writing of this report in January, history indicates that games can be throughout the day. The

Dodgers.com website indicates an encouragement to rideshare using rail, bus or cycling to/from games. There is a Dodger Stadium Express provided free for all ticket holders. Fans can catch a bus from Union Station or the South Bay to avoid the hassle of driving, parking and fees. In addition, LADOT provides Traffic Control Officer, detour signage, and traffic cones to manage influx and exit of traffic to and from the games. The low traffic volumes created by the proposed project (19 inbound & 7 outbound during the AM Peak Hour, and 11 inbound & 22 outbound during the PM Peak Hour) will have little effect on the Dodger game traffic. However, it is likely that the visitors and employees of the SNF Facility will try to manage their drive times around the game schedule or attempt to approach and depart from/to Scott Avenue. Therefore, the intersection of Scott Avenue and Stadium Way (#3) has been evaluated in two scenarios. Study intersection 3a uses traffic volumes from a 2019 year long average (including both game/event days and no game/event days) with drivers arriving and departing to the north and south. Study intersection 3b uses traffic volumes from 2019 April only average (including both game/event days and no game/event days) with drivers arriving and departing to/from the north.

The LOS calculations summary, on the following pages, in Tables 6 and Table 7 shows the Project's traffic Existing and Future delay with and without the Project at the signalized intersections. The driveways are evaluated separately.



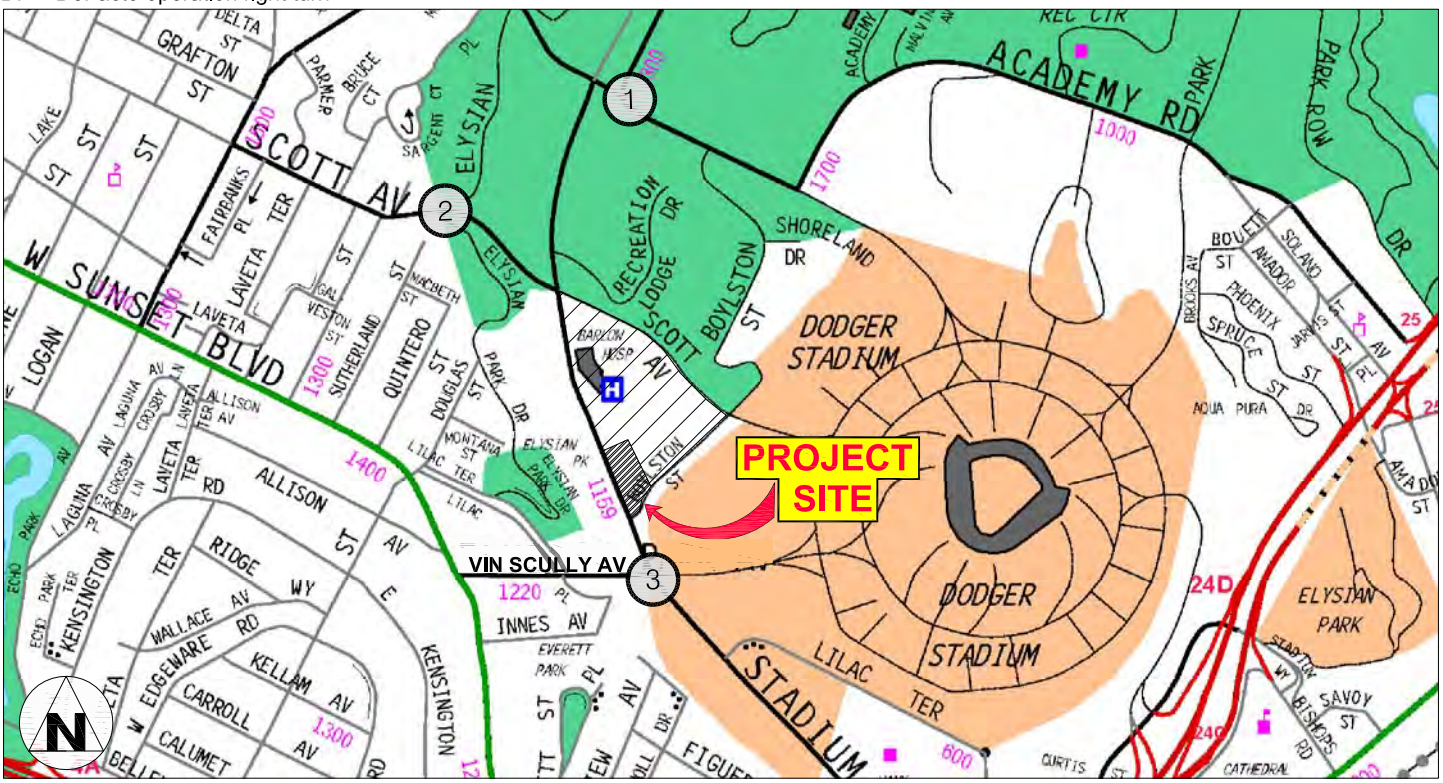
ACADEMY ROAD &
STADIUM WAY

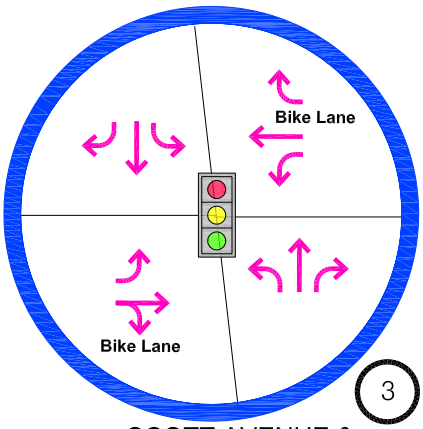


SCOTT AVENUE &
ELYSIAN PARK DRIVE*

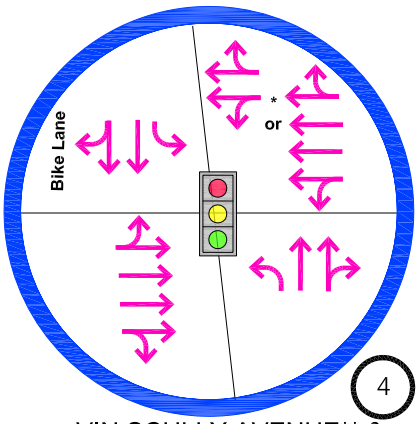
*(Elysian Park Dr can be gated at this location)

DF = DeFacto operation right turn





SCOTT AVENUE &
STADIUM WAY



VIN SCULLY AVENUE** &
STADIUM WAY

*Event or Game Exit

DF = DeFacto operation right turn

** VIN SCULLY AV Previously Elysian Park Drive

FIGURE 3

STUDY INTERSECTION CHARACTERISTICS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
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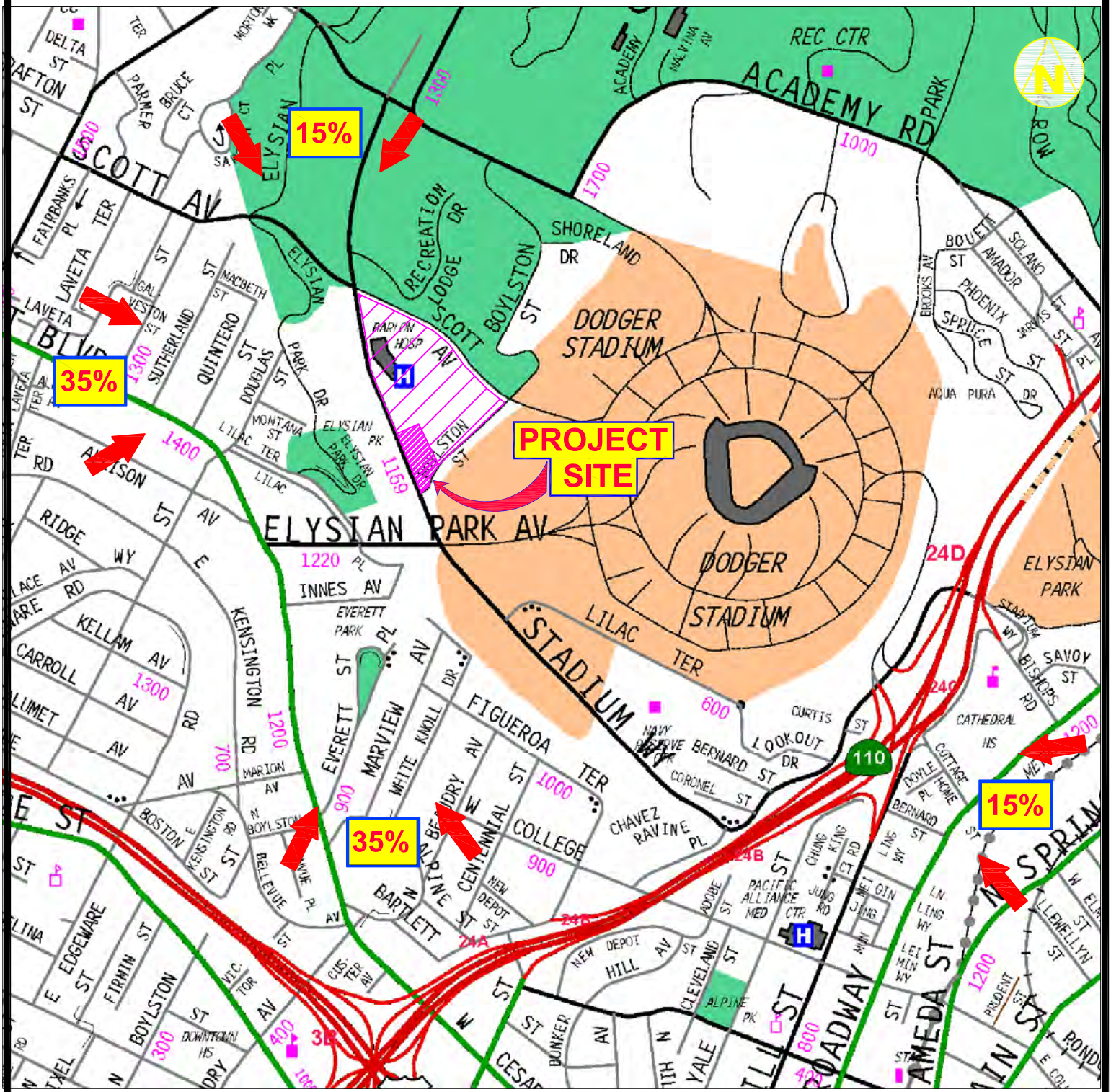
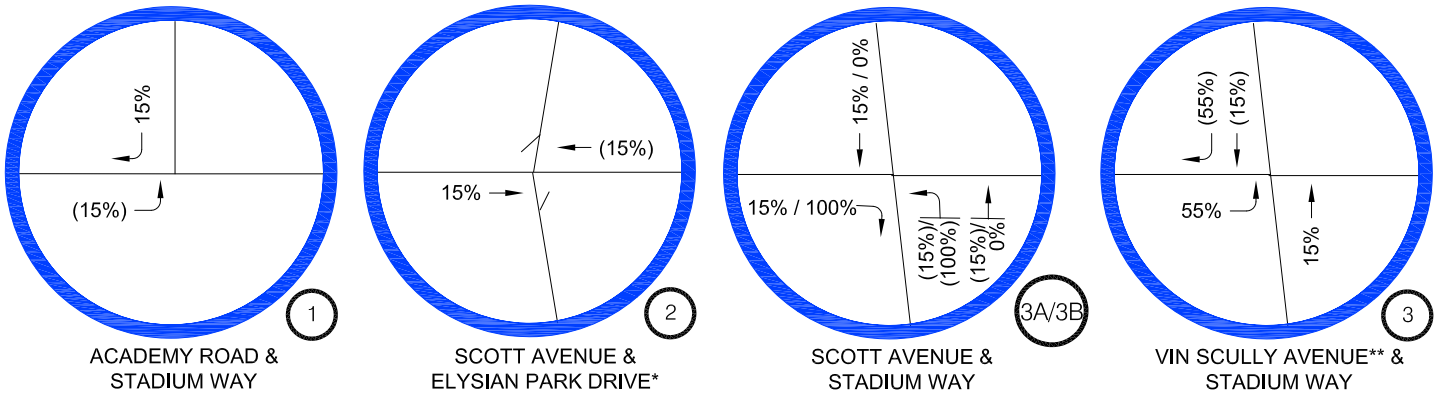


FIGURE 4

3/2021

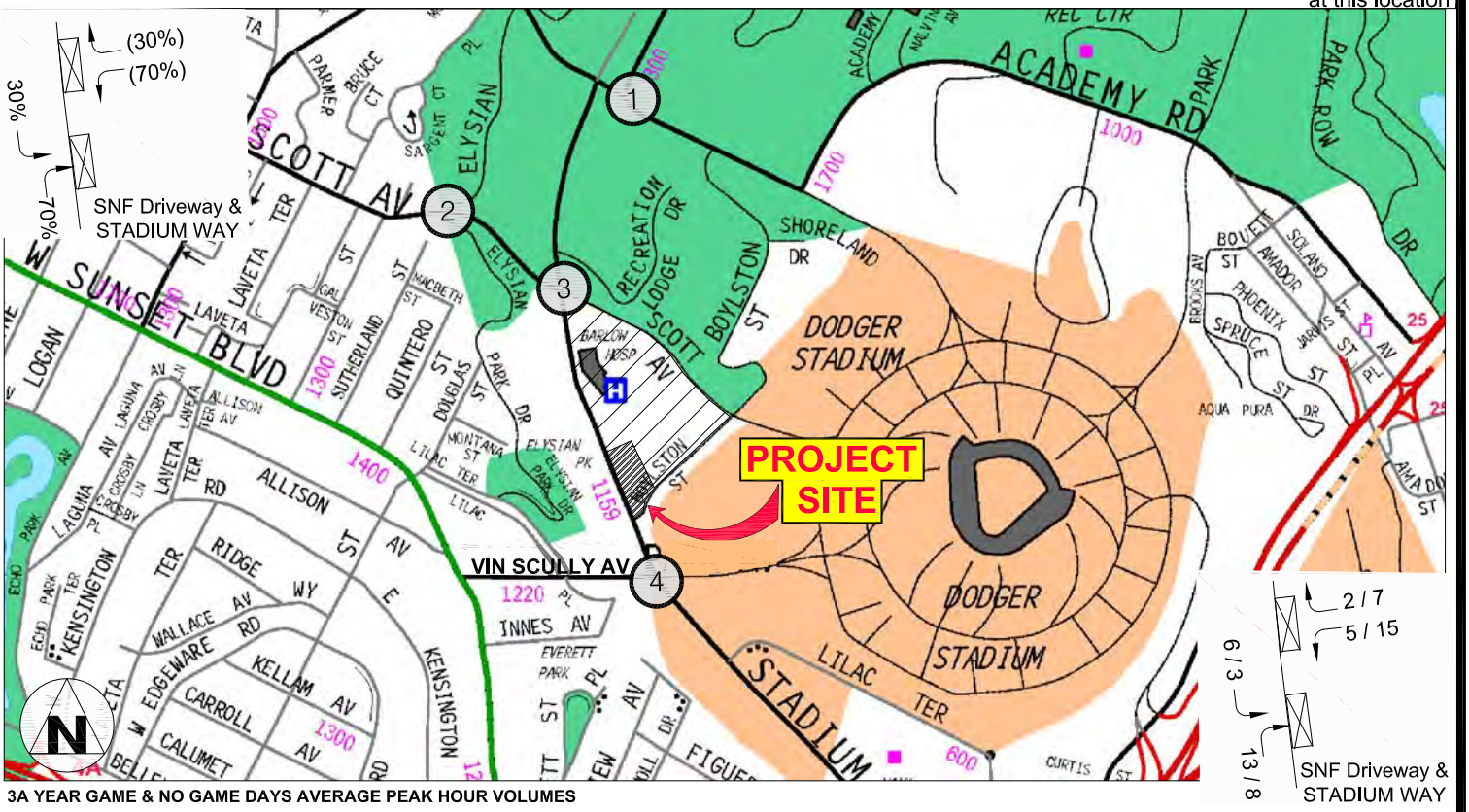
OVERALL PROJECT TRIP DISTRIBUTION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com

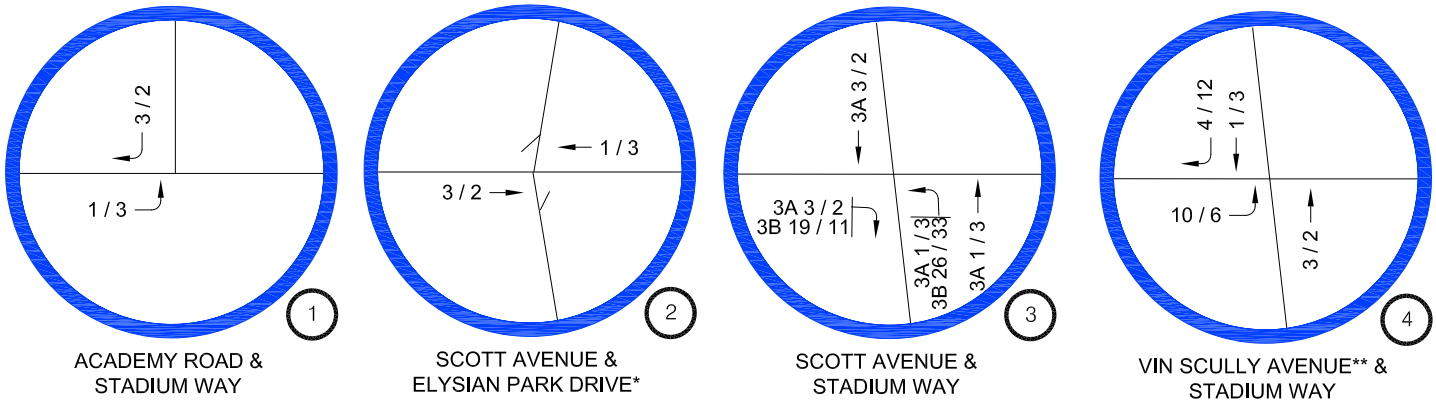


PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION IN / (OUT)

*Elysian Park Dr can be gated at this location



3A YEAR GAME & NO GAME DAYS AVERAGE PEAK HOUR VOLUMES
3B APRIL ONLY HIGH # OF GAMES AVERAGE PEAK HOUR VOLUMES



PROJECT VOLUMES AM PEAK HOUR/PM PEAK HOUR

*Elysian Park Dr can be gated at this location

** Previously Elysian Park Drive

FIGURE 5

PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION & PROJECT VOLUMES

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Table 6 contains the results of the Existing (2022) and Existing + Project traffic conditions at the study intersections. In evaluation of the Existing conditions, the addition of Project traffic does not change the LOS at the nearby signalized locations. The HCS software for the stop sign controlled intersection of Academy Road provides a delay in seconds and LOS for key moves. All others, including the all-way stopped intersection of Elysian Park Drive and Scott Avenue, provide intersection delay.

Table 6
Existing Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Dir	Existing 2022 Delay (s)	Existing 2022 LOS	Existing+ Project Delay (s)	Existing+ Project LOS
1	Academy Road &	AM	EBL	74.7	F	76.3	F
	Stadium Way		EBR	11.1	B	11.1	B
			NB	33.3	D	33.4	D
		PM	EBL	296.3	F	298.5	F
			EBR	9.2	A	9.2	A
			NB	8.6	A	8.6	A
2	Elysian Park Drive &	AM		7.8	A	7.8	A
	Scott Avenue	PM		8.1	A	8.1	A
3a	Scott Avenue &	AM		21.9	C	22.6	C
	Stadium Way (Full Year Avg)	PM		21.2	C	21.4	C
3b	Scott Avenue &	AM		50.4	D	52.5	D
	Stadium Way (April Avg)	PM		31.0	C	31.2	C
4	Stadium Way &	AM		6.3	A	7.1	A
	Vin Scully Avenue	PM		9.2	A	9.5	A

3a provides results from average full year 2019 counts updated to 2022 with game/events blended with no game/no event days
3b results from counts on April 2019 average counts updated to 2022, April is a month with typically 1/2 month hosting Dodger Games
Dir = Direction (needed for two way stopped control intersection #1 only), s = seconds

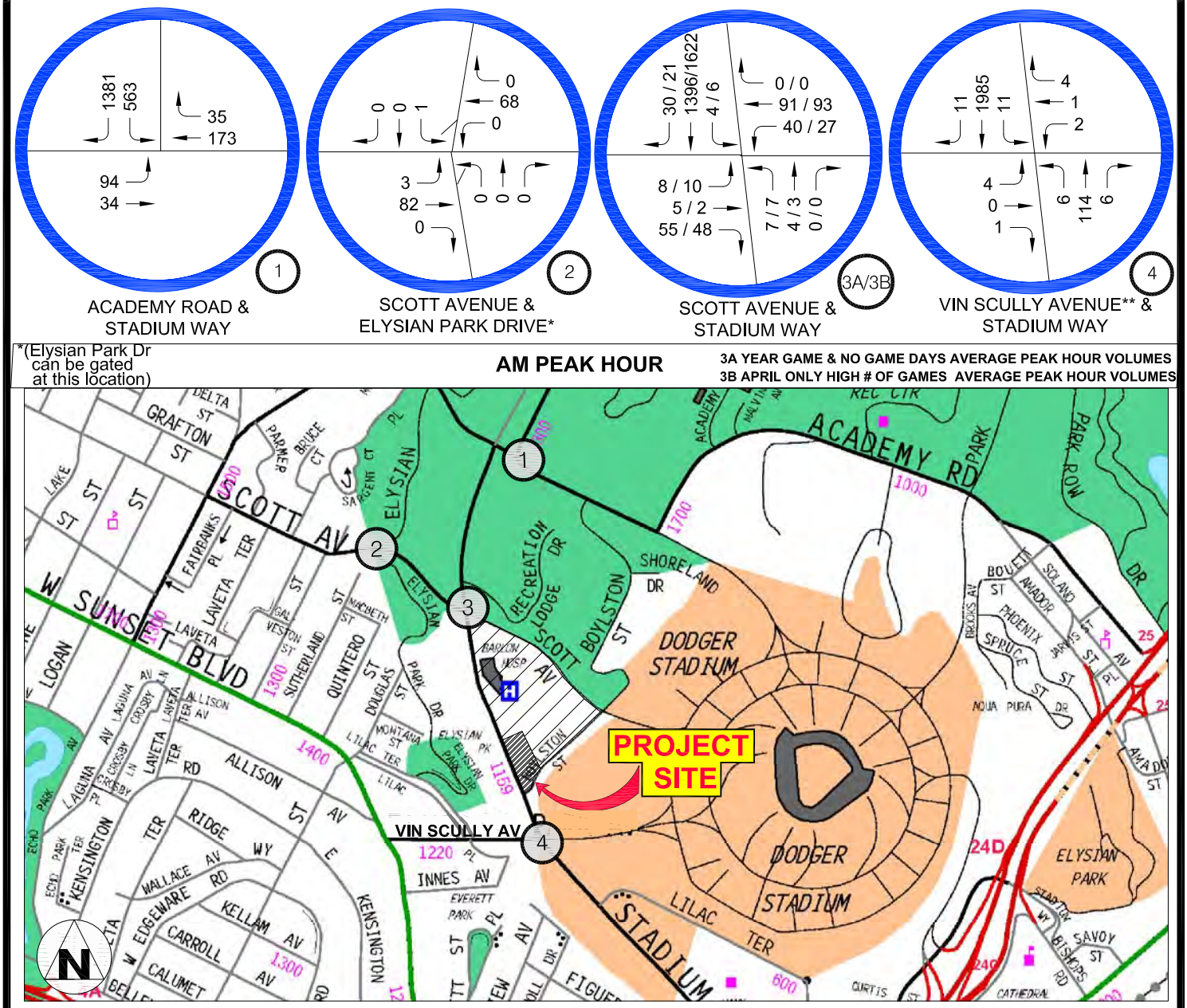
A review of the HCS worksheets indicated no poor operating conditions at Elysian Park Drive & Scott Avenue, Scott Avenue & Stadium Way (full year average and April Average) and Stadium Way & Vin Scully Avenue. However, the worksheets for Academy Road & Stadium Way indicate the following:

Academy Road & Stadium Way

AM Peak Hour
Existing and Existing + Project
Eastbound left traffic on the minor street is operating at LOS F
PM Peak Hour
Existing and Existing + Project
Eastbound left traffic on the minor street is operating at LOS F

The Project does not create this circulation deficiency at the intersection. The project adds 0.18% traffic to the intersection during the AM Peak Hour and 0.26% traffic to the intersection during the PM Peak Hour.

HCS worksheets are provided in Appendix J. Figure 6 displays the Existing Traffic Volumes and Figure 7 displays the Existing + Project Traffic Volumes.



** VIN SCULLY AV Previously Elysian Park Drive

EXISTING (2022)
TRAFFIC VOLUMES

FIGURE 6

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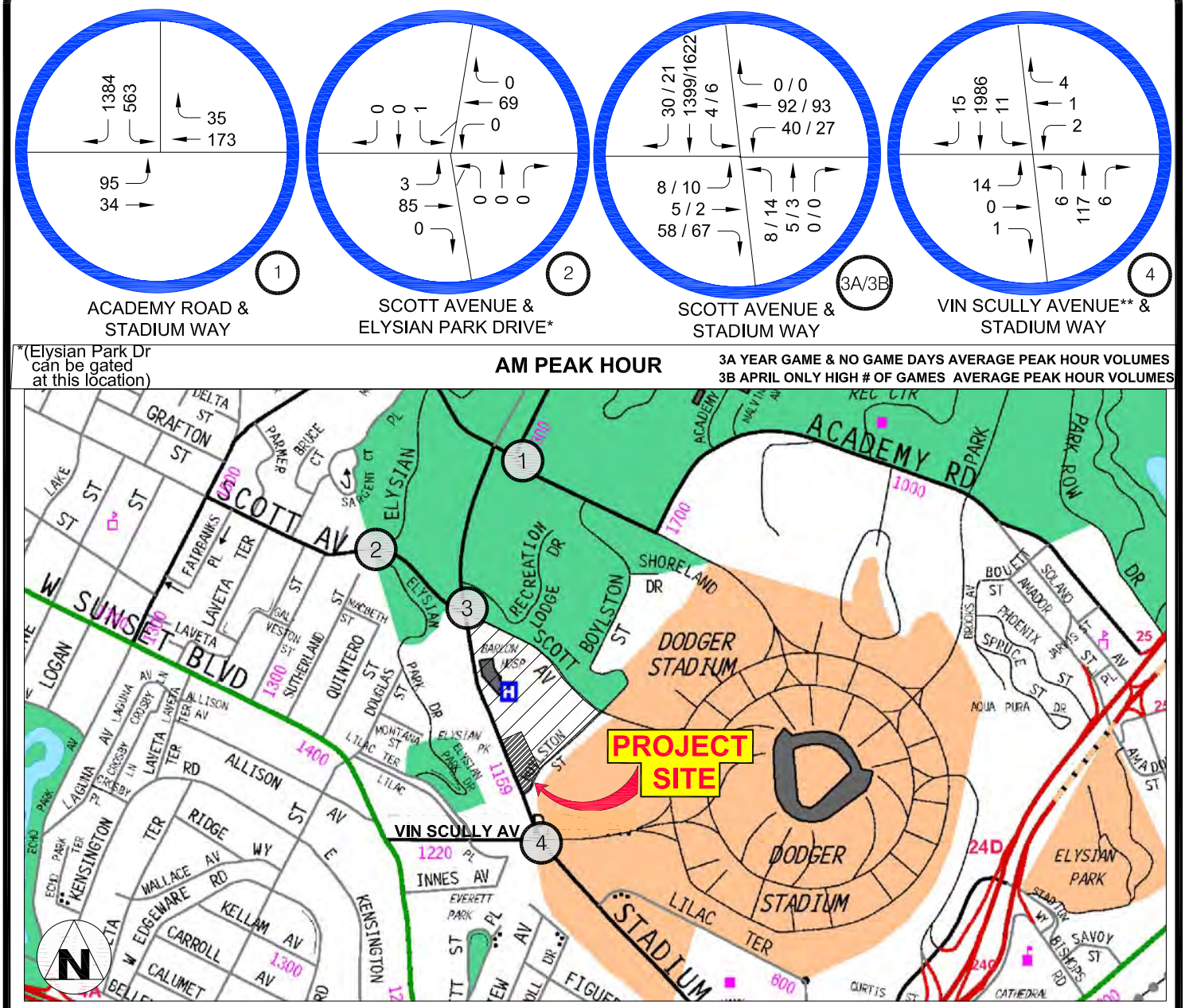


ACADEMY ROAD & STADIUM WAY

SCOTT AVENUE & ELYSIAN PARK DRIVE*

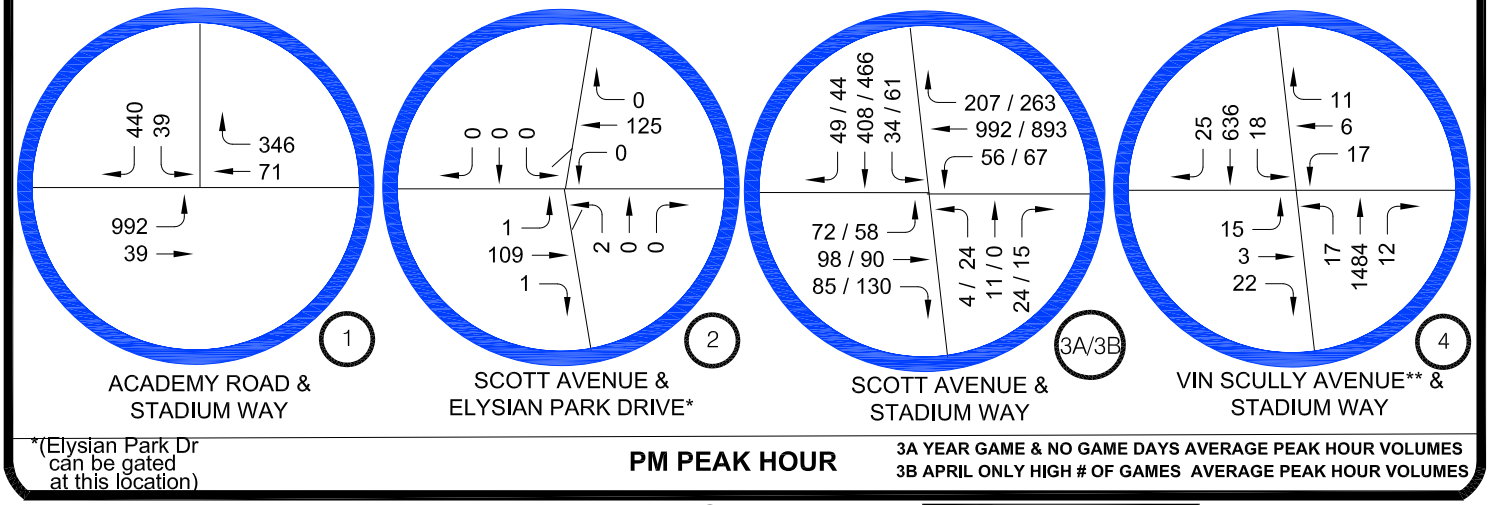
SCOTT AVENUE & STADIUM WAY

VIN SCULLY AVENUE** & STADIUM WAY

*(Elysian Park Dr can be gated at this location)

AM PEAK HOUR

3A YEAR GAME & NO GAME DAYS AVERAGE PEAK HOUR VOLUMES
3B APRIL ONLY HIGH # OF GAMES AVERAGE PEAK HOUR VOLUMES



ACADEMY ROAD & STADIUM WAY

SCOTT AVENUE & ELYSIAN PARK DRIVE*

SCOTT AVENUE & STADIUM WAY

VIN SCULLY AVENUE** & STADIUM WAY

*(Elysian Park Dr can be gated at this location)

PM PEAK HOUR

3A YEAR GAME & NO GAME DAYS AVERAGE PEAK HOUR VOLUMES
3B APRIL ONLY HIGH # OF GAMES AVERAGE PEAK HOUR VOLUMES

** VIN SCULLY AV Previously Elysian Park Drive

FIGURE 7

EXISTING +PROJECT TRAFFIC VOLUMES

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For the future traffic conditions in 2024, traffic generated by other projects identified in the study area within half mile radius of the Project have been added to the base counts to reflect potential growth in area. Five other related projects were included for this growth forecast. In addition, a one percent annual growth has been included to 2024 to account for other unknown projects or projects outside the study area. These adjustments provide a conservative traffic flow estimate for the study area and may overstate actual levels of congestion. The map and list of and locations of related projects (Figure 8) and the related projects' peak hour trips generated at the study locations (Figure 9) are provided in Appendix I.

Table 7 contains the results of the future cumulative plus Project traffic conditions at the study intersections for the 2024 study year. In evaluation of the Future conditions, the addition of Project traffic does not change the LOS at the nearby signalized locations.

Table 7
Future Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	Dir	Future (2024) Without Project		Future (2024) With Project	
				Delay (s)	LOS	Delay (s)	LOS
1	Academy Road &	AM	EBL	146.2	F	150.7	F
	Stadium Way		EBR	11.4	B	11.4	B
			NB	41.4	E	41.6	E
		PM	EBL	348.9	F	351.2	F
			EBR	9.2	A	9.2	A
			NB	8.6	A	8.7	A
2	Elysian Park Drive &	AM		7.8	A	7.8	A
	Scott Avenue	PM		8.1	A	8.1	A
3a	Scott Avenue &	AM		30.4	C	31.5	C
	Stadium Way (Full Year Avg)	PM		24.0	C	24.2	C
3b	Scott Avenue &	AM		61.6	E	64.3	E
	Stadium Way (April Avg)	PM		34.8	C	34.9	C
4	Stadium Way &	AM		9.8	A	10.5	A
	Vin Scully Avenue	PM		10.0	B	10.3	B

3a provides results from average full year 2019 counts updated to 2024 with game/events blended with no game/no event days
3b results from counts on April 2019 average counts updated to 2024, April is a month with typically 1/2 month hosting Dodger Games
Dir = Direction (needed for two way stopped control intersection #1 only), s = seconds

A review of the HCS worksheets indicated no poor operating conditions at Elysian Park Drive & Scott Avenue, Scott Avenue & Stadium Way (full year average) and Stadium Way & Vin Scully Avenue. However, the worksheets for Academy Road & Stadium Way indicate the following:

Scott Avenue & Stadium Way

AM Peak Hour
Future and Future with Project
Eastbound left traffic on the minor street is operating at LOS F
Northbound traffic operating at LOS E
PM Peak Hour
Future and Future with Project
Eastbound left traffic on the minor street is operating at LOS F

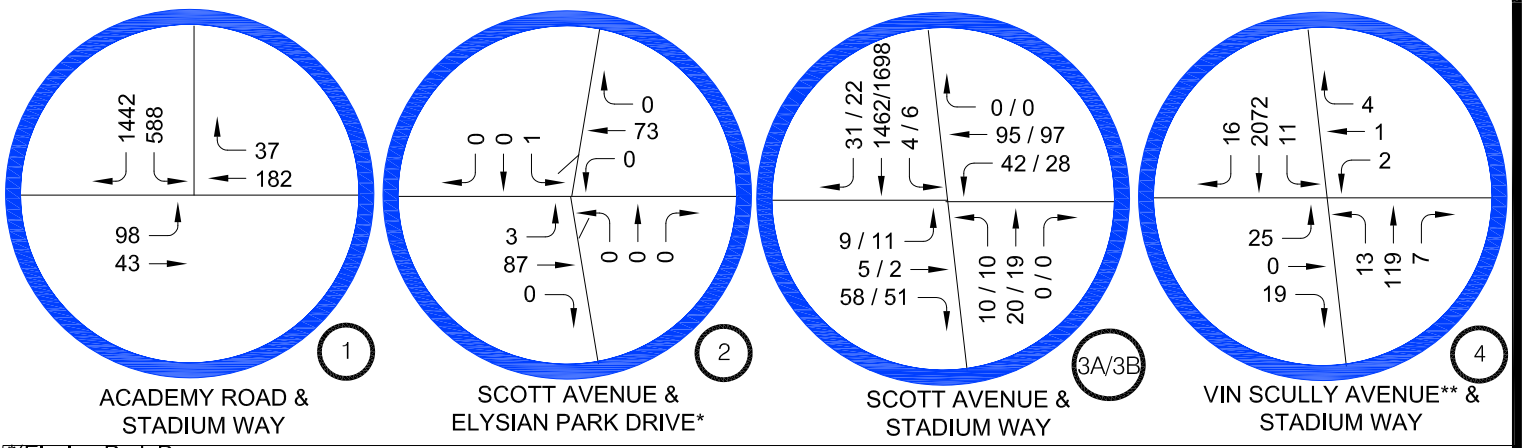
Scott Avenue & Stadium Way (Game/Event Day)

AM Peak Hour
Future and Future with Project
Intersection is operating at LOS E

The Project does not create this circulation deficiency at the intersection. The Project does not create this circulation deficiency at the intersection. The project adds 0.17% traffic to the intersection during the AM Peak Hour and 0.25% traffic to the intersection during the PM Peak Hour.

The operation of the traffic signal at Scott Avenue & Stadium Way on game and event days is enhanced with Traffic Control Officers and lane management. Game/Event Days can create delays during the arrival and departure time periods. The Project does not create this circulation deficiency at the intersection

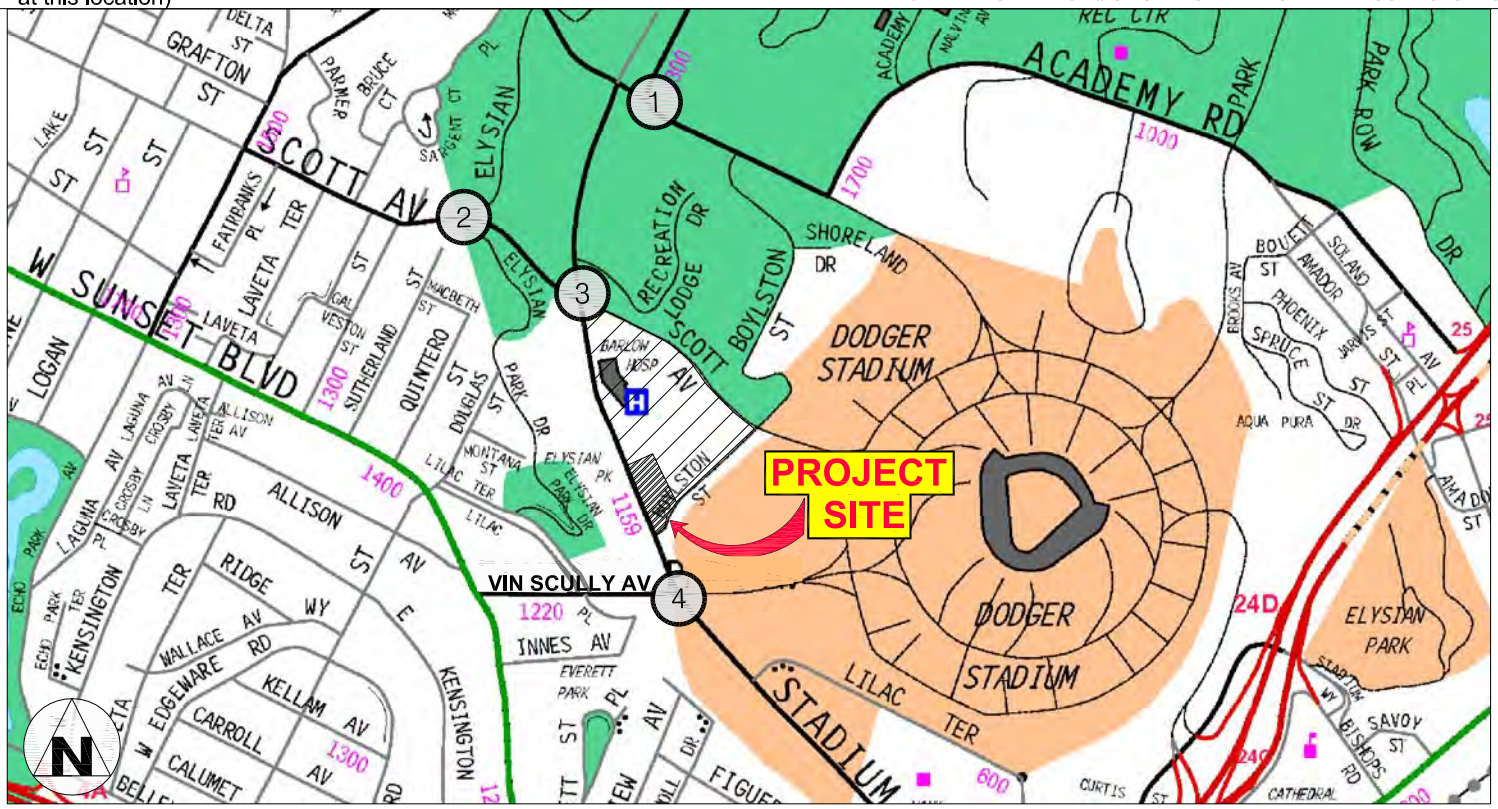
HCS worksheets are provided in Appendix J. Figure 10 displays the Future Without Traffic Volumes and Figure 11 displays the Future With Project Traffic Volumes.

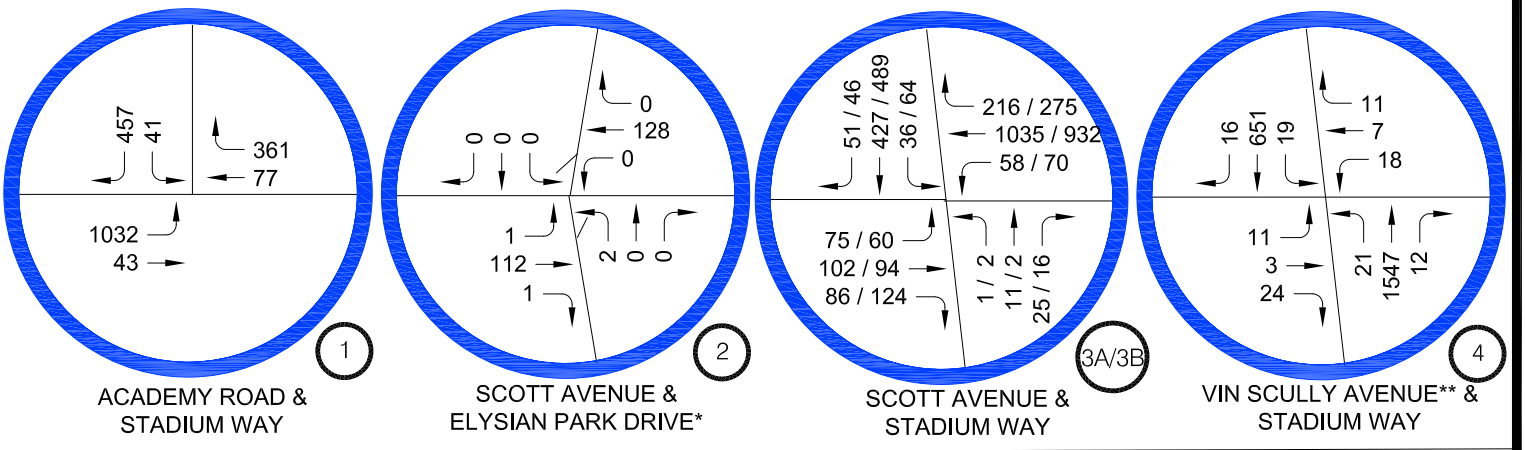


*(Elysian Park Dr can be gated at this location)

AM PEAK HOUR

3A YEAR GAME & NO GAME DAYS AVERAGE PEAK HOUR VOLUMES
3B APRIL ONLY HIGH # OF GAMES AVERAGE PEAK HOUR VOLUMES





*(Elysian Park Dr can be gated at this location)

PM PEAK HOUR

3A YEAR GAME & NO GAME DAYS AVERAGE PEAK HOUR VOLUMES
3B APRIL ONLY HIGH # OF GAMES AVERAGE PEAK HOUR VOLUMES

** VIN SCULLY AV Previously Elysian Park Drive

FIGURE 10

FUTURE WITHOUT PROJECT TRAFFIC VOLUMES

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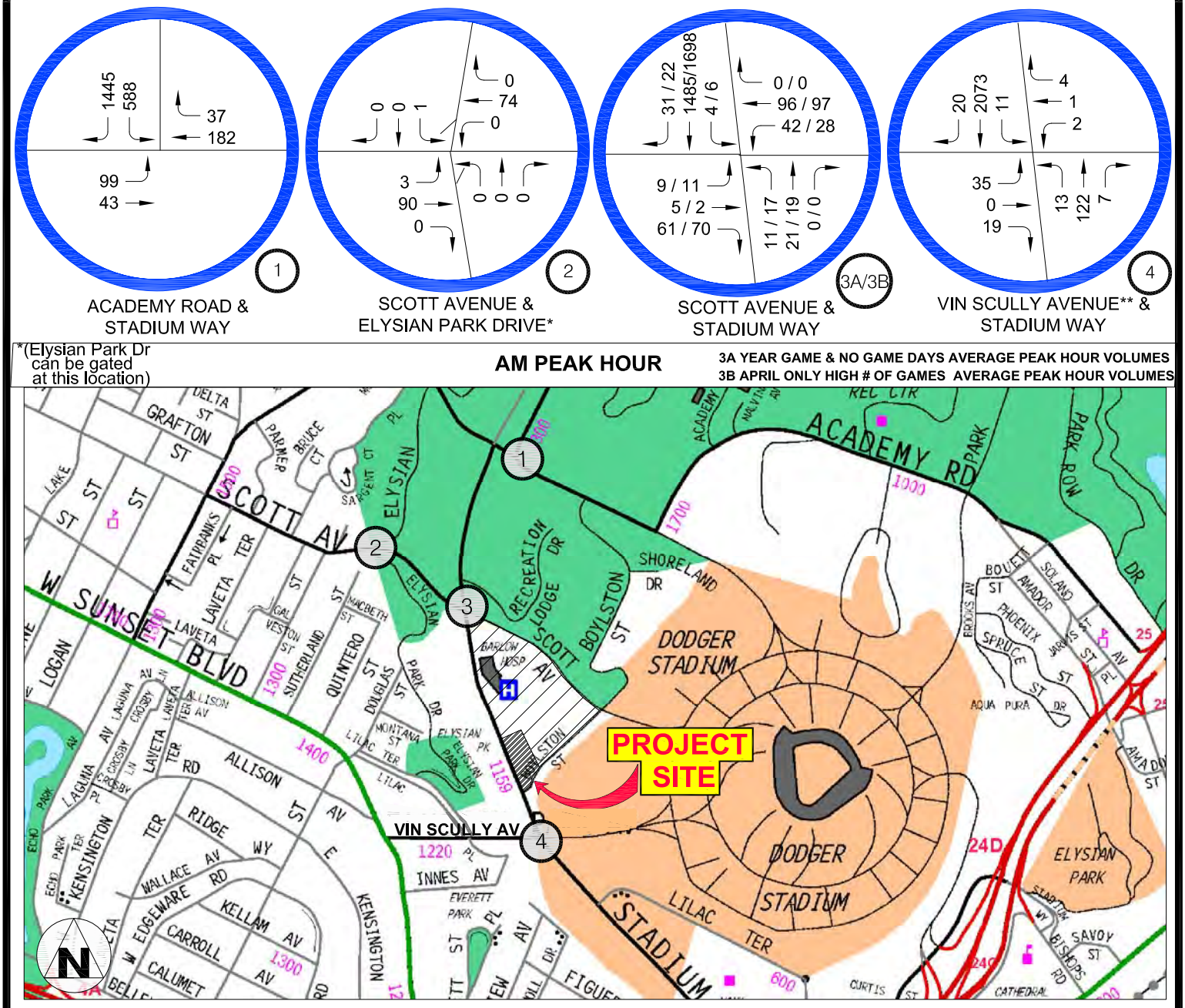

** VIN SCULLY AV Previously Elysian Park Drive

FUTURE WITH PROJECT TRAFFIC VOLUMES

FIGURE 11

Overland Traffic Consultants, Inc.
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Driveway Queue Evaluation

A total of 158 parking spaces will be provided for the SNF Project. Driveway queue evaluation has been conducted using the projected future Project traffic volumes in and out of the south most Stadium Way driveway. Although exiting the driveway and turning southbound may be take some time, the queues are not expected to be long. There is an existing two-way left turn lane storage on Stadium Way for those exiting the driveway to cross the northbound traffic and wait for clearance to join the southbound traffic. This south most driveway will provide access to the SNF Facility building and parking. With the exception of a delay making a left turn exit, the driveway is forecast to operate well as shown in Table 8.

Table 8
Future Driveway Conditions With Project

No.	Intersection	Peak Hour	Dir	Future (2024) With Project Delay (s)	LOS
A	PROJECT DRIVEWAY & STADIUM WAY	AM	WBL	131.4	F
			WBR	9.1	A
			SBL	7.6	A
		PM	WBL	193.8	F
			WBR	39.5	E
			SBL	14.9	B

Dir = Direction, s = Seconds

The HCS analysis also provides the forecasted number of vehicles in the turning lanes at the driveways as shown in Table 9 on the following page.

Table 9
Future Queues at the Project's New Driveway

Intersection	Peak Hour	With Project TYPICAL QUEUE LENGTH	
		DIRECTION	# of Cars
PROJECT DRIVEWAY &	AM	WBL	0 TO 1
STADIUM WAY		WBR	0
		SBL	0
	PM	WBL	1 TO 2
		WBR	0 TO 1
		SBL	0

No Project driveway deficiencies have been identified in this analysis.

Access & Circulation Summary Findings

Based on the traffic conditions analysis, no Project access and circulation constraints have been identified. The Project's traffic would not contribute to unacceptable queuing on along the Project driveway on Stadium Way. The results of this evaluation show that the Project will not create any non–CEQA traffic deficiencies at the Project driveways.

Safety Evaluation

The Project will not change the location or number of driveways with the exception of modifying the existing south most Stadium Way two-way driveway to two one-way driveways. This modification will provide better assignment of drivers' right-of-way and facilitate turning movements for those entering and exiting. This access will not increase vehicle conflicts with pedestrians, and bicycles along Stadium Way and no deficiencies are apparent in the site access plans which would be considered significant. All emergency ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department,

LADOT, and LAFD standards and requirements for design and construction. This would also ensure pedestrian safety. There are adequate sidewalks and crosswalks serving the Project Site. There is a traffic signal at Stadium Way and Vin Scully Avenue 500 feet south of the SNF Project site with existing continental crosswalks. The Project would not affect these facilities.

No access deficiencies are apparent in the site access plans which would be considered significant.

Passenger Loading Evaluation

All parking is located on–site in surface and basement parking garage areas. A dedicated passenger loading zone will be provided for patients.

State Facility Evaluation –

The proposed Project is approximately 3,000 west of the Harbor Freeway (SR-110) and 2,400 feet south of the Hollywood Freeway (US 101). This facility has been evaluated for potential deficiencies with the Project.

Based on LADOT, Department of City Planning and Traffic Consultant representatives' team collaboration in addition to Caltrans comments from other projects, LADOT provided Interim Guidance for Freeway Safety Analysis on May 1, 2020. This guidance has been prepared to aid in evaluation of State Facilities. The guidelines include 8 steps which include (generally) 1) screening to determine if project trips on the off-ramps exceed 25 peak hour trips, 2) if screening is over 25 project trips on an off ramp, guidance on preparation of a "Future with Project" queuing analysis, 3) process for evaluation of existing and future ramp storage lengths, 4) determination of number of project vehicles that may exceed queue lengths including screening for over two or more vehicles, 5) speed differential evaluation, 6) screening for 30 miles per hour (mph) or more, 7) if more than 30 mph there are recommendations for corrective measures,8) if the cost of the changes are substantial, contribution guidelines are provided.

For this Project, the following ramps were evaluated:

- Harbor Freeway Southbound off Ramp to Stadium Way;
- Harbor Freeway Northbound off Ramp to Stadium Way; and,
- Hollywood Freeway Eastbound (Southbound) Off Ramp to Belmont Avenue.

As required by the LADOT screening of the number of project trips (#1 in the process) has been conducted. In full, #1 states:

> *Identify the number of Project trips expected to be added to nearby off ramps serving the site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts following the steps below. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off ramps, then a freeway ramp analysis is not required.*

Project trips were distributed to the nearby off ramps according to the traffic patterns in the area and previously approved distribution. Table 10 displays the results of this evaluation.

Table 10
Study Off Ramp Distribution and Trips

#	Location	Peak Hour	Project Trips In	# of Trips	Over 25 Peak Hour Trips?
A	SB Harbor Freeway (SR-110)	AM	10%	2	NO
	Off Ramp to Stadium Way	PM	10%	1	NO
B	NB Harbor Freeway (SR-110)	AM	20%	4	NO
	Off Ramp to Stadium Way	PM	20%	2	NO
C	EB Hollywood Freeway (US-101)	AM	10%	2	NO
	Off Ramp to Belmont Avenue	PM	10%	1	NO

As shown in Table 11, fewer than 25 Project trips will be utilizing the nearby off ramps during the peak hours. No further analysis and no deficiencies have been identified at the off ramps.

Construction Overview

Project construction is evaluated to determine if activities substantially interfere with pedestrian, bicycle, transit, or vehicle mobility. Factors to be considered are the location of the Project Site, the functional classification of the adjacent street affected, temporary loss of bus stops or rerouting of transit lines, and the loss of vehicle, bicycle, or pedestrian access. LADOT's TAG considers three areas to be considered when evaluating project construction activities.

Temporary Transportation Constraints

As part of the Project's construction, the City may require a Construction Traffic Management Plan (Plan) to be implemented during the construction phase to minimize potential conflicts with vehicles, pedestrians, bicycle, and transit facilities associated with the Project's construction. The Plan should include a construction schedule, the location of any traffic lane or sidewalk closures, any traffic detours, haul routes, hours of operation, access plans to abutting properties, and contact information.

Construction workers are typically expected to arrive at the Project Site before 7:00 AM and depart before or after the weekday peak hours of 4:00 to 6:00 PM. Deliveries of construction materials will be coordinated to non-peak travel periods, to the extent possible and occur from the parking lane along the Project's La Mirada Avenue and Lexington Avenue frontages.

This is a large site and most, if not all, construction activities will occur on-site. For off-site activities, Worksite Traffic Control Plans would be prepared for any temporary traffic lane or sidewalk closures in accordance with City guidelines. These worksite plans will require a formal review and approval by the City prior to the issuance of any construction permits. In addition, the City will require a Truck Haul Route plan including permitted hauling hours and a haul route to and from the landfill, if required.

No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of construction trucks.

Since Project construction would not substantially interfere with pedestrian, bicycle or vehicle mobility, the construction impacts would be less than significant.

1. Temporary Loss of Access

No adjacent properties will be affected by construction. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by City-approved Work Area Traffic Control Plans.

Since Project construction would not result in complete loss of vehicular or pedestrian access, the construction impacts on loss of access would be less than significant.

2. Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops are located within the work zone adjacent to the Project Site that would need to be temporarily relocated. There will be no loss of pedestrian access to transit stops.

Since Project construction would not require relocation of bus stops or bus lines, the construction impacts on transit operations would be less than significant.

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

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

A neighborhood street impact analysis method is included in the LADOT TAG. The objective of the residential street impact analysis is to determine potential increases in average daily traffic associated with cut-through traffic that can result from a project and impact residential streets. Cut-through trips are defined by the TAG as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land-use frontage, as an alternative to a higher classification street segment (e.g., Collector, Avenue, or Boulevard as designated in the City's General Plan) to access a destination that is not within the neighborhood within which the Local Street is located.

Due to the Project's low traffic volumes and location on Stadium Way between Scott Avenue and Vin Scully Avenue there is little likelihood that the SNF Facility will contribute to congestion such that drivers will detour to residential streets. No adjacent residential street segments would likely be used for cut-through trips as a viable alternative route. A residential cut-through analysis is not required.

APPENDIX A

LADOT Approved MOU

LADOT

Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Barlow Skilled Nursing Facility

Project Address: 2000 Stadium Way, Los Angeles

Project Description: Augment the existing and operating Barlow Respiratory Hospital with 150 bed Skilled Nursing Facility (80,545) building on site

LADOT Project Case Number: CEN21-51111 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]	x	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 EDUCATION & ENCOURAGEMENT - Promotions & Marketing
2 _____
3 _____
4 _____
5 _____
6 _____

III. TRIP GENERATION

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

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

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

	IN	OUT	TOTAL
AM Trips	19	7	26
PM Trips	11	22	33

NET Daily Vehicle Trips (DVT)
459 DVT (ITE 10th ed.)
419 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

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

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Stop Controlled:Stadium Wy&Academy Rd. E I
2 Stop Controlled:Scott Av. & Elysian Park Dr.
3 Signalized: Scott Avenue & Stadium Way
4. Signalized:Vin Scully & Stadium Way
5 Project Driveway& Stadium Way

Provide a separate list if more than six study intersections and/or street segments.

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

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria.**

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☒	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☒	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☒	☐	☐
*Project trip distribution percentages at each study intersection	☒	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☒	☐	☐
Pedestrian access points and any pedestrian paths	☒	☐	☐
Pedestrian loading zones	☒	☐	☐
Delivery loading zone or area	☒	☐	☐
Bicycle parking onsite	☒	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☒

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☒ NO

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Liz Fleming - Overland Traffic Consultants	Barlow Respriatory Hospital
Address:	952 Manhattan Bch Bl, #100, M.B.	c/o Mr. Allan Abshez, Loeb&Loeb, LLP
Phone Number:	310 545-1235	10100 Santa Monica Blvd, Suite 2200
E-Mail:	liz@overlandtraffic.com	Los Angeles, CA 90067

Approved by:	x [signature] Consultant's Representative	6-16-21 Date	x [signature] LADOT Representative	1/5/2022 **Date
Adjacent Municipality:	_____	Approved by: (if applicable)	_____ Representative	_____ Date

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

APPENDIX B

SCREENING CRITERIA

TAG SCREENING CRITERIA	
If the answer is yes to any of the following threshold questions, further analysis will be required for that question to assess whether the proposed Project would negatively affect the transportation system for all travel modes including pedestrian, bicycle, or transit facilities.	
Screening Criteria	Determination
Threshold T-1 Conflicting with Plans, Programs, Ordinances, or Policies	
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?	**Yes,** Project is plan approval subsequent to Master Conditional Use, per LAMC Section 17.50 Parcel Map approval, pursuant to LAMC Sections 12.24 and 12.24.F approval of building height of 4 stories and 59 feet 6 inches instead of 3 stories and 45 feet in the A1-1VL zone, approval of a 15-foot yard setback along Boylston Street and a 17-foot setback along Stadium Way in lieu of the 25-foot yard setback in the A1-1VL zone.
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	**Yes,** the Project will inconsistent be with the Mobility Plan 2035. A waiver to dedicate and improve will be requested for Stadium Way and waiver to improve will be requested for the Boylston Street.
Is the Project proposing to, or required to, make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?	**Yes,** according to the Mobility Element street dedication would be required and Stadium Way and improvements would be required for Stadium Way and Boylston Street. A waiver will be requested because existing buildings that will not be removed preclude improvements and dedication.
Threshold T-2.1 Causing Substantial Vehicle Miles Traveled – Would the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)(1)?	
Would the Project generate a net increase of 250 or more daily vehicle trips?	**Yes,** using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 419 more daily vehicle trips without any Transportation Demand Management (TDM) strategies. TDM strategies are not considered in the screening criteria.
Would the project generate a net increase in daily VMT?	**Yes,** using the LADOT VMT calculator, the Project would generate 3,234 daily VMT. TDM strategies are not considered in the screening criteria.
If the project includes retail uses, does the retail portion of the project exceed a net 50,000 square feet?	**No,** the Project does not include retail uses.
Would the Project located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?	**No,** the location of the Project is not within a half mile of a fixed rail or fixed guideway transit station.

Threshold T- 3.1: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use	
Is the Project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?	**Yes,** the south most driveway on Stadium Way will be modified from a two way driveway to a one way enter and one way exit. No other changes to accessed will be made.
Is the Project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?	**Yes,** the Project would require a 15' dedication on Stadium Way, corner improvements and improvements on Boylston Street. A waiver will be requested due to existing buildings preventing improvements.
Pedestrian, Bicycle and Transit Access Assessment (Non-CEQA Transportation Analysis)	
Does the land use project involve a discretionary action that would be under review by the Department of City Planning?	**Yes,** Project is requesting approval subsequent to Master Conditional Use, per LAMC Section 17.50 Parcel Map approval, pursuant to LAMC Sections 12.24 and 12.24.F approval of building height of 4 stories and 59 feet 6 inches instead of 3 stories and 45 feet in the A1-1VL zone, approval of a 15-foot yard setback along Boylston Street and a 17-foot setback along Stadium Way in lieu of the 25-foot yard setback in the A1-1VL zone..
Does the land use project include the construction, 50 dwelling units or guest rooms or combination thereof or 50,000 square feet of non-residential space?	**Yes,** the Project will provide a 75 bedroom, 150 bed Skilled Nursing Facility
Would the Project generate a net increase of 1,000 or more daily vehicle trips? Is the Project's frontage along an Avenue, Boulevard or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the Project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan?	**Yes,** using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 419 more daily vehicle trips without any Transportation Demand Management (TDM) strategies.). The portion of Stadium Way adjacent to the Project Site is designated as an Avenue I roadway. The Project's Cahuenga Boulevard frontage is approximately 875.5 feet in length.
Project Access, Safety and Circulation Evaluation (Non-CEQA Transportation Analysis)	
Does the land use project involve a discretionary action that would be under review by the Department of Planning?	**Yes,** Project is requesting approval subsequent to Master Conditional Use, per LAMC Section 17.50 Parcel Map approval, pursuant to LAMC Sections 12.24 and 12.24.F approval of building height of 4 stories and 59 feet 6 inches instead of 3 stories and 45 feet in the A1-1VL zone, approval of a 15-foot yard setback along Boylston Street and a 17-foot setback along Stadium Way in lieu of the 25-foot yard setback in the A1-1VL zone..
Would the Project generate a net increase of 250 or more daily vehicle trips?	**Yes,** using the LADOT VMT calculator (version 1.3) for screening purposes, the Project will generate an increase of 419 more daily vehicle trips without any Transportation Demand Management (TDM) strategies

APPENDIX C

PLANS, PROGRAMS, ORDINANCE AND POLICY CONSISTENCY
Threshold Question T-1

Overland Traffic Consultants, Inc.

Plans, Policies and Programs Consistency Worksheet

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

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

I. SCREENING CRITERIA FOR POLICY ANALYSIS

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

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

Yes

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

Yes

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

Yes, a WDI will be requested

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 Classification Standards for Dedications and Improvements

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?

No

A.2 Is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?

Yes
a WDI will be requested

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

No, a WDI will be requested

A.4 Is the project applicant asking to waive from the dedication standards?

Yes

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

1. Stadium Way – 15- foot dedication
2. 15X15 foot corner cut or 20 foot radius curve on corner of Stadium Way
3. 15X15 foot corner cut or 20 foot radius curve on corner of Scott Street & Stadium Way
4. 15X15 foot corner cut or 20 foot radius curve on corner of Boylston Street & Stadium Way
5. Curb & sideway on Boylston Street

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

No

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

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

Yes

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

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

Driveway Access

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

Project is following PL-1 Driveway Access

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

Project is following Design Guideline 2

Site Planning Best Practices:

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

Project is following Site Planning Best Practices

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

- Locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- Locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- The total number of new driveways exceeds 1 driveway per every 200 feet along on the Avenue or Boulevard frontage, or
- Locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- Locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- Locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Project is following Driveway Design Guidelines

Impact Analysis

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

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

No

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

No

C. Network Access

C. 1 Alley, Street and Stairway Access

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

No

C.2 New Cul-de-sacs

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

No

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

N/A

D. Parking Supply and Transportation Demand Management

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

Yes

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

No

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

Yes

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

Yes

D.5 Does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

Yes

E. Consistency with Regional Plans

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

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

E.2 Does the Project or Plan result in a significant VMT impact?
Yes, but mitigated to no longer significant

E.3 Does the Project result in a net increase in VMT?
Yes

Table 2.1-2 Questions to Determine Project Applicability to Plans, Policies and Programs

1.	Does the project include additions or new construction along a street designated as a Boulevard I, II and/or Avenue I, II or III on property zoned for R3 or less restrictive zone?	LAMC Section 12.37 Highway and Collector Street Dedication and Improvement		No, the site is to be developed along Stadium Way, an Avenue I roadway, but the site is not zoned R3
2.	Is project site along any network identified in the City's Mobility Plan?	MP 2.3 through 2.7		Yes
		MP 2.3 Pedestrian Infrastructure (Map F)		Stadium Way, along the Project frontage, is part of the PED Network. The Project has been designed to improve the landscaping and disrepair of pedestrian sidewalk providing a safe walkable sidewalk on this portion of the roadway.
		MP 2.4 Neighborhood Enhanced Network (Map C4)		No Project street frontages are part of the NEN. The Project is not proposing any changes along any streets that would prevent the City from installing additional features as part of the NEN, nor does the Project propose to modify any streets that would increase travel speeds on the neighborhood network.
		MP 2.5 Transit Network (Map B)		The Project is not located on any TEN roadways. The Project does not propose to remove or modify transit facilities in a manner that would negatively impact the reliability of existing transit service.
		MP 2.6 Bicycle Network (Map D2)		Yes, Stadium Way is designated a Tier 2 BEN.
		MP 2.7 Vehicle Network (Map E)		The Project street frontages are not part of the VEN
3.	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	MP - Street Classifications; MP-Street Designations & Standard Roadway Dimensions	MP - 2.17 Street Widenings	Stadium Way would require a 15' dedication but portions of the site along Stadium way are occupied by a legal existing hospital building that will remain.
4.	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?			No
5.	Is project site in an identified Transit Oriented Community (TOC)?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		No
6.	Is project site on a roadway identified in City's High Injury Network?	Vision Zero	Mobility Plan 2035	No

7.	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP – 2.1 Adaptive Reuse of Streets; MP – 2.10 Loading Areas; MP – 3.5 Multi-Modal Features; MP – 3.8 Bicycle Parking; MP – 4.13 Parking & Land Use Management; MP – 5.4 Clean Fuels & Vehicles	MP – 2.3 Pedestrian Infrastructure; MP – 2.4 Neighborhood Enhanced Network; MP – 3.2 People with Disabilities; MP -4.1 New Technologies; MP 5.1 Substantial Transportation; MP – 5.5 Green Streets	No
8.	Does project propose paving, narrowing, shifting, or removing an existing parkway?	MP - 5.5 Green Streets; Sustainability Plan		No
9.	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP- BEN; MP - 4.15 Public Hearing Process	Vision Zero	No
10.	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		No
11.	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs		No, Not applicable
	ACCESS: DRIVEWAYS AND LOADING			
12.	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MO - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	No, one existing 2 way driveway will be modified to two one-way driveways on Stadium Way.
13.	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP 321	Vision Zero	Not applicable
14.	Does project site include a corner lot? (avoid driveways too close to intersections)	CDG 4.1.01		Yes. No driveways will be close to the intersections per MP&P
15.	Does project propose driveway width more than City standard?	MPP Sec. 321	Vision Zero; Sustainability Plan, MP - PED, MP - BEN; CDG 4.1.04	No
16.	Does project propose more	MPP - Sec No. 321 Driveway	Vision Zero; Healthy LA	No

	driveways than permitted by the City maximum standard?	Design		
17.	Are loading zones proposed as part of the project?	MP - 2.1 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		No
18.	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the buildings?	MP - 2.10 Loading Areas		No
19.	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g. vacating public right-of-way?)	MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		No

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

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

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

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

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

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

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

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain

projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

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

APPENDIX D

VMT ANALYSIS WORKSHEETS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: BRH Skilled Nursing Facility

Scenario:

Address: 2000 N STADIUM WAY, 90012

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU
(custom) Skilled Nursing Facility | Retail/Non-R		LU type
(custom) Skilled Nursing Facility | Residents	150	Person
(custom) Skilled Nursing Facility | Employees	60	Person
(custom) Skilled Nursing Facility | Daily	459	Trips
(custom) Skilled Nursing Facility | HBW-Attract	10	Percent
(custom) Skilled Nursing Facility | HBO-Attracti	25	Percent
(custom) Skilled Nursing Facility | NHB-Attracti	15	Percent
(custom) Skilled Nursing Facility | HBW-Produc	10	Percent
(custom) Skilled Nursing Facility | HBO-Produc	25	Percent
(custom) Skilled Nursing Facility | NHB-Produc	15	Percent

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	419 Daily Vehicle Trips
0 Daily VMT	3,234 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	419 Net Daily Trips
The net increase in daily VMT ≤ 0	3,234 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

3/11/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: BRH Skilled Nursing Facility

Scenario:

Address: 2000 N STADIUM WAY, 90012

Proposed Project Land Use Type	Value	Unit
(custom) Skilled Nursing Facility | Retail/Non-		

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 30 city code parking provision for the project site
- 30 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
417 Daily Vehicle Trips	**399** Daily Vehicle Trips
3,215 Daily VMT	**3,085** Daily VMT
7.5 Household VMT per Capita	**7.2** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: Yes Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

3/11/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 11, 2021
Project Name: BRH Skilled Nursing Facility
Project Scenario:
Project Address: 2000 N STADIUM WAY, 90012

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Skilled Nursing Facility	459	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 11, 2021
Project Name: BRH Skilled Nursing Facility
Project Scenario:
Project Address: 2000 N STADIUM WAY, 90012

Version 1.3

Analysis Results			
Total Employees: 60 Total Population: 150			
Proposed Project		***With Mitigation***	
417	**Daily Vehicle Trips**	**399**	**Daily Vehicle Trips**
3,215	**Daily VMT**	**3,085**	**Daily VMT**
7.5	**Household VMT per Capita**	**7.2**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2	Yes	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 11, 2021
Project Name: BRH Skilled Nursing Facility
Project Scenario:
Project Address: 2000 N STADIUM WAY, 90012

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 11, 2021
Project Name: BRH Skilled Nursing Facility
Project Scenario:
Project Address: 2000 N STADIUM WAY, 90012

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	46	-21.7%	36	9.4	432	338
Home Based Other Production	115	-12.2%	101	7.8	897	788
Non-Home Based Other Production	69	0.0%	69	7.7	531	531
Home-Based Work Attraction	46	-13.0%	40	8.7	400	348
Home-Based Other Attraction	115	-9.6%	104	6.9	794	718
Non-Home Based Other Attraction	69	0.0%	69	7.4	511	511

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	36	336	-4.6%	34	322
Home Based Other Production	-0.6%	100	783	-4.6%	96	752
Non-Home Based Other Production	-0.6%	69	528	-4.6%	66	507
Home-Based Work Attraction	-0.6%	40	346	-4.6%	38	332
Home-Based Other Attraction	-0.6%	103	714	-4.6%	99	685
Non-Home Based Other Attraction	-0.6%	69	508	-4.6%	66	487

MXD VMT Methodology Per Capita & Per Employee

Total Population: 150
Total Employees: 60
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,119**	**1,074**
Total Home Based Work Attraction VMT	**346**	**332**
Total Home Based VMT Per Capita	**7.5**	**7.2**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User

By: _____

Print Name: LIZ FLEMING

Title: V.P.

Company: OVERLAND TRAFFIC CONSULTANTS

Address: 952 MANHATTAN BCH BL #100

Phone: 310 545-1235

Email Address: LIZ@OVERLANDTRAFFIC.COM

Date: _____

APPENDIX E

COMMUNITY PLAN LAND USE MAPS

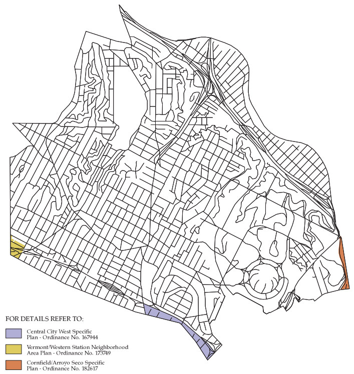
FOOTNOTES:

1. Height District Number 1-VL, exists throughout entire district, except where designated in the Echo Park Ave./Sunset Blvd. Community Center and as indicated in Footnotes 2 and 3. When a discretionary Floor Area Bonus is requested, building height should substantially conform to the 1-VL height district limitation.
2. Height District 1L in the area bounded by Boylston St., Bellevue Ave., Beaudry Ave. and Temple St.
3. Height District 2 with a maximum floor area ratio of 4.5: 1 in the area bounded by Beaudry Ave., Sunset Blvd., Pasadena Freeway and Temple St.
4. All structures in residential areas are limited to a maximum height of 45 feet. In residential areas governed by the hillside ordinance, structures are limited to a maximum height of 36 feet. Decision-makers are discouraged from exceeding designated heights in residentially zoned areas.
5. RAS 4 is a corresponding zone of commercially designated properties in areas identified as a Community Center (See Figure 1).
6. Glendale Blvd. from its intersection with Rowena Ave. and Fletcher Dr. to Deane St. is a designated Neighborhood District. Also see Footnote 13, the Plan text and Figure 1 and 2.
7. Sunset Boulevard from Echo Park Avenue to Alvarado Street and Alvarado Street from Montana Street to Temple Street is a designated Community Center. Mixed use and joint live/work uses are encouraged in this designated Community Center. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1, 2 and 5.
8. A maximum 3:1 discretionary FAR is permitted for mixed-use and joint live/work units on Alvarado St. from Montana St. to Temple St. (in a designated Community Center. Also see Footnote 13, the Plan text and Figure 1, 2 and 5).
9. Glendale Blvd. and Alvarado St. north of Sunset Blvd. to the Glendale Freeway Terminus is the boundary of a designated Artist-in-Residence district and a Commercial and Artcraft Overlay District. Mixed use and joint live/work uses are encouraged in this area and permitted by-right, especially as a reuse of industrially zoned properties. An FAR bonus equivalent to the square footage of public open space or other community facility or amenity (as defined in programs under Policy 2-1.1) should be granted for proposed mixed-use projects which offer such facilities. Also see Footnote 13, the Plan text and Figures 2 and 4.
10. Sunset Blvd. from the Pasadena Freeway to Fountain Ave. is a designated Mixed Use Boulevard. A maximum 3:1 discretionary FAR is permitted for mixed-use and joint live/work projects on specified segments of Sunset Boulevard. Also see Footnote 13, Plan text Policy 2-4.3 and Figures 1, 2 and 5.
11. The Fountain-Hyperion Ave. corridor is a designated Mixed Use Boulevard. An FAR bonus equivalent to the square footage of public open space or other community facility or amenity (as defined in programs under Policy 2-1.1) should be granted for proposed mixed-use projects which offer such facilities. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1 and 2.
12. Temple St. from Glendale Blvd. to Silver Lake Blvd. is a designated Mixed Use Boulevard. A 3:1 FAR is permitted for mixed-use and joint live/work projects proposed on Temple St., with discretionary approvals. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1, 2 and 5.
13. Mixed-use development, incorporating ground-floor commercial and above-ground residential, and joint live/work units are encouraged along Mixed Use Boulevards and in designated Neighborhood Districts and in Community Centers, as permitted by the underlying zone and FAR bonuses as provided in these footnotes. See the Plan text and Figures 1, 2 and 5.
14. The Plan identifies the area generally bounded by Douglas St., Elysian Park, the 5 Freeway, the Glendale Freeway, Glendale Blvd., Berkeley Ave., Benton Way and Temple St. as a future HPOZ or other Supplemental Use District aimed at preserving the area's distinct architecture and neighborhood character.
15. A 10-foot dedication is required of any new construction on properties with frontage abutting the Los Angeles River, for purposes of development of a trail system along the river.
16. Stadium Way - the alignment shown for Stadium Way is for study purposes and is not necessarily a final determination of its future alignment.
17. Low Density properties within the dashed boundary (• ▭ • ▭ • ▭ •) shall be limited to detached single family housing.
18. Low Medium II density properties within the dashed boundary (--------) shall be limited to the RD2 zone.
19. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

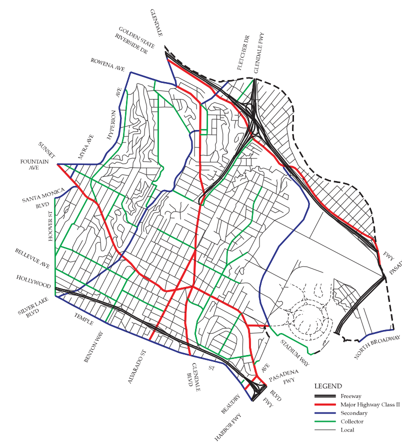
    Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan designation unless the Plan is amended to so indicate.

    It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
20. Local streets and freeways are shown for reference only.
21. Symbols denote the general location of a public facility and do not designate any specific private property acquisition.
22. When the use of property designated as "Open Space" (e.g. recreation, environmental protections) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
23. The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchases then the property may be rezoned to the zones(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
24. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.



SPECIFIC PLAN AREAS



GENERALIZED CIRCULATION
(See Note "D")

LAND USE

RESIDENTIAL [1,4]

LOW DENSITY	CORRESPONDING ZONES [19]
LOW [17]	RE9, RS, R1, RU, RD6, RD5

MULTIPLE FAMILY	CORRESPONDING ZONES [19]
LOW MEDIUM I	R2, RD3, RD4, RZ3, RZ4, RU, RW1
LOW MEDIUM II [18]	RD1.5, RD2, RW2, RZ2.5
MEDIUM	R3

COMMERCIAL [1,13]

NEIGHBORHOOD	C1, C1.5, C2, C4 RAS3
GENERAL	C1.5, C2, CR, C4 RAS3
COMMUNITY [5]	CR, C2, C4, RAS3

INDUSTRIAL

COMMERCIAL MANUFACTURING	CM, P
LIMITED	M1, MR1, P
LIGHT	M2, MR2, P

OPEN SPACE, PUBLIC FACILITIES

OPEN SPACE [22]	OS, A1
PUBLIC FACILITIES [23]	PF

CIRCULATION

- Scenic Freeway [20]
- Freeway [20]
- Major Scenic Highway II
- Major Highway II
- Modified Major Highway
- Secondary Scenic Highway
- Secondary Highway
- Modified Secondary Highway
- Collector Scenic Street
- Collector Street
- Local Street [20]
- Modified Local Street
- Private Street
- Railroad
- Equestrian Trail

SPECIAL BOUNDARY

- Detached Single Family Housing [17]
- Historic Preservation Overlay Zone
- Site Boundary [14,18]

ADMINISTRATIVE BOUNDARY

- Community Boundary

SERVICE SYSTEMS [21]

SCHOOL SITES

- Public Elementary
- Private Elementary
- Public Senior High
- Public Special Facility
- Private Special Facility

RECREATIONAL SITES

- Neighborhood Park
- Community Park
- Regional Park
- Special Recreation

OTHER FACILITIES

- Police Training Site
- Fire Station
- Community Library
- Power Distribution Station
- Maintenance Yard
- DWP Pumping Station
- Cultural/Historical Site
- Health Center
- Historical/Cultural Monument
- LA River Gateway
- Area Library

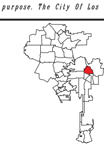
Notes :
A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
B. Other Special Area Maps may not be included on this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

GENERAL PLAN LAND USE MAP (as of June 28 2013)

SILVER LAKE - ECHO PARK - ELYSIAN VALLEY COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division   Michael LoGrande - Director



NORTH

0 800 1600
FEET

APPENDIX F

ROADWAY DESIGNATION MAP, STREET STANDARDS
&
INTERSECTION AERIALS

SILVER LAKE - ECHO PARK - ELYSIAN VALLEY

CIRCULATION

Legend

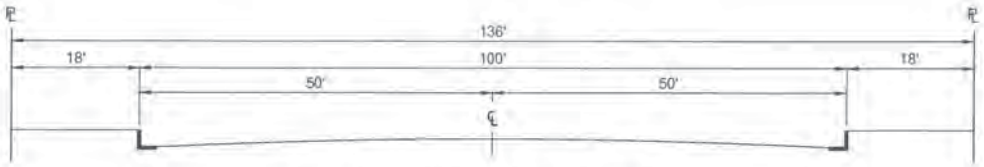
Avenue II Scenic	Boulevard II
Collector	Boulevard II Modified
Collector Scenic	Avenue I
Local	Avenue I Modified
Private Street	Avenue I Scenic
Alley	Avenue II
Community Plan Area Boundary	Avenue II Modified

Date: 2/8/2017

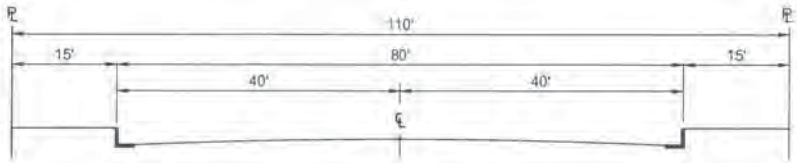
DEPARTMENT OF CITY PLANNING
INFORMATION TECHNOLOGIES DIVISION

N
W E
S

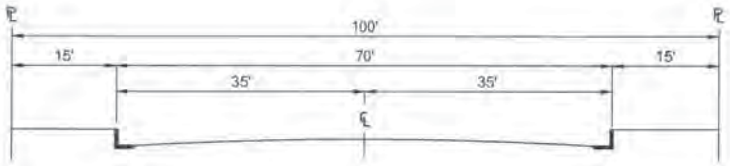
ARTERIAL STREETS



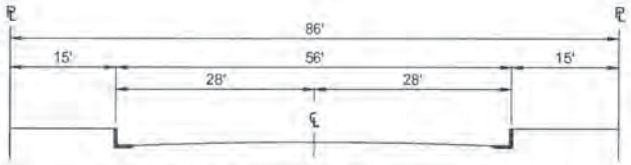
BOULEVARD I (MAJOR HIGHWAY CLASS I)



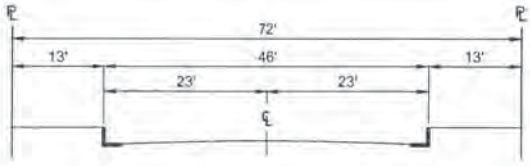
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

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

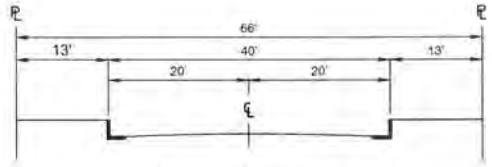
BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

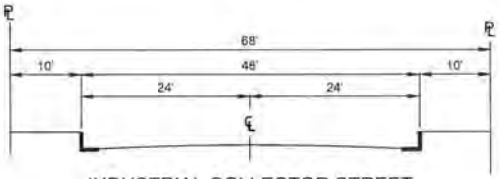
STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49448 Exp CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
				VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

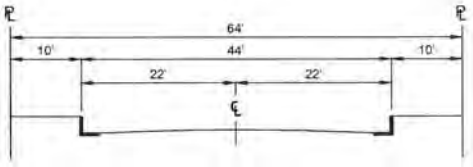
NON-ARTERIAL STREETS



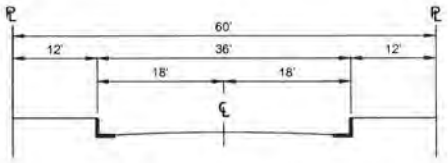
COLLECTOR STREET



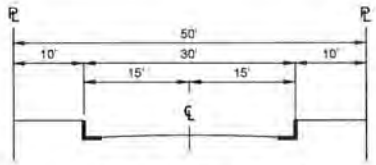
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

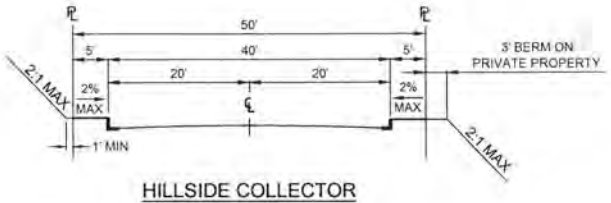


LOCAL STREET - STANDARD

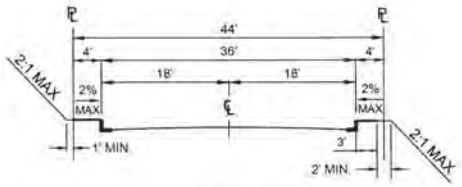


LOCAL STREET - LIMITED

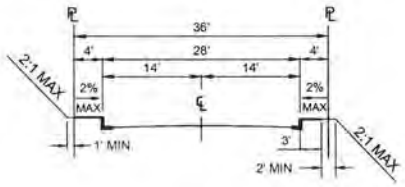
HILLSIDE STREETS



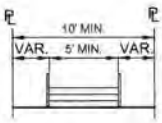
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

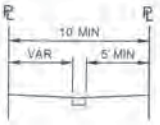


PUBLIC STAIRWAY

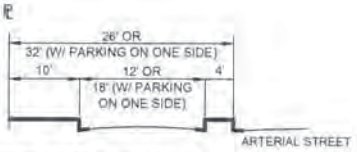
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

OTHER PUBLIC RIGHTS-OF-WAY

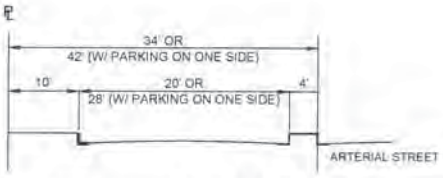
SHARED STREET



PEDESTRIAN WALKWAY

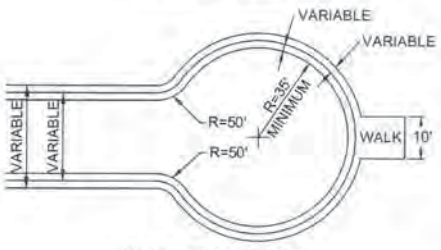


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

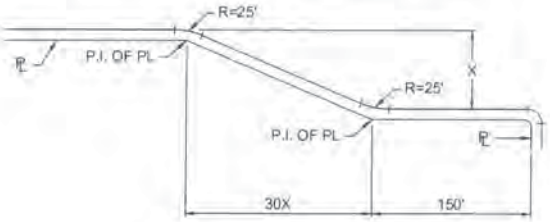
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

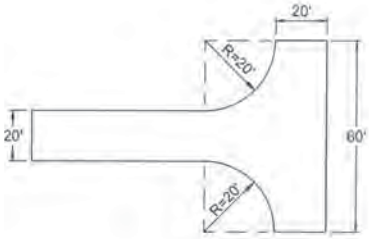
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

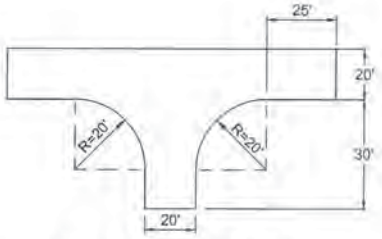


STANDARD FLARE SECTION
(PLAN VIEW)

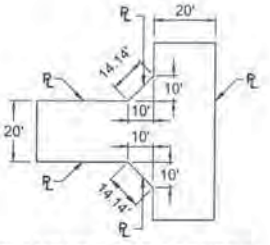
ALLEYS



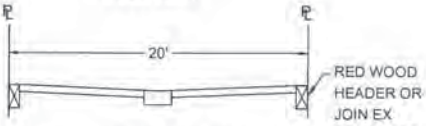
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.


ACADEMY RD & STADIUM WAY
Google Earth

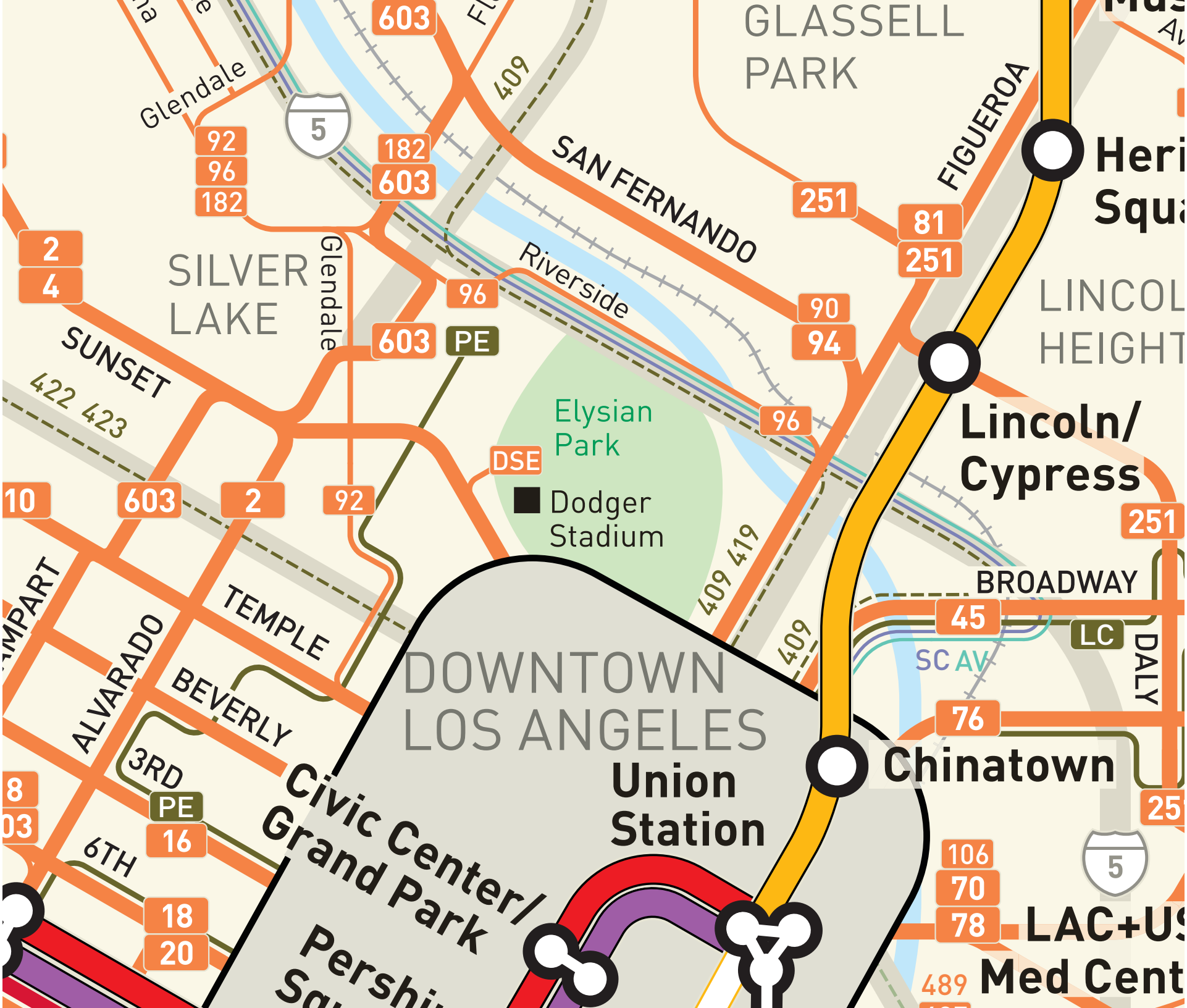

ELYSIAN PARK DR & SCOTT AV
Google Earth


SCOTT AV & STADIUM WAY
Google Earth


VIN SCULLY AV & STADIUM WAY
Google Earth

APPENDIX G

TRANSIT ROUTES


GLASSELL PARK
Glendale
603
409
5
92
96
182
603
SAN FERNANDO
FIGUEROA
251
81
251
SILVER LAKE
Glendale
Riverside
2
4
96
603
PE
90
94
SUNSET
422 423
Elysian Park
DSE
Dodger Stadium
96
Lincoln/ Cypress
10
603
2
92
409 419
251
BROADWAY
45
LC
SC AV
DALY
TEMPLE
ALVARADO
BEVERLY
DOWNTOWN LOS ANGELES
Union Station
Civic Center/ Grand Park
Chinatown
76
3RD
PE
16
6TH
18
20
106
70
78
5
LAC+US
Med Cent
489

DASH
PICO UNION/ECHO PARK

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020

NORTHBOUND / RUMBO AL NORTE

MONDAY-FRIDAY/LUNES-VIERNES

	LEAVES/SALE WASHINGTON & GRAND (A)	UNION & PICO (C)	WESTLAKE/ MACARTHUR PARK RED LINE STATION (D)	LUCAS & MARYLAND (E)	BELLEVUE & EDGEWARE (F)	ECHO PARK & SUNSET (G)	ARRIVES/LLEGA ECHO PARK & DONALDSON (H)
FIRST BUS / PRIMER AUTOBÚS	5:00am	5:11	5:21	5:31	5:46	5:51	5:58
14 THEN EVERY 14 MINUTES UNTIL/ CADA 14 MINUTOS HASTA	5:14	5:25	5:35	5:45	6:00	6:05	6:12
	5:28	5:39	5:49	5:59	6:14	6:19	6:26
	5:42	5:53	6:03	6:13	6:28	6:33	6:40
	5:56	6:07	6:17	6:27	6:42	6:47	6:54
	6:10	6:21	6:31	6:41	6:56	7:01	7:08
	6:24	6:35	6:45	6:55	7:10	7:15	7:22
	6:38	6:49	6:59	7:09	7:24	7:29	7:36
	6:52	7:03	7:13	7:23	7:38	7:43	7:50
	7:06	7:17	7:27	7:37	7:52	7:57	8:04
	7:20	7:31	7:41	7:51	8:06	8:11	8:18
	7:34	7:45	7:55	8:05	8:20	8:25	8:32
	7:48	7:59	8:09	8:19	8:34	8:39	8:46
	8:02	8:13	8:23	8:33	8:48	8:53	9:00
	8:16	8:27	8:37	8:47	9:02	9:07	9:14
	8:30	8:41	8:51	9:01	9:16	9:21	9:28
	8:44	8:55	9:05	9:15	9:30	9:35	9:42
	8:58	9:09	9:19	9:29	9:44	9:49	9:56
	9:12	9:23	9:33	9:43	9:58	10:03	10:10
	9:26	9:37	9:47	9:57	10:12	10:17	10:24
	9:40	9:51	10:01	10:11	10:26	10:31	10:38
	9:54	10:05	10:15	10:25	10:40	10:45	10:52
	10:08	10:19	10:29	10:39	10:54	10:59	11:06
	10:22	10:33	10:43	10:53	11:08	11:13	11:20
	10:36	10:47	10:57	11:07	11:22	11:27	11:34
	10:50	11:01	11:11	11:21	11:36	11:41	11:48
	11:04	11:15	11:25	11:35	11:50	11:55	**12:02**
	11:18	11:29	11:39	11:49	**12:04**	**12:09**	**12:16**
	11:32	11:43	11:53	**12:03**	**12:18**	**12:23**	**12:30**
	11:46am	11:57	**12:07**	**12:17**	**12:32**	**12:37**	**12:44**
10 THEN EVERY 10 MINUTES UNTIL/ CADA 10 MINUTOS HASTA	**12:00pm**	**12:11**	**12:21**	**12:31**	**12:46**	**12:51**	**12:58**
	:10	**:21**	**:31**	**:41**	**:56**	**:01**	**:08**
	:20	**:31**	**:41**	**:51**	**:06**	**:11**	**:18**
	:30	**:41**	**:51**	**:01**	**:16**	**:21**	**:28**
	:40	**:51**	**:01**	**:11**	**:26**	**:31**	**:38**
	:50	**:01**	**:11**	**:21**	**:36**	**:41**	**:48**
	7:00pm	**7:11**	**7:21**	**7:31**	**7:46**	**7:51**	**7:58**
14 THEN EVERY 14 MINUTES UNTIL/ CADA 14 MINUTOS HASTA	**7:14pm**	**7:25**	**7:35**	**7:45**	**8:00**	**8:05**	**8:12**
	7:28	**7:39**	**7:49**	**7:59**	**8:14**	**8:19**	**8:26**
	7:42	**7:53**	**8:03**	**8:13**	**8:28**	**8:33**	**8:40**
	7:56	**8:07**	**8:17**	**8:27**	**8:42**	**8:47**	**8:54**
	8:10	**8:21**	**8:31**	**8:41**	**8:56**	**9:01**	**9:08**
	8:24	**8:35**	**8:45**	**8:55**	**9:10**	**9:15**	**9:22**
	8:38	**8:49**	**8:59**	**9:09**	**9:24**	**9:29**	**9:36**
	8:52	**9:03**	**9:13**	**9:23**	**9:38**	**9:43**	**9:50**
	9:06	**9:17**	**9:27**	**9:37**	**9:52**	**9:57**	**10:04**
	9:20	**9:31**	**9:41**	**9:51**	**10:06**	**10:11**	**10:18**
	9:34	**9:45**	**9:55**	**10:05**	**10:20**	**10:25**	**10:32**
	9:48	**9:59**	**10:09**	**10:19**	**10:34**	**10:39**	**10:46**
LAST BUS / ÚLTIMO AUTOBÚS	**10:02pm**	**10:13**	**10:23**	**10:33**	**10:48**	**10:53**	**11:00**

NORTHBOUND / RUMBO AL NORTE

SATURDAY, SUNDAY AND HOLIDAYS/SÁBADOS, DOMINGOS Y LOS DÍAS FESTIVOS

	LEAVES/SALE WASHINGTON & GRAND (A)	UNION & PICO (C)	WESTLAKE/ MACARTHUR PARK RED LINE STATION (D)	LUCAS & MARYLAND (E)	BELLEVUE & EDGEWARE (F)	ECHO PARK & SUNSET (G)	ARRIVES/LLEGA ECHO PARK & DONALDSON (H)
FIRST BUS / PRIMER AUTOBÚS	5:02am	5:13	5:23	5:33	5:48	5:53	6:00
15	then every **15** minutes until / después cada **15** minutos hasta						
LAST BUS / ÚLTIMO AUTOBÚS	**10:02pm**	**10:13**	**10:23**	**10:33**	**10:48**	**10:53**	**11:00**

LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH
PICO UNION/ECHO PARK

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020

SOUTHBOUND / RUMBO AL SUR

MONDAY-FRIDAY/LUNES-VIERNES

	LEAVES/SALE ECHO PARK & DONALDSON (H)	ECHO PARK & SUNSET (G)	BELLEVUE & EDGEWARE (F)	BIXEL & MARYLAND (E)	WESTLAKE/ MACARTHUR PARK RED LINE STATION (D)	WASHINGTON & OAK (B)	ARRIVES/LLEGA WASHINGTON & GRAND (A)
FIRST BUS / PRIMER AUTOBÚS	5:07am	5:12	5:17	5:35	5:45	5:57	6:00
14 THEN EVERY 14 MINUTES UNTIL/ CADA 14 MINUTOS HASTA	5:21	5:26	5:31	5:49	5:59	6:11	6:14
	5:35	5:40	5:45	6:03	6:13	6:25	6:28
	5:49	5:54	5:59	6:17	6:27	6:39	6:42
	6:03	6:08	6:13	6:31	6:41	6:53	6:56
	6:17	6:22	6:27	6:45	6:55	7:07	7:10
	6:31	6:36	6:41	6:59	7:09	7:21	7:24
	6:45	6:50	6:55	7:13	7:23	7:35	7:38
	6:59	7:04	7:09	7:27	7:37	7:49	7:52
	7:13	7:18	7:23	7:41	7:51	8:03	8:06
	7:27	7:32	7:37	7:55	8:05	8:17	8:20
	7:41	7:46	7:51	8:09	8:19	8:31	8:34
	7:55	8:00	8:05	8:23	8:33	8:45	8:48
	8:09	8:14	8:19	8:37	8:47	8:59	9:02
	8:23	8:28	8:33	8:51	9:01	9:13	9:16
	8:37	8:42	8:47	9:05	9:15	9:27	9:30
	8:51	8:56	9:01	9:19	9:29	9:41	9:44
	9:05	9:10	9:15	9:33	9:43	9:55	9:58
	9:19	9:24	9:29	9:47	9:57	10:09	10:12
	9:33	9:38	9:43	10:01	10:11	10:23	10:26
	9:47	9:52	9:57	10:15	10:25	10:37	10:40
	10:01	10:06	10:11	10:29	10:39	10:51	10:54
	10:15	10:20	10:25	10:43	10:53	11:05	11:08
	10:29	10:34	10:39	10:57	11:07	11:19	11:22
	10:43	10:48	10:53	11:11	11:21	11:33	11:36
	10:57	11:02	11:07	11:25	11:35	11:47	11:50
	11:11	11:16	11:21	11:39	11:49	**12:01**	**12:04**
	11:25	11:30	11:35	11:53	**12:03**	**12:15**	**12:18**
	11:39	11:44	11:49	**12:07**	**12:17**	**12:29**	**12:32**
	11:53	11:58	**12:03**	**12:21**	**12:31**	**12:43**	**12:46**
	12:07	**12:12**	**12:17**	**12:35**	**12:45**	**12:57**	**1:00**
	12:21	**12:26**	**12:31**	**12:49**	**12:59**	**1:11**	**1:14**
	12:35	**12:40**	**12:45**	**1:03**	**1:13**	**1:25**	**1:28**
	12:49	**12:54**	**12:59**	**1:17**	**1:27**	**1:39**	**1:42**
	1:07	**1:12**	**1:17**	**1:35**	**1:45**	**1:57**	**2:00**
10 THEN EVERY 10 MINUTES UNTIL/ CADA 10 MINUTOS HASTA	**1:13pm**	**1:18**	**1:23**	**1:41**	**1:51**	**2:03**	**2:06**
	:23	**:28**	**:33**	**:51**	**:01**	**:13**	**:16**
	:33	**:38**	**:43**	**:01**	**:11**	**:23**	**:26**
	:43	**:48**	**:53**	**:11**	**:21**	**:33**	**:36**
	:53	**:58**	**:03**	**:21**	**:31**	**:43**	**:46**
	8:03pm	**8:08**	**8:13**	**8:31**	**8:41**	**8:53**	**8:56**
14 THEN EVERY 14 MINUTES UNTIL/ CADA 14 MINUTOS HASTA	**8:17**	**8:22**	**8:27**	**8:45**	**8:55**	**9:07**	**9:10**
	8:31	**8:36**	**8:41**	**8:59**	**9:09**	**9:21**	**9:24**
	8:45	**8:50**	**8:55**	**9:13**	**9:23**	**9:35**	**9:38**
	8:59	**9:04**	**9:09**	**9:27**	**9:37**	**9:49**	**9:52**
	9:13	**9:18**	**9:23**	**9:41**	**9:51**	**10:03**	**10:06**
	9:27	**9:32**	**9:37**	**9:55**	**10:05**	**10:17**	**10:20**
	9:41	**9:46**	**9:51**	**10:09**	**10:19**	**10:31**	**10:34**
	9:55	**10:00**	**10:05**	**10:23**	**10:33**	**10:45**	**10:48**
LAST BUS / ÚLTIMO AUTOBÚS	**10:09**	**10:14**	**10:19**	**10:37**	**10:47**	**10:59**	**11:02**

SOUTHBOUND / RUMBO AL SUR

SATURDAY, SUNDAY AND HOLIDAYS/SÁBADOS, DOMINGOS Y LOS DÍAS FESTIVOS

	LEAVES/SALE ECHO PARK & DONALDSON (H)	ECHO PARK & SUNSET (G)	BELLEVUE & EDGEWARE (F)	BIXEL & MARYLAND (E)	WESTLAKE/ MACARTHUR PARK RED LINE STATION (D)	WASHINGTON & OAK (B)	ARRIVES/LLEGA WASHINGTON & GRAND (A)
FIRST BUS / PRIMER AUTOBÚS	5:07am	5:12	5:17	5:35	5:45	5:57	6:00
15	then every **15** minutes until / después cada **15** minutos hasta						
LAST BUS / ÚLTIMO AUTOBÚS	**10:07pm**	**10:12**	**10:17**	**10:35**	**10:45**	**10:57**	**11:00**

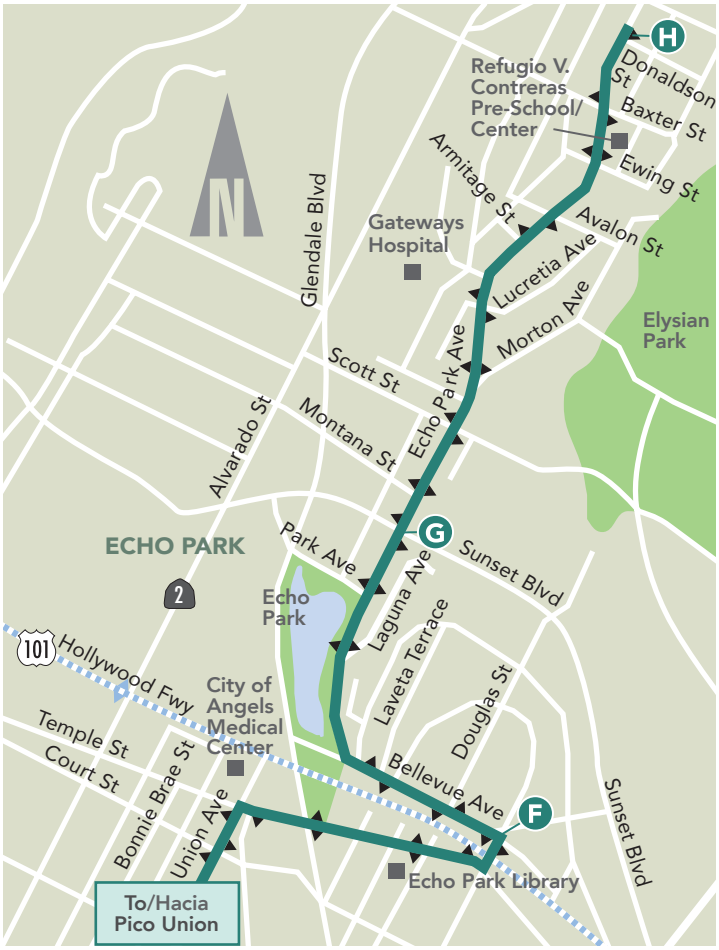
LADOT TRANSIT

City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH
PICO UNION/ECHO PARK

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020



- DASH Pico Union/Echo Park Route
- DASH King East
- DASH Downtown
  - Route A
  - Route B
  - Route D
  - Route E
  - Route F
- Commuter Express Routes
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- Bus Stop/Parada de Autobús
- Multiple Route Stop/ Parada de Rutas Múltiples
- Points of Interest/Puntos de Interés
- A Time Point/Punto Clave de Horario
- T Transfer Point/Punto de Transbordo
- Metro Rail Station/ Estación de Metro

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Monday through Friday

Effective Dec 19 2021

4

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

Santa Monica: 1 Ocean & Arizona	West Los Angeles: 2 Santa Monica & Westwood B	West Hollywood: 3 Santa Monica & San Vicente	4 Santa Monica & Fairfax	Los Angeles: 5 Santa Monica & Western	6 Santa Monica / Vermont Station	Echo Park: 7 Sunset & Echo Park	Los Angeles: 8 Venice & Broadway
4:37A	4:55A	5:08A	5:14A	5:27A	5:31A	5:41A	5:58A
4:58	5:16	5:29	5:35	5:48	5:53	6:03	6:22
5:13	5:31	5:44	5:50	6:03	6:08	6:19	6:39
5:23	5:42	5:55	6:01	6:15	6:20	6:31	6:53
5:35	5:54	6:07	6:13	6:27	6:32	6:44	7:06
5:47	6:06	6:19	6:25	6:39	6:45	6:57	7:19
5:58	6:18	6:31	6:37	6:51	6:57	7:09	7:31
—	6:25	6:38	6:44	6:58	7:04	7:16	7:39
6:12	6:32	6:45	6:51	7:06	7:12	7:24	7:47
—	6:38	6:51	6:57	7:13	7:19	7:31	7:55
6:25	6:45	6:58	7:05	7:21	7:27	7:40	8:04
—	6:52	7:05	7:12	7:28	7:34	7:47	8:11
6:38	6:59	7:13	7:20	7:36	7:42	7:55	8:19
—	7:05	7:19	7:26	7:43	7:49	8:02	8:26
6:51	7:13	7:27	7:34	7:51	7:57	8:11	8:35
—	7:20	7:34	7:41	7:58	8:04	8:18	8:42
7:05	7:27	7:42	7:49	8:06	8:12	8:26	8:50
—	7:33	7:48	7:55	8:13	8:19	8:33	8:57
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—	7:48	8:03	8:10	8:28	8:34	8:48	9:12
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—	8:48	9:03	9:10	9:28	9:34	9:49	10:12
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10:07	10:33	10:50	11:00	11:21	11:28	11:45	12:09P
—	10:40	10:57	11:07	11:28	11:35	11:52	12:16
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—	10:55	11:12	11:22	11:43	11:50	12:07P	12:31
10:37	11:03	11:20	11:30	11:51	11:58	12:15	12:39
—	11:10	11:27	11:37	11:58	12:05P	12:22	12:46
10:51	11:18	11:35	11:45	12:06P	12:13	12:30	12:54
—	11:23	11:41	11:51	12:13	12:20	12:37	1:01
11:03	11:31	11:49	11:59	12:21	12:28	12:45	1:09
—	11:37	11:55	12:06P	12:28	12:35	12:52	1:15
11:15	11:44	12:02P	12:14	12:36	12:43	1:00	1:23
—	11:50	12:09	12:21	12:43	12:50	1:07	1:30
11:27	11:57	12:17	12:29	12:51	12:58	1:15	1:38
—	12:04P	12:24	12:36	12:58	1:05	1:22	1:45
11:42	12:12	12:32	12:44	1:06	1:13	1:30	1:53
—	12:19	12:39	12:51	1:13	1:20	1:37	2:00
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—	12:34	12:54	1:06	1:28	1:35	1:52	2:15
12:12P	12:42	1:02	1:14	1:36	1:43	2:00	2:23
—	12:48	1:08	1:20	1:43	1:50	2:07	2:30
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2:06	2:39	3:00	3:12	3:36	3:43	4:01	4:25
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3:05	3:38	4:00	4:11	4:36	4:43	5:01	5:24
—	3:45	4:07	4:18	4:43	4:50	5:08	5:31
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4:06	4:38	5:01	5:12	5:36	5:43	6:01	6:23
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4:34	5:06	5:31	5:42	6:06	6:13	6:30	6:51
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5:52	6:20	6:42	6:53	7:16	7:22	7:38	7:57
6:02	6:30	6:52	7:03	7:26	7:32	7:47	8:06
6:14	6:42	7:04	7:14	7:36	7:42	7:57	8:16
6:26	6:54	7:15	7:25	7:46	7:52	8:07	8:26
6:37	7:04	7:25	7:35	7:56	8:02	8:16	8:35
6:49	7:15	7:36	7:46	8:06	8:11	8:25	8:44
7:02	7:27	7:47	7:57	8:16	8:21	8:35	8:54
7:12	7:37	7:57	8:07	8:26	8:31	8:45	9:04
7:24	7:49	8:08	8:18	8:36	8:41	8:55	9:14
7:36	8:01	8:19	8:29	8:46	8:51	9:05	9:24
7:47	8:12	8:30	8:39	8:56	9:01	9:14	9:33
7:57	8:22	8:40	8:49	9:06	9:11	9:24	9:43
8:08	8:32	8:50	8:59	9:16	9:21	9:34	9:53
8:18	8:42	9:00	9:09	9:26	9:31	9:44	10:03
8:28	8:52	9:10	9:19	9:36	9:41	9:54	10:12
8:38	9:02	9:20	9:29	9:46	9:51	10:04	10:21
8:49	9:12	9:30	9:39	9:56	10:01	10:13	10:30
9:01	9:24	9:42	9:51	10:08	10:12	10:24	10:41
9:13	9:36	9:54	10:03	10:20	10:24	10:36	10:53
9:25	9:48	10:06	10:15	10:32	10:36	10:48	11:05
9:37	10:00	10:18	10:27	10:44	10:48	11:00	11:17
9:50	10:13	10:31	10:40	10:57	11:01	11:12	11:29
10:05	10:28	10:46	10:55	11:11	11:15	11:26	11:43
10:21	10:44	11:02	11:10	11:26	11:30	11:41	11:57
10:37	11:00	11:17	11:25	11:41	11:45	11:56	12:12A
10:52	11:15	11:32	11:40	11:56	11:59	12:10A	12:26
11:09	11:32	11:48	11:56	12:11A	12:15A	12:25	12:41
11:25	11:47	12:03A	12:11A	12:26	12:30	12:40	12:56
11:41	12:03A	12:19	12:27	12:41	12:45	12:55	1:11
11:59	12:19	12:35	12:42	12:56	1:00	1:10	1:26
12:16A	12:35	12:50	12:57	1:11	1:15	1:25	1:41
12:31	12:50	1:05	1:12	1:26	1:30	1:40	1:56
12:46	1:05	1:20	1:27	1:41	1:45	1:55	2:11
1:01	1:20	1:35	1:42	1:56	2:00	2:09	2:25
1:18	1:37	1:52	1:59	2:12	2:16	2:25	2:41
1:38	1:57	2:12	2:19	2:32	2:36	2:45	3:01
1:59	2:17	2:32	2:39	2:52	2:56	3:05	3:21
2:24	2:42	2:57	3:04	3:17	3:21	3:30	3:46
2:49	3:07	3:22	3:29	3:42	3:46	3:55	4:11
3:16	3:34	3:48	3:54	4:07	4:11	4:20	4:36
3:48	4:06	4:19	4:25	4:37	4:41	4:50	5:06
4:18	4:36	4:49	4:55	5:07	5:11	5:20	5:36

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

Los Angeles: 8 Venice & Broadway	Echo Park: 7 Sunset & Echo Park	Los Angeles: 6 Santa Monica / Vermont Station	5 Santa Monica & Western	West Hollywood: 4 Santa Monica & Fairfax	3 Santa Monica & San Vicente	West Los Angeles: 2 Santa Monica & Westwood C	Santa Monica: 1 Ocean & Arizona
D 4:06A	4:23A	4:32A	4:36A	4:47A	4:53A	5:05A	5:23A
4:33	4:49	4:58	5:02	5:13	5:19	5:31	5:49
4:54	5:11	5:21	5:25	5:37	5:43	5:56	6:14
5:12	5:29	5:39	5:44	5:56	6:02	6:17	6:35
5:26	5:44	5:54	5:59	6:13	6:19	6:34	6:53
5:36	5:54	6:04	6:09	6:23	6:29	6:45	7:04
5:45	6:03	6:14	6:19	6:33	6:39	6:55	7:14
5:54	6:12	6:23	6:28	6:42	6:48	7:05	—
6:01	6:19	6:30	6:36	6:50	6:56	7:12	7:31
6:07	6:25	6:37	6:43	6:57	7:04	7:21	—
6:15	6:33	6:45	6:51	7:05	7:12	7:28	7:48
6:22	6:40	6:52	6:58	7:13	7:20	7:37	—
6:29	6:48	7:00	7:06	7:21	7:28	7:46	8:06
6:36	6:55	7:07	7:13	7:28	7:35	7:53	—
6:44	7:03	7:15	7:21	7:36	7:43	8:01	8:21
6:50	7:10	7:22	7:28	7:43	7:50	8:09	—
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7:04	7:24	7:37	7:43	7:58	8:06	8:25	—
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7:55	8:16	8:30	8:36	8:54	9:03	9:22	9:45
8:02	8:23	8:37	8:43	9:01	9:10	9:29	—
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8:17	8:38	8:52	8:58	9:16	9:25	9:44	—
8:24	8:45	8:59	9:06	9:24	9:33	9:52	10:18
8:31	8:52	9:06	9:13	9:31	9:40	9:59	—
8:38	8:59	9:14	9:21	9:40	9:49	10:08	10:34
8:45	9:06	9:21	9:28	9:48	9:57	10:16	—
8:53	9:14	9:29	9:36	9:56	10:05	10:24	10:50
8:59	9:21	9:36	9:43	10:03	10:12	10:31	—
9:07	9:29	9:44	9:51	10:11	10:20	10:39	11:06
9:14	9:36	9:51	9:58	10:18	10:27	10:47	—
9:23	9:44	9:59	10:06	10:26	10:36	10:56	11:23
9:30	9:51	10:06	10:13	10:33	10:43	11:03	—
9:38	9:59	10:14	10:21	10:41	10:51	11:11	11:39
9:45	10:06	10:21	10:28	10:48	10:58	11:18	—
9:53	10:14	10:29	10:36	10:56	11:06	11:26	11:54
9:59	10:21	10:36	10:43	11:03	11:13	11:34	—
10:06	10:28	10:44	10:51	11:11	11:21	11:42	12:10P
10:13	10:35	10:51	10:58	11:18	11:28	11:50	—
10:21	10:43	10:59	11:06	11:26	11:36	11:57	12:26
10:28	10:50	11:06	11:13	11:33	11:43	12:05P	—
10:35	10:57	11:14	11:21	11:42	11:52	12:13	12:42
10:41	11:04	11:21	11:28	11:49	11:59	12:21	—
10:48	11:11	11:28	11:36	11:57	12:08P	12:29	12:59
10:54	11:18	11:35	11:43	12:04P	12:15	12:37	—
11:00	11:25	11:43	11:51	12:12	12:23	12:44	1:15
11:07	11:32	11:50	11:58	12:19	12:30	12:52	—
11:15	11:40	11:58	12:06P	12:27	12:38	12:59	1:30
11:21	11:47	12:05P	12:13	12:34	12:45	1:07	—
11:28	11:55	12:13	12:21	12:42	12:53	1:14	1:45
11:35	12:02P	12:20	12:28	12:49	1:00	1:22	—
11:43	12:10	12:28	12:36	12:57	1:08	1:29	2:00
11:50	12:17	12:35	12:43	1:04	1:15	1:37	—
11:58	12:25	12:43	12:51	1:12	1:23	1:44	2:15
12:05P	12:32	12:50	12:58	1:19	1:30	1:52	—
12:13	12:40	12:58	1:06	1:27	1:38	1:59	2:30
12:20	12:47	1:05	1:13	1:34	1:45	2:07	—
12:28	12:55	1:13	1:21	1:42	1:53	2:15	2:46
12:35	1:02	1:20	1:28	1:49	2:00	2:23	—
12:43	1:10	1:28	1:36	1:57	2:07	2:29	3:00
12:50	1:17	1:35	1:43	2:04	2:14	2:37	—
12:58	1:25	1:43	1:51	2:12	2:22	2:44	3:16
1:05	1:32	1:50	1:58	2:19	2:29	2:52	—
1:13	1:40	1:58	2:06	2:27	2:37	2:59	3:30
1:20	1:47	2:05	2:13	2:34	2:44	3:07	—
1:28	1:55	2:13	2:21	2:42	2:52	3:14	3:45
1:35	2:02	2:20	2:28	2:49	2:59	3:22	—
1:43	2:10	2:28	2:36	2:57	3:07	3:29	4:00
1:50	2:17	2:35	2:43	3:04	3:14	3:37	—
1:57	2:25	2:43	2:51	3:12	3:22	3:44	4:15
2:04	2:32	2:50	2:58	3:19	3:29	3:52	—
2:12	2:40	2:58	3:06	3:27	3:37	3:59	4:29
2:19	2:47	3:05	3:13	3:34	3:44	4:07	—
2:27	2:55	3:13	3:21	3:42	3:52	4:14	4:44
2:34	3:02	3:20	3:28	3:49	3:59	4:22	—
2:42	3:10	3:28	3:36	3:57	4:07	4:29	4:59
2:50	3:17	3:35	3:43	4:04	4:14	4:37	—
2:59	3:25	3:43	3:51	4:11	4:21	4:42	5:11
3:06	3:32	3:50	3:58	4:18	4:28	4:52	—
3:14	3:40	3:58	4:06	4:26	4:36	4:57	5:26
3:21	3:47	4:05	4:13	4:33	4:43	5:07	—
3:29	3:55	4:13	4:21	4:41	4:51	5:12	5:41
3:36	4:02	4:20	4:28	4:48	4:58	5:22	—
3:44	4:10	4:28	4:36	4:56	5:06	5:27	5:56
3:51	4:17	4:35	4:43	5:03	5:13	5:37	—
3:59	4:25	4:43	4:51	5:11	5:21	5:41	6:08
4:06	4:32	4:50	4:58	5:18	5:28	5:48	6:15
4:14	4:40	4:58	5:06	5:26	5:36	5:56	6:22
4:21	4:47	5:05	5:13	5:33	5:43	6:06	—
4:30	4:56	5:13	5:21	5:40	5:50	6:10	6:36
4:37	5:03	5:20	5:28	5:47	5:57	6:20	—
4:46	5:12	5:29	5:36	5:55	6:05	6:24	6:49
4:54	5:19	5:36	5:43	6:02	6:12	6:34	—
5:02	5:27	5:44	5:51	6:10	6:20	6:39	7:04
5:10	5:34	5:51	5:58	6:17	6:27	6:47	—
5:18	5:42	5:59	6:06	6:25	6:35	6:53	7:18
5:25	5:49	6:06	6:13	6:32	6:42	7:00	7:25
5:34	5:58	6:14	6:21	6:39	6:49	7:07	7:32
5:41	6:05	6:21	6:28	6:46	6:56	7:14	—
5:49	6:13	6:29	6:36	6:54	7:04	7:21	7:46
5:56	6:20	6:36	6:43	7:01	7:10	7:28	—
6:04	6:28	6:44	6:51	7:09	7:18	7:35	8:00
6:11	6:35	6:51	6:58	7:16	7:25	7:43	—
6:19	6:43	6:59	7:06	7:24	7:33	7:49	8:13
6:30	6:53	7:09	7:16	7:34	7:43	7:59	8:22
6:40	7:03	7:19	7:26	7:44	7:53	8:09	8:32
6:51	7:14	7:30	7:36	7:54	8:03	8:19	8:42
7:02	7:25	7:40	7:46	8:04	8:13	8:29	8:52
7:12	7:35	7:50	7:56	8:12	8:21	8:37	9:00
7:23	7:45	8:00	8:06	8:22	8:31	8:47	9:08
7:33	7:55	8:10	8:16	8:32	8:41	8:57	9:18
7:43	8:05	8:20	8:26	8:42	8:51	9:07	9:28
7:53	8:15	8:30	8:36	8:52	9:01	9:17	9:38
8:03	8:25	8:40	8:46	9:02	9:10	9:26	9:46
8:13	8:35	8:50	8:56	9:11	9:19	9:35	9:55
8:23	8:45	9:00	9:06	9:21	9:29	9:45	10:05
8:33	8:55	9:10	9:16	9:31	9:39	9:55	10:15
8:44	9:06	9:21	9:27	9:42	9:50	10:06	10:26
8:57	9:19	9:34	9:39	9:54	10:02	10:18	10:38
9:12	9:32	9:46	9:51	10:06	10:14	10:30	10:50
9:26	9:46	10:00	10:05	10:20	10:28	10:44	11:04
9:41	10:01	10:15	10:20	10:35	10:43	10:59	11:19
9:56	10:16	10:30	10:35	10:50	10:58	11:14	11:34
10:11	10:31	10:45	10:50	11:05	11:13	11:29	11:49
10:27	10:47	11:01	11:05	11:20	11:28	11:43	12:03A
10:46	11:06	11:18	11:22	11:37	11:45	11:59	12:20
D 11:06	11:24	11:36	11:40	11:54	12:02A	12:16A	12:36
11:24	11:43	11:55	11:59	12:12A	12:20	12:34	12:53
11:45	12:04A	12:15A	12:19A	12:32	12:40	12:53	1:12
D 12:06A	12:24	12:35	12:39	12:51	12:59	1:12	1:31
12:26	12:44	12:55	12:59	1:11	1:19	1:32	1:51
12:46	1:04	1:15	1:19	1:31	1:38	1:51	2:10
D 1:07	1:25	1:35	1:39	1:51	1:58	2:11	2:30
1:36	1:54	2:04	2:08	2:20	2:27	2:40	2:59
D 2:06	2:24	2:34	2:38	2:49	2:56	3:08	3:27
2:36	2:54	3:04	3:08	3:19	3:25	3:37	3:56
D 3:06	3:24	3:34	3:38	3:49	3:55	4:07	4:26
3:39	3:55	4:04	4:08	4:19	4:25	4:37	4:55

Saturday, Sunday and Holiday Schedules

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

Horarios de sábado, domingo y días feriados

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

Special Notes

- **B** Trips shown originating at Santa Monica & Westwood begin service from Nebraska & Sepulveda 5 - 9 minutes before time shown.
- **C** Trips shown terminating at Santa Monica & Westwood continue to Nebraska & Sepulveda arriving approximately 2 - 5 minutes after time shown.
- **D** Waits at Broadway & 7th for transfer connection.

Avisos especiales

- **B** *Los viajes que se muestran originándose en Santa Mónica y Westwood empiezan el servicio desde Nebraska y Sepulveda 5 - 9 minutos antes de la hora mostrada.*
- **C** *Los viajes que se muestran terminando en Santa Mónica y Westwood continúan hacia Nebraska & Sepulveda llegando a aproximadamente 2 - 5 minutos después de la hora mostrada.*
- **D** *Espera en Broadway y 7th para las conexione de transferencia.*

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

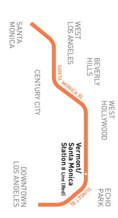
And for all you need to know, visit *metro.net*.

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

Metro



Subject to change without notice
Sujeto a cambios sin previo aviso

metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

Effective Dec 19 2021

Metro Local

4

Eastbound to Downtown Los Angeles
Westbound to Santa Monica
via Santa Monica Bl & Sunset Bl

Saturday, Sunday and Holiday Schedule

Effective Dec 19 2021

4

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

SANTA MONICA	WEST HOLLYWOOD	WEST HOLLYWOOD	SOUTH PARK	EAST LOS ANGELES	EAST LOS ANGELES	EAST LOS ANGELES	DOWNTOWN	EAST LOS ANGELES
1	2	3	6	5	4	7	8	9
Ocean & Arizona	Santa Monica & Westwood (E)	Santa Monica & San Vicente	Santa Monica & Fairfax	Santa Monica & Western	Santa Monica / Vermont Station	Sunset & Echo Park	Helios & Broadway	Helios & Broadway
4:42A	5:00A	5:13A	5:19A	5:32A	5:36A	4:46A	4:04A	4:06A
5:07	5:25	5:38	5:44	5:57	6:01	6:11	6:29	4:33
5:31	5:49	6:02	6:08	6:22	6:27	6:37	6:55	4:56
5:53	6:12	6:25	6:31	6:45	6:50	7:00	7:18	5:19
6:13	6:32	6:45	6:51	7:05	7:10	7:22	7:40	5:37
6:29	6:48	7:01	7:08	7:23	7:28	7:40	7:58	5:57
6:42	7:01	7:16	7:23	7:38	7:43	7:55	8:14	6:12
6:55	7:14	7:29	7:36	7:51	7:56	8:08	8:27	6:26
7:05	7:24	7:39	7:46	8:01	8:06	8:18	8:37	6:39
—	7:34	7:49	7:56	8:11	8:16	8:28	8:47	6:54
7:25	7:44	7:59	8:06	8:21	8:26	8:38	8:57	7:04
—	7:54	8:09	8:16	8:31	8:36	8:48	9:08	7:14
7:45	8:04	8:19	8:26	8:41	8:46	8:58	9:18	7:23
—	8:14	8:29	8:36	8:51	8:56	9:09	9:29	7:33
8:02	8:24	8:39	8:46	9:01	9:07	9:21	9:41	7:43
—	8:33	8:48	8:55	9:11	9:17	9:31	9:51	7:53
8:20	8:42	8:57	9:05	9:21	9:27	9:41	10:01	8:03
—	8:52	9:07	9:15	9:31	9:37	9:51	10:12	8:12
8:39	9:01	9:17	9:25	9:41	9:47	10:01	10:22	8:22
—	9:11	9:27	9:35	9:51	9:57	10:11	10:32	8:31
8:59	9:21	9:37	9:45	10:01	10:07	10:21	10:42	8:40
—	9:30	9:46	9:54	10:11	10:17	10:31	10:52	8:50
—	9:40	9:56	10:04	10:21	10:27	10:41	11:02	8:59
—	9:49	10:05	10:14	10:31	10:37	10:51	11:12	9:09
9:37	9:59	10:15	10:24	10:41	10:47	11:01	11:23	9:18
—	10:09	10:25	10:34	10:51	10:57	11:12	11:34	9:27
9:56	10:19	10:35	10:44	11:01	11:07	11:22	11:44	9:36
—	10:28	10:44	10:53	11:11	11:17	11:32	11:54	9:46
10:15	10:38	10:54	11:03	11:21	11:27	11:42	12:04P	9:56
—	10:48	11:04	11:13	11:31	11:37	11:52	12:14	10:04
10:34	10:57	11:14	11:23	11:41	11:47	12:02P	12:24	10:14
—	11:07	11:24	11:33	11:51	11:57	12:12	12:34	10:23
10:53	11:17	11:34	11:43	12:01P	12:07P	12:22	12:44	10:33
—	11:25	11:43	11:52	12:11	12:17	12:32	12:54	10:43
11:11	11:35	11:53	12:02P	12:21	12:27	12:42	1:04	10:53
—	11:44	12:02P	12:12	12:31	12:37	12:52	1:14	11:03
11:29	11:54	12:12	12:22	12:41	12:47	1:02	1:24	11:13
—	12:04P	12:22	12:32	12:51	12:57	1:12	1:34	11:22
11:48	12:14	12:32	12:42	1:01	1:07	1:22	1:44	11:32
—	12:24	12:42	12:52	1:11	1:17	1:32	1:54	11:42
12:07P	12:34	12:52	1:02	1:21	1:27	1:42	2:04	11:51
—	12:44	1:02	1:12	1:31	1:37	1:52	2:14	11:59
12:26	12:53	1:12	1:22	1:41	1:47	2:02	2:24	12:09P
—	1:02	1:22	1:32	1:51	1:57	2:12	2:34	12:18
12:46	1:12	1:32	1:42	2:01	2:07	2:22	2:44	12:28
—	1:22	1:42	1:52	2:11	2:17	2:32	2:54	12:38
1:06	1:32	1:52	2:02	2:21	2:27	2:42	3:04	12:48
—	1:42	2:02	2:12	2:31	2:37	2:52	3:14	12:58
1:26	1:52	2:12	2:22	2:41	2:47	3:02	3:24	1:08
—	2:02	2:22	2:32	2:51	2:57	3:12	3:34	1:18
1:46	2:12	2:32	2:42	3:01	3:07	3:22	3:44	1:28
—	2:21	2:41	2:51	3:11	3:17	3:32	3:54	1:38
2:04	2:30	2:50	3:00	3:21	3:27	3:42	4:04	1:48
—	2:40	3:00	3:10	3:31	3:37	3:52	4:14	1:58
2:24	2:50	3:10	3:20	3:41	3:47	4:02	4:24	2:08
—	3:00	3:20	3:30	3:51	3:57	4:12	4:34	2:19
2:44	3:10	3:30	3:40	4:01	4:07	4:22	4:43	2:31
—	3:20	3:40	3:50	4:11	4:17	4:32	4:53	2:41
3:04	3:30	3:50	4:00	4:21	4:27	4:41	5:02	2:51
—	3:40	4:00	4:10	4:31	4:38	4:52	5:13	3:01
3:25	3:51	4:11	4:21	4:41	4:48	5:02	5:22	3:11
—	4:01	4:21	4:31	4:51	4:58	5:12	5:32	3:22
3:45	4:11	4:31	4:41	5:01	5:08	5:22	5:42	3:32
—	4:21	4:41	4:51	5:11	5:18	5:32	5:52	3:41
4:05	4:31	4:51	5:01	5:21	5:28	5:42	6:02	3:51
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—	5:41	6:01	6:11	6:31	6:37	6:51	7:09	5:01
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—	6:02	6:22	6:32	6:51	6:57	7:11	7:29	5:21
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—	6:23	6:43	6:52	7:11	7:17	7:31	7:48	5:42
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—	6:43	7:03	7:12	7:31	7:37	7:50	8:07	6:04
6:29	6:54	7:14	7:23	7:41	7:47	8:00	8:17	6:14
—	7:04	7:24	7:33	7:51	7:57	8:10	8:27	6:25
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7:18	7:41	7:59	8:08	8:26	8:32	8:44	9:01	7:00
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—	9:32	9:50	9:59	10:16	10:20	10:32	10:49	8:56
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—	9:59	10:17	10:26	10:43	10:47	10:59	11:16	9:26
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10:21	10:44	11:02	11:10	11:26	11:30	11:40	11:57	10:11
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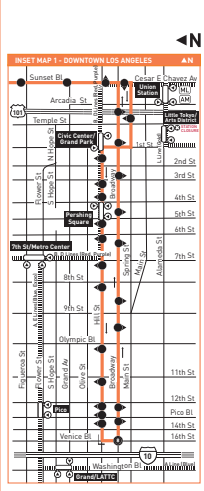
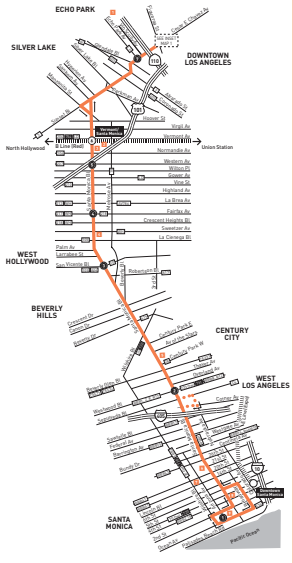
10:52	11:15	11:32	11:40	11:56	11:59	12:10A	12:26	10:46
11:07	11:32	11:48	11:56	12:11A	12:15A	12:25	12:41	11:06
11:25	11:47	12:03A	12:11A	12:26	12:30	12:40	12:56	11:26
11:41	12:03A	12:19	12:27	12:41	12:45	12:55	1:11	11:43
11:59	12:19	12:35	12:42	12:56	1:00	1:10	1:26	12:04A
12:14A	12:35	12:50	12:57	1:11	1:15	1:25	1:43	12:24
12:31	12:50	1:05	1:12	1:26	1:30	1:40	1:56	12:46
12:46	1:05	1:20	1:27	1:41	1:45	1:55	2:11	1:07
1:01	1:20	1:35	1:42	1:56	2:00	2:09	2:25	1:36
1:18	1:37	1:52	1:59	2:12	2:16	2:25	2:41	2:06
1:38	1:57	2:12	2:19	2:32	2:36	2:45	3:01	2:36
1:59	2:17	2:32	2:39	2:52	2:56	3:05	3:21	3:06
2:24	2:42	2:57	3:04	3:17	3:21	3:30	3:46	3:39
2:49	3:07	3:22	3:29	3:42	3:46	3:55	4:11	
3:16	3:34	3:48	3:54	4:07	4:11	4:20	4:36	
3:48	4:06	4:19	4:25	4:37	4:41	4:50	5:06	
4:18	4:36	4:49	4:55	5:07	5:11	5:20	5:36	

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

EAST LOS ANGELES	DOWNTOWN	EAST LOS ANGELES	EAST LOS ANGELES	WEST HOLLYWOOD	WEST HOLLYWOOD	WEST LOS ANGELES	SANTA MONICA
6	7	4	5	6	3	2	1
Helios & Broadway	Sunset & Echo Park	Santa Monica / Vermont Station	Santa Monica & Western	Santa Monica & Fairfax	Santa Monica & San Vicente	Santa Monica & Westwood (E)	Ocean & Arizona
4:06A	4:23A	4:32A	4:36A	4:44A	4:51A	5:02A	5:19A
4:33	4:48	4:57	5:01	5:12	5:17	5:28	5:45
4:56	5:12	5:22	5:26	5:37	5:42	5:54	6:11
5:19	5:35	5:45	5:49	6:00	6:05	6:18	6:35
5:37	5:55	6:05	6:10	6:21	6:26	6:39	6:57
5:57	6:15	6:25	6:30	6:42	6:47	7:00	7:18
6:12	6:30	6:41	6:45	6:57	7:02	7:16	7:34
6:26	6:45	6:56	7:00	7:12	7:18	7:32	7:50
6:39	6:58	7:10	7:15	7:27	7:33	7:47	8:05
6:54	7:13	7:25	7:30	7:43	7:49	8:03	8:21
7:04	7:23	7:35	7:40	7:53	7:59	8:14	—
7:14	7:33	7:45	7:50	8:03	8:10	8:25	8:43
7:23	7:43	7:55	8:00	8:14	8:21	8:36	—
7:33	7:53	8:05	8:10	8:24	8:31	8:46	9:04
7:43	8:03	8:15	8:20	8:34	8:41	8:56	—
7:53	8:13	8:25	8:30	8:44	8:51	9:06	9:26
8:03	8:23	8:35	8:40	8:54	9:01	9:16	—
8:12	8:32	8:45	8:50	9:04	9:11	9:26	9:48
8:22	8:42	8:55	9:00	9:15	9:22	9:37	—
8:31	8:51	9:04	9:10	9:25	9:32	9:47	10:10
8:40	9:00	9:14	9:20	9:35	9:43	9:58	—
8:50	9:10	9:24	9:30	9:44	9:54	10:09	10:32
8:59	9:20	9:34	9:40	9:56	10:04	10:19	—
9:09	9:30	9:44	9:50	10:06	10:14	10:29	10:52
9:18	9:40	9:54	10:00	10:17	10:25	10:40	—
9:27	9:49	10:03	10:10	10:27	10:36	10:51	11:14
9:36	9:58	10:13	10:20	10:37	10:46	11:01	—
9:46	10:08	10:23	10:30	10:47	10:56	11:12	11:36
9:56	10:18	10:33	10:40	10:57	11:06	11:23	—
10:06	10:26	10:43	10:50	11:07	11:16	11:32	11:56
10:14	10:36	10:53	11:00	11:18	11:27	11:44	—
10:23	10:46	11:03	11:10	11:28	11:37	11:53	12:18P
10:33	10:56	11:13	11:20	11:38	11:47	12:04P	—
10:43	11:06	11:23	11:30	11:48	11:57	12:14	12:39
10:53	11:16	11:33	11:40	11:58	12:07P	12:25	—
11:03	11:26	11:43	11:50	12:08P	12:17	12:34	12:59
11:13	11:36	11:53	11:59	12:18	12:27	12:45	—
11:22	11:45	12:02P	12:10P	12:28	12:37	12:54	1:21
11:32	11:55	12:12	12:20	12:38	12:47	1:05	—
11:42	12:05P	12:22	12:30	12:49	12:58	1:16	1:43
11:51	12:15	12:32	12:40	12:59	1:08	1:27	—
11:59	12:24	12:42	12:50	1:09	1:18	1:36	2:03
12:09P	12:34	12:52	1:00	1:19	1:28	1:47	—
12:18	12:43	1:01	1:10	1:29	1:38	1:56	2:23
12:28	12:53	1:11	1:20	1:39	1:48	2:07	—
12:38	1:03	1:21	1:30	1:49	1:58	2:16	2:43
12:48	1:13	1:31	1:40	1:59	2:09	2:28	—
12:58	1:23	1:41	1:50	2:09	2:19	2:37	3:04
1:08	1:33	1:51	2:00	2:19	2:29	2:48	—
1:18	1:43	2:01	2:10	2:29	2:39	2:57	3:24
1:28	1:53	2:11	2:20	2:39	2:49	3:08	—
1:38	2:03	2:21	2:30	2:49	2:59	3:17	3:44
1:48	2:13	2:31	2:40	2:59	3:09	3:28	—
1:58	2:23	2:41	2:50	3:09	3:19	3:37	4:04
2:08	2:33	2:51	3:00	3:19	3:29	3:48	—
2:19	2:44	3:02	3:10	3:29	3:39	3:57	4:22
2:31	2:55	3:12	3:20	3:39	3:49	4:08	—
2:41	3:05	3:22	3:30	3:49	3:59	4:17	4:42
2:51	3:15	3:32	3:40	3:59	4:09	4:28	—
3:01	3:25	3:42	3:50	4:09	4:19	4:37	5:02
3:11	3:35	3:52	4:00	4:19	4:29	4:48	—
3:22	3:46	4:03	4:10	4:29	4:39	4:57	5:22
3:32	3:56	4:13	4:20	4:39	4:49	5:07	—
3:41	4:06	4:23	4:30	4:49	4:59	5:16	5:41
3:51	4:16	4:33	4:40	4:59	5:09	5:26	—
4:01	4:26	4:43	4:50	5:09	5:19	5:36	6:01
4:11	4:36	4:53	5:00	5:18	5:28	5:44	—
4:21	4:46	5:03	5:10	5:28	5:38	5:54	6:18
4:31	4:56	5:13	5:20	5:38	5:48	6:04	—
4:41	5:06	5:23	5:30	5:47	5:57	6:13	6:35
4:51	5:16	5:33	5:40	5:57	6:07	6:23	—
5:01	5:26	5:43	5:50	6:07	6:17	6:33	6:55
5:11	5:36	5:53	6:00	6:17	6:27	6:43	—
5:21	5:46	6:03	6:10	6:27	6:36	6:52	7:14
5:32	5:57	6:13	6:20	6:37	6:46	7:02	—
5:42	6:07	6:23	6:30	6:47	6:56	7:12	7:34
5:54	6:18	6:34	6:40	6:57	7:06	7:22	—
6:04	6:28	6:44	6:50	7:07	7:16	7:32	7:54
6:14	6:38	6:54	7:00	7:17	7:26	7:41	—
6:25	6:48	7:04	7:10	7:27	7:36	7:52	8:14
6:35	6:58	7:14	7:20	7:37	7:44	8:01	—
6:47	7:10	7:26	7:32	7:48	7:57	8:13	8:34
7:00	7:23	7:38	7:44	8:00	8:08	8:23	—
7:12	7:35	7:50	7:56	8:11	8:19	8:35	8:56
7:25	7:47	8:02	8:08	8:23	8:31	8:46	—
7:37	7:59	8:14	8:20	8:35	8:43	8:59	9:20
7:49	8:11	8:26	8:32	8:47	8:55	9:10	—
8:03	8:24	8:39	8:45	9:00	9:08	9:24	9:44
8:16	8:37	8:52	8:58	9:13	9:21	9:36	—
8:29	8:50	9:05	9:11	9:26	9:34	9:50	10:10
8:42	9:03	9:18	9:24	9:39	9:47	10:01	—
8:56	9:17	9:32	9:37	9:52	10:00	10:16	10:36
9:12	9:32	9:46	9:51	10:06	10:14	10:29	10:50
9:26	9:46	10:00	10:05	10:20	10:28	10:44	11:04
9:41	10:01	10:15	10:20	10:35	10:43	10:59	11:19
9:56	10:16	10:30	10:35	10:50	10:58	11:14	11:34
10:11	10:31	10:45	10:50	11:05	11:13	11:29	11:49
10:27	10:47	11:01	11:05	11:20	11:28	11:43	12:03A
10:46	11:06	11:18	11:22	11:37	11:45	11:59	12:20
11:06	11:24	11:36	11:40	11:54	12:02A	12:16A	12:36
11:26	11:43	11:55	11:59	12:12A	12:20	12:34	12:53
11:45	12:04A	12:15A	12:19A	12:32	12:40	12:53	1:12
12:04A	12:24	12:35	12:39	12:51	12:59	1:12	1:31
12:26	12:44	12:55	12:59	1:11	1:19	1:32	1:51
12:46	1:04	1:15	1:19	1:31	1:38	1:51	2:10
1:07	1:25	1:35	1:39	1:51	1:58	2:11	2:30
1:36	1:54	2:04	2:08	2:20	2:27	2:41	2:59
2:06	2:24	2:34	2:38	2:49	2:56	3:08	3:27
2:36	2:54	3:04	3:08	3:19	3:25	3:37	3:56
3:06	3:24	3:34	3:38	3:49	3:55	4:07	4:26
3:39	3:55	4:04	4:08	4:19	4:25	4:37	4:55

ROUTE MAP





INSET 1 – DOWNTOWN LOS ANGELES

- Line 4 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance
- ML Metrolink
- AM Amtrak

MAP NOTES

1. **Dodger Stadium**
2. **Braille Institute**
3. **LA City College**
4. **West Hollywood City Hall**
5. **Westfield Century City**
   Metro 4, 28; AV786; BBB5; C3, CE534, 573; SC792, 797
6. **St. John's Hospital**
7. **Santa Monica-UCLA Medical Center**
8. **Santa Monica Bl & 4th St/ Broadway & 4th St**
   Metro 4, 20 Owl, 534, 720; BBB1, 2, 3, 5, 7, 8, 9, 18; Rapid 7, 10
9. **Ocean Av & Santa Monica Bl**
   Metro 534; BBB8

LEGEND

- Line 4 Route
- Shortline Turnaround Loop at Nebraska & Sepulveda
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station & Timepoint
- Metro Rail
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- SC Santa Clarita Transit
- WH West Hollywood Cityline

Monday through Friday

Effective Dec 19 2021

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Northbound *Al Norte* (Approximate Times / Tiempos Aproximados)

DOWNTOWN LOS ANGELES		ECHO PARK	SILVER LAKE	GLENDALE		BURBANK	SUN VALLEY	PACOIMA	SYLMAR
1	4	5	6	7	8	9	10	11	12
Main & 11th	Temple & Grand	Glendale & Montana	Glendale & Riverside	Brand & Broadway	Brand & Monterey	Olive & San Fernando	Glenoaks & Sunland	Glenoaks & Van Nuys	Sylmar Station
—	—	—	—	—	—	4:08A	4:22A	4:33A	4:43A
—	—	—	—	—	—	5:04	5:18	5:29	5:41
4:59A	5:09A	5:16A	5:23A	5:32A	5:36A	5:48	6:02	6:14	6:27
5:18	5:28	5:35	5:42	5:52	5:56	6:09	6:24	6:36	6:49
5:35	5:46	5:53	6:00	6:12	6:16	6:30	6:47	7:00	7:14
5:54	6:05	6:13	6:20	6:32	6:36	6:50	7:07	7:20	7:34
6:08	6:20	6:28	6:37	6:50	6:54	7:10	7:28	7:41	7:55
6:23	6:36	6:45	6:54	7:08	7:13	7:30	7:49	8:02	8:16
6:41	6:54	7:03	7:12	7:26	7:31	7:50	8:09	8:22	8:36
7:00	7:13	7:22	7:31	7:46	7:51	8:10	8:29	8:43	8:57
7:20	7:33	7:42	7:51	8:06	8:11	8:30	8:50	9:04	9:18
7:38	7:51	8:00	8:09	8:25	8:30	H8:50	—	—	—
7:57	8:11	8:20	8:29	8:45	8:50	9:10	9:30	9:45	9:59
8:17	8:31	8:40	8:49	9:05	9:10	H9:30	—	—	—
8:37	8:51	9:00	9:09	9:25	9:30	9:50	10:10	10:25	10:40
8:56	9:10	9:19	9:28	9:45	9:50	H10:10	—	—	—
9:16	9:30	9:39	9:48	10:05	10:10	10:30	10:50	11:05	11:20
9:34	9:48	9:57	10:06	10:24	10:29	H10:50	—	—	—
9:52	10:06	10:15	10:24	10:43	10:49	11:10	11:30	11:46	12:01P
10:12	10:26	10:35	10:44	11:03	11:09	H11:30	—	—	—
10:32	10:46	10:55	11:04	11:23	11:29	11:50	12:10P	12:26P	12:40
10:51	11:05	11:14	11:24	11:43	11:49	H12:10P	—	—	—
11:11	11:25	11:34	11:44	12:03P	12:09P	12:30	12:50	1:06	1:20
11:31	11:45	11:54	12:04P	12:23	12:29	H12:50	—	—	—
11:51	12:05P	12:14P	12:24	12:43	12:49	1:10	1:30	1:47	2:01
12:10P	12:24	12:33	12:43	1:02	1:08	H1:30	—	—	—
12:30	12:44	12:53	1:03	1:22	1:28	1:50	2:10	2:27	2:42
12:50	1:04	1:13	1:23	1:42	1:48	H2:10	—	—	—
1:10	1:24	1:33	1:43	2:02	2:08	2:30	2:51	3:08	3:23
1:30	1:44	1:53	2:03	2:22	2:28	H2:50	—	—	—
1:50	2:04	2:13	2:23	2:42	2:48	3:10	3:31	3:47	4:02
2:10	2:24	2:33	2:43	3:02	3:08	H3:30	—	—	—
2:29	2:43	2:53	3:03	3:22	3:28	3:50	4:11	4:27	4:42
2:47	3:01	3:12	3:23	3:42	3:48	H4:10	—	—	—
3:05	3:20	3:31	3:43	4:02	4:08	4:30	4:51	5:07	5:22
3:24	3:40	3:51	4:03	4:22	4:28	H4:50	—	—	—
3:43	3:59	4:10	4:23	4:42	4:48	5:10	5:31	5:45	6:00
4:03	4:19	4:30	4:43	5:02	5:08	H5:30	—	—	—
4:23	4:39	4:50	5:03	5:22	5:28	5:50	6:10	6:24	6:39
4:44	5:00	5:11	5:24	5:42	5:48	H6:10	—	—	—
5:02	5:18	5:29	5:44	6:02	6:08	6:30	6:49	7:02	7:15
5:24	5:40	5:51	6:06	6:24	6:30	H6:50	—	—	—
5:45	6:01	6:12	6:27	6:45	6:51	7:10	7:29	7:41	7:54
6:13	6:29	6:39	6:53	7:10	7:16	7:35	7:53	8:05	8:18
6:43	6:58	7:08	7:20	7:37	7:42	8:00	8:18	8:30	8:42
7:18	7:32	7:41	7:51	8:07	8:12	8:30	8:47	8:59	9:10
8:12	8:25	8:33	8:41	8:55	9:00	9:16	9:32	9:43	9:53
9:06	9:17	9:24	9:32	F9:45	9:49	B10:04	—	—	—
10:10	10:18	10:25	10:33	F10:44	10:47	B11:01	—	—	—
—	C11:20	11:26	11:33	F11:44	11:47	B11:59	—	—	—
—	C12:20A	12:26A	12:33A	F12:44A	12:47A	B12:59A	—	—	—
—	C1:20	1:26	1:33	F1:44	1:47	B1:59	—	—	—
—	C2:20	2:26	2:33	F2:44	2:47	B2:59	—	—	—
—	C3:20	3:26	3:33	F3:44	3:47	B3:59	—	—	—
—	C4:20	4:26	4:33	F4:44	4:47	B4:59	—	—	—

Monday through Friday

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Southbound *Al Sur* (Approximate Times / Tiempos Aproximados)

SYLMAR	PACOIMA	SUN VALLEY	BURBANK	GLENDALE		SILVER LAKE	ECHO PARK	DOWNTOWN LOS ANGELES	
12	11	10	9	8	7	6	5	3	2
Sylmar Station	Glenoaks & Van Nuys	Glenoaks & Sunland	Olive & San Fernando	Brand & Monterey	Brand & Broadway	Glendale & Riverside	Glendale & Montana	Temple & Hill	Olympic & Main
—	—	—	B4:19A	4:34A	4:40A	4:48A	4:55A	5:02A	5:10A
—	—	4:42A	4:58	5:13	5:17	5:26	5:33	5:41	5:50
4:52A	5:04A	5:14	5:30	5:45	5:50	6:01	6:09	6:18	6:28
5:10	5:22	5:33	5:50	6:05	6:10	6:21	6:29	6:39	6:50
5:27	5:41	5:53	6:10	6:26	6:31	6:44	6:53	7:03	7:14
5:47	6:01	6:13	6:30	6:47	6:52	7:05	7:16	7:27	7:39
6:06	6:20	6:32	6:50	7:08	7:13	7:27	7:39	7:51	8:03
6:25	6:39	6:51	7:10	7:30	7:36	7:52	8:04	8:16	8:28
6:44	6:58	7:11	7:30	7:52	7:58	8:14	8:26	8:38	8:50
7:03	7:18	7:31	7:50	8:12	8:18	8:34	8:46	8:58	9:10
7:23	7:38	7:51	8:10	8:32	8:38	8:54	9:06	9:17	9:29
7:43	7:58	8:11	8:30	8:52	8:58	9:13	9:25	9:36	9:48
8:03	8:18	8:31	8:50	9:12	9:18	9:33	9:44	9:55	10:07
8:23	8:38	8:51	9:10	9:32	9:38	9:53	10:04	10:15	10:27
—	—	—	H9:30	9:52	9:58	10:13	10:24	10:35	10:47
9:01	9:16	9:30	9:50	10:12	10:19	10:34	10:45	10:56	11:08
—	—	—	H10:10	10:32	10:39	10:54	11:05	11:16	11:28
9:42	9:57	10:11	10:30	10:53	11:00	11:16	11:27	11:38	11:50
—	—	—	H10:50	11:13	11:20	11:36	11:47	11:58	12:10P
10:19	10:35	10:50	11:10	11:33	11:41	11:57	12:08P	12:19P	12:31
—	—	—	H11:30	11:53	12:01P	12:17P	12:28	12:39	12:51
10:59	11:15	11:30	11:50	12:13P	12:21	12:37	12:48	12:59	1:11
—	—	—	H12:10P	12:33	12:41	12:57	1:08	1:19	1:31
11:39	11:55	12:10P	12:30	12:54	1:02	1:18	1:29	1:40	1:52
—	—	—	H12:50	1:14	1:22	1:38	1:49	2:00	2:14
12:19P	12:35P	12:49	1:10	1:34	1:42	1:58	2:09	2:20	2:34
—	—	—	H1:30	1:54	2:02	2:18	2:29	2:40	2:54
12:59	1:15	1:29	1:50	2:14	2:22	2:38	2:49	3:00	3:14
—	—	—	H2:10	2:34	2:42	2:58	3:10	3:21	3:35
1:39	1:55	2:09	2:30	2:54	3:02	3:18	3:30	3:41	3:54
—	—	—	H2:50	3:14	3:22	3:38	3:50	4:01	4:14
2:19	2:35	2:49	3:10	3:34	3:42	3:58	4:11	4:22	4:35
—	—	—	H3:30	3:54	4:02	4:19	4:32	4:43	4:56
2:59	3:15	3:29	3:50	4:14	4:22	4:39	4:52	5:03	5:16
—	—	—	H4:10	4:34	4:42	4:59	5:12	5:23	5:36
3:39	3:55	4:09	4:30	4:54	5:02	5:19	5:32	5:43	5:56
—	—	—	H4:50	5:14	5:22	5:38	5:51	6:02	6:15
4:19	4:35	4:49	5:10	5:34	5:42	5:58	6:10	6:21	6:34
—	—	—	H5:30	5:54	6:02	6:17	6:29	6:39	6:52
4:59	5:15	5:30	5:50	6:13	6:21	6:36	6:48	6:58	7:10
—	—	—	H6:10	6:33	6:40	6:55	7:06	7:16	7:28
5:43	5:58	6:11	6:30	6:50	6:57	7:11	7:21	7:31	7:42
—	—	—	H6:50	7:10	7:16	7:30	7:40	7:50	8:01
6:36	6:50	7:02	7:20	7:40	7:46	8:00	8:10	8:20	8:30
7:08	7:22	7:33	7:50	8:09	8:15	8:28	8:37	8:46	8:55
7:39	7:52	8:03	8:20	8:38	8:44	8:56	9:05	9:14	9:23
8:10	8:23	8:34	8:50	9:07	9:12	9:23	9:32	9:41	9:50
8:41	8:54	9:04	9:20	9:36	9:41	9:51	10:00	10:08	10:17
9:29	9:42	9:52	10:08	—	—	—	—	—	—
—	—	—	D10:19	10:34	F10:40	10:48	10:55	E11:02	—
10:30	10:42	10:52	11:08	—	—	—	—	—	—
—	—	—	D11:19	11:34	F11:40	11:48	11:55	E12:02A	—
—	—	—	D12:19A	12:34A	F12:40A	12:48A	12:55A	E1:02	—
—	—	—	D1:19	1:34	F1:40	1:48	1:55	E2:02	—
—	—	—	D2:19	2:34	F2:40	2:48	2:55	E3:02	—
—	—	—	D3:19	3:34	F3:40	3:48	3:55	E4:02	—

Saturday

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Northbound *Al Norte* (Approximate Times / Tiempos Aproximados)

DOWNTOWN LOS ANGELES		ECHO PARK	SILVER LAKE	GLENDALE		BURBANK	SUN VALLEY	PACOIMA	SYLMAR
1	4	5	6	7	8	9	10	11	12
Main & 11th	Temple & Grand	Glendale & Montana	Glendale & Riverside	Brand & Broadway	Brand & Monterey	Olive & San Fernando	Glenoaks & Sunland	Glenoaks & Van Nuys	Sylmar Station
—	—	—	—	—	—	4:08A	4:22A	4:33A	4:43A
—	—	—	—	—	—	5:04	5:18	5:30	5:42
5:07A	5:16A	5:22A	5:28A	5:38A	5:42A	5:54	6:08	6:20	6:32
5:35	5:44	5:51	5:57	6:08	6:12	6:24	6:39	6:51	7:03
6:03	6:12	6:19	6:25	6:37	6:41	6:54	7:09	7:21	7:33
6:29	6:40	6:47	6:54	7:06	7:10	7:24	7:40	7:52	8:05
6:54	7:06	7:13	7:22	7:35	7:39	7:54	8:10	8:22	8:35
7:19	7:32	7:41	7:50	8:03	8:07	8:24	8:41	8:53	9:06
7:49	8:02	8:11	8:20	8:33	8:37	8:54	9:12	9:25	9:40
8:16	8:29	8:38	8:48	9:01	9:05	9:24	9:42	9:55	10:10
8:43	8:57	9:06	9:16	9:30	9:34	9:54	10:12	10:25	10:40
9:11	9:25	9:34	9:44	10:00	10:04	10:24	10:43	10:56	11:11
9:40	9:54	10:03	10:13	10:29	10:34	10:54	11:13	11:26	11:42
10:08	10:22	10:31	10:41	10:59	11:04	11:24	11:43	11:56	12:12P
10:37	10:51	11:00	11:10	11:28	11:33	11:54	12:13P	12:26P	12:42
11:06	11:20	11:29	11:39	11:58	12:03P	12:24P	12:43	12:56	1:11
11:34	11:48	11:57	12:08P	12:28P	12:33	12:54	1:13	1:24	1:40
12:04P	12:18P	12:27P	12:38	12:58	1:03	1:24	1:43	1:56	2:10
12:34	12:48	12:57	1:08	1:28	1:33	1:54	2:13	2:26	2:40
1:05	1:19	1:28	1:39	1:58	2:03	2:24	2:43	2:56	3:10
1:34	1:48	1:58	2:09	2:28	2:33	2:54	3:13	3:26	3:40
2:04	2:18	2:28	2:39	2:58	3:03	3:24	3:44	3:57	4:11
2:35	2:49	2:59	3:10	3:28	3:33	3:54	4:14	4:27	4:41
3:05	3:19	3:29	3:40	3:58	4:03	4:24	4:44	4:57	5:11
3:36	3:50	3:59	4:10	4:28	4:33	4:54	5:13	5:25	5:39
4:07	4:21	4:30	4:41	4:59	5:04	5:24	5:43	5:55	6:09
4:39	4:53	5:02	5:13	5:30	5:35	5:54	6:13	6:25	6:39
5:09	5:23	5:32	5:43	6:00	6:05	6:24	6:42	6:54	7:07
5:39	5:53	6:02	6:13	6:30	6:35	6:54	7:12	7:24	7:37
6:20	6:34	6:43	6:53	7:10	7:15	7:34	7:52	8:04	8:17
7:08	7:22	7:31	7:41	7:57	8:02	8:19	8:36	8:48	9:01
8:07	8:19	8:26	8:34	8:48	8:53	9:09	9:25	9:36	9:46
9:06	9:17	9:24	9:32	F9:45	9:49	B10:04	—	—	—
10:10	10:18	10:25	10:33	F10:44	10:47	B11:01	—	—	—
—	C11:20	11:26	11:33	F11:44	11:47	B11:59	—	—	—
—	C12:20A	12:26A	12:33A	F12:44A	12:47A	B12:59A	—	—	—
—	C1:20	1:26	1:33	F1:44	1:47	B1:59	—	—	—
—	C2:20	2:26	2:33	F2:44	2:47	B2:59	—	—	—
—	C3:20	3:26	3:33	F3:44	3:47	B3:59	—	—	—
—	C4:20	4:26	4:33	F4:44	4:47	B4:59	—	—	—

Saturday

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Southbound *Al Sur* (Approximate Times / Tiempos Aproximados)

SYLMAR	PACOIMA	SUN VALLEY	BURBANK	GLENDALE		SILVER LAKE	ECHO PARK	DOWNTOWN LOS ANGELES	
12	11	10	9	8	7	6	5	3	2
Sylmar Station	Glenoaks & Van Nuys	Glenoaks & Sunland	Olive & San Fernando	Brand & Monterey	Brand & Broadway	Glendale & Riverside	Glendale & Montana	Temple & Hill	Olympic & Main
—	—	—	B4:19A	4:34A	4:40A	4:48A	4:55A	5:02A	5:10A
4:37A	4:49A	4:59A	5:15	5:30	5:34	5:42	5:49	5:56	6:03
5:11	5:23	5:34	5:50	6:05	6:09	6:19	6:27	6:35	6:44
5:42	5:54	6:05	6:20	6:35	6:40	6:50	6:58	7:06	7:16
6:11	6:24	6:35	6:50	7:06	7:11	7:21	7:29	7:38	7:49
6:41	6:54	7:05	7:20	7:37	7:42	7:53	8:02	8:11	8:23
7:09	7:23	7:34	7:50	8:08	8:14	8:26	8:35	8:44	8:57
7:38	7:52	8:03	8:20	8:38	8:44	8:57	9:07	9:16	9:29
8:07	8:22	8:33	8:50	9:09	9:15	9:29	9:40	9:50	10:03
8:36	8:51	9:02	9:20	9:41	9:47	10:01	10:12	10:22	10:35
9:04	9:20	9:32	9:50	10:12	10:19	10:34	10:46	10:56	11:09
9:33	9:49	10:01	10:20	10:42	10:50	11:05	11:17	11:27	11:40
10:00	10:16	10:30	10:50	11:12	11:21	11:37	11:50	11:59	12:13P
10:30	10:46	11:00	11:20	11:42	11:51	12:07P	12:20P	12:30P	12:43
10:59	11:16	11:30	11:50	12:12P	12:21P	12:37	12:51	1:01	1:14
11:29	11:46	11:59	12:20P	12:43	12:53	1:09	1:23	1:33	1:46
11:58	12:15P	12:29P	12:50	1:13	1:23	1:39	1:53	2:03	2:17
12:28P	12:45	12:59	1:20	1:43	1:53	2:09	2:22	2:32	2:46
12:58	1:15	1:29	1:50	2:13	2:23	2:39	2:52	3:02	3:16
1:28	1:45	1:59	2:20	2:43	2:53	3:09	3:21	3:31	3:45
1:59	2:16	2:29	2:50	3:12	3:22	3:38	3:50	4:00	4:15
2:29	2:46	2:59	3:20	3:42	3:52	4:08	4:20	4:30	4:45
3:00	3:16	3:29	3:50	4:12	4:22	4:38	4:50	5:00	5:15
3:30	3:46	3:59	4:20	4:42	4:52	5:08	5:20	5:30	5:45
4:00	4:16	4:29	4:50	5:12	5:22	5:38	5:50	6:00	6:15
4:30	4:46	4:59	5:20	5:42	5:52	6:08	6:20	6:30	6:44
5:00	5:16	5:29	5:50	6:11	6:21	6:36	6:48	6:58	7:10
5:33	5:49	6:02	6:20	6:40	6:50	7:04	7:14	7:24	7:35
6:05	6:20	6:32	6:50	7:10	7:19	7:32	7:42	7:52	8:03
6:47	7:02	7:13	7:30	7:48	7:56	8:08	8:18	8:27	8:36
7:39	7:53	8:03	8:20	8:38	8:44	8:55	9:04	9:13	9:22
8:31	8:44	8:54	9:10	9:26	9:31	9:41	9:50	9:59	10:08
9:29	9:42	9:52	10:08	—	—	—	—	—	—
—	—	—	D10:19	10:34	F10:40	10:48	10:55	E11:02	—
10:30	10:42	10:52	11:08	—	—	—	—	—	—
—	—	—	D11:19	11:34	F11:40	11:48	11:55	E12:02A	—
—	—	—	D12:19A	12:34A	F12:40A	12:48A	12:55A	E1:02	—
—	—	—	D1:19	1:34	F1:40	1:48	1:55	E2:02	—
—	—	—	D2:19	2:34	F2:40	2:48	2:55	E3:02	—
—	—	—	D3:19	3:34	F3:40	3:48	3:55	E4:02	—

Sunday and Holiday Schedules

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

Horarios de domingo y días feriados

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

Special Notes

- B Trip terminates at Ikea & Angeleno
- C Trip originates at Main & 7th six minutes prior to time shown.
- D Trip originates at Ikea at Angeleno.
- E Trip terminates at Main & 7th six minutes after time shown.
- F Bus waits at Brand & Broadway for transfer connection.
- G Trip terminates at Burbank Metrolink Station
- H Trip originates at Burbank Metrolink Station

Avisos especiales

- B *El viaje termina en Ikea y Angeleno*
- C *El viaje se origina en Main & 7th seis minutos antes de la hora mostrada.*
- D *El viaje se origina en Ikea y Angeleno*
- E *El viaje termina en Main y el séptimo seis minutos después del show de tiempo.*
- F *El autobús espera en Brand & Broadway para la conexión de transferencia.*
- G Terminales de viajes en la estación Burbank Metrolink
- H *Viajes originados en Burbank Metrolink Station*

Need to know on the go?

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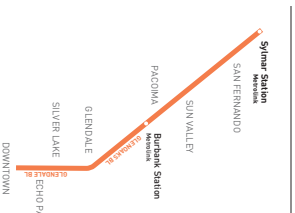
transit

Lose something?

Learn more about Metro's Lost & Found service.
Visit *metro.net/lostandfound* or call 323.937.8920.

Metro



Subject to change without notice
Sujeto a cambios sin previo aviso

metro.net 323.GO.METRO
Wheelchair Hotline 800.421.7828
511 Travel Info
711 California Relay Service

Metro Local

Northbound to Sylmar
Southbound to Downtown LA
via Glendale Bl, Brand Bl, Glenoaks Bl

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Effective Dec 19 2021

Sunday & Holiday

Effective Dec 19 2021

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Northbound *Al Norte* (Approximate Times / Tiempos Aproximados)

DOWNTOWN LOS ANGELES		ECHO PARK	SILVER LAKE	GLENDALE		BURBANK	SUN VALLEY	PACOIMA	SYLMAR
1	4	5	6	7	8	9	10	11	12
Main & 11th	Temple & Grand	Glendale & Montana	Glendale & Riverside	Brand & Broadway	Brand & Monterey	Olive & San Fernando	Glenoaks & Sunland	Glenoaks & Van Nuys	Sylmar Station
—	—	—	—	—	—	4:08A	4:22A	4:33A	4:43A
—	—	—	—	—	—	5:04	5:18	5:30	5:42
5:07A	5:16A	5:22A	5:28A	5:38A	5:42A	5:54	6:08	6:20	6:32
5:35	5:44	5:51	5:57	6:08	6:12	6:24	6:39	6:51	7:03
6:03	6:12	6:19	6:25	6:37	6:41	6:54	7:09	7:21	7:33
6:29	6:40	6:47	6:54	7:06	7:10	7:24	7:40	7:52	8:05
6:54	7:06	7:13	7:22	7:35	7:39	7:54	8:10	8:22	8:35
7:19	7:32	7:41	7:50	8:03	8:07	8:24	8:41	8:53	9:06
7:49	8:02	8:11	8:20	8:33	8:37	8:54	9:12	9:25	9:40
8:16	8:29	8:38	8:48	9:01	9:05	9:24	9:42	9:55	10:10
8:43	8:57	9:06	9:16	9:30	9:34	9:54	10:12	10:25	10:40
9:11	9:25	9:34	9:44	10:00	10:04	10:24	10:43	10:56	11:11
9:40	9:54	10:03	10:13	10:29	10:34	10:54	11:13	11:26	11:42
10:08	10:22	10:31	10:41	10:59	11:04	11:24	11:43	11:56	12:13P
10:36	10:50	10:59	11:09	11:27	11:32	11:54	12:13P	12:26P	12:43
11:05	11:19	11:28	11:38	11:57	12:02P	12:24P	12:43	12:56	1:11
11:34	11:48	11:57	12:07P	12:27P	12:32	12:54	1:14	1:27	1:41
12:04P	12:18P	12:27P	12:37	12:57	1:02	1:24	1:43	1:56	2:10
12:35	12:49	12:58	1:08	1:28	1:33	1:54	2:12	2:25	2:39
1:07	1:21	1:30	1:40	1:58	2:03	2:24	2:42	2:55	3:09
1:36	1:50	2:00	2:10	2:28	2:33	2:54	3:13	3:26	3:40
2:06	2:20	2:30	2:40	2:58	3:03	3:24	3:44	3:57	4:11
2:36	2:50	3:00	3:10	3:28	3:33	3:54	4:14	4:27	4:41
3:07	3:21	3:31	3:41	3:58	4:03	4:24	4:44	4:57	5:11
3:39	3:53	4:02	4:12	4:28	4:33	4:54	5:13	5:25	5:39
4:09	4:23	4:32	4:42	4:58	5:03	5:24	5:42	5:54	6:08
4:42	4:56	5:04	5:14	5:30	5:35	5:54	6:12	6:24	6:38
5:12	5:26	5:34	5:44	6:00	6:05	6:24	6:42	6:54	7:07
5:41	5:55	6:04	6:14	6:30	6:35	6:54	7:12	7:24	7:37
6:22	6:36	6:45	6:55	7:11	7:16	7:34	7:52	8:04	8:17
7:10	7:23	7:32	7:42	7:57	8:02	8:19	8:36	8:48	9:01
8:07	8:19	8:26	8:34	8:48	8:53	9:09	9:25	9:36	9:46
9:06	9:17	9:24	9:32	F9:45	9:49	B10:04	—	—	—
10:10	10:18	10:25	10:33	F10:44	10:47	B11:01	—	—	—
—	C11:20	11:26	11:33	F11:44	11:47	B11:59	—	—	—
—	C12:20A	12:26A	12:33A	F12:44A	12:47A	B12:59A	—	—	—
—	C1:20	1:26	1:33	F1:44	1:47	B1:59	—	—	—
—	C2:20	2:26	2:33	F2:44	2:47	B2:59	—	—	—
—	C3:20	3:26	3:33	F3:44	3:47	B3:59	—	—	—
—	C4:20	4:26	4:33	F4:44	4:47	B4:59	—	—	—

Sunday & Holiday

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Southbound *Al Sur* (Approximate Times / Tiempos Aproximados)

SYLMAR	PACOIMA	SUN VALLEY	BURBANK	GLENDALE		SILVER LAKE	ECHO PARK	DOWNTOWN LOS ANGELES	
12	11	10	9	8	7	6	5	3	2
Sylmar Station	Glenoaks & Van Nuys	Glenoaks & Sunland	Olive & San Fernando	Brand & Monterey	Brand & Broadway	Glendale & Riverside	Glendale & Montana	Temple & Hill	Olympic & Main
—	—	—	B4:19A	4:34A	4:40A	4:48A	4:55A	5:02A	5:10A
4:39A	4:51A	5:01A	5:15	5:30	5:34	5:42	5:50	5:58	6:07
5:13	5:25	5:36	5:50	6:05	6:09	6:19	6:27	6:35	6:44
5:42	5:55	6:06	6:20	6:35	6:39	6:49	6:57	7:05	7:15
6:12	6:25	6:36	6:50	7:06	7:11	7:21	7:29	7:38	7:49
6:41	6:54	7:05	7:20	7:37	7:42	7:53	8:02	8:11	8:24
7:09	7:23	7:34	7:50	8:07	8:13	8:25	8:34	8:43	8:56
7:38	7:52	8:03	8:20	8:38	8:44	8:57	9:07	9:16	9:29
8:06	8:21	8:32	8:50	9:09	9:15	9:29	9:40	9:50	10:03
8:36	8:51	9:02	9:20	9:40	9:46	10:01	10:12	10:22	10:35
9:05	9:20	9:32	9:50	10:11	10:17	10:32	10:43	10:53	11:06
9:35	9:50	10:02	10:20	10:42	10:48	11:03	11:14	11:24	11:37
10:04	10:19	10:32	10:50	11:12	11:18	11:33	11:44	11:54	12:07P
10:33	10:48	11:01	11:20	11:42	11:49	12:05P	12:16P	12:26P	12:39
11:03	11:18	11:31	11:50	12:12P	12:19P	12:35	12:46	12:56	1:09
11:31	11:48	12:01P	12:20P	12:42	12:50	1:05	1:16	1:26	1:39
12:00P	12:17P	12:30	12:50	1:12	1:20	1:34	1:45	1:55	2:09
12:29	12:46	1:00	1:20	1:42	1:50	2:04	2:15	2:25	2:40
12:58	1:15	1:30	1:50	2:11	2:20	2:34	2:45	2:55	3:09
1:28	1:45	2:00	2:20	2:41	2:50	3:04	3:15	3:26	3:40
1:58	2:15	2:30	2:50	3:11	3:20	3:34	3:45	3:56	4:09
2:28	2:45	3:00	3:20	3:41	3:50	4:04	4:14	4:25	4:38
3:01	3:17	3:31	3:50	4:10	4:18	4:31	4:41	4:52	5:05
3:31	3:47	4:01	4:20	4:40	4:48	5:01	5:11	5:22	5:35
4:04	4:19	4:31	4:50	5:10	5:18	5:31	5:41	5:52	6:05
4:34	4:49	5:01	5:20	5:40	5:48	6:01	6:11	6:22	6:34
5:04	5:19	5:31	5:50	6:10	6:18	6:31	6:41	6:52	7:04
5:35	5:50	6:02	6:20	6:40	6:48	7:01	7:11	7:21	7:31
6:06	6:20	6:32	6:50	7:10	7:17	7:30	7:40	7:50	8:00
6:46	7:00	7:12	7:30	7:48	7:55	8:06	8:15	8:24	8:33
7:38	7:52	8:03	8:20	8:37	8:43	8:54	9:03	9:12	9:21
8:31	8:44	8:54	9:10	9:26	9:31	9:41	9:50	9:59	10:08
9:29	9:42	9:52	10:08	—	—	—	—	—	—
—	—	—	D10:19	10:34	F10:40	10:48	10:55	E11:02	—
10:30	10:42	10:52	11:08	—	—	—	—	—	—
—	—	—	D11:19	11:34	F11:40	11:48	11:55	E12:02A	—
—	—	—	D12:19A	12:34A	F12:40A	12:48A	12:55A	E1:02	—
—	—	—	D1:19	1:34	F1:40	1:48	1:55	E2:02	—
—	—	—	D2:19	2:34	F2:40	2:48	2:55	E3:02	—
—	—	—	D3:19	3:34	F3:40	3:48	3:55	E4:02	—

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Follow us.

Instagram: *@metrolosangeles*
Facebook: *@losangelesmetro*
Twitter: *@metrolosangeles*

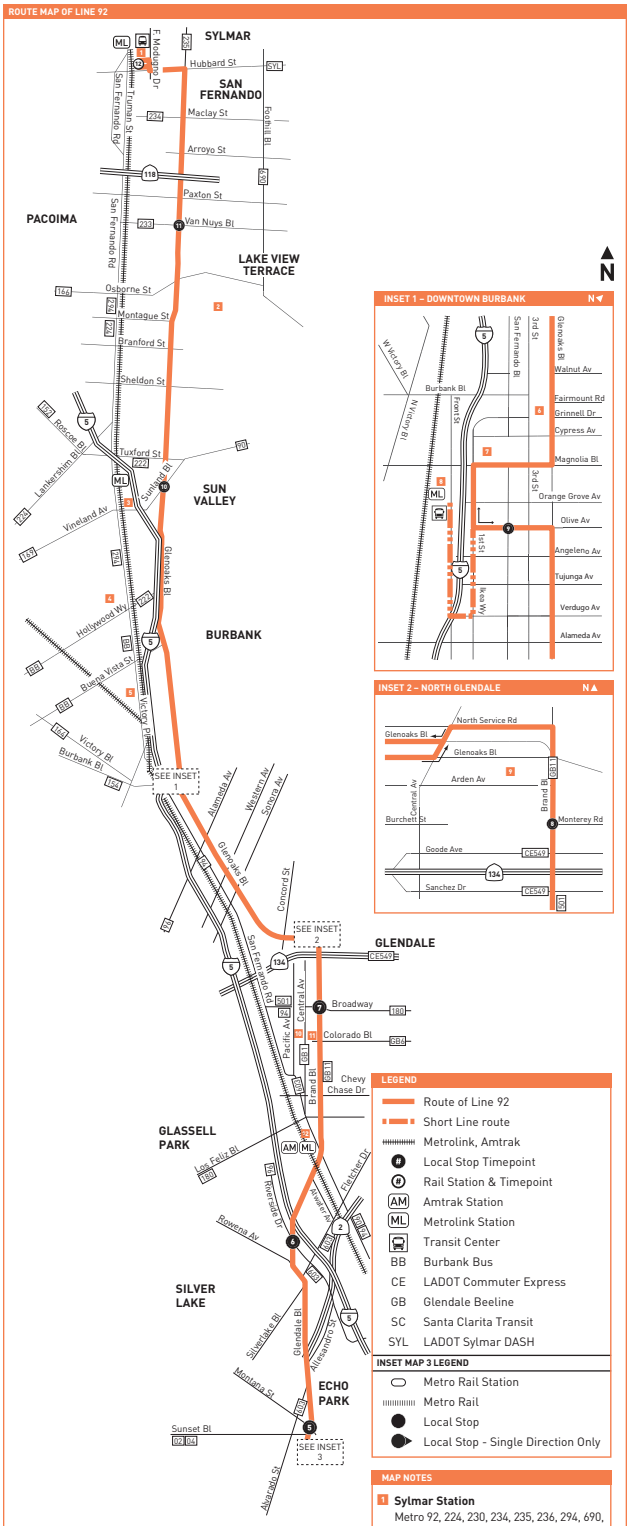
For transportation news and views, visit *metro.net/thesource*.

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

ROUTE MAP OF LINE 92



MAP NOTES

1. **Sylmar Station**
   Metro 92, 224, 230, 234, 235, 236, 294, 690, 761; CE574; LADOT Sylmar DASH; Metrolink Antelope Valley Line
2. **Hansen Dam Park and Golf Course**
3. **Sun Valley Station**
   Metrolink Antelope Valley Line
4. **Hollywood Burbank Airport**
5. **Burbank Empire Center**
6. **Burbank High School**
7. **Burbank Town Center**
8. **Burbank Downtown Station**
   Metro 92, 96, 154, 155, 164, 165, 294; SC794; BB Media District, Airport/Empire; Megabus; Amtrak; Metrolink Antelope Valley Line, Ventura County Lines. Transfers in Downtown Burbank to Metro 94
9. **Hilton Hotel**
10. **Glendale Galleria**
11. **Americana at Brand**
12. **Glendale Station**
    GB1, 2, 11, 12; Metrolink Antelope Valley Line, Metrolink Ventura County Line; Amtrak
13. **Echo Park**

150941

Monday through Friday

Effective Jun 27 2021

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Northbound *Al Norte* (Approximate Times/Tiempos Aproximados)

1 DOWNTOWN LOS ANGELES	2 CHINATOWN	3 LOS FELIZ	4 GRIFFITH PARK	5 BURBANK	6	7
Main & Alameda	Hill & College	Riverside & Los Feliz	Los Angeles Zoo	Victory & Alameda	Olive & San Fernando	Burbank Station
5:08A	5:16A	5:33A	5:40A	5:48A	5:56A	6:00A
5:53	6:01	6:18	6:25	6:33	6:41	6:45
6:38	6:46	7:03	7:10	7:18	7:26	7:30
7:20	7:28	7:47	7:55	8:03	8:12	8:16
8:05	8:13	8:32	8:40	8:48	8:57	9:01
8:48	8:56	9:17	9:25	9:33	9:41	9:46
9:33	9:41	10:02	10:10	10:18	10:26	10:31
10:19	10:27	10:47	10:55	11:03	11:11	11:16
11:03	11:11	11:31	11:40	11:48	11:56	12:01P
11:48	11:56	12:16P	12:25P	12:33P	12:41P	12:46
12:33P	12:41P	1:01	1:10	1:18	1:26	1:31
1:18	1:26	1:46	1:55	2:03	2:11	2:16
2:03	2:11	2:31	2:40	2:48	2:56	3:01
2:48	2:56	3:16	3:25	3:33	3:41	3:46
3:33	3:41	4:01	4:10	4:18	4:26	4:31
4:17	4:25	4:46	4:55	5:03	5:12	5:17
5:02	5:10	5:31	5:40	5:48	5:57	6:02
5:49	5:57	6:17	6:25	6:33	6:41	6:45
6:36	6:44	7:03	7:10	7:18	7:26	7:30
7:21	7:29	7:48	7:55	8:03	8:11	8:15
8:08	8:16	8:33	8:40	8:48	8:56	9:00

Southbound *Al Sur* (Approximate Times/Tiempos Aproximados)

7 BURBANK	6	5	4 GRIFFITH PARK	3 LOS FELIZ	2 CHINATOWN	1 DOWNTOWN LOS ANGELES
Burbank Station	Olive & San Fernando	Victory & Alameda	Los Angeles Zoo	Riverside & Los Feliz	Hill & College	Main & Alameda
4:45A	4:49A	4:56A	5:03A	5:11A	5:28A	5:36A
5:30	5:34	5:41	5:48	5:56	6:13	6:21
6:15	6:19	6:26	6:33	6:41	6:58	7:06
6:58	7:03	7:11	7:18	7:27	7:45	7:53
7:43	7:48	7:56	8:03	8:12	8:31	8:39
8:28	8:33	8:41	8:48	8:57	9:16	9:24
9:11	9:16	9:25	9:33	9:41	10:00	10:08
9:56	10:01	10:10	10:18	10:26	10:45	10:53
10:41	10:46	10:55	11:03	11:11	11:30	11:38
11:24	11:29	11:39	11:48	11:56	12:15P	12:23P
12:09P	12:14P	12:24P	12:33P	12:41P	1:00	1:08
12:54	12:59	1:09	1:18	1:26	1:45	1:53
1:39	1:44	1:54	2:03	2:11	2:30	2:38
2:24	2:29	2:39	2:48	2:57	3:16	3:24
3:09	3:14	3:24	3:33	3:42	4:01	4:09
3:54	3:59	4:09	4:18	4:27	4:46	4:54
4:39	4:44	4:54	5:03	5:12	5:31	5:39
5:24	5:29	5:39	5:48	5:57	6:16	6:24
6:11	6:16	6:25	6:33	6:41	6:58	7:06
6:58	7:02	7:11	7:18	7:26	7:43	7:51
7:43	7:47	7:56	8:03	8:11	8:28	8:36
8:28	8:32	8:41	8:48	8:56	9:13	9:21

Saturday, Sunday and Holiday Schedules

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

Horarios de sábado, domingo y días feriados

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

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro Vignes & Cesar E Chavez or metro 1563). You can also visit metro.net or call 511 and say "Nextrip"

Nextrip

Envíe un mensaje de texto con "Metro" y el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar metro.net o llamar al 511 y decir "Nextrip."

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

N

CHINATOWN
CYPRESS PARK
RIVERSIDE DR
LOS FELIZ
GRIFFITH PARK
Burbank Station
Metrolink

metro.net
323.GO.METRO
Wheelchair Hotline
800.621.7828
511 Travel Info
511
California Relay Service
711

Effective Jun 27 2021

Metro Local

96

Northbound to Burbank Station
Southbound to Chinatown
via Riverside Dr & LA Zoo

Saturday, Sunday and Holiday Schedule

Effective Jun 27 2021

96

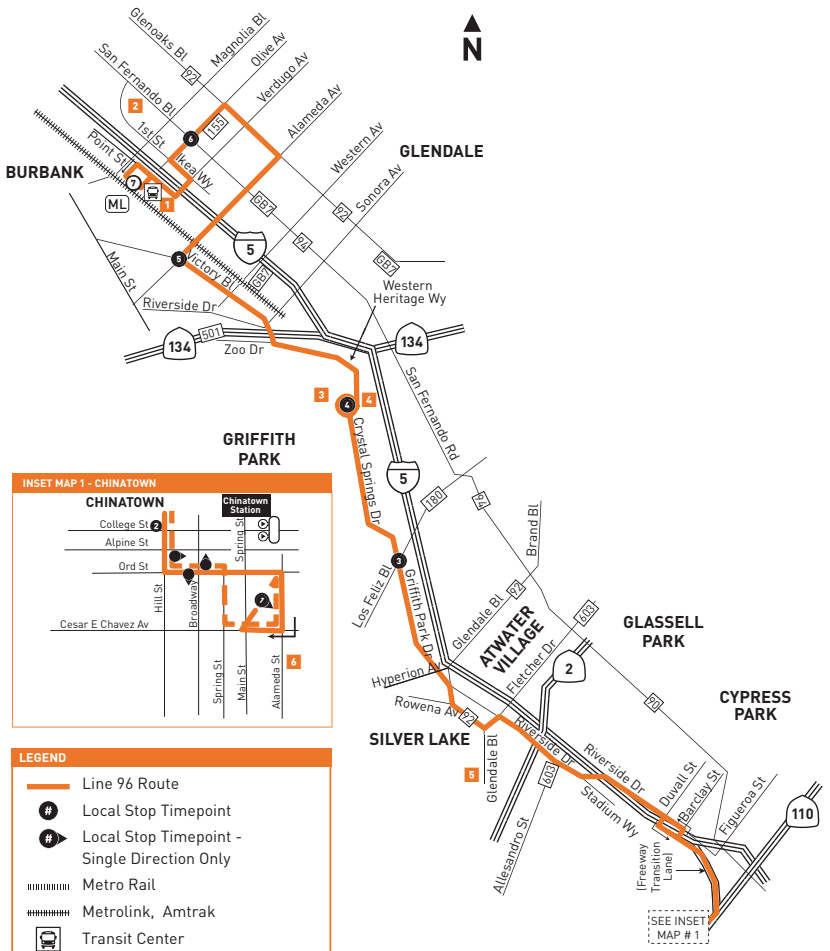
Northbound *Al Norte* (Approximate Times/Tiempos Aproximados)

DOWNTOWN LOS ANGELES	CHINATOWN	LOS FELIZ	GRIFFITH PARK	BURBANK		
1	2	3	4	5	6	7
Main & Alameda	Hill & College	Riverside & Los Feliz	Los Angeles Zoo	Victory & Alameda	Olive & San Fernando	Burbank Station
5:11A	5:18A	5:33A	5:40A	5:48A	5:55A	5:59A
6:11	6:18	6:33	6:40	6:48	6:55	6:59
7:10	7:17	7:32	7:40	7:48	7:55	7:59
8:10	8:17	8:32	8:40	8:48	8:55	8:59
9:09	9:17	9:32	9:40	9:48	9:55	9:59
10:09	10:17	10:32	10:40	10:48	10:55	10:59
11:09	11:17	11:32	11:40	11:48	11:55	11:59
12:09P	12:17P	12:32P	12:40P	12:48P	12:55P	12:59P
1:09	1:17	1:32	1:40	1:48	1:55	1:59
2:09	2:17	2:32	2:40	2:48	2:55	2:59
3:09	3:17	3:32	3:40	3:48	3:55	3:59
4:09	4:17	4:32	4:40	4:48	4:55	4:59
5:09	5:17	5:32	5:40	5:48	5:55	5:59
6:09	6:17	6:32	6:40	6:48	6:55	6:59
7:10	7:17	7:32	7:40	7:48	7:55	7:59
8:11	8:18	8:33	8:40	8:48	8:55	8:59

Southbound *Al Sur* (Approximate Times/Tiempos Aproximados)

BURBANK			GRIFFITH PARK	LOS FELIZ	CHINATOWN	DOWNTOWN LOS ANGELES
7	6	5	4	3	2	1
Burbank Station	Olive & San Fernando	Victory & Alameda	Los Angeles Zoo	Riverside & Los Feliz	Hill & College	Main & Alameda
5:11A	5:15A	5:22A	5:29A	5:37A	5:52A	5:58A
6:11	6:15	6:22	6:29	6:37	6:52	6:58
7:11	7:15	7:22	7:29	7:37	7:52	7:58
8:10	8:15	8:22	8:29	8:37	8:53	8:59
9:09	9:14	9:22	9:29	9:37	9:53	9:59
10:09	10:14	10:22	10:29	10:37	10:53	10:59
11:09	11:14	11:22	11:29	11:37	11:53	11:59
12:09P	12:14P	12:22P	12:29P	12:37P	12:53P	12:59P
1:09	1:14	1:22	1:29	1:37	1:53	1:59
2:09	2:14	2:22	2:29	2:37	2:53	2:59
3:09	3:14	3:22	3:29	3:37	3:53	3:59
4:09	4:14	4:22	4:29	4:37	4:53	4:59
5:09	5:14	5:22	5:29	5:37	5:53	5:59
6:10	6:15	6:22	6:29	6:37	6:52	6:58
7:11	7:15	7:22	7:29	7:37	7:52	7:58
8:11	8:15	8:22	8:29	8:37	8:52	8:58

ROUTE MAP



INSET MAP 1 - CHINATOWN

LEGEND

- Line 96 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail
- Metrolink, Amtrak
- Transit Center
- AM Amtrak
- ML Metrolink
- BB BurbankBus
- GB Glendale Beeline
- SC Santa Clarita Transit

INSET 1 – DOWNTOWN LOS ANGELES

- Line 96 Route
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail Station & Timepoint
- Metro Rail Station
- Metro Rail Station Entrance

MAP NOTES

1. **Burbank Station**
   Metro 96, 154, 155, 164, 165, 294; SC794 (weekday peak); BB Media District; Metrolink Antelope Valley Line, Ventura County Line; Megabus; Transfer in Downtown Burbank to Metro 92, 94
2. **Burbank Town Center**
3. **Los Angeles Zoo**
4. **Autry Museum of the American West**
5. **Silver Lake Library**
6. **LA Union Station**

150943

TRANSPORTATION

Dodger Stadium Express: The Dodger Stadium Express is free for all ticketholders. Fans can easily catch the bus from Union Station or the South Bay to the game and avoid the hassle of parking spots & fees. The shuttle is free for all ticketholders - without a ticket, a one-way fare from Union Station is $1.75; from the South Bay, the fee is $2.50. For more information, visit the **Dodger Stadium Express page**.

Go Metro: The Metro Gold Line stop at the intersection of Alameda Street and College Street is a ¾-mile walk to Dodger Stadium, or a ½-mile walk to the Broadway stop to get on the Union Station shuttle.

Metro Bike Share: There are dozens of **Metro Bike Share stations** throughout Downtown L.A., offering convenient car-free access to Union Station and the Dodger Stadium Express.

Uber is the preferred rideshare of the Dodgers, and drop-offs are permitted at any of Dodger Stadium's five entry gates. When the game is over, head to the Uber Zone in Lot 11. Your driver will meet you in the designated Uber Zone for a seamless pickup.

Dodger Stadium Transportation Options

Dodger Stadium
1000 Vin Scully Avenue
Los Angeles, CA 90012
866-DODGERS

Map Your Route

Directions
Preferred Parking
General Parking
Uber Information
Dodger Stadium Express
Public Transit
Car Service & Taxi
FAQs

Inside Dodger Stadium »

- Getting to Dodger Stadium
- Stadium Tours
- Team Stores
- Concerts & Events
- Stadium Rentals
- Dodger Stadium Policies and Information
- Dodger Stadium Upgrades

Dodger Stadium Express

Inside Dodger Stadium »
- Getting to Dodger Stadium
- Stadium Tours
- Team Stores
- Concerts & Events
- Stadium Rentals
- Dodger Stadium Policies and Information
- Dodger Stadium Upgrades

DODGER STADIUM EXPRESS

The Dodger Stadium Express is free for all ticket holders. Fans are encouraged to use public transit to connect to the Dodger Stadium Express at Union Station or the South Bay.

Metro Rail to Dodger Stadium Express

Metro has six rail lines spanning across LA County:

- Metro Gold Line: Operates from East Los Angeles to Azusa.
- Metro Red Line: Operates from North Hollywood to Downtown LA.
- Metro Purple Line: Operates from Koreatown to Downtown LA.
- Metro Green Line: Operates between Norwalk and El Segundo and connects with the Metro Blue Line at the Willowbrook Station.
- Metro Blue Line: Operates between Long Beach and Downtown LA.
- Metro Expo Line: Operates between Santa Monica and Downtown LA.

Metro also operates many bus lines that connect to Union Station. For specific route and schedule information visit Metro.net or call 323-GO-METRO.

Metrolink and Amtrak trains also connect to Union Station. For details visit metrolinktrains.com or amtrak.com.

View larger image

Dodger Stadium Express - Union Station

- The Dodger Stadium Express is **FREE**.
- The Union Station service uses a dedicated bus lane on Sunset Boulevard from Union Station to Vin Scully Avenue.
- Dodger Stadium Express boards near the Taxi Zone/Imperial Brewery on the Southwest side of Union Station.
- Buses run every 10 minutes, starting 90 minutes before game time.
- You can exit at one of two stops - behind Center Field or at the Top Deck. Service back to Union Station will pick up at the same stops after the game.
- Return service runs for 45 minutes after the final out or 20 minutes after post-game events. Dodger Stadium Express will now drop off at two locations at Union Station near the Taxi Zone/Imperial Brewery and Cesar Chavez/Alameda.
- Parking at Union Station, Patsaouras Bus Plaza is $8.00.

Dodger Stadium Express - South Bay Service

- The Dodger Stadium Express is **FREE**
- Board at any of the following stations: Slauson, Manchester, Harbor Freeway, Rosecrans, or Harbor Gateway Transit Center (Bay 9).
- Buses run every 20 minutes starting 2 hours before game time, with the last bus leaving Harbor Gateway Transit Center at game time.
- You'll be dropped off behind Right Field. Service back to the South Bay will pick up at the same stop after the game.
- Return service begins after the end of the 7th inning, with the last bus departing 45 minutes after the final out or 20 minutes after a post-game event.

View larger image

Directions

Directions | General Parking | Preferred Parking | Uber Information | Dodger Stadium Express

Text DODGERS PARKING to 41246 for parking information.

We want to hear from you. Please email us at fanfeedback@dodgers.com to submit your feedback.

Arrival Directions By Freeway | Arrival Directions By Location | Downtown Gate Departure Routes | Academy Gate Departure Routes

Sunset Gate Departure Routes

Arrival Directions By Freeway

FROM THE 101 FREEWAY NORTHBOUND

Take the Sunset Avenue Exit. Turn Right onto Grand Avenue. Turn Right onto Temple Street and make a Right onto Figueroa Street. Turn Left onto Sunset Boulevard. Turn Right onto Vin Scully Avenue. Enter the **SUNSET GATE**.

FROM THE 101 FREEWAY SOUTHBOUND

(Hollywood)
Take the Alvarado Street exit. Turn Left onto Alvarado Street. Turn Right onto Sunset Boulevard. Go approximately one mile and turn Left onto Vin Scully Avenue. Enter the **SUNSET GATE**.

FROM THE 5 FREEWAY NORTHBOUND

5 Freeway Northbound to CA-2 west exit on to Glendale Blvd. Stay right on Alvarado, left on Sunset. Left on Vin Scully Avenue.

FROM THE 5 FREEWAY NORTHBOUND

5 Freeway Southbound to CA-2 west exit on to Glendale Blvd. Stay right on Alvarado. left on Sunset. Left on Vin Scully Avenue.

FROM THE 110 FREEWAY SOUTHBOUND

(Downtown Los Angeles, West Los Angeles, the South Bay)
Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

FROM THE 110 FREEWAY SOUTHBOUND

(Pasadena)
Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

FROM THE 10 FREEWAY EASTBOUND

(Riverside)

Take the 101 Freeway Eastbound (toward Los Angeles). Merge onto the 110 Freeway North (toward Pasadena). Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

Arrival Directions By Location

FROM THE WESTSIDE

(West Los Angeles, Santa Monica, Beverly Hills)
Take the 10 Freeway Eastbound (toward Los Angeles). Merge onto the 110 Freeway North (toward Pasadena). Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

FROM THE SOUTH BAY

Take the 110 Freeway North. To get to the 110 Freeway North, take the 405 Freeway North (toward Santa Monica). Merge onto the 105 Freeway Eastbound (toward Norwalk). Merge onto the 110 Freeway North (toward Los Angeles). Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

FROM PASADENA

Take the 110 Freeway Southbound. Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

FROM HOLLYWOOD

Take the 101 Freeway Southbound. Take the Alvarado Street exit. Turn Left onto Alvarado Street. Turn Right onto Sunset Boulevard. Go approximately one mile and turn Left onto Vin Scully Avenue. Enter the **SUNSET GATE**.

FROM DOWNTOWN LOS ANGELES

Take the 110 Freeway Northbound. Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

FROM ORANGE COUNTY, SAN GABRIEL VALLEY OR SAN DIEGO

5 Freeway Northbound to CA-2 west exit on to Glendale Blvd. Stay right on Alvarado, left on Sunset. Left on Vin Scully Avenue.

FROM SAN GABRIEL VALLEY VIA THE 10 FREEWAY WESTBOUND

5 Freeway Northbound to CA-2 west exit on to Glendale Blvd. Stay right on Alvarado, left on Sunset. Left on Vin Scully Avenue.

FROM SAN FERNANDO VALLEY, BURBANK, GLENDALE OR PASADENA

5 Freeway Southbound to CA-2 west exit on to Glendale Blvd. Stay right on Alvarado, left on Sunset. Left on Vin Scully Avenue.

FROM AREAS WEST OF THE STADIUM VIA SURFACE STREETS

Go East on Sunset Boulevard. Turn Left onto Vin Scully Avenue. Enter the **SUNSET GATE**.

FROM AREAS EAST OF THE STADIUM VIA SURFACE STREETS

Go West on Broadway. Turn slight on Bishop Road (road will curve). Turn right to enter the **DOWNTOWN GATE**.

FROM BURBANK AIRPORT

Go North on Hollywood Way to 5 Freeway Southbound to CA-2 west exit on to Glendale Blvd. Stay right on Alvarado, left on Sunset. Left on Vin Scully Avenue.

FROM LOS ANGELES INTERNATIONAL AIRPORT (LAX)

Go South on Sepulveda Boulevard. Turn onto the 105 Freeway Eastbound (toward Norwalk). Merge onto the 110 Freeway North (toward Los Angeles). Take the Dodger Stadium Exit. Continue straight off the freeway ramp. Enter the **DOWNTOWN GATE**.

Downtown Gate Departure Routes

TO 101 FREEWAY NORTHBOUND

Exit Straight from Dodger Stadium, onto the 110 Freeway Southbound on-ramp. Turn Right onto the 101 Freeway Northbound.

TO 101 FREEWAY SOUTHBOUND

Exit Straight from Dodger Stadium onto the 110 Freeway Southbound on-ramp. Merge onto the 101 Freeway Southbound.

TO 5 FREEWAY NORTHBOUND

Exit Left from Dodger Stadium onto Stadium Way (road will curve right). Turn Left onto Bishop Road. Turn Left onto Broadway. Turn Left onto Pasadena Avenue. Turn Left onto the 5 Freeway Northbound.

TO 5 FREEWAY SOUTHBOUND

Exit Left from Dodger Stadium onto Stadium Way (road will curve right). Turn Left onto Bishop Road. Turn Left onto Broadway. Turn Right onto the 5 Freeway Southbound.

TO 110 FREEWAY NORTHBOUND

Exit Left from Dodger Stadium onto Stadium Way (road will curve right). Loop Right onto the 101 Freeway Northbound on-ramp.

TO 110 FREEWAY SOUTHBOUND

Exit Straight from Dodger Stadium onto the 110 Freeway Southbound on-ramp.

Academy Gate Departure Routes

TO 101 FREEWAY NORTHBOUND

Exit Right from Dodger Stadium onto Academy Drive. Make slight right onto Solano Avenue. Turn Right onto Jarvis Street (becomes Amador Street). Turn Left onto Ankeny Avenue. Proceed Straight onto the 101 Freeway Northbound. Merge Right onto the 101 Freeway Northbound.

TO 101 FREEWAY SOUTHBOUND

Exit Right from Dodger Stadium onto Academy Drive. Make slight right onto Solano Avenue. Turn Right onto Jarvis Street (becomes Amador Street). Turn Right onto the 110 Freeway Southbound. Merge onto the 101 Freeway Southbound.

TO 5 FREEWAY NORTHBOUND

Turn Left onto Academy Drive. Follow Academy Drive Right. Turn Right onto Stadium Way. Turn Left (overhead). Turn onto the 5 Freeway Northbound.

TO 5 FREEWAY SOUTHBOUND

Turn Left onto Academy Drive. Follow Academy Drive Right. Turn Right onto Stadium Way. Turn Right onto the 5 Freeway Southbound.

TO 110 FREEWAY NORTHBOUND

Exit Right from Dodger Stadium onto Academy Drive. Make slight right onto Solano Avenue. Turn Right onto Jarvis Street (becomes Amador Street). Turn Left onto Solano Avenue. Proceed Straight onto the 110 Freeway Northbound.

TO 110 FREEWAY SOUTHBOUND

Exit Right from Dodger Stadium onto Academy Drive. Make slight right onto Solano Avenue. Turn Right onto Jarvis Street (becomes Amador Street). Merge Right onto the 101 Freeway Southbound.

Sunset Gate Departure Routes

TO 101 FREEWAY NORTHBOUND

Go straight on Vin Scully Avenue. Turn Right on Sunset Boulevard. Turn Left on Alvarado Street. Turn Right onto the 101 Freeway Northbound.

TO 101 FREEWAY SOUTHBOUND

Go straight on Vin Scully Avenue. Turn Left on Sunset Boulevard (becomes Cesar Chavez Avenue). Turn Right on Grand Avenue. Turn Right on Temple Street. Turn right onto the 101 Freeway Southbound.

TO 5 FREEWAY NORTHBOUND

Go straight on Vin Scully Avenue. Turn Right on Sunset Boulevard. Turn Right on Alvarado Street. Take slight Left onto Glendale Boulevard. Turn Right onto the 2 Freeway Northbound. Take the 2 Freeway to the 5 Freeway Northbound.

TO 5 FREEWAY SOUTHBOUND

Go straight on Vin Scully Avenue. Turn Right on Sunset Boulevard. Turn Right on Alvarado Street. Take slight Left onto Glendale Boulevard. Turn Right onto the 2 Freeway North. Take the 2 Freeway to the 5 Freeway Southbound.

TO 110 FREEWAY NORTHBOUND

Go straight on Vin Scully Avenue. Turn Left on Sunset Boulevard (becomes Cesar Chavez Avenue). Turn Left onto Figueroa Street. Proceed Straight onto the 110 Freeway Northbound.

TO 110 FREEWAY SOUTHBOUND

Go straight on Vin Scully Avenue. Turn Left on Sunset Boulevard (becomes Cesar Chavez Avenue). Turn Right onto Grand Avenue. Turn Right onto the 110 Freeway Southbound.

Public Transit

Directions General Parking Preferred Parking Uber Information Dodger Stadium Express

Metro Rail

The Gold Line Metro rail stop at the intersection of Alameda Street and College Street is a ¾-mile walk to Dodger Stadium, or a ½-mile walk to the Broadway stop to get on the Union Station shuttle.

Metro Bus

- The Dodgers encourage use of the Metro Bus on Sunset Blvd. as well as using the Gold Line in Chinatown.
- The No. 2 and No. 4 buses are available from Santa Monica, the Pacific Coast Highway and downtown Los Angeles, with stops at the Red Line station in Hollywood, traveling to and from the Dodger Stadium entrance.
- The Metro Bus stop on Sunset is ¼ mile from Dodger Stadium Gate A

Bike Information

Interested in riding your bike to the game? Take the bike lanes! The Dodgers encourage alternate forms of transportation to and from Dodger games. Bike racks are available at all levels and turnstiles. Find bike racks located around Dodger Stadium on the map.

View Bike Rack Map »

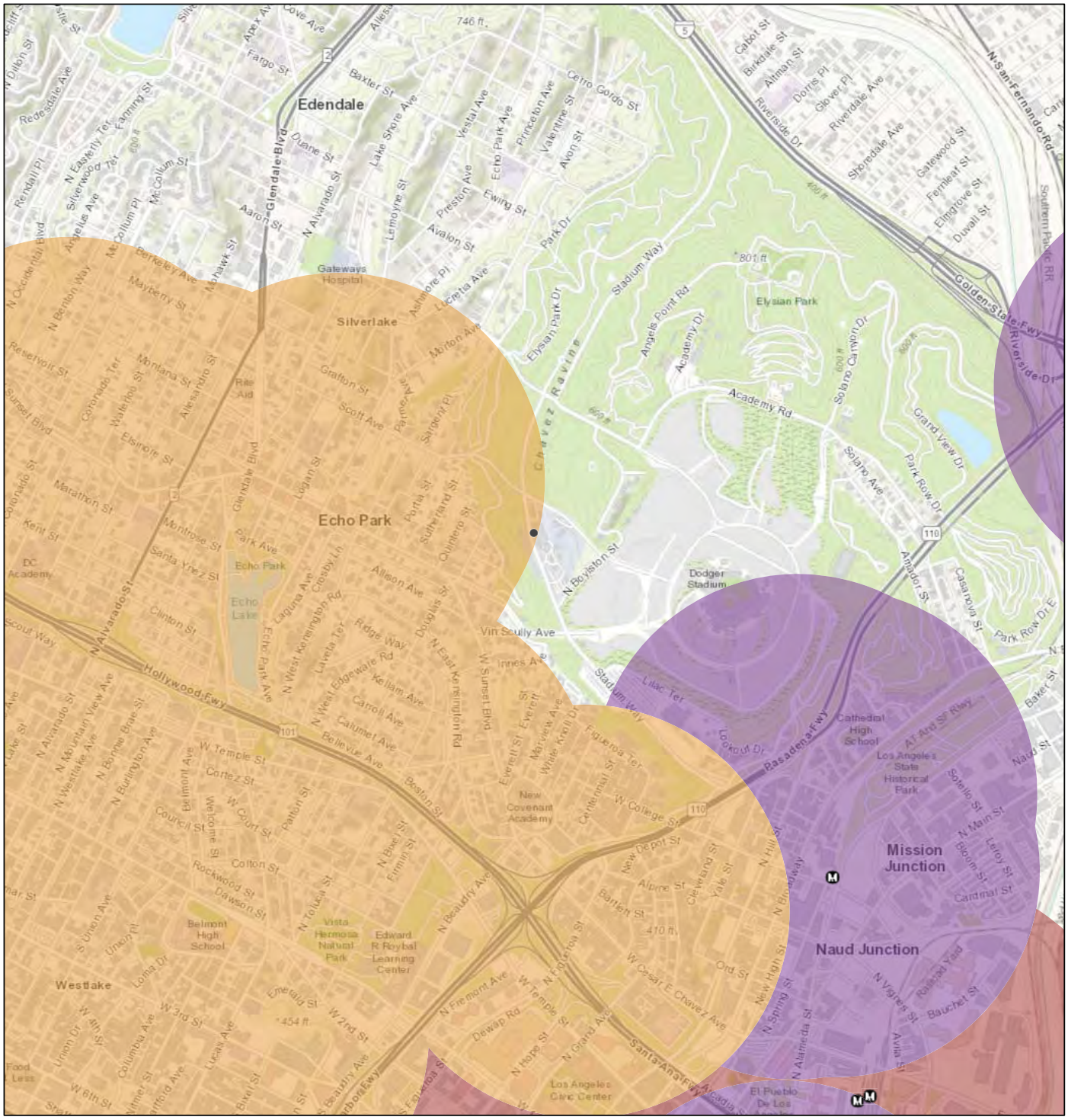
Inside Dodger Stadium »

Getting to Dodger Stadium
Stadium Tours
Team Stores
Concerts & Events
Stadium Rentals
Dodger Stadium Policies and Information
Dodger Stadium Upgrades

APPENDIX H

MOBILITY NETWORK
WALKABILITY INDEX MAPS
BICYCLE PLAN MAPS
PEDESTRIAN DESTINATION MAPS
&
HIGH INJURY NETWORK MAP

Transit Priority Area



3/4/2021, 4:52:00 PM

1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Metro Stations

Existing

Transit Priority Area (TPA)

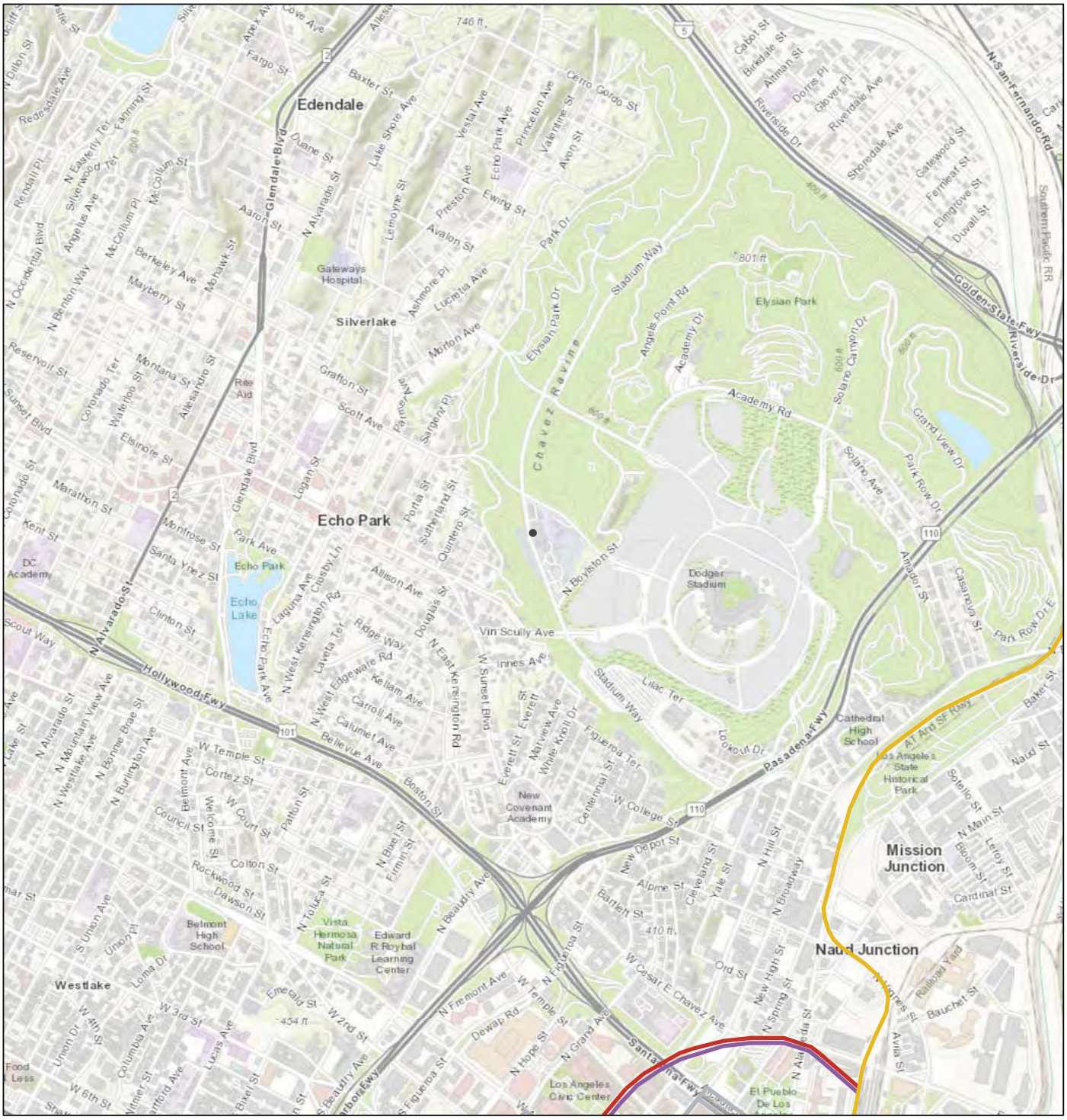
Heavy Rail

Light Rail

Right of Way - Bus Rapid Transit

Major Bus Routes

METRO LINES



3/4/2021, 5:05:56 PM

Metro Lines

- Red Line
- Purple Line
- Gold Line
- Silver Line

1:18,056

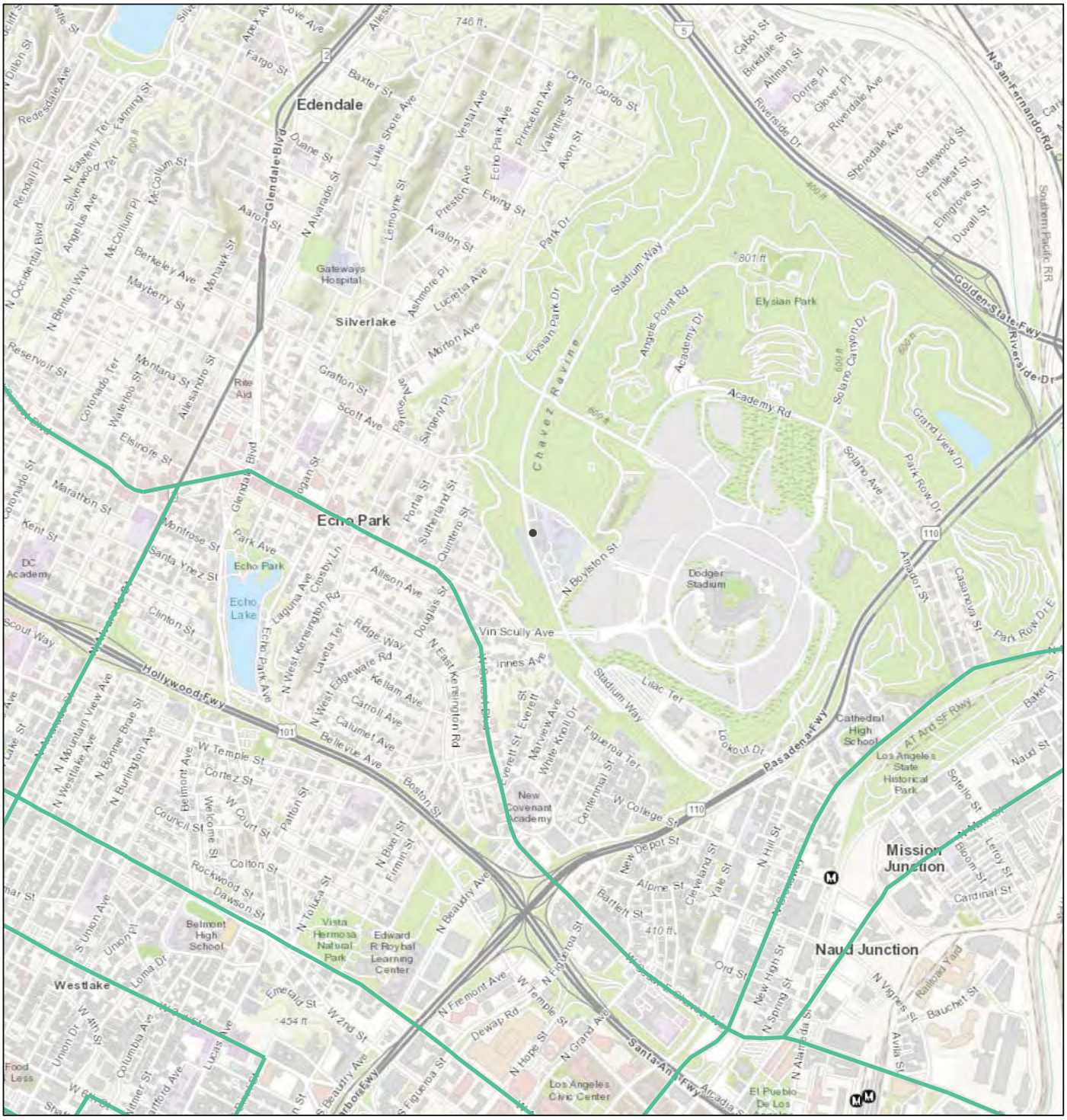
0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

Transit Enhanced Network



3/4/2021, 4:52:49 PM

1:18,056

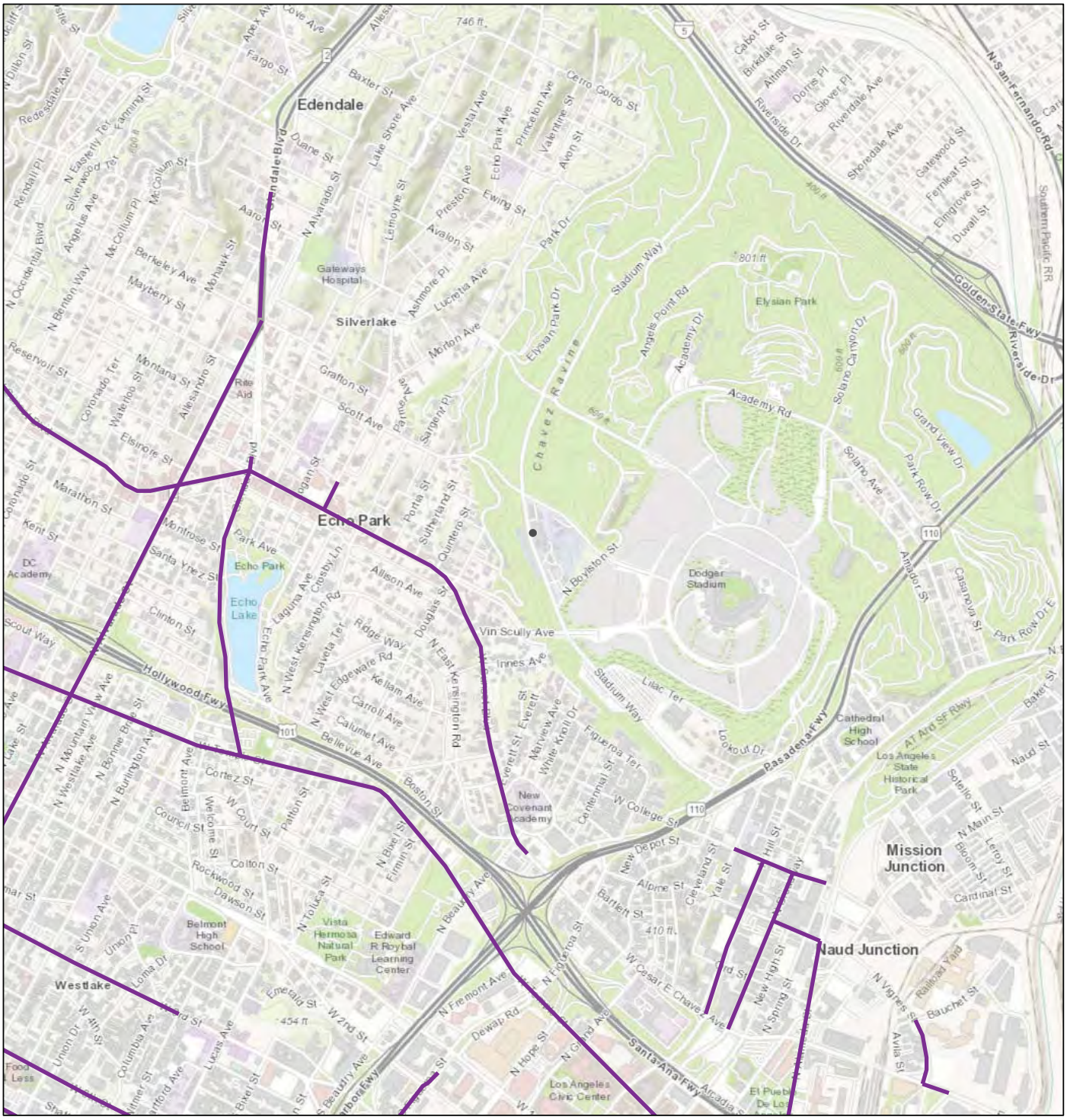
Metro Stations

- Existing
- Transit Enhanced Network (TEN)

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

High Injury Network



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High Injury Network

1:18,056

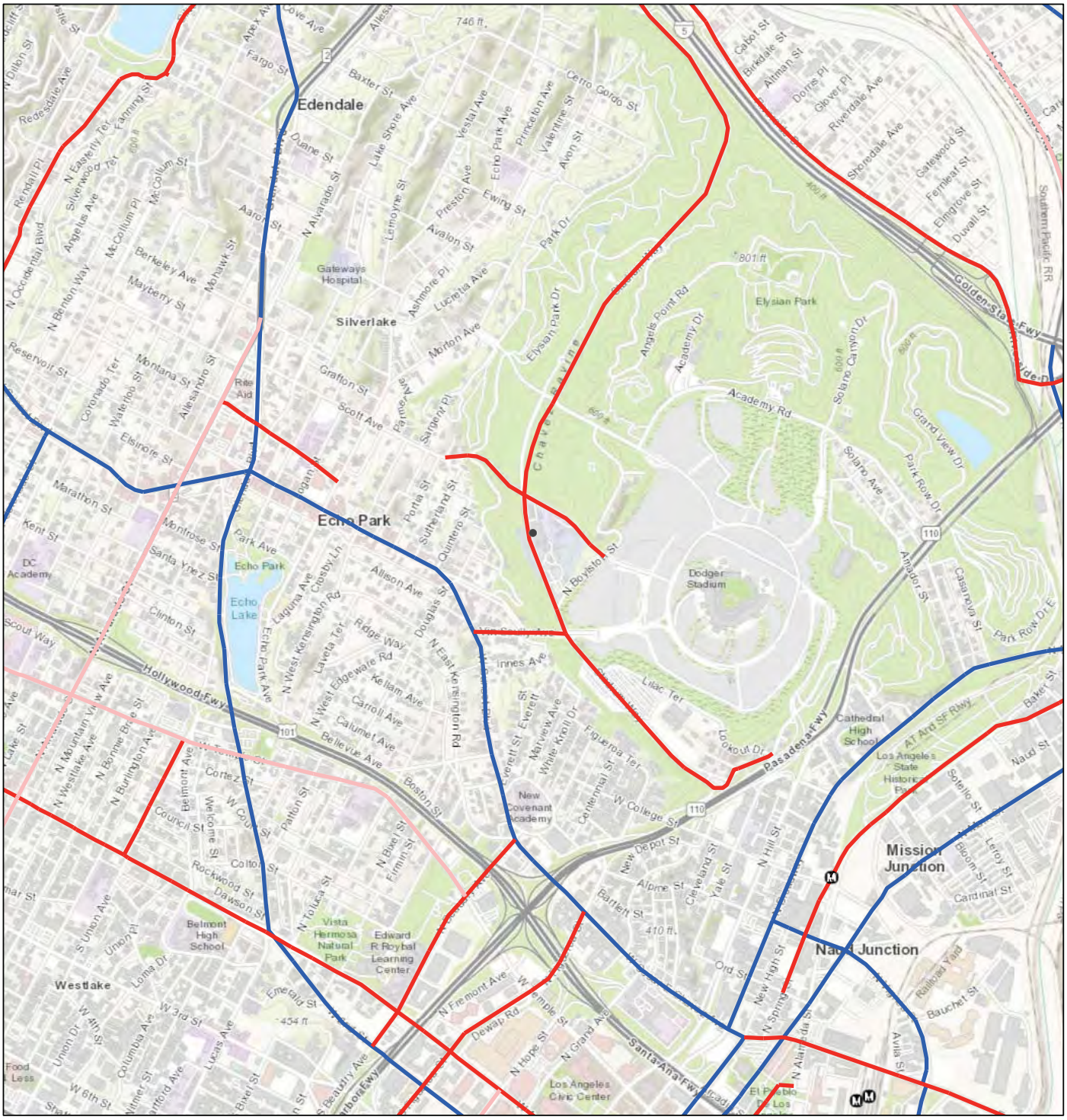
0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

Bicycle Network



3/4/2021, 4:53:28 PM

1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Metro Stations

Existing

Bicycle Network

Tier 1 (BEN)

Tier 2 (BLN)

Tier 3 (BLN)

Neighborhood Enhanced Network

3/4/2021, 4:54:21 PM

Metro Stations

Existing

Neighborhood Network (NEN)

Tier 2 NEN

1:18,056

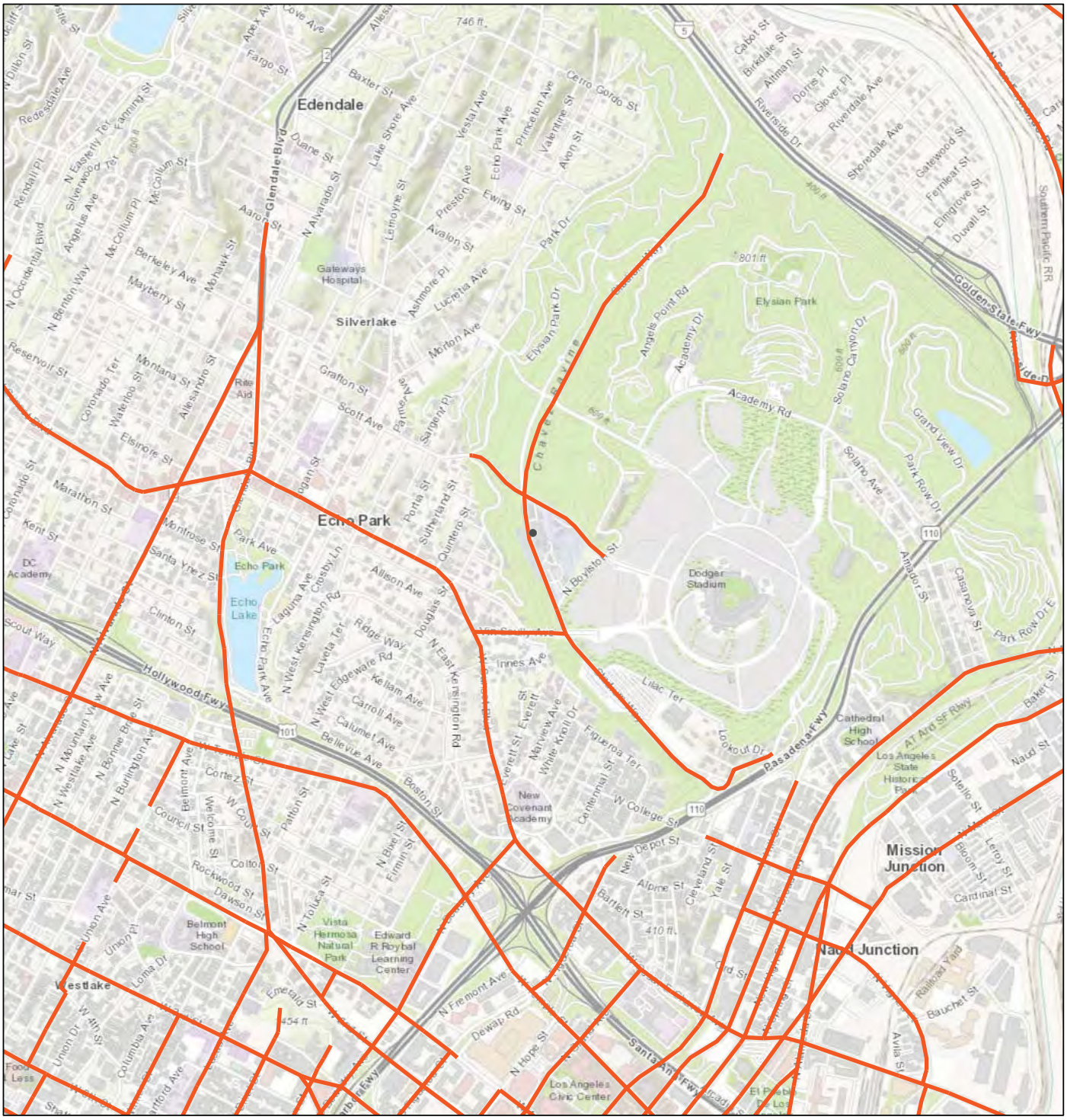
0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Los Angeles Department of City Planning

Pedestrian Enhanced District



3/4/2021, 4:55:06 PM

Pedestrian Enhanced Districts (PEDs)

1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Library, Schools, Green Network & Parks

3/4/2021, 4:57:20 PM

1:18,056

0 0.17 0.35 0.7 mi

0 0.28 0.55 1.1 km

Library

Schools

Schools

Schools (50 Safe Routes)

Green Network

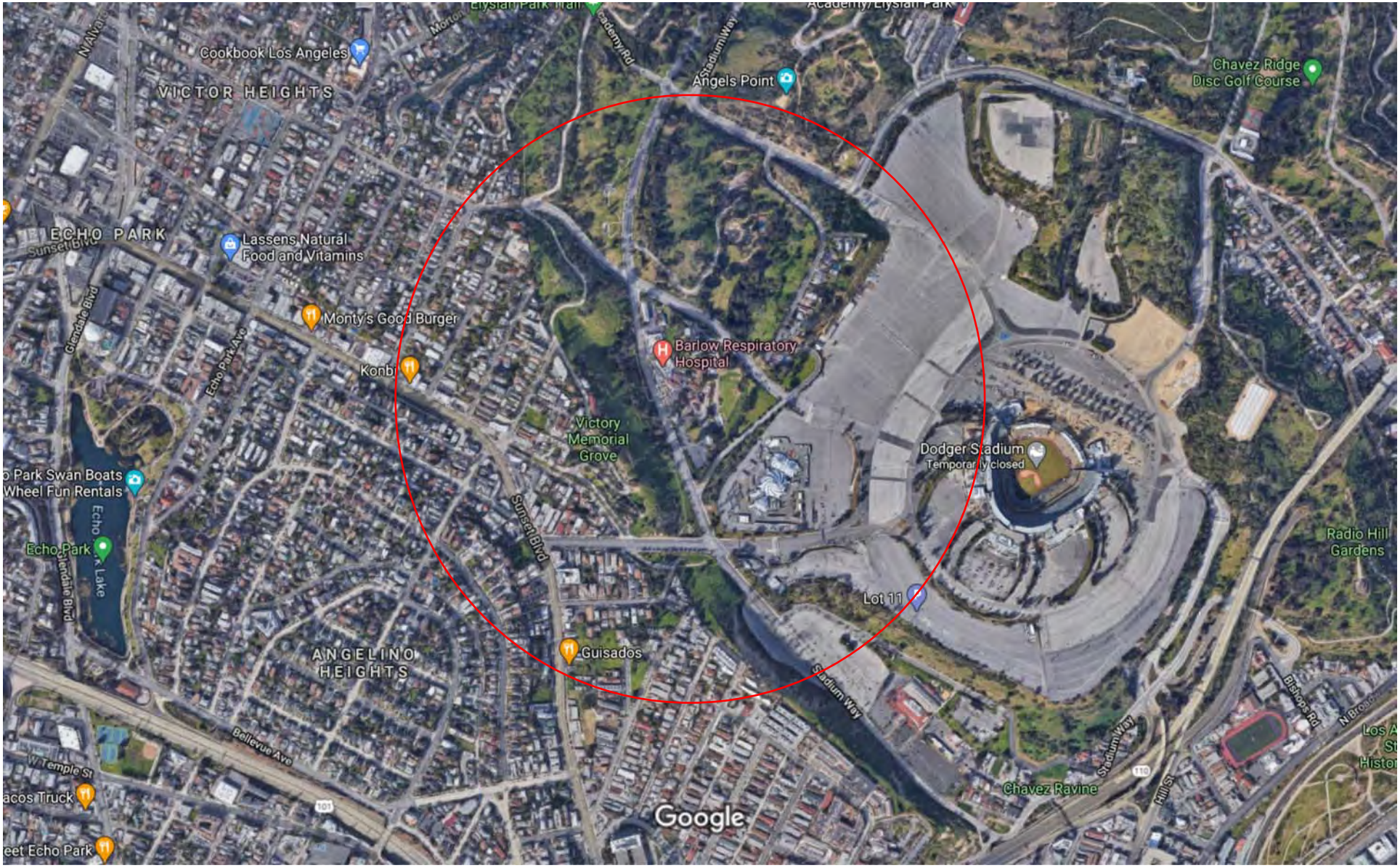
Bike Paths (Existing)

Bike Paths (Planned)

Parks

Pedestrian Destinations
within 1320' from edge of property

Google Maps



Imagery ©2021 Google, Imagery ©2021 CNES / Airbus, Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021 500 ft

APPENDIX I

RELATED PROJECT INFORMATION

#	Project	Size	Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Apartments	49 units	1013 Everett St	316	5	20	25	19	10	29
2	Apartments Retail	45 units 950 sf	1301 W Sunset Bl	328	6	18	24	19	11	30
3	Apartments Low Income Apartments	68 units 6 units	1251 W Sunset Bl	449	7	22	29	21	13	34
4	Apartments	77 units	1275 W Sunset Bl	541	8	28	36	26	15	41
5	Apartments Affordable Apartments Restaurant	126 units 15 units 8,000 sf	1489 W Sunset Bl	1,246	40	54	94	62	37	99

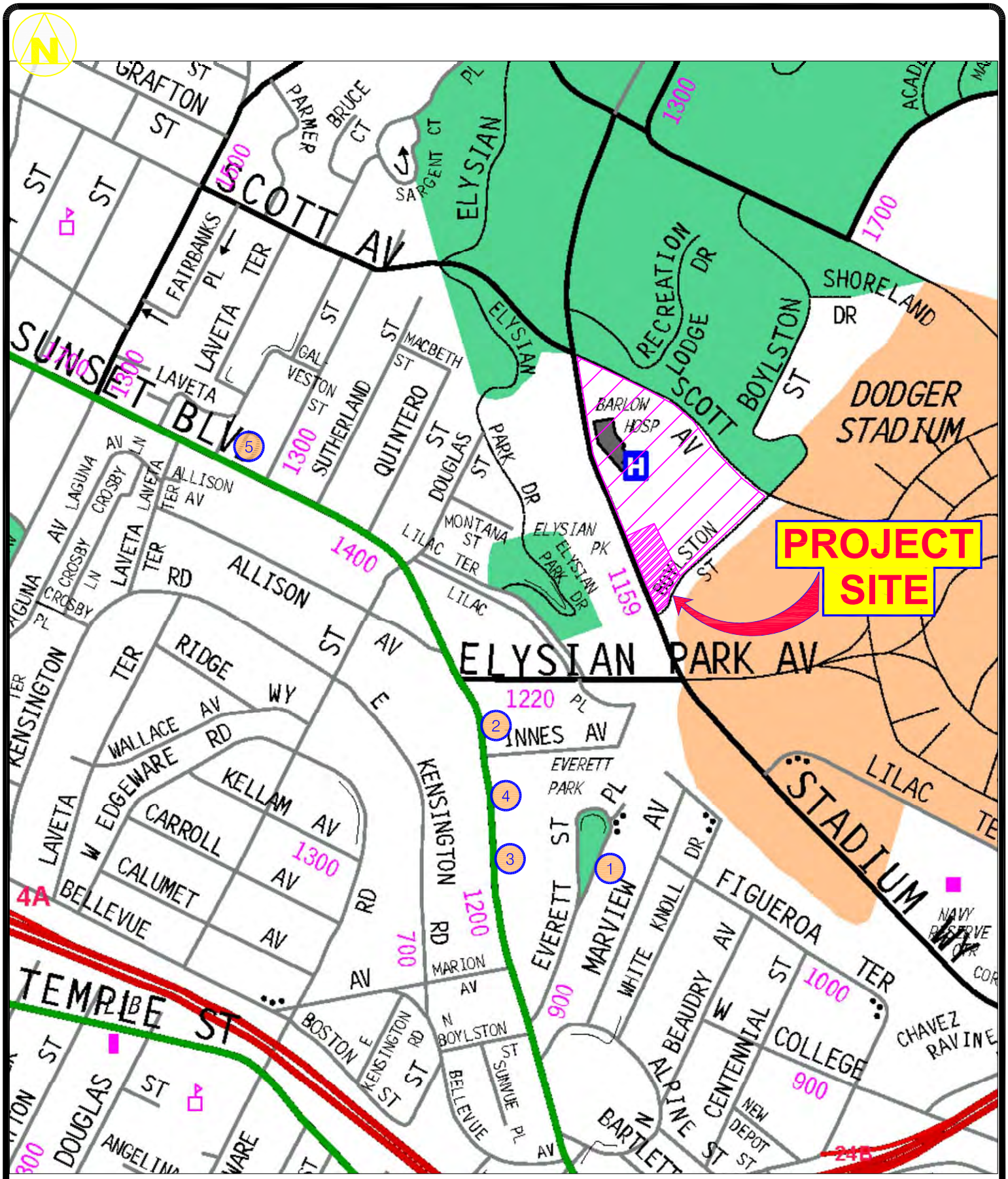
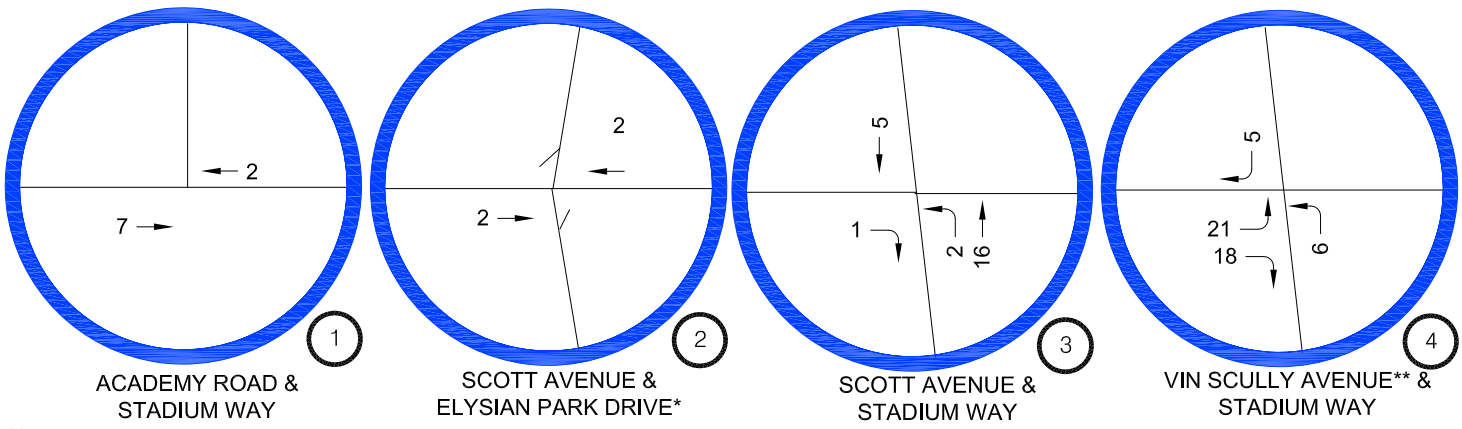


FIGURE 8

3/2021

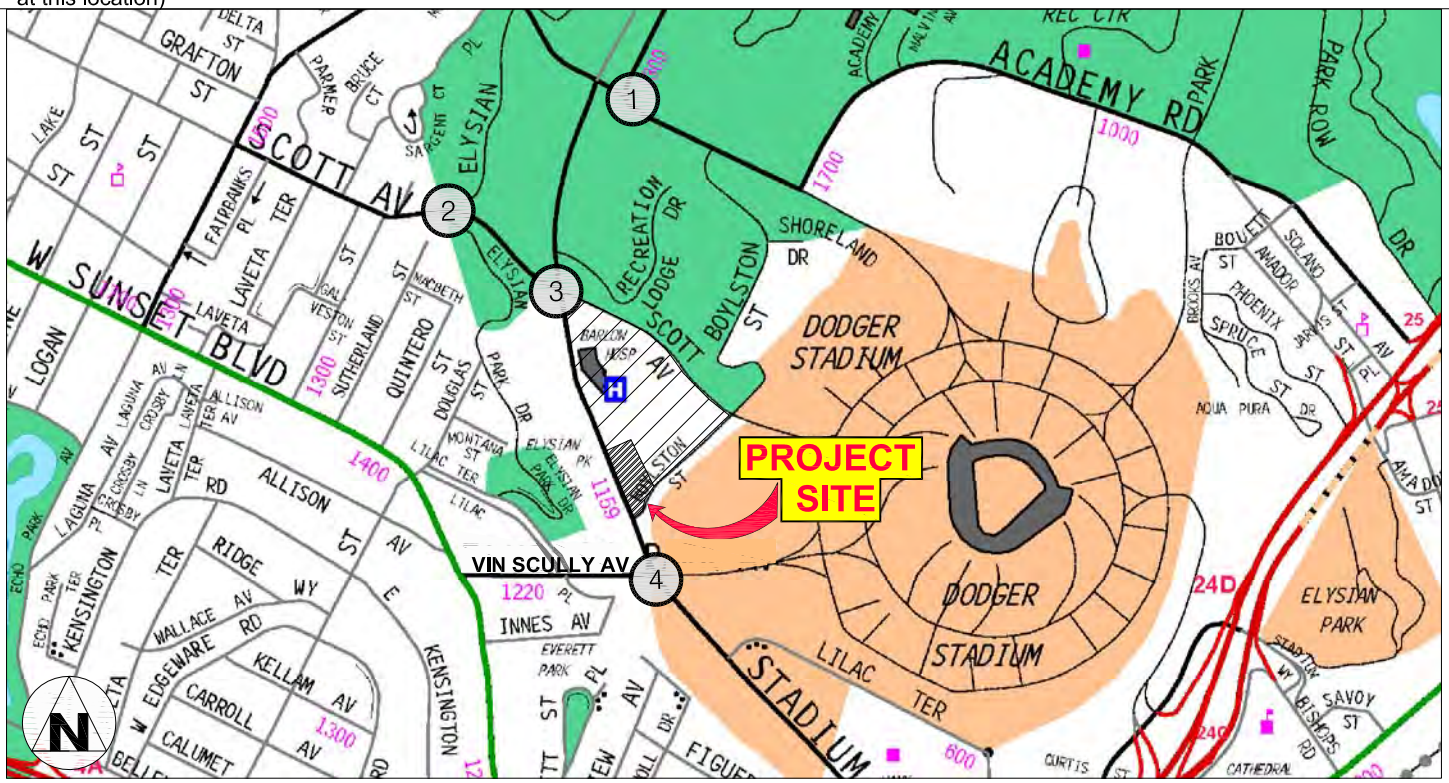
RELATED PROJECT LOCATION MAP

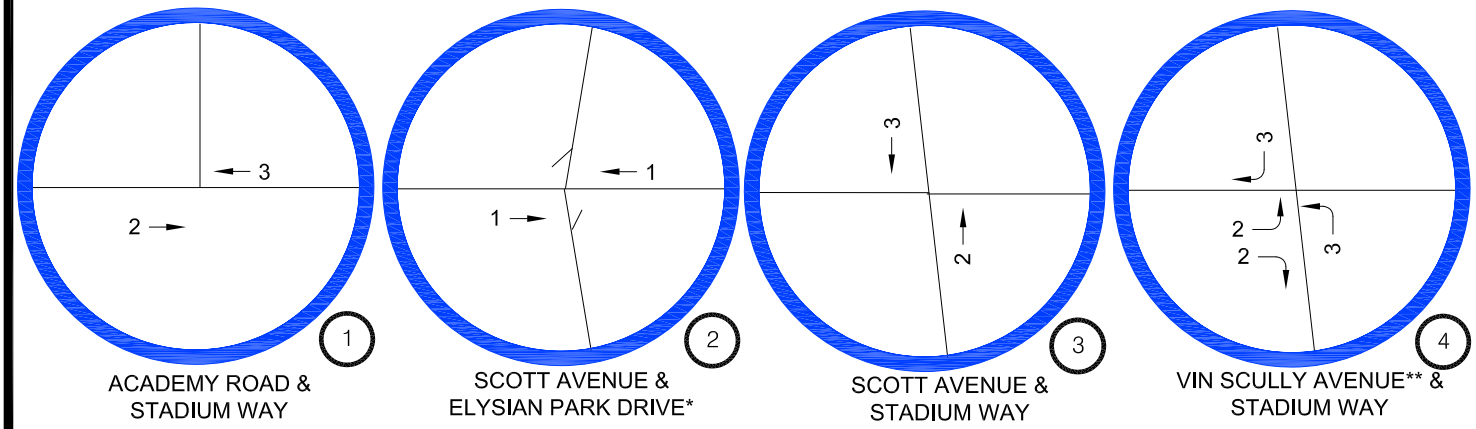
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com



*(Elysian Park Dr can be gated at this location)

AM PEAK HOUR





PM PEAK HOUR

*(Elysian Park Dr can be gated at this location)

** VIN SCULLY AV Previously Elysian Park Drive

RELATED PROJECT ONLY
ADDED TRAFFIC VOLUMES

FIGURE 9

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)766-5222, (661)799-8423 , liz@overlandtraffic.com

APPENDIX J

TRAFFIC VOLUME DATA

&

HCS LEVEL OF SERVICE WORKSHEETS.

TRAFFIC VOLUME DATA

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Stadium Way

East/West Academy Rd

Day: Tuesday Date: December 3, 2019 Weather: SUNNY

Hours: 6AM-10PM

School Day: YES District: CENTRAL I/S CODE 19926

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	24	18	11
BIKES	0	1	4	3
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	519	0.00	44	0.00	60	0.00
PM PK 15 MIN	0	0.00	357	0.00	33	0.00	61	0.00
AM PK HOUR	0	0.00	1955	0.00	143	0.00	201	0.00
PM PK HOUR	0	0.00	1267	0.00	113	0.00	199	0.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	0	0	0
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
10-11	0	0	0	0
11-12	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	121	0	1057	1178
7-8	381	0	1547	1928
8-9	545	0	1337	1882
9-10	185	0	1082	1267
10-11	0	0	0	0
11-12	0	0	0	0
TOTAL	1232	0	5023	6255

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1178	0	0	0	0
1928	0	0	0	0
1882	0	0	1	0
1267	0	0	0	0
0	0	0	0	0
0	0	0	0	0
6255	0	0	1	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	42	17	0	59
7-8	90	32	1	123
8-9	91	33	0	124
9-10	80	33	0	113
10-11	0	0	0	0
11-12	0	0	0	0
TOTAL	303	115	1	419

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
6-7	0	80	27	107
7-8	0	123	32	155
8-9	0	167	34	201
9-10	0	138	61	199
10-11	0	0	0	0
11-12	0	0	0	0
TOTAL	0	508	154	662

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
166	0	0	0	0
278	0	0	0	0
325	0	0	0	0
312	0	0	1	0
0	0	0	0	0
0	0	0	0	0
1081	0	0	1	0

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Stadium Way

East/West Academy Rd

Day: Tuesday Date: December 3, 2019 Weather: SUNNY

Hours: 3 PM-7 PM

School Day: YES District: CENTRAL I/S CODE 19926

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	9	10	3
BIKES	0	3	1	2
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	2.00	117	4.45	317	4.30	100	4.45
PM PK 15 MIN	0	5.00	160	6.00	309	6.15	133	5.30
AM PK HOUR	0	2.00	367	3.00	1192	4.00	262	4.00
PM PK HOUR	0	5.00	519	5.15	1078	5.45	404	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
2-3	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
6-7	0	0	0	0
7-8	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
2-3	0	0	0	0
3-4	53	1	313	367
4-5	46	0	306	352
5-6	38	0	424	462
6-7	30	0	380	410
7-8	0	0	0	0
TOTAL	167	1	1423	1591

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
0	0	0	0	0
367	0	0	0	0
352	0	0	0	0
462	0	0	0	0
410	0	0	0	0
0	0	0	0	0
1591	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
2-3	0	0	0	0
3-4	665	66	0	731
4-5	###	64	0	1192
5-6	957	38	0	995
6-7	944	37	0	981
7-8	0	0	0	0
TOTAL	###	205	0	3899

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
2-3	0	0	0	0
3-4	1	66	142	209
4-5	0	61	201	262
5-6	0	69	335	404
6-7	0	42	190	232
7-8	0	0	0	0
TOTAL	1	238	868	1107

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
0	0	0	0	0
940	0	0	0	0
1454	0	0	0	0
1399	0	0	1	0
1213	0	0	0	0
0	0	0	0	0
5006	0	0	1	0

(Rev Oct 06)

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Elysian Park Dr

East/West Scott Ave

Day: Tuesday Date: June 16, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	0	1	5
BIKES	1	1	7	2
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	1	7.15	1	7.45	27	9.30	23	9.45
PM PK 15 MIN	1	17.00	1	15.15	33	16.15	41	17.15
AM PK HOUR	1	7.15	4	7.45	79	9.00	63	9.00
PM PK HOUR	2	17.00	2	15.15	101	15.30	113	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	0	0	0	0
9-10	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
17-18	2	0	0	2
TOTAL	2	0	1	3

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	2	0	1	3
9-10	1	0	0	1
15-16	0	0	1	1
16-17	0	0	1	1
17-18	0	0	0	0
TOTAL	4	0	3	7

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2	1	0	3	0
3	0	0	2	0
1	8	0	15	0
1	0	0	3	0
1	1	0	4	3
2	3	0	6	0
10	13	0	33	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	55	0	56
8-9	1	72	0	73
9-10	3	76	0	79
15-16	2	73	0	75
16-17	3	88	0	91
17-18	1	99	1	101
TOTAL	11	463	1	475

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	45	0	45
8-9	0	54	0	54
9-10	0	63	0	63
15-16	0	61	1	62
16-17	0	75	0	75
17-18	0	113	0	113
TOTAL	0	411	1	412

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
101	5	0	11	0
127	4	0	9	0
142	8	0	21	0
137	2	0	9	1
166	6	1	6	3
214	1	0	10	0
887	26	1	66	4

Leg	Inbound Roadway (Origin Zone Name)	Outbound Roadway (Destination Zone Name)
North	North Leg - Stadium Way - SB/In_EH	North Leg - Stadium Way - NB/Out_EH
South	South Leg - Stadium Way - NB/In_EH	South Leg - Stadium Way - SB/Out_EH
East	East Leg - Scott - WB/In_EH	East Leg - Scott - EB/Out_EH
West	West Leg - Scott - EB/In_EH	West Leg - Scott - WB/Out_EH

STREETLIGHT DATA 2019 AVERAGE WEEKDAY FROM FULL YEAR WITH AND WITHOUT GAMES DAYS BLENDED

Weekday, Peak AM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
8:15am	1	347	9	12	16	0	1	1	0	2	0	11	400	0.2519
8:30am	1	354	8	7	19	0	2	1	0	2	2	13	409	0.2576
8:45am	1	346	6	9	25	0	3	0	0	2	2	16	410	0.2582
9:00am	1	304	6	11	28	0	1	2	0	2	1	13	369	0.2324
Hourly Tota	4	1351	29	39	88	0	7	4	0	8	5	53	1588	1
Hourly Tota	0.0029	0.9762	0.021	0.3071	0.6929	0	0.6364	0.3636	0	0.1212	0.0758	0.803		
PHF	1	0.95	0.81	0.81	0.79	0	0.58	0.5	0	1	0.62	0.83		

Weekday, Peak PM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:15pm	5	92	12	13	283	38	0	2	5	16	17	19	502	0.2556
4:30pm	7	106	10	14	241	57	0	2	6	18	24	21	506	0.2576
4:45pm	10	99	15	15	227	64	1	2	5	16	26	21	501	0.2551
5:00pm	11	96	10	12	209	41	0	2	7	20	28	19	455	0.2317
Hourly Tota	33	393	47	54	960	200	1	8	23	70	95	80	1964	1
Hourly Tota	0.0698	0.8309	0.0994	0.0445	0.7908	0.1647	0.0312	0.25	0.7188	0.2857	0.3878	0.3265		
PHF	0.75	0.93	0.78	0.9	0.85	0.78	0.25	1	0.82	0.88	0.85	0.95		

All Days, Peak AM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
8:15am	1	261	7	9	15	0	1	1	1	2	1	11	310	0.2537
8:30am	1	262	7	6	18	0	3	0	0	2	1	11	311	0.2545
8:45am	1	257	5	7	22	0	1	2	0	2	2	16	315	0.2578
9:00am	1	227	5	8	24	0	1	2	0	2	2	14	286	0.234
Hourly Tota	4	1007	24	30	79	0	6	5	1	8	6	52	1222	1
Hourly Tota	0.0039	0.9729	0.0232	0.2752	0.7248	0	0.5	0.4167	0.0833	0.1212	0.0909	0.7879		
PHF	1	0.96	0.86	0.83	0.82	0	0.5	0.62	0.25	1	0.75	0.81		

All Days, Peak PM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:15pm	8	111	17	14	203	31	1	12	8	16	18	19	458	0.2562
4:30pm	8	121	16	15	177	40	1	11	6	15	26	19	455	0.2545
4:45pm	11	118	18	16	167	41	1	11	8	14	28	21	454	0.2539
5:00pm	13	115	12	13	162	29	1	7	6	18	26	19	421	0.2355
Hourly Tota	40	465	63	58	709	141	4	41	28	63	98	78	1788	1
Hourly Tota	0.0704	0.8187	0.1109	0.0639	0.7808	0.1553	0.0548	0.5616	0.3836	0.2636	0.41	0.3264		
PHF	0.77	0.96	0.88	0.91	0.87	0.86	1	0.85	0.88	0.88	0.88	0.93		

Weekend Day, Peak AM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
11:00am	4	75	9	10	25	1	1	2	1	7	5	27	167	0.2209
11:15am	6	82	6	11	27	1	0	2	1	7	5	24	172	0.2275
11:30am	7	100	7	10	32	2	1	2	1	7	7	19	195	0.2579
11:45am	12	115	7	10	39	1	1	2	1	6	7	21	222	0.2937
Hourly Tota	29	372	29	41	123	5	3	8	4	27	24	91	756	1
Hourly Tota	0.0674	0.8651	0.0674	0.2426	0.7278	0.0296	0.2	0.5333	0.2667	0.1901	0.169	0.6408		
PHF	0.6	0.81	0.81	0.93	0.79	0.62	0.75	1	1	0.96	0.86	0.84		

Weekend Day, Peak PM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:00pm	18	132	23	16	47	4	4	34	14	14	22	19	347	0.2578
4:15pm	13	126	27	14	40	5	6	34	13	10	22	18	328	0.2437
4:30pm	11	125	26	18	46	5	4	32	10	10	23	17	327	0.2429
4:45pm	12	138	26	18	41	4	2	32	7	11	32	21	344	0.2556
Hourly Tota	54	521	102	66	174	18	16	132	44	45	99	75	1346	1
Hourly Tota	0.0798	0.7696	0.1507	0.2558	0.6744	0.0698	0.0833	0.6875	0.2292	0.2055	0.4521	0.3425		
PHF	0.75	0.94	0.94	0.92	0.93	0.9	0.67	0.97	0.79	0.8	0.77	0.89		

STREETLIGHT DATA 2019 AVERAGE WEEKDAY FROM APRIL ONLY WITH AND WITHOUT GAMES DAYS BLENDED
(14-16 GAMES DAYS PER APRIL EACH YEAR- VARIED TIME PERIODS)

Weekday, Peak AM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
8:15am	0	425	6	10	16	0	0	0	0	2	0	12	471	0.2646
8:30am	1	435	3	7	20	0	2	0	0	3	2	12	485	0.2725
8:45am	2	356	5	4	28	0	3	2	0	3	0	13	416	0.2337
9:00am	3	354	6	5	26	0	2	1	0	2	0	9	408	0.2292
Hourly Tota	6	1570	20	26	90	0	7	3	0	10	2	46	1780	1
Hourly Tota	0.0038	0.9837	0.0125	0.2241	0.7759	0	0.7	0.3	0	0.1724	0.0345	0.7931		
PHF	0.5	0.9	0.83	0.65	0.8	0	0.58	0.38	0	0.83	0.25	0.88		

Weekday, Peak PM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:30pm	14	115	14	20	254	81	0	0	4	12	11	24	549	0.2729
4:45pm	11	104	14	19	197	77	0	0	3	15	17	30	487	0.242
5:00pm	14	123	7	13	220	51	1	0	3	13	23	32	500	0.2485
5:15pm	20	109	8	13	193	46	1	0	5	16	36	29	476	0.2366
Hourly Tota	59	451	43	65	864	255	2	0	15	56	87	115	2012	1
Hourly Tota	0.1067	0.8156	0.0778	0.0549	0.7297	0.2154	0.1176	0	0.8824	0.2171	0.3372	0.4457		
PHF	0.74	0.92	0.77	0.81	0.85	0.79	0.5	0	0.75	0.88	0.6	0.9		

All Days, Peak AM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
8:15am	0	322	5	8	16	0	0	0	0	3	2	12	368	0.2688
8:30am	1	324	4	6	18	1	2	0	1	3	1	11	372	0.2717
8:45am	2	271	5	4	22	0	2	1	0	3	0	10	320	0.2337
9:00am	2	262	5	5	22	0	1	1	0	3	0	8	309	0.2257
Hourly Tota	5	1179	19	23	78	1	5	2	1	12	3	41	1369	1
Hourly Tota	0.0042	0.98	0.0158	0.2255	0.7647	0.0098	0.625	0.25	0.125	0.2143	0.0536	0.7321		
PHF	0.62	0.91	0.95	0.72	0.89	0.25	0.62	0.5	0.25	1	0.38	0.85		

All Days, Peak PM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:30pm	17	132	23	18	181	54	1	23	8	13	15	23	508	0.2656
4:45pm	15	117	22	17	148	48	1	16	5	11	25	25	450	0.2352
5:00pm	21	133	15	12	180	34	1	10	6	11	37	26	486	0.2541
5:15pm	21	130	12	12	159	32	1	3	9	14	44	32	469	0.2452
Hourly Tota	74	512	72	59	668	168	4	52	28	49	121	106	1913	1
Hourly Tota	0.1125	0.7781	0.1094	0.0659	0.7464	0.1877	0.0476	0.619	0.3333	0.1775	0.4384	0.3841		
PHF	0.88	0.96	0.78	0.82	0.92	0.78	1	0.57	0.78	0.88	0.69	0.83		

Weekend Day, Peak AM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
11:00am	6	87	6	12	25	1	0	0	4	10	7	14	172	0.2231
11:15am	1	87	7	8	21	2	0	0	1	6	7	16	156	0.2023
11:30am	7	104	6	5	32	1	0	0	0	10	3	12	180	0.2335
11:45am	27	142	5	8	53	0	0	1	1	8	7	11	263	0.3411
Hourly Tota	41	420	24	33	131	4	0	1	6	34	24	53	771	1
Hourly Tota	0.0845	0.866	0.0495	0.1964	0.7798	0.0238	0	0.1429	0.8571	0.3063	0.2162	0.4775		
PHF	0.38	0.74	0.86	0.69	0.62	0.5	0	0.25	0.38	0.85	0.86	0.83		

Weekend Day, Peak PM

	NL Stadium Way (Southbound)			EL Scott Av (Westbound)			SL Stadium Way (Northbound)			WL Scott Av (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
3:45pm	21	161	26	22	71	0	0	80	20	13	19	15	448	0.2599
4:00pm	24	134	34	16	58	0	0	91	21	14	28	16	436	0.2529
4:15pm	22	107	34	9	49	0	1	121	26	20	25	17	431	0.25
4:30pm	30	111	40	9	44	0	7	86	18	17	28	19	409	0.2372
Hourly Tota	97	513	134	56	222	0	8	378	85	64	100	67	1724	1
Hourly Tota	0.1304	0.6895	0.1801	0.2014	0.7986	0	0.017	0.8025	0.1805	0.2771	0.4329	0.29		
PHF	0.81	0.8	0.84	0.64	0.78	0	0.29	0.78	0.82	0.8	0.89	0.88		

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Stadium Wy

East/West Elysian Park Dr

Day: Tuesday Date: June 16, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	16	40	1	1
BIKES	7	4	0	2
BUSES	2	2	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	41	9.30	529	8.00	7	9.45	4	7.15
PM PK 15 MIN	375	17.30	191	17.45	15	17.45	12	15.00
AM PK HOUR	136	8.45	1883	7.45	19	9.00	12	7.15
PM PK HOUR	1423	16.45	617	17.00	31	17.00	32	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	80	14	100
8-9	6	106	6	118
9-10	10	116	9	135
15-16	12	486	12	510
16-17	5	1208	17	1230
17-18	16	1376	11	1403
TOTAL	55	3372	69	3496

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1579	4	1585
8-9	10	1843	10	1863
9-10	6	1490	7	1503
15-16	10	317	6	333
16-17	18	522	11	551
17-18	17	588	12	617
TOTAL	63	6339	50	6452

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1685	3	0	7	0
1981	4	0	1	0
1638	2	0	0	0
843	3	0	3	0
1781	3	1	4	0
2020	2	0	4	0
9948	17	1	19	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	0	2	5
8-9	4	0	1	5
9-10	9	1	9	19
15-16	7	1	13	21
16-17	6	1	13	20
17-18	8	3	20	31
TOTAL	37	6	58	101

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	0	1	10
8-9	2	1	4	7
9-10	3	0	7	10
15-16	7	4	21	32
16-17	11	0	10	21
17-18	16	6	10	32
TOTAL	48	11	53	112

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
15	0	0	1	0
12	0	0	2	0
29	0	0	2	0
53	0	0	1	0
41	0	0	3	0
63	0	0	9	3
213	0	0	18	3

HCS WORKSHEETS

HCS 2010 Two-Way Stop-Control Report

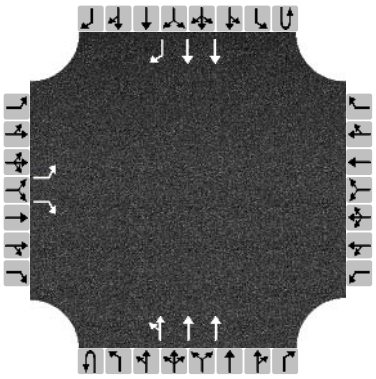
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2022
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		94		34						173	35				563	1381
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95		34						175						
Capacity, c (veh/h)		138		620						296						
v/c Ratio		0.69		0.05						0.59						
95% Queue Length, Q_{95} (veh)		3.8		0.2						3.5						
Control Delay (s/veh)		74.7		11.1						33.3						
Level of Service, LOS		F		B						D						
Approach Delay (s/veh)		58.0								27.8						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

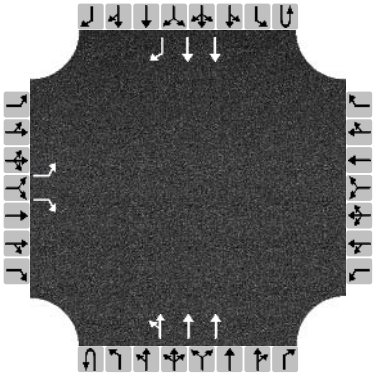
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2022
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING+PROJECT

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		95		34						173	35				563	1384
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		96		34						175						
Capacity, c (veh/h)		138		620						295						
v/c Ratio		0.70		0.05						0.59						
95% Queue Length, Q_{95} (veh)		3.9		0.2						3.5						
Control Delay (s/veh)		76.3		11.1						33.4						
Level of Service, LOS		F		B						D						
Approach Delay (s/veh)		59.3								28.0						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

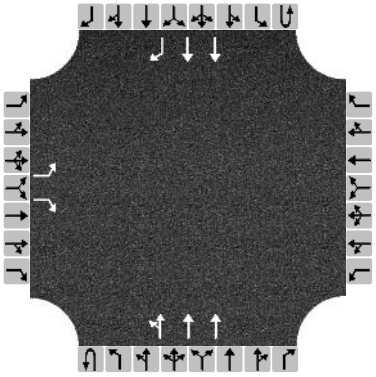
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	FUTURE WITHOUT PROJECT

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		98		43						182	37				588	1442
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		99		43						184						
Capacity, c (veh/h)		105		609						274						
v/c Ratio		0.94		0.07						0.67						
95% Queue Length, Q_{95} (veh)		5.7		0.2						4.4						
Control Delay (s/veh)		146.2		11.4						41.4						
Level of Service, LOS		F		B						E						
Approach Delay (s/veh)		105.4								34.6						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

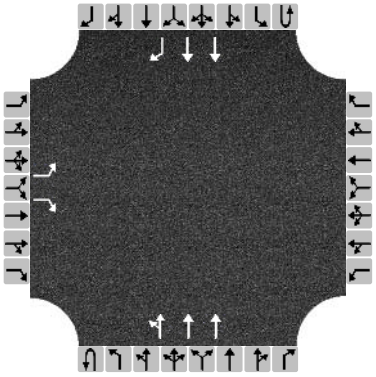
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	FUTURE WITH PROJECT

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		99		43						182	37				588	1445
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100		43						184						
Capacity, c (veh/h)		105		609						273						
v/c Ratio		0.95		0.07						0.67						
95% Queue Length, Q_{95} (veh)		5.8		0.2						4.4						
Control Delay (s/veh)		150.7		11.4						41.6						
Level of Service, LOS		F		B						E						
Approach Delay (s/veh)		108.8								34.8						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

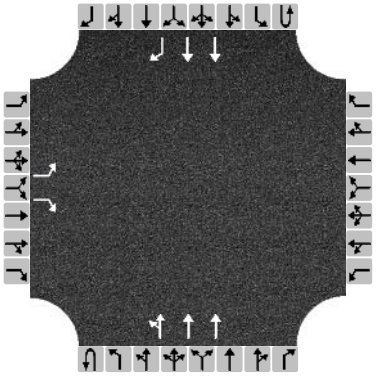
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2022
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		989		39						71	346				39	438
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		999		39						72						
Capacity, c (veh/h)		624		896						1085						
v/c Ratio		1.60		0.04						0.07						
95% Queue Length, Q_{95} (veh)		53.9		0.1						0.2						
Control Delay (s/veh)		296.3		9.2						8.6						
Level of Service, LOS		F		A						A						
Approach Delay (s/veh)		285.5								1.6						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

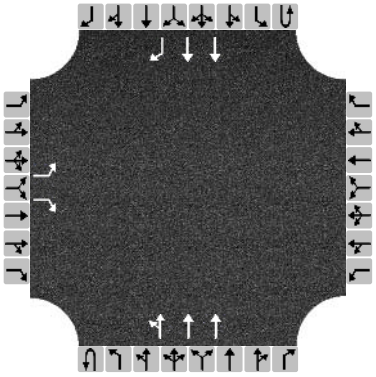
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2022
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING+PROJECT

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		992		39						71	346				39	440
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1002		39						72						
Capacity, c (veh/h)		623		896						1083						
v/c Ratio		1.61		0.04						0.07						
95% Queue Length, Q_{95} (veh)		54.2		0.1						0.2						
Control Delay (s/veh)		298.5		9.2						8.6						
Level of Service, LOS		F		A						A						
Approach Delay (s/veh)		287.7								1.6						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

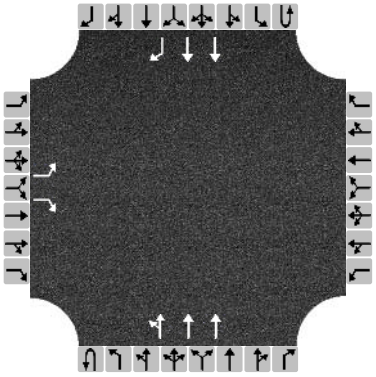
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	FUTURE WO PROJECT

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		1032		43						77	361				41	457
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1042		43						78						
Capacity, c (veh/h)		606		896						1065						
v/c Ratio		1.72		0.05						0.07						
95% Queue Length, Q_{95} (veh)		61.0		0.2						0.2						
Control Delay (s/veh)		348.9		9.2						8.6						
Level of Service, LOS		F		A						A						
Approach Delay (s/veh)		335.4								1.7						
Approach LOS		F														

HCS 2010 Two-Way Stop-Control Report

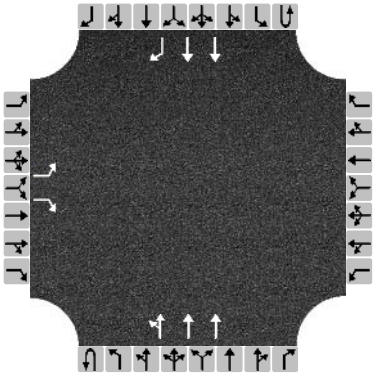
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	FUTURE WITH PROJECT

Site Information

Intersection	1
Jurisdiction	LOS ANGELES
East/West Street	ACADEMY ROAD
North/South Street	STADIUM WAY/ACADEMY E LEG
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	3	0	0	0	2	1
Configuration		L		R						LT	T				T	R
Volume, V (veh/h)		1035		43						77	361				41	459
Percent Heavy Vehicles (%)		1		1						1						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4		6.9						4.1						
Critical Headway (sec)		5.72		6.92						4.12						
Base Follow-Up Headway (sec)		3.8		3.9						2.2						
Follow-Up Headway (sec)		3.81		3.91						2.21						

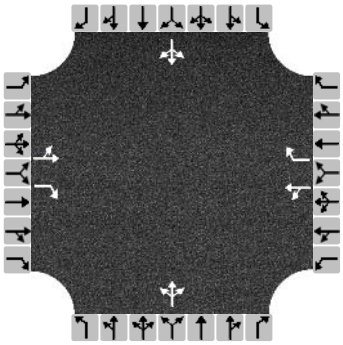
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1045		43						78						
Capacity, c (veh/h)		605		896						1063						
v/c Ratio		1.73		0.05						0.07						
95% Queue Length, Q_{95} (veh)		61.3		0.2						0.2						
Control Delay (s/veh)		351.2		9.2						8.7						
Level of Service, LOS		F		A						A						
Approach Delay (s/veh)		337.7								1.7						
Approach LOS		F														

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2022	North/South Street	ELYSIAN PARK DR
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.99
Time Analyzed	AM PEAK HOUR		
Project Description	EXISTING		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	82	0	0	68	0	0	0	0	1	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	86	0		69	0		0			1		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.076	0.000		0.061	0.000		0.000			0.001		
Final Departure Headway, hd (s)	4.57	3.88		4.56	3.89		4.27			4.47		
Final Degree of Utilization, x	0.109	0.000		0.087	0.000		0.000			0.001		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.27	1.58		2.26	1.59		2.27			2.47		

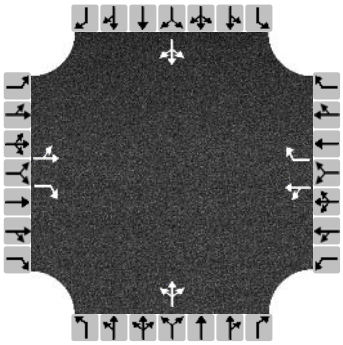
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	86	0		69	0		0			1		
Capacity	788	0		789	0		0			805		
95% Queue Length, Q_{95} (veh)	0.4	0.0		0.3	0.0		0.0			0.0		
Control Delay (s/veh)	7.8	6.6		7.7	6.6		7.3			7.5		
Level of Service, LOS	A			A						A		
Approach Delay (s/veh)	7.8			7.7			0.0			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.8						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2022	North/South Street	ELYSIAN PARK DR
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.99
Time Analyzed	AM PEAK HOUR		
Project Description	EXISTING+PROJECT		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	85	0	0	69	0	0	0	0	1	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	89	0		70	0		0			1		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.079	0.000		0.062	0.000		0.000			0.001		
Final Departure Headway, hd (s)	4.57	3.88		4.56	3.90		4.28			4.48		
Final Degree of Utilization, x	0.113	0.000		0.088	0.000		0.000			0.001		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.27	1.58		2.26	1.60		2.28			2.48		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	89	0		70	0		0			1		
Capacity	788	0		789	0		0			804		
95% Queue Length, Q_{95} (veh)	0.4	0.0		0.3	0.0		0.0			0.0		
Control Delay (s/veh)	7.8	6.6		7.7	6.6		7.3			7.5		
Level of Service, LOS	A			A						A		
Approach Delay (s/veh)	7.8			7.7			0.0			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.8						A					

HCS7 All-Way Stop Control Report

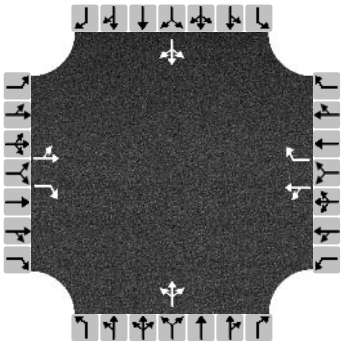
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/24/2022
Analysis Year	2024
Analysis Time Period (hrs)	0.25
Time Analyzed	AM PEAK HOUR
Project Description	FUTURE WO PROJECT

Site Information

Intersection	2
Jurisdiction	LOS ANGELES
East/West Street	SCOTT AVENUE
North/South Street	ELYSIAN PARK DR
Peak Hour Factor	0.99

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	87	0	0	73	0	0	0	0	1	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	91	0		74	0		0			1		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.081	0.000		0.066	0.000		0.000			0.001		
Final Departure Headway, hd (s)	4.57	3.89		4.56	3.90		4.30			4.49		
Final Degree of Utilization, x	0.115	0.000		0.093	0.000		0.000			0.001		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.27	1.59		2.26	1.60		2.30			2.49		

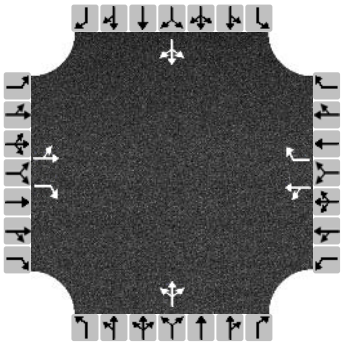
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	91	0		74	0		0			1		
Capacity	788	0		789	0		0			801		
95% Queue Length, Q_{95} (veh)	0.4	0.0		0.3	0.0		0.0			0.0		
Control Delay (s/veh)	7.9	6.6		7.7	6.6		7.3			7.5		
Level of Service, LOS	A			A						A		
Approach Delay (s/veh)	7.9			7.7			0.0			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.8						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2024	North/South Street	ELYSIAN PARK DR
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.99
Time Analyzed	AM PEAK HOUR		
Project Description	FUTURE WITH PROJECT		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	3	90	0	0	74	0	0	0	0	1	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	94	0		75	0		0			1		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.084	0.000		0.066	0.000		0.000			0.001		
Final Departure Headway, hd (s)	4.57	3.89		4.57	3.90		4.31			4.50		
Final Degree of Utilization, x	0.119	0.000		0.095	0.000		0.000			0.001		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.27	1.59		2.27	1.60		2.31			2.50		

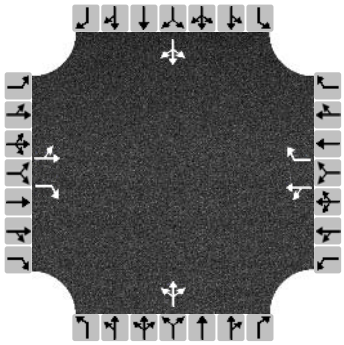
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	94	0		75	0		0			1		
Capacity	788	0		789	0		0			799		
95% Queue Length, Q_{95} (veh)	0.4	0.0		0.3	0.0		0.0			0.0		
Control Delay (s/veh)	7.9	6.6		7.7	6.6		7.3			7.5		
Level of Service, LOS	A			A						A		
Approach Delay (s/veh)	7.9			7.7			0.0			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.8						A					

HCS 2010 All-Way Stop-Control Summary Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2022	North/South Street	ELYSIAN PARK DR
Time Analyzed	0.25	Peak Hour Factor	0.99
Anaylysis Time Period (hrs)	PM PEAK HOUR		
Project Description	EXISTING		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	107	1	0	122	0	2	0	0	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	109	1		123	0		2			0		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.097	0.001		0.110	0.000		0.002			0.000		
Final Departure Headway, hd (s)	4.59	3.92		4.57	3.91		4.65			4.45		
Final Degree of Utilization, x	0.139	0.001		0.157	0.000		0.003			0.000		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.29	1.62		2.27	1.61		2.65			2.45		

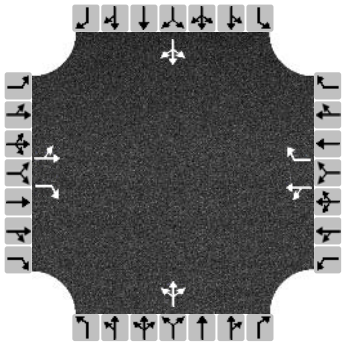
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	109	1		123	0		2			0		
Capacity	784	918		787	0		775			772		
95% Queue Length, Q_{95} (veh)	0.5	0.0		0.6	0.0		0.0			0.0		
Control Delay (s/veh)	8.0	6.6		8.1	6.6		7.7			7.5		
Level of Service, LOS	A	A		A			A			A		
Approach Delay (s/veh)	8.0			8.1			7.7			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.1						A					

HCS 2010 All-Way Stop-Control Summary Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2022	North/South Street	ELYSIAN PARK DR
Time Analyzed	0.25	Peak Hour Factor	0.99
Anaylysis Time Period (hrs)	PM PEAK HOUR		
Project Description	EXISTING+PROJECT		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	109	1	0	125	0	2	0	0	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	111	1		126	0		2			0		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.099	0.001		0.112	0.000		0.002			0.000		
Final Departure Headway, hd (s)	4.59	3.92		4.58	3.91		4.66			4.46		
Final Degree of Utilization, x	0.142	0.001		0.160	0.000		0.003			0.000		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.29	1.62		2.28	1.61		2.66			2.46		

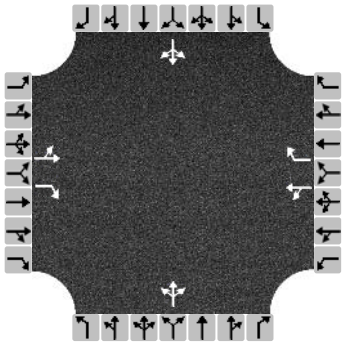
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	111	1		126	0		2			0		
Capacity	784	918		787	0		773			772		
95% Queue Length, Q_{95} (veh)	0.5	0.0		0.6	0.0		0.0			0.0		
Control Delay (s/veh)	8.1	6.6		8.1	6.6		7.7			7.5		
Level of Service, LOS	A	A		A			A			A		
Approach Delay (s/veh)	8.0			8.1			7.7			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.1						A					

HCS 2010 All-Way Stop-Control Summary Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2024	North/South Street	ELYSIAN PARK DR
Time Analyzed	0.25	Peak Hour Factor	0.99
Anaylysis Time Period (hrs)	PM PEAK HOUR		
Project Description	FUTURE WITHOUT PROJECT		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	112	1	0	128	0	2	0	0	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	114	1		129	0		2			0		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.101	0.001		0.115	0.000		0.002			0.000		
Final Departure Headway, hd (s)	4.60	3.93		4.58	3.91		4.67			4.48		
Final Degree of Utilization, x	0.146	0.001		0.164	0.000		0.003			0.000		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.30	1.63		2.28	1.61		2.67			2.48		

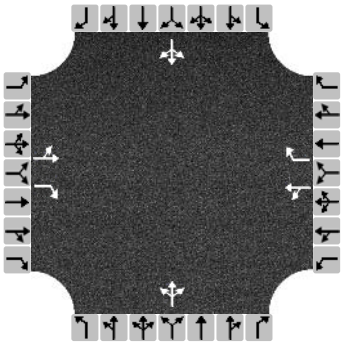
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	114	1		129	0		2			0		
Capacity	783	917		786	0		771			772		
95% Queue Length, Q_{95} (veh)	0.5	0.0		0.6	0.0		0.0			0.0		
Control Delay (s/veh)	8.1	6.6		8.2	6.6		7.7			7.5		
Level of Service, LOS	A	A		A			A			A		
Approach Delay (s/veh)	8.1			8.2			7.7			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.1						A					

HCS 2010 All-Way Stop-Control Summary Report

General Information		Site Information	
Analyst	LF	Intersection	2
Agency/Co.	OTC, INC	Jurisdiction	LOS ANGELES
Date Performed	1/24/2022	East/West Street	SCOTT AVENUE
Analysis Year	2024	North/South Street	ELYSIAN PARK DR
Time Analyzed	0.25	Peak Hour Factor	0.99
Anaylysis Time Period (hrs)	PM PEAK HOUR		
Project Description	FUTURE WITH PROJECT		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1	114	1	0	131	0	2	0	0	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LT	R		LT	R		LTR			LTR		
Flow Rate, v (veh/h)	116	1		132	0		2			0		
Percent Heavy Vehicles	0	2		0	2		0			0		

Departure Headway and Service Time

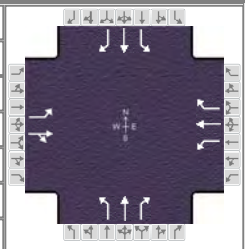
Initial Departure Headway, hd (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.103	0.001		0.118	0.000		0.002			0.000		
Final Departure Headway, hd (s)	4.60	3.93		4.58	3.91		4.68			4.49		
Final Degree of Utilization, x	0.148	0.001		0.168	0.000		0.003			0.000		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, ts (s)	2.30	1.63		2.28	1.61		2.68			2.49		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	116	1		132	0		2			0		
Capacity	783	917		786	0		769			772		
95% Queue Length, Q_{95} (veh)	0.5	0.0		0.6	0.0		0.0			0.0		
Control Delay (s/veh)	8.1	6.6		8.2	6.6		7.7			7.5		
Level of Service, LOS	A	A		A			A			A		
Approach Delay (s/veh)	8.1			8.2			7.7			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.1						A					

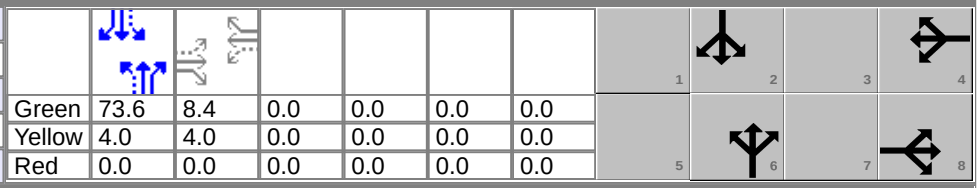
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	5	55	40	91	0	7	4	0	4	1396	30

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	73.6	8.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

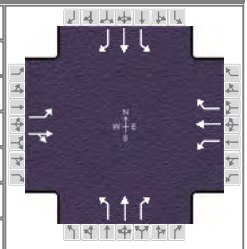
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		12.4		12.4		77.6		77.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		6.9		8.0				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	8	63		42	96	0	7	4	0	4	1469	32
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1320	1631		1360	1900	1610	366	1900	1610	1435	1900	1610
Queue Service Time (g_s), s	0.6	3.3		2.7	4.3	0.0	1.5	0.0	0.0	0.0	56.0	0.3
Cycle Queue Clearance Time (g_c), s	4.9	3.3		6.0	4.3	0.0	57.4	0.0	0.0	0.1	56.0	0.3
Green Ratio (*g/C*)	0.09	0.09		0.09	0.09	0.09	0.82	0.82	0.82	0.82	0.82	0.82
Capacity (*c*), veh/h	140	153		157	178	151	152	1553	1316	1252	1553	1316
Volume-to-Capacity Ratio (*X*)	0.060	0.414		0.268	0.539	0.000	0.049	0.003	0.000	0.003	0.946	0.024
Back of Queue (*Q*), ft/ln (85 th percentile)	8	59.1		40.7	87.4	0	6.9	0.3	0	0.4	481	2.7
Back of Queue (*Q*), veh/ln (85 th percentile)	0.3	2.4		1.6	3.5	0.0	0.3	0.0	0.0	0.0	19.2	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.04	0.00		0.21	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.3	38.5		41.3	38.9	0.0	29.7	1.5	0.0	1.5	6.6	1.5
Incremental Delay (d_2), s/veh	0.1	0.7		0.3	0.9	0.0	0.6	0.0	0.0	0.0	13.2	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.4	39.1		41.6	39.9	0.0	30.3	1.5	0.0	1.5	19.8	1.6
Level of Service (LOS)	D	D		D	D		C	A		A	B	A
Approach Delay, s/veh / LOS	39.4	D		40.4	D		19.8	B		19.3	B	
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.13	B	2.00	B	1.81	B
Bicycle LOS Score / LOS	0.61	A	0.72	A	0.51	A	2.97	C

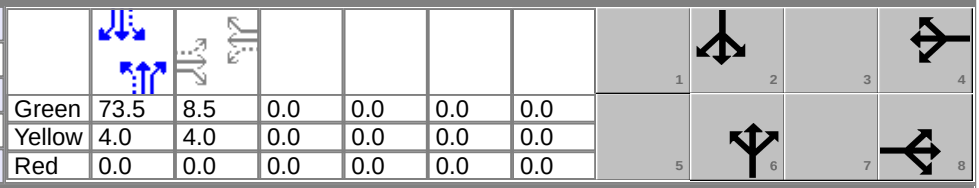
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY AM EXISTING+PR…		
Project Description	EXISTING + PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	5	58	40	92	0	8	5	0	4	1399	30

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	73.5	8.5	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

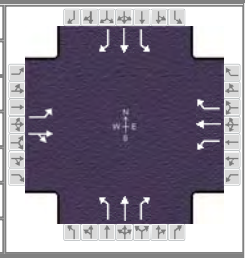
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		12.5		12.5		77.5		77.5
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		6.9		8.2				
Green Extension Time (g_e), s		0.4		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	8	66		42	97	0	8	5	0	4	1473	32
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1319	1630		1356	1900	1610	365	1900	1610	1433	1900	1610
Queue Service Time (g_s), s	0.6	3.5		2.7	4.4	0.0	1.7	0.0	0.0	0.0	57.2	0.3
Cycle Queue Clearance Time (g_c), s	4.9	3.5		6.2	4.4	0.0	58.9	0.0	0.0	0.1	57.2	0.3
Green Ratio (*g/C*)	0.09	0.09		0.09	0.09	0.09	0.82	0.82	0.82	0.82	0.82	0.82
Capacity (*c*), veh/h	142	156		157	182	154	146	1550	1313	1248	1550	1313
Volume-to-Capacity Ratio (*X*)	0.059	0.426		0.267	0.533	0.000	0.058	0.003	0.000	0.003	0.950	0.024
Back of Queue (*Q*), ft/ln (85 th percentile)	8	61.9		40.7	87.9	0	8.1	0.4	0	0.4	501.3	2.8
Back of Queue (*Q*), veh/ln (85 th percentile)	0.3	2.5		1.6	3.5	0.0	0.3	0.0	0.0	0.0	20.1	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.04	0.00		0.21	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.1	38.4		41.3	38.8	0.0	30.9	1.5	0.0	1.5	6.8	1.6
Incremental Delay (d_2), s/veh	0.1	0.7		0.3	0.9	0.0	0.8	0.0	0.0	0.0	13.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.2	39.1		41.6	39.7	0.0	31.7	1.5	0.0	1.5	20.6	1.6
Level of Service (LOS)	D	D		D	D		C	A		A	C	A
Approach Delay, s/veh / LOS	39.3	D		40.3	D		20.1	C		20.1	C	
Intersection Delay, s/veh / LOS	22.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.13	B	2.01	B	1.81	B
Bicycle LOS Score / LOS	0.61	A	0.72	A	0.51	A	2.98	C

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY AM FUTURE WO P…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	5	58	42	95	0	10	20	0	4	1462	31

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	73.3	8.7	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

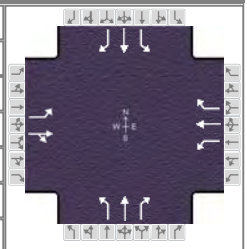
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		12.7		12.7		77.3		77.3
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		7.1		8.3				
Green Extension Time (g_e), s		0.4		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	9	66		44	100	0	11	21	0	4	1539	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1315	1630		1356	1900	1610	342	1900	1610	1413	1900	1610
Queue Service Time (g_s), s	0.6	3.4		2.9	4.5	0.0	2.0	0.2	0.0	0.1	71.4	0.3
Cycle Queue Clearance Time (g_c), s	5.1	3.4		6.3	4.5	0.0	73.3	0.2	0.0	0.2	71.4	0.3
Green Ratio (*g/C*)	0.10	0.10		0.10	0.10	0.10	0.81	0.81	0.81	0.81	0.81	0.81
Capacity (*c*), veh/h	142	158		160	185	156	87	1546	1311	1227	1546	1311
Volume-to-Capacity Ratio (*X*)	0.067	0.419		0.277	0.542	0.000	0.120	0.014	0.000	0.003	0.995	0.025
Back of Queue (*Q*), ft/ln (85 th percentile)	9	61.8		42.7	90.2	0	13.4	1.8	0	0.4	669.6	2.9
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	2.5		1.7	3.6	0.0	0.5	0.1	0.0	0.0	26.8	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.05	0.00		0.22	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.2	38.2		41.2	38.7	0.0	44.3	1.6	0.0	1.6	8.2	1.6
Incremental Delay (d_2), s/veh	0.1	0.7		0.3	0.9	0.0	2.8	0.0	0.0	0.0	21.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.2	38.9		41.5	39.6	0.0	47.1	1.6	0.0	1.6	30.0	1.6
Level of Service (LOS)	D	D		D	D		D	A		A	C	A
Approach Delay, s/veh / LOS	39.2	D		40.2	D		16.8	B		29.3	C	
Intersection Delay, s/veh / LOS	30.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.13	B	2.01	B	1.82	B
Bicycle LOS Score / LOS	0.61	A	0.73	A	0.54	A	3.09	C

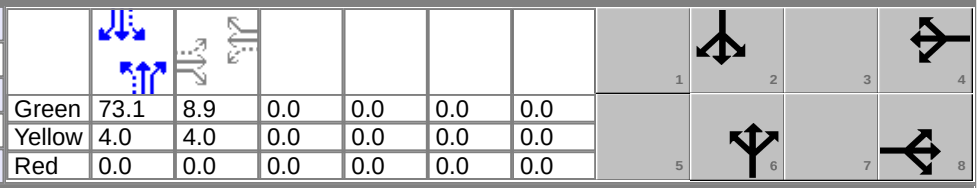
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY AM FUTURE WITH…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	5	61	42	96	0	11	21	0	4	1465	31

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	73.1	8.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

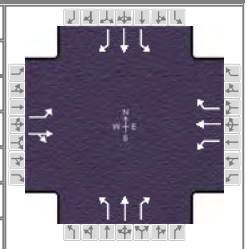
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		12.9		12.9		77.1		77.1
Change Period, (*Y+R c*), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (*g s*), s		7.2		8.5				
Green Extension Time (*g e*), s		0.4		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	9	69		44	101	0	12	22	0	4	1542	33
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1314	1629		1352	1900	1610	341	1900	1610	1412	1900	1610
Queue Service Time (*g s*), s	0.6	3.6		2.9	4.6	0.0	0.3	0.2	0.0	0.1	73.0	0.4
Cycle Queue Clearance Time (*g c*), s	5.2	3.6		6.5	4.6	0.0	73.1	0.2	0.0	0.3	73.0	0.4
Green Ratio (*g/C*)	0.10	0.10		0.10	0.10	0.10	0.81	0.81	0.81	0.81	0.81	0.81
Capacity (*c*), veh/h	144	162		160	189	160	81	1543	1307	1223	1543	1307
Volume-to-Capacity Ratio (*X*)	0.066	0.430		0.276	0.536	0.000	0.142	0.014	0.000	0.003	1.000	0.025
Back of Queue (*Q*), ft/ln (85 th percentile)	9	64.8		42.6	90.8	0	15.1	1.9	0	0.4	698	3
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	2.6		1.7	3.6	0.0	0.6	0.1	0.0	0.0	27.9	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.05	0.00		0.22	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	41.0	38.1		41.2	38.6	0.0	45.0	1.6	0.0	1.6	8.5	1.6
Incremental Delay (*d 2*), s/veh	0.1	0.7		0.3	0.9	0.0	3.6	0.0	0.0	0.0	22.8	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	41.1	38.8		41.5	39.4	0.0	48.6	1.6	0.0	1.6	31.3	1.7
Level of Service (LOS)	D	D		D	D		D	A		A	C	A
Approach Delay, s/veh / LOS	39.1	D		40.1	D		17.8	B		30.6	C	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.13	B	2.01	B	1.82	B
Bicycle LOS Score / LOS	0.62	A	0.73	A	0.54	A	3.09	C

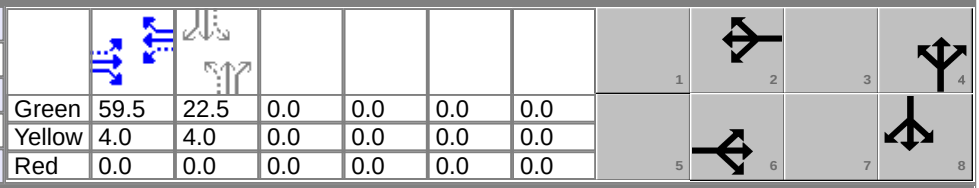
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY PM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	98	83	56	992	207	1	8	24	34	406	49

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	59.5	22.5	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

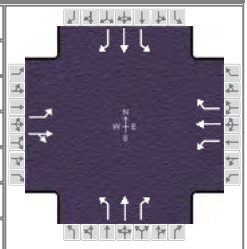
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		63.5		63.5		26.5		26.5
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						21.7		21.6
Green Extension Time (g_e), s		0.0		0.0		0.9		0.9
Phase Call Probability						1.00		1.00
Max Out Probability						0.02		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	76	191		59	1044	218	1	8	25	36	427	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	549	1755		1212	1900	1610	975	1900	1610	1429	1900	1610
Queue Service Time (g_s), s	10.9	3.7		1.8	37.3	4.8	0.1	0.3	1.1	1.7	19.6	2.2
Cycle Queue Clearance Time (g_c), s	48.1	3.7		5.5	37.3	4.8	19.7	0.3	1.1	2.1	19.6	2.2
Green Ratio (*g/C*)	0.66	0.66		0.66	0.66	0.66	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	215	1159		830	1255	1064	112	476	403	433	476	403
Volume-to-Capacity Ratio (*X*)	0.352	0.164		0.071	0.832	0.205	0.009	0.018	0.063	0.083	0.898	0.128
Back of Queue (*Q*), ft/ln (50 th percentile)	41.2	31.2		10.9	368.8	37.1	0.6	3.3	10.1	14.5	245.2	21
Back of Queue (*Q*), veh/ln (50 th percentile)	1.6	1.2		0.4	14.8	1.5	0.0	0.1	0.4	0.6	9.8	0.8
Queue Storage Ratio (*RQ*) (50 th percentile)	0.23	0.00		0.06	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	29.6	5.8		6.9	11.5	6.0	42.1	25.4	25.7	26.2	32.6	26.1
Incremental Delay (d_2), s/veh	4.5	0.3		0.2	6.5	0.4	0.0	0.0	0.0	0.0	9.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	34.1	6.1		7.0	18.0	6.4	42.1	25.4	25.7	26.2	41.6	26.2
Level of Service (LOS)	C	A		A	B	A	D	C	C	C	D	C
Approach Delay, s/veh / LOS	14.1	B		15.6	B		26.1	C		39.0	D	
Intersection Delay, s/veh / LOS	21.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.05	B	2.05	B	2.12	B	1.93	B
Bicycle LOS Score / LOS	0.93	A	2.67	C	0.54	A	1.34	A

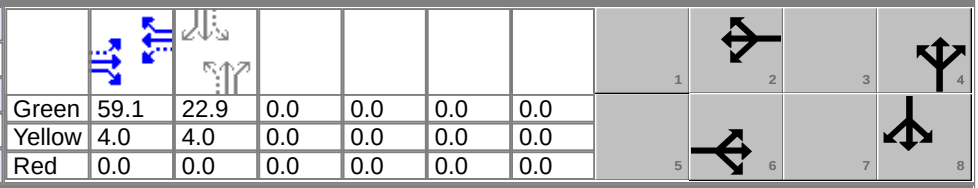
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY PM EXISTING+PR…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	98	85	56	992	207	4	11	24	34	408	49

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	59.1	22.9	0.0	0.0	0.0	0.0					
Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0					

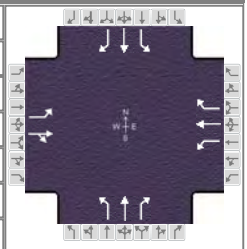
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		63.1		63.1		26.9		26.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						22.0		21.6
Green Extension Time (g_e), s		0.0		0.0		0.9		0.9
Phase Call Probability						1.00		1.00
Max Out Probability						0.02		0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	76	193		59	1044	218	4	12	25	36	429	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	549	1753		1209	1900	1610	974	1900	1610	1425	1900	1610
Queue Service Time (g_s), s	11.0	3.8		1.8	37.7	4.8	0.4	0.4	1.1	1.7	19.6	2.2
Cycle Queue Clearance Time (g_c), s	48.7	3.8		5.6	37.7	4.8	20.0	0.4	1.1	2.1	19.6	2.2
Green Ratio (*g/C*)	0.66	0.66		0.66	0.66	0.66	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	211	1152		823	1248	1058	116	483	409	436	483	409
Volume-to-Capacity Ratio (*X*)	0.360	0.167		0.072	0.837	0.206	0.036	0.024	0.062	0.082	0.889	0.126
Back of Queue (*Q*), ft/ln (50 th percentile)	41.9	32.1		11.1	375.5	37.6	2.3	4.6	10	14.5	243.9	20.8
Back of Queue (*Q*), veh/ln (50 th percentile)	1.7	1.3		0.4	15.0	1.5	0.1	0.2	0.4	0.6	9.8	0.8
Queue Storage Ratio (*RQ*) (50 th percentile)	0.23	0.00		0.06	0.00	0.00	0.02	0.00	0.08	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	30.3	6.0		7.0	11.8	6.1	42.0	25.2	25.4	26.0	32.3	25.9
Incremental Delay (d_2), s/veh	4.7	0.3		0.2	6.8	0.4	0.0	0.0	0.0	0.0	8.4	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.0	6.3		7.2	18.5	6.6	42.0	25.2	25.4	26.0	40.8	25.9
Level of Service (LOS)	D	A		A	B	A	D	C	C	C	D	C
Approach Delay, s/veh / LOS	14.4	B		16.1	B		27.1	C		38.3	D	
Intersection Delay, s/veh / LOS	21.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.06	B	2.12	B	1.93	B
Bicycle LOS Score / LOS	0.93	A	2.67	C	0.56	A	1.34	A

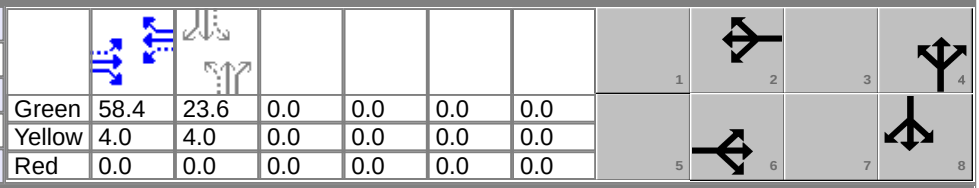
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY PM FUTURE WO P…		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	102	86	58	1035	216	1	11	25	36	427	51

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	58.4	23.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

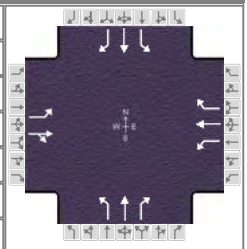
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		62.4		62.4		27.6		27.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						22.7		22.6
Green Extension Time (g_e), s		0.0		0.0		0.9		0.9
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	79	198		61	1089	227	1	12	26	38	449	54
Adjusted Saturation Flow Rate (*s*), veh/h/ln	526	1755		1203	1900	1610	956	1900	1610	1425	1900	1610
Queue Service Time (g_s), s	13.1	4.0		1.9	42.4	5.2	0.1	0.4	1.1	1.8	20.6	2.3
Cycle Queue Clearance Time (g_c), s	55.5	4.0		5.9	42.4	5.2	20.7	0.4	1.1	2.2	20.6	2.3
Green Ratio (*g/C*)	0.65	0.65		0.65	0.65	0.65	0.26	0.26	0.26	0.26	0.26	0.26
Capacity (*c*), veh/h	173	1139		808	1233	1045	112	498	422	447	498	422
Volume-to-Capacity Ratio (*X*)	0.455	0.174		0.076	0.883	0.218	0.009	0.023	0.062	0.085	0.903	0.127
Back of Queue (*Q*), ft/ln (50 th percentile)	50.7	34.1		11.9	442	40.9	0.6	4.5	10.3	15.1	262	21.5
Back of Queue (*Q*), veh/ln (50 th percentile)	2.0	1.4		0.5	17.7	1.6	0.0	0.2	0.4	0.6	10.5	0.9
Queue Storage Ratio (*RQ*) (50 th percentile)	0.28	0.00		0.06	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	35.8	6.2		7.4	13.0	6.5	42.1	24.7	24.9	25.5	32.1	25.4
Incremental Delay (d_2), s/veh	8.4	0.3		0.2	9.4	0.5	0.0	0.0	0.0	0.0	10.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.2	6.6		7.6	22.4	6.9	42.1	24.7	24.9	25.5	42.5	25.4
Level of Service (LOS)	D	A		A	C	A	D	C	C	C	D	C
Approach Delay, s/veh / LOS	17.3	B		19.2	B		25.3	C		39.6	D	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.06	B	2.12	B	1.93	B
Bicycle LOS Score / LOS	0.94	A	2.76	C	0.55	A	1.38	A

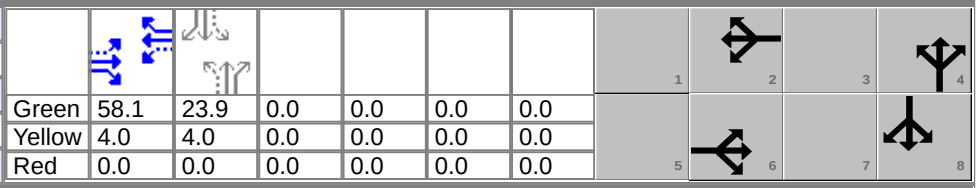
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3A STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3A SCOTT & STADIUM WAY PM FUTURE W PR…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	102	88	58	1035	216	4	14	25	36	429	51

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	58.1	23.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

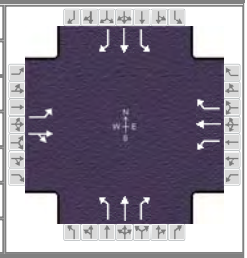
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		62.1		62.1		27.9		27.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						23.0		22.6
Green Extension Time (g_e), s		0.0		0.0		0.9		0.9
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	79	200		61	1089	227	4	15	26	38	452	54
Adjusted Saturation Flow Rate (*s*), veh/h/ln	526	1754		1201	1900	1610	954	1900	1610	1421	1900	1610
Queue Service Time (g_s), s	13.2	4.1		1.9	42.9	5.2	0.4	0.5	1.1	1.8	20.6	2.3
Cycle Queue Clearance Time (g_c), s	56.1	4.1		6.0	42.9	5.2	21.0	0.5	1.1	2.3	20.6	2.3
Green Ratio (*g/C*)	0.65	0.65		0.65	0.65	0.65	0.27	0.27	0.27	0.27	0.27	0.27
Capacity (*c*), veh/h	169	1132		800	1227	1039	115	505	428	449	505	428
Volume-to-Capacity Ratio (*X*)	0.468	0.177		0.076	0.888	0.219	0.037	0.029	0.062	0.084	0.895	0.126
Back of Queue (*Q*), ft/ln (50 th percentile)	51.7	35.2		12.1	451.7	41.7	2.3	5.7	10.3	15.1	260.2	21.3
Back of Queue (*Q*), veh/ln (50 th percentile)	2.1	1.4		0.5	18.1	1.7	0.1	0.2	0.4	0.6	10.4	0.9
Queue Storage Ratio (*RQ*) (50 th percentile)	0.29	0.00		0.06	0.00	0.00	0.02	0.00	0.09	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	36.6	6.4		7.6	13.3	6.6	41.9	24.5	24.7	25.3	31.8	25.1
Incremental Delay (d_2), s/veh	9.0	0.3		0.2	9.8	0.5	0.0	0.0	0.0	0.0	9.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	6.7		7.8	23.0	7.1	42.0	24.5	24.7	25.3	41.7	25.2
Level of Service (LOS)	D	A		A	C	A	D	C	C	C	D	C
Approach Delay, s/veh / LOS	17.7	B		19.7	B		26.2	C		38.9	D	
Intersection Delay, s/veh / LOS	24.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	2.06	B	2.12	B	1.93	B
Bicycle LOS Score / LOS	0.95	A	2.76	C	0.56	A	1.38	A

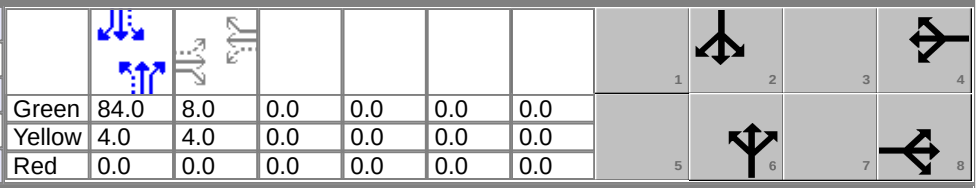
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL AM EXISTI…		
Project Description	EXISTING (APRIL)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	2	48	27	93	0	7	3	0	6	1622	21

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	84.0	8.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

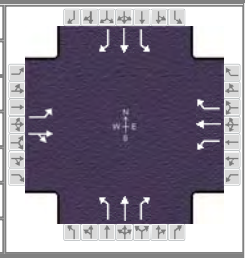
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		12.0		12.0		88.0		88.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.1		3.1		0.0		0.0
Queue Clearance Time (g_s), s		7.8		7.1				
Green Extension Time (g_e), s		0.2		0.2		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.01		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	11	53		28	98	0	7	3	0	6	1707	22
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1318	1620		1373	1900	1610	291	1900	1610	1436	1900	1610
Queue Service Time (g_s), s	0.8	3.1		2.0	5.0	0.0	0.0	0.0	0.0	0.1	84.0	0.2
Cycle Queue Clearance Time (g_c), s	5.8	3.1		5.1	5.0	0.0	84.0	0.0	0.0	0.1	84.0	0.2
Green Ratio (*g/C*)	0.08	0.08		0.08	0.08	0.08	0.84	0.84	0.84	0.84	0.84	0.84
Capacity (*c*), veh/h	111	129		139	152	129	72	1596	1353	1278	1596	1353
Volume-to-Capacity Ratio (*X*)	0.094	0.407		0.204	0.645	0.000	0.102	0.002	0.000	0.005	1.070	0.016
Back of Queue (*Q*), ft/ln (85 th percentile)	11.6	56.2		30.9	99.9	0	10.7	0.2	0	0.5	1027	1.7
Back of Queue (*Q*), veh/ln (85 th percentile)	0.5	2.2		1.2	4.0	0.0	0.4	0.0	0.0	0.0	41.1	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.06	0.00		0.16	0.00	0.00	0.09	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh	47.4	43.8		46.2	44.6	0.0	50.0	1.3	0.0	1.3	8.0	1.3
Incremental Delay (d_2), s/veh	0.1	0.8		0.3	1.7	0.0	2.8	0.0	0.0	0.0	43.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.6	44.5		46.4	46.3	0.0	52.8	1.3	0.0	1.3	51.7	1.3
Level of Service (LOS)	D	D		D	D		D	A		A	F	A
Approach Delay, s/veh / LOS	45.0	D		46.4	D		37.4	D		50.9	D	
Intersection Delay, s/veh / LOS	50.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.5	B	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	0.5	A	3.4	C

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL AM EXISTI…		
Project Description	EXISTING (APRIL) + PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	2	67	27	93	0	14	3	0	6	1622	21

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	83.6	8.4	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

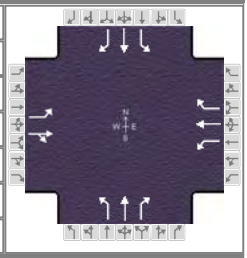
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		12.4		12.4		87.6		87.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		7.7		8.4				
Green Extension Time (g_e), s		0.1		0.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.92		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	11	73		28	98	0	15	3	0	6	1707	22
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1318	1617		1348	1900	1610	291	1900	1610	1436	1900	1610
Queue Service Time (g_s), s	0.8	4.3		2.1	5.0	0.0	0.0	0.0	0.0	0.1	83.5	0.2
Cycle Queue Clearance Time (g_c), s	5.7	4.3		6.4	5.0	0.0	83.5	0.0	0.0	0.1	83.5	0.2
Green Ratio (*g/C*)	0.08	0.08		0.08	0.08	0.08	0.84	0.84	0.84	0.84	0.84	0.84
Capacity (*c*), veh/h	118	137		128	161	136	72	1587	1345	1271	1587	1345
Volume-to-Capacity Ratio (*X*)	0.089	0.531		0.222	0.609	0.000	0.205	0.002	0.000	0.005	1.076	0.016
Back of Queue (*Q*), ft/ln (85 th percentile)	11.5	77.9		31.2	99.1	0	22	0.3	0	0.5	1083.4	1.8
Back of Queue (*Q*), veh/ln (85 th percentile)	0.5	3.1		1.2	4.0	0.0	0.9	0.0	0.0	0.0	43.3	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.06	0.00		0.16	0.00	0.00	0.18	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh	46.9	43.9		46.9	44.2	0.0	50.0	1.4	0.0	1.4	8.2	1.4
Incremental Delay (d_2), s/veh	0.1	1.2		0.3	1.4	0.0	6.3	0.0	0.0	0.0	46.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	47.1	45.1		47.2	45.6	0.0	56.3	1.4	0.0	1.4	54.2	1.4
Level of Service (LOS)	D	D		D	D		E	A		A	F	A
Approach Delay, s/veh / LOS	45.3	D		45.9	D		46.6	D		53.3	D	
Intersection Delay, s/veh / LOS	52.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.5	B	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	0.5	A	3.4	C

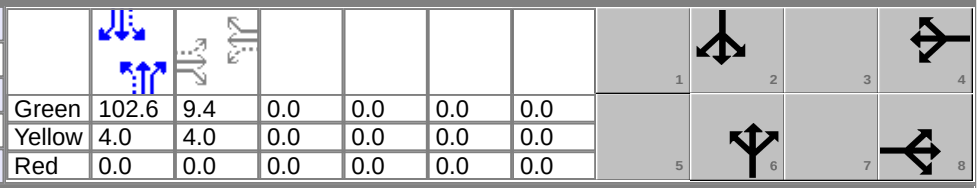
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL AM FUTUR…		
Project Description	FUTURE (APRIL) WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	2	51	28	97	0	10	19	0	6	1698	22

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	102.6	9.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

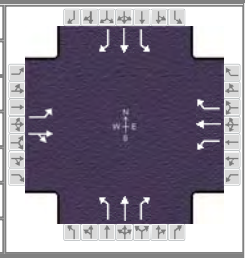
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		13.4		13.4		106.6		106.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		9.3		8.5				
Green Extension Time (g_e), s		0.1		0.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	12	56		29	102	0	11	20	0	6	1787	23
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1313	1619		1369	1900	1610	269	1900	1610	1414	1900	1610
Queue Service Time (g_s), s	1.0	3.9		2.5	6.3	0.0	0.0	0.2	0.0	0.1	102.6	0.3
Cycle Queue Clearance Time (g_c), s	7.3	3.9		6.5	6.3	0.0	102.6	0.2	0.0	0.3	102.6	0.3
Green Ratio (*g/C*)	0.08	0.08		0.08	0.08	0.08	0.86	0.86	0.86	0.86	0.86	0.86
Capacity (*c*), veh/h	94	127		122	149	126	60	1625	1377	1267	1625	1377
Volume-to-Capacity Ratio (*X*)	0.123	0.440		0.241	0.687	0.000	0.175	0.012	0.000	0.005	1.100	0.017
Back of Queue (*Q*), ft/ln (85 th percentile)	15.7	73.2		39.5	127.6	0	19	1.8	0	0.6	1390.3	2.2
Back of Queue (*Q*), veh/ln (85 th percentile)	0.6	2.9		1.6	5.1	0.0	0.8	0.1	0.0	0.0	55.6	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.09	0.00		0.21	0.00	0.00	0.16	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh	57.4	52.8		55.9	53.9	0.0	60.0	1.3	0.0	1.3	8.7	1.3
Incremental Delay (d_2), s/veh	0.2	0.9		0.4	6.1	0.0	6.3	0.0	0.0	0.0	55.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	57.7	53.7		56.3	60.0	0.0	66.3	1.3	0.0	1.3	63.7	1.3
Level of Service (LOS)	E	D		E	E		E	A		A	F	A
Approach Delay, s/veh / LOS	54.4	D		59.1	E		23.7	C		62.7	E	
Intersection Delay, s/veh / LOS	61.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.5	B	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	0.5	A	3.5	C

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL AM FUTUR…		
Project Description	FUTURE (APRIL) WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	2	70	28	97	0	17	19	0	6	1698	22

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	102.0	10.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

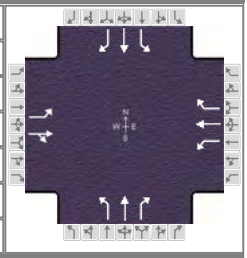
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		14.0		14.0		106.0		106.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		9.3		10.0				
Green Extension Time (g_e), s		0.1		0.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		1.00		1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	12	76		29	102	0	18	20	0	6	1787	23
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1313	1617		1345	1900	1610	269	1900	1610	1414	1900	1610
Queue Service Time (g_s), s	1.0	5.4		2.6	6.2	0.0	0.0	0.2	0.0	0.1	102.0	0.3
Cycle Queue Clearance Time (g_c), s	7.3	5.4		8.0	6.2	0.0	102.0	0.2	0.0	0.3	102.0	0.3
Green Ratio (*g/C*)	0.08	0.08		0.08	0.08	0.08	0.85	0.85	0.85	0.85	0.85	0.85
Capacity (*c*), veh/h	102	135		112	159	135	60	1614	1368	1259	1614	1368
Volume-to-Capacity Ratio (*X*)	0.114	0.560		0.263	0.642	0.000	0.298	0.012	0.000	0.005	1.107	0.017
Back of Queue (*Q*), ft/ln (85 th percentile)	15.6	95.1		39.9	125.5	0	33.5	2	0	0.7	1468.9	2.4
Back of Queue (*Q*), veh/ln (85 th percentile)	0.6	3.8		1.6	5.0	0.0	1.3	0.1	0.0	0.0	58.8	0.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.09	0.00		0.21	0.00	0.00	0.28	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh	56.8	52.9		56.7	53.2	0.0	60.0	1.4	0.0	1.4	9.0	1.4
Incremental Delay (d_2), s/veh	0.2	1.7		0.5	4.7	0.0	12.3	0.0	0.0	0.0	57.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	56.9	54.6		57.2	58.0	0.0	72.3	1.4	0.0	1.4	66.8	1.4
Level of Service (LOS)	E	D		E	E		E	A		A	F	A
Approach Delay, s/veh / LOS	54.9	D		57.8	E		34.9	C		65.8	E	
Intersection Delay, s/veh / LOS	64.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.5	B	2.3	B	2.2	B
Bicycle LOS Score / LOS	0.6	A	0.7	A	0.6	A	3.5	C

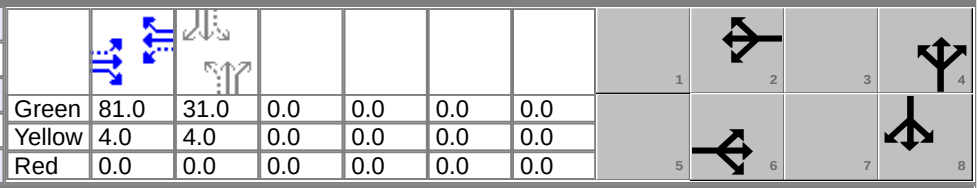
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL PM EXISTI…		
Project Description	EXISTING (APRIL)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	58	90	119	67	893	263	2	0	15	61	466	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	81.0	31.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

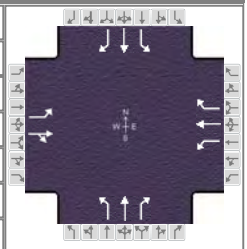
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		85.0		85.0		35.0		35.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						33.0		33.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	61	220		71	940	277	2	0	16	64	491	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln	606	1723		1179	1900	1610	920	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	8.7	5.7		2.8	38.2	8.1	0.0	0.0	0.9	3.3	31.0	2.6
Cycle Queue Clearance Time (g_c), s	46.8	5.7		8.6	38.2	8.1	31.0	0.0	0.9	3.3	31.0	2.6
Green Ratio (*g/C*)	0.68	0.68		0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Capacity (*c*), veh/h	276	1163		800	1283	1087	60	491	416	527	491	416
Volume-to-Capacity Ratio (*X*)	0.221	0.189		0.088	0.733	0.255	0.035	0.000	0.038	0.122	0.999	0.111
Back of Queue (*Q*), ft/ln (50 th percentile)	34.7	51.5		18.7	392.3	68.7	1.6	0	8.6	36.1	494.9	25.9
Back of Queue (*Q*), veh/ln (50 th percentile)	1.4	2.1		0.7	15.7	2.7	0.1	0.0	0.3	1.4	19.8	1.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.19	0.00		0.10	0.00	0.00	0.01	0.00	0.07	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	27.6	7.3		8.9	12.5	7.7	60.0	0.0	33.3	34.2	44.5	34.0
Incremental Delay (d_2), s/veh	1.8	0.4		0.2	3.7	0.6	0.1	0.0	0.0	0.0	40.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.5	7.6		9.1	16.3	8.2	60.1	0.0	33.3	34.3	84.9	34.0
Level of Service (LOS)	C	A		A	B	A	E		C	C	F	C
Approach Delay, s/veh / LOS	12.4	B		14.2	B		36.5	D		75.6	E	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	2.5	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	2.6	B	0.5	A	1.5	A

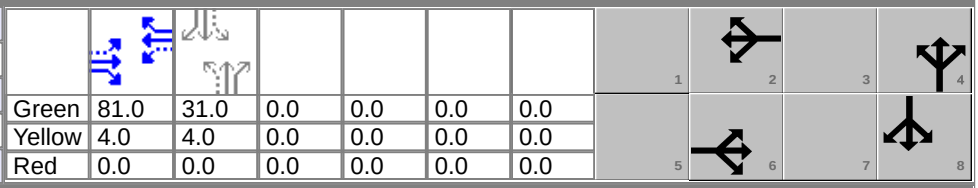
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL PM EXISTI…		
Project Description	EXISTING (APRIL) + PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	58	90	130	67	893	263	24	0	15	61	466	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	81.0	31.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

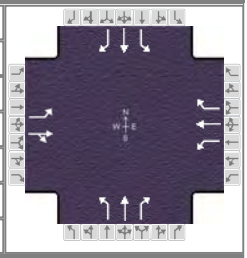
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		85.0		85.0		35.0		35.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						33.0		33.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	61	232		71	940	277	25	0	16	64	491	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln	606	1717		1167	1900	1610	920	1900	1610	1810	1900	1610
Queue Service Time (g_s), s	8.7	6.1		2.9	38.2	8.1	0.0	0.0	0.9	3.3	31.0	2.6
Cycle Queue Clearance Time (g_c), s	46.8	6.1		9.0	38.2	8.1	31.0	0.0	0.9	3.3	31.0	2.6
Green Ratio (*g/C*)	0.68	0.68		0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Capacity (*c*), veh/h	276	1159		789	1283	1087	60	491	416	527	491	416
Volume-to-Capacity Ratio (*X*)	0.221	0.200		0.089	0.733	0.255	0.420	0.000	0.038	0.122	0.999	0.111
Back of Queue (*Q*), ft/ln (50 th percentile)	34.7	54.7		18.9	392.3	68.7	19.8	0	8.6	36.1	494.9	25.9
Back of Queue (*Q*), veh/ln (50 th percentile)	1.4	2.2		0.8	15.7	2.7	0.8	0.0	0.3	1.4	19.8	1.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.19	0.00		0.10	0.00	0.00	0.16	0.00	0.07	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	27.6	7.3		9.0	12.5	7.7	60.0	0.0	33.3	34.2	44.5	34.0
Incremental Delay (d_2), s/veh	1.8	0.4		0.2	3.7	0.6	1.7	0.0	0.0	0.0	40.4	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.5	7.7		9.2	16.3	8.2	61.7	0.0	33.3	34.3	84.9	34.0
Level of Service (LOS)	C	A		A	B	A	E		C	C	F	C
Approach Delay, s/veh / LOS	12.2	B		14.2	B		50.8	D		75.6	E	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	2.5	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	2.6	B	0.6	A	1.5	A

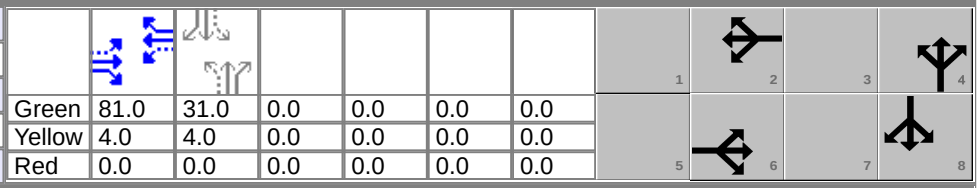
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL PM FUTUR…		
Project Description	FUTURE (APRIL) WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	94	124	70	932	275	2	2	16	64	489	46

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	81.0	31.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

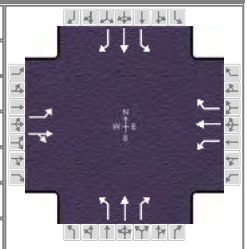
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		85.0		85.0		35.0		35.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						33.0		33.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	63	229		74	981	289	2	2	17	67	515	48
Adjusted Saturation Flow Rate (*s*), veh/h/ln	583	1724		1169	1900	1610	900	1900	1610	1437	1900	1610
Queue Service Time (g_s), s	9.8	6.0		3.0	41.6	8.5	0.0	0.1	0.9	4.4	31.0	2.8
Cycle Queue Clearance Time (g_c), s	51.4	6.0		9.0	41.6	8.5	31.0	0.1	0.9	4.5	31.0	2.8
Green Ratio (*g/C*)	0.68	0.68		0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Capacity (*c*), veh/h	251	1163		791	1283	1087	60	491	416	430	491	416
Volume-to-Capacity Ratio (*X*)	0.252	0.197		0.093	0.765	0.266	0.035	0.004	0.040	0.157	1.049	0.116
Back of Queue (*Q*), ft/ln (50 th percentile)	38.3	54.1		19.7	430.1	72.5	1.6	1.1	9.2	38.4	541.2	27.1
Back of Queue (*Q*), veh/ln (50 th percentile)	1.5	2.2		0.8	17.2	2.9	0.1	0.0	0.4	1.5	21.6	1.1
Queue Storage Ratio (*RQ*) (50 th percentile)	0.21	0.00		0.10	0.00	0.00	0.01	0.00	0.08	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	30.4	7.3		9.0	13.1	7.7	60.0	33.0	33.4	34.7	44.5	34.0
Incremental Delay (d_2), s/veh	2.4	0.4		0.2	4.4	0.6	0.1	0.0	0.0	0.1	54.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	32.8	7.7		9.2	17.5	8.3	60.1	33.0	33.4	34.8	98.5	34.1
Level of Service (LOS)	C	A		A	B	A	E	C	C	C	F	C
Approach Delay, s/veh / LOS	13.1	B		15.1	B		36.0	D		86.7	F	
Intersection Delay, s/veh / LOS	34.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	2.5	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	2.7	B	0.5	A	1.5	A

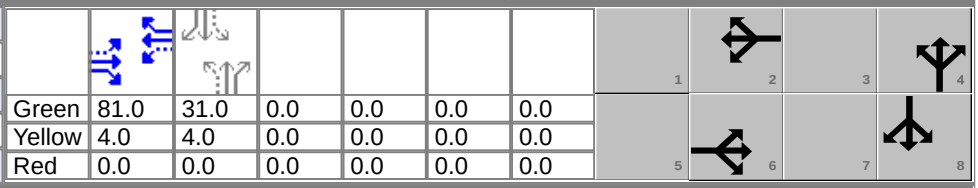
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	3B STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	SCOTT AVENUE	File Name	3B SCOTT & STADIUM WAY APRIL PM FUTUR…		
Project Description	FUTURE (APRIL) WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	94	135	70	932	275	24	2	16	64	489	46

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	81.0	31.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

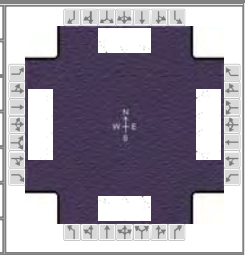
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		8
Case Number		6.0		5.0		5.0		5.0
Phase Duration, s		85.0		85.0		35.0		35.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.1		3.1
Queue Clearance Time (g_s), s						33.0		33.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	63	241		74	981	289	25	2	17	67	515	48
Adjusted Saturation Flow Rate (*s*), veh/h/ln	583	1718		1157	1900	1610	900	1900	1610	1437	1900	1610
Queue Service Time (g_s), s	9.8	6.4		3.1	41.6	8.5	0.0	0.1	0.9	4.4	31.0	2.8
Cycle Queue Clearance Time (g_c), s	51.4	6.4		9.5	41.6	8.5	31.0	0.1	0.9	4.5	31.0	2.8
Green Ratio (*g/C*)	0.68	0.68		0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Capacity (*c*), veh/h	251	1159		780	1283	1087	60	491	416	430	491	416
Volume-to-Capacity Ratio (*X*)	0.252	0.208		0.095	0.765	0.266	0.421	0.004	0.040	0.157	1.049	0.116
Back of Queue (*Q*), ft/ln (50 th percentile)	38.3	57.3		20	430.1	72.5	19.8	1.1	9.2	38.4	541.2	27.1
Back of Queue (*Q*), veh/ln (50 th percentile)	1.5	2.3		0.8	17.2	2.9	0.8	0.0	0.4	1.5	21.6	1.1
Queue Storage Ratio (*RQ*) (50 th percentile)	0.21	0.00		0.11	0.00	0.00	0.16	0.00	0.08	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	30.4	7.4		9.2	13.1	7.7	60.0	33.0	33.4	34.7	44.5	34.0
Incremental Delay (d_2), s/veh	2.4	0.4		0.2	4.4	0.6	1.7	0.0	0.0	0.1	54.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	32.8	7.8		9.4	17.5	8.3	61.7	33.0	33.4	34.8	98.5	34.1
Level of Service (LOS)	C	A		A	B	A	E	C	C	C	F	C
Approach Delay, s/veh / LOS	13.0	B		15.1	B		49.6	D		86.7	F	
Intersection Delay, s/veh / LOS	34.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.4	B	2.4	B	2.5	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	2.7	B	0.6	A	1.5	A

HCS 2010 Signalized Intersection Results Summary

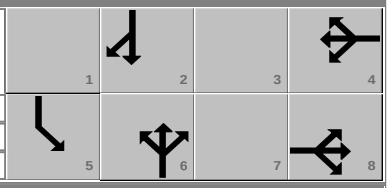
General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.99
Urban Street	STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY AM EXISTING.xus		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	0	1	2	1	4	6	114	6	11	1985	11

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

Green	1.0	41.8	0.7	0.5	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



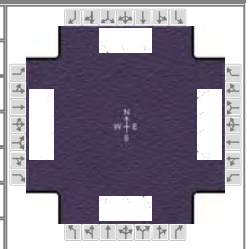
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		4.5		4.7		45.8	5.0	50.8
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.1		2.1			2.4	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.08		0.11			0.17	
Max Out Probability		0.00		0.21			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	4	0	1	2	1	4	6	61	60	11	1008	1008
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	215	1900	1866	1810	1900	1896
Queue Service Time (g_s), s	0.1	0.0	0.0	0.1	0.0	0.1	0.8	0.6	0.6	0.4	14.9	14.9
Cycle Queue Clearance Time (g_c), s	0.1	0.0	0.0	0.1	0.0	0.1	10.7	0.6	0.6	0.4	14.9	14.9
Green Ratio (*g/C*)	0.01	0.01	0.01	0.01	0.01	0.01	0.70	0.70	0.70	0.02	0.78	0.78
Capacity (*c*), veh/h	15	31	13	20	42	18	234	1325	1301	31	1484	1481
Volume-to-Capacity Ratio (*X*)	0.276	0.000	0.078	0.100	0.024	0.225	0.026	0.046	0.046	0.363	0.680	0.681
Back of Queue (*Q*), ft/ln (85 th percentile)	3.1	0	0.8	1.4	0.3	3	1.9	6.5	6.5	7.7	94.2	94.4
Back of Queue (*Q*), veh/ln (85 th percentile)	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.3	0.3	0.3	3.8	3.8
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	29.6	0.0	29.5	29.4	29.3	29.4	6.8	2.8	2.8	29.2	3.1	3.1
Incremental Delay (d_2), s/veh	3.7	0.0	0.9	0.8	0.1	2.3	0.2	0.1	0.1	2.7	2.5	2.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	33.3	0.0	30.5	30.2	29.4	31.7	7.0	2.9	2.9	31.8	5.6	5.6
Level of Service (LOS)	C	A	C	C	C	C	A	A	A	C	A	A
Approach Delay, s/veh / LOS	32.7	C		31.0	C		3.1	A		5.8	A	
Intersection Delay, s/veh / LOS	5.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.4	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	0.6	A	2.2	B

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY AM EXISTING+…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	1	2	1	4	6	117	6	11	1986	15

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

							1	2	3	4
Green	1.1	40.9	0.7	1.4	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

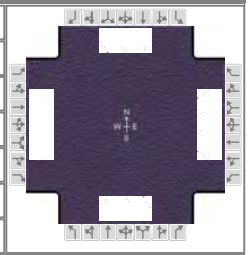
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		5.4		4.7		44.9	5.1	49.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.1		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.5		2.2			2.4	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.23		0.12			0.18	
Max Out Probability		0.00		0.22			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	15	0	1	2	1	4	6	65	65	12	1053	1053
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	197	1900	1867	1810	1900	1895
Queue Service Time (g_s), s	0.5	0.0	0.0	0.1	0.0	0.2	1.1	0.7	0.7	0.4	17.5	17.6
Cycle Queue Clearance Time (g_c), s	0.5	0.0	0.0	0.1	0.0	0.2	13.6	0.7	0.7	0.4	17.5	17.6
Green Ratio (*g/C*)	0.02	0.02	0.02	0.01	0.01	0.01	0.68	0.68	0.68	0.02	0.77	0.77
Capacity (*c*), veh/h	42	88	37	21	44	19	213	1294	1272	32	1454	1450
Volume-to-Capacity Ratio (*X*)	0.352	0.000	0.028	0.101	0.024	0.226	0.030	0.050	0.051	0.364	0.724	0.726
Back of Queue (*Q*), ft/ln (85 th percentile)	9.8	0	0.7	1.5	0.3	3.1	2.4	7.8	7.8	8	125.9	126.3
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	0.0	0.0	0.1	0.0	0.1	0.1	0.3	0.3	0.3	5.0	5.1
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	28.9	0.0	28.6	29.3	29.3	29.4	8.7	3.2	3.2	29.1	3.7	3.7
Incremental Delay (d_2), s/veh	1.9	0.0	0.1	0.8	0.1	2.2	0.3	0.1	0.1	2.6	3.2	3.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	30.7	0.0	28.8	30.1	29.4	31.6	8.9	3.2	3.2	31.7	6.9	6.9
Level of Service (LOS)	C		C	C	C	C	A	A	A	C	A	A
Approach Delay, s/veh / LOS	30.6	C		30.9	C		3.5	A		7.0	A	
Intersection Delay, s/veh / LOS	7.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	0.6	A	2.2	B

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY AM FUTURE W…		
Project Description	FUTURE WITHOUT PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	0	19	2	1	4	13	119	7	11	2072	16

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

							1	2	3	4
Green	1.1	39.0	0.7	3.2	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

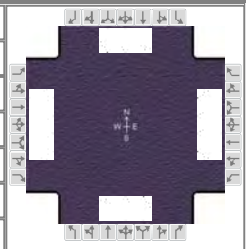
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		7.2		4.7		43.0	5.1	48.1
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.8		2.2			2.4	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.54		0.12			0.18	
Max Out Probability		0.00		0.22			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	26	0	20	2	1	4	14	66	66	12	1099	1099
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	180	1900	1863	1810	1900	1895
Queue Service Time (g_s), s	0.8	0.0	0.7	0.1	0.0	0.2	3.1	0.8	0.8	0.4	21.8	22.0
Cycle Queue Clearance Time (g_c), s	0.8	0.0	0.7	0.1	0.0	0.2	20.1	0.8	0.8	0.4	21.8	22.0
Green Ratio (*g/C*)	0.05	0.05	0.05	0.01	0.01	0.01	0.65	0.65	0.65	0.02	0.73	0.73
Capacity (*c*), veh/h	97	204	87	21	44	19	186	1236	1212	32	1396	1392
Volume-to-Capacity Ratio (*X*)	0.270	0.000	0.231	0.101	0.024	0.226	0.073	0.054	0.055	0.364	0.787	0.789
Back of Queue (*Q*), ft/ln (85 th percentile)	15.9	0	12.1	1.5	0.3	3.1	6.7	9.7	9.7	8	189.8	191.4
Back of Queue (*Q*), veh/ln (85 th percentile)	0.6	0.0	0.5	0.1	0.0	0.1	0.3	0.4	0.4	0.3	7.6	7.7
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	27.3	0.0	27.2	29.3	29.3	29.4	13.0	3.8	3.8	29.1	5.0	5.0
Incremental Delay (d_2), s/veh	0.5	0.0	0.5	0.8	0.1	2.2	0.8	0.1	0.1	2.6	4.6	4.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.8	0.0	27.7	30.1	29.4	31.6	13.7	3.9	3.9	31.7	9.6	9.7
Level of Service (LOS)	C		C	C	C	C	B	A	A	C	A	A
Approach Delay, s/veh / LOS	27.8	C		30.9	C		4.8	A		9.7	A	
Intersection Delay, s/veh / LOS	9.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	0.6	A	2.3	B

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	AM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY AM FUTURE W…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	0	19	2	1	4	13	122	7	11	2073	20

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

							1	2	3	4
Green	1.1	38.6	0.7	3.7	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

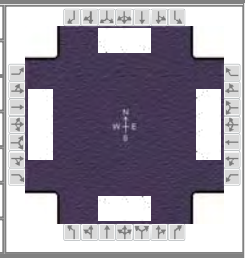
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		7.7		4.7		42.6	5.1	47.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		3.2		2.2			2.4	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.61		0.12			0.18	
Max Out Probability		0.00		0.22			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	37	0	20	2	1	4	14	68	68	12	1102	1102
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	179	1900	1864	1810	1900	1893
Queue Service Time (g_s), s	1.2	0.0	0.7	0.1	0.0	0.2	3.2	0.8	0.8	0.4	22.6	22.8
Cycle Queue Clearance Time (g_c), s	1.2	0.0	0.7	0.1	0.0	0.2	21.0	0.8	0.8	0.4	22.6	22.8
Green Ratio (*g/C*)	0.06	0.06	0.06	0.01	0.01	0.01	0.64	0.64	0.64	0.02	0.73	0.73
Capacity (*c*), veh/h	111	233	99	21	44	19	182	1222	1198	32	1382	1377
Volume-to-Capacity Ratio (*X*)	0.333	0.000	0.203	0.101	0.024	0.226	0.075	0.056	0.057	0.364	0.797	0.800
Back of Queue (*Q*), ft/ln (85 th percentile)	22.1	0	11.9	1.5	0.3	3.1	7	10.3	10.3	8	202.5	204.3
Back of Queue (*Q*), veh/ln (85 th percentile)	0.9	0.0	0.5	0.1	0.0	0.1	0.3	0.4	0.4	0.3	8.1	8.2
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.05	0.00	0.00
Uniform Delay (d_1), s/veh	27.0	0.0	26.8	29.3	29.3	29.4	13.8	4.0	4.0	29.1	5.3	5.3
Incremental Delay (d_2), s/veh	0.6	0.0	0.4	0.8	0.1	2.2	0.8	0.1	0.1	2.6	4.9	5.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.6	0.0	27.1	30.1	29.4	31.6	14.6	4.1	4.1	31.7	10.2	10.3
Level of Service (LOS)	C		C	C	C	C	B	A	A	C	B	B
Approach Delay, s/veh / LOS	27.5	C		30.9	C		5.0	A		10.3	B	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	0.6	A	2.3	B

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY PM EXISTING.x…		
Project Description	EXISTING				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	3	22	17	6	11	17	1482	12	18	633	13

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

							1	2	3	4
Green	1.6	37.0	2.7	2.7	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

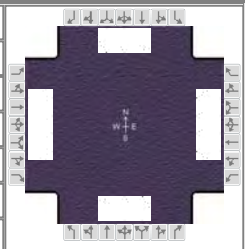
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		6.7		6.7		41.0	5.6	46.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.3		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.8		2.6			2.6	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.45		0.45			0.27	
Max Out Probability		0.00		0.64			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	9	3	23	18	6	12	18	787	786	19	341	339
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	772	1900	1895	1810	1900	1886
Queue Service Time (g_s), s	0.3	0.0	0.8	0.6	0.1	0.4	0.5	16.3	16.3	0.6	3.8	3.8
Cycle Queue Clearance Time (g_c), s	0.3	0.0	0.8	0.6	0.1	0.4	0.6	16.3	16.3	0.6	3.8	3.8
Green Ratio (*g/C*)	0.04	0.04	0.04	0.04	0.04	0.04	0.62	0.62	0.62	0.03	0.71	0.71
Capacity (*c*), veh/h	81	171	72	81	171	72	596	1171	1168	49	1349	1340
Volume-to-Capacity Ratio (*X*)	0.117	0.018	0.320	0.220	0.037	0.160	0.030	0.672	0.673	0.387	0.253	0.253
Back of Queue (*Q*), ft/ln (85 th percentile)	5.7	0.9	14.4	10.9	1.9	7.1	3.4	196.7	196.5	12.4	39.6	39.4
Back of Queue (*Q*), veh/ln (85 th percentile)	0.2	0.0	0.6	0.4	0.1	0.3	0.1	7.9	7.9	0.5	1.6	1.6
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.07	0.00	0.00
Uniform Delay (d_1), s/veh	27.5	27.4	27.8	27.6	27.4	27.6	4.5	7.5	7.5	28.7	3.1	3.1
Incremental Delay (d_2), s/veh	0.2	0.0	0.9	0.5	0.0	0.4	0.1	3.1	3.1	1.8	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.7	27.4	28.7	28.1	27.4	27.9	4.6	10.6	10.6	30.5	3.5	3.5
Level of Service (LOS)	C	C	C	C	C	C	A	B	B	C	A	A
Approach Delay, s/veh / LOS	28.3	C		28.0	C		10.6	B		4.3	A	
Intersection Delay, s/veh / LOS	9.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	1.8	A	1.1	A

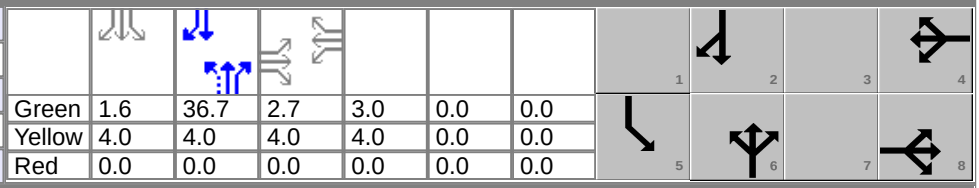
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY PM EXISTING+…		
Project Description	EXISTING+PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	3	22	17	6	11	17	1484	12	18	636	25

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



Green	1.6	36.7	2.7	3.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

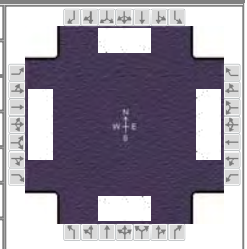
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		7.0		6.7		40.7	5.6	46.3
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.3		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.8		2.6			2.6	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.50		0.45			0.27	
Max Out Probability		0.00		0.64			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	16	3	23	18	6	12	18	788	787	19	350	346
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	761	1900	1895	1810	1900	1874
Queue Service Time (g_s), s	0.5	0.0	0.8	0.6	0.1	0.4	0.6	16.5	16.6	0.6	4.0	4.0
Cycle Queue Clearance Time (g_c), s	0.5	0.0	0.8	0.6	0.1	0.4	0.6	16.5	16.6	0.6	4.0	4.0
Green Ratio (*g/C*)	0.05	0.05	0.05	0.04	0.04	0.04	0.61	0.61	0.61	0.03	0.70	0.70
Capacity (*c*), veh/h	91	192	81	81	171	72	585	1161	1157	49	1339	1321
Volume-to-Capacity Ratio (*X*)	0.173	0.016	0.285	0.220	0.037	0.160	0.031	0.679	0.680	0.387	0.261	0.262
Back of Queue (*Q*), ft/ln (85 th percentile)	9.5	0.9	14.2	10.9	1.9	7.1	3.5	201.2	201	12.4	43	42.5
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	0.0	0.6	0.4	0.1	0.3	0.1	8.0	8.0	0.5	1.7	1.7
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.07	0.00	0.00
Uniform Delay (d_1), s/veh	27.3	27.1	27.4	27.6	27.4	27.6	4.7	7.8	7.8	28.7	3.2	3.2
Incremental Delay (d_2), s/veh	0.3	0.0	0.7	0.5	0.0	0.4	0.1	3.2	3.2	1.8	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.6	27.1	28.2	28.1	27.4	27.9	4.8	11.0	11.0	30.5	3.7	3.7
Level of Service (LOS)	C	C	C	C	C	C	A	B	B	C	A	A
Approach Delay, s/veh / LOS	27.9	C		28.0	C		10.9	B		4.4	A	
Intersection Delay, s/veh / LOS	9.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	1.8	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY PM FUTURE W…		
Project Description	FUTURE WO PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	3	24	18	7	11	21	1547	12	19	661	16

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

							1	2	3	4	
Green	1.7	36.6	2.8	2.9	0.0	0.0	5	6	7	8	
Yellow	4.0	4.0	4.0	4.0	0.0	0.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0					

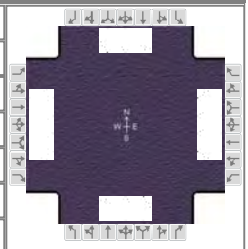
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		6.9		6.8		40.6	5.7	46.3
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.3		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.9		2.6			2.7	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.49		0.47			0.28	
Max Out Probability		0.01		0.67			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	12	3	25	19	7	12	22	821	820	20	358	355
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	749	1900	1895	1810	1900	1884
Queue Service Time (g_s), s	0.4	0.0	0.9	0.6	0.1	0.4	0.7	17.8	17.9	0.7	4.1	4.1
Cycle Queue Clearance Time (g_c), s	0.4	0.0	0.9	0.6	0.1	0.4	0.7	17.8	17.9	0.7	4.1	4.1
Green Ratio (*g/C*)	0.05	0.05	0.05	0.05	0.05	0.05	0.61	0.61	0.61	0.03	0.70	0.70
Capacity (*c*), veh/h	88	185	78	85	178	75	577	1158	1155	51	1339	1327
Volume-to-Capacity Ratio (*X*)	0.131	0.017	0.322	0.224	0.041	0.154	0.038	0.709	0.710	0.390	0.267	0.267
Back of Queue (*Q*), ft/ln (85 th percentile)	6.9	0.9	15.6	11.5	2.2	7	4.4	217.1	217	13	44.4	44.1
Back of Queue (*Q*), veh/ln (85 th percentile)	0.3	0.0	0.6	0.5	0.1	0.3	0.2	8.7	8.7	0.5	1.8	1.8
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.08	0.00	0.00
Uniform Delay (d_1), s/veh	27.3	27.2	27.6	27.5	27.3	27.5	4.7	8.1	8.1	28.6	3.2	3.2
Incremental Delay (d_2), s/veh	0.2	0.0	0.9	0.5	0.0	0.3	0.1	3.7	3.7	1.8	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.6	27.2	28.5	28.0	27.3	27.8	4.8	11.7	11.8	30.4	3.7	3.7
Level of Service (LOS)	C	C	C	C	C	C	A	B	B	C	A	A
Approach Delay, s/veh / LOS	28.1	C		27.8	C		11.7	B		4.4	A	
Intersection Delay, s/veh / LOS	10.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	1.9	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OVERLAND TRAFFIC CONSULTANTS			Duration, h	0.25
Analyst	LF	Analysis Date	Jan 24, 2022	Area Type	Other
Jurisdiction	LOS ANGELES	Time Period	PM PEAK HOUR	PHF	0.95
Urban Street	STADIUM WAY	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	VIN SCULLY AV	File Name	4 VIN SCULLY & STADIUM WAY PM FUTURE W…		
Project Description	FUTURE WITH PROJECT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	3	24	18	7	11	21	1549	12	19	664	28

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

							1	2	3	4
Green	1.7	36.3	2.8	3.2	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6	5	2
Case Number		12.0		12.0		6.3	2.0	4.0
Phase Duration, s		7.2		6.8		40.3	5.7	46.0
Change Period, ($Y+R_c$), s		4.0		4.0		4.0	4.0	4.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0	3.1	0.0
Queue Clearance Time (g_s), s		2.9		2.6			2.7	
Green Extension Time (g_e), s		0.0		0.0		0.0	0.0	0.0
Phase Call Probability		0.54		0.47			0.28	
Max Out Probability		0.01		0.67			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	18	3	25	19	7	12	22	822	821	20	367	362
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1610	738	1900	1895	1810	1900	1873
Queue Service Time (g_s), s	0.6	0.0	0.9	0.6	0.1	0.4	0.7	18.1	18.1	0.7	4.3	4.3
Cycle Queue Clearance Time (g_c), s	0.6	0.0	0.9	0.6	0.1	0.4	0.7	18.1	18.1	0.7	4.3	4.3
Green Ratio (*g/C*)	0.05	0.05	0.05	0.05	0.05	0.05	0.60	0.60	0.60	0.03	0.70	0.70
Capacity (*c*), veh/h	97	204	87	85	178	75	566	1148	1145	51	1329	1310
Volume-to-Capacity Ratio (*X*)	0.184	0.015	0.292	0.224	0.041	0.154	0.039	0.716	0.717	0.390	0.276	0.276
Back of Queue (*Q*), ft/ln (85 th percentile)	10.7	0.9	15.4	11.5	2.2	7	4.5	222.6	222.5	13	47.5	47
Back of Queue (*Q*), veh/ln (85 th percentile)	0.4	0.0	0.6	0.5	0.1	0.3	0.2	8.9	8.9	0.5	1.9	1.9
Queue Storage Ratio (*RQ*) (85 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.08	0.00	0.00
Uniform Delay (d_1), s/veh	27.1	26.9	27.3	27.5	27.3	27.5	4.8	8.3	8.3	28.6	3.4	3.4
Incremental Delay (d_2), s/veh	0.3	0.0	0.7	0.5	0.0	0.3	0.1	3.8	3.9	1.8	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.5	26.9	28.0	28.0	27.3	27.8	5.0	12.1	12.2	30.4	3.9	3.9
Level of Service (LOS)	C	C	C	C	C	C	A	B	B	C	A	A
Approach Delay, s/veh / LOS	27.7	C		27.8	C		12.0	B		4.6	A	
Intersection Delay, s/veh / LOS	10.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.8	C	3.5	C	3.5	C
Bicycle LOS Score / LOS	0.5	A	0.5	A	1.9	A	1.1	A

HCS 2010 Two-Way Stop-Control Report

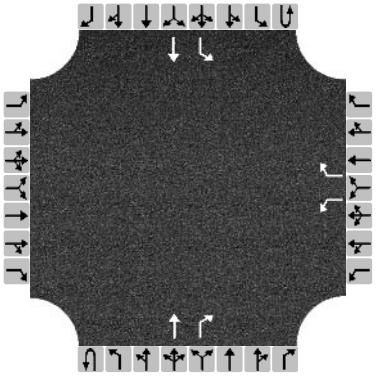
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/18/2022
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	FUTURE WITH PROJECT

Site Information

Intersection	A
Jurisdiction	LOS ANGELES
East/West Street	PROJECT DRIVEWAY
North/South Street	STADIUM WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume, V (veh/h)						5		2			149	13		6	2100	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5		2						7		
Capacity, c (veh/h)						33		880						1393		
v/c Ratio						0.15		0.00						0.01		
95% Queue Length, Q_{95} (veh)						0.5		0.0						0.0		
Control Delay (s/veh)						131.4		9.1						7.6		
Level of Service, LOS						F		A						A		
Approach Delay (s/veh)						96.5								0.0		
Approach LOS						F										

HCS 2010 Two-Way Stop-Control Report

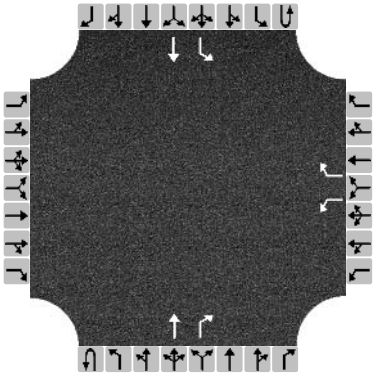
General Information

Analyst	LF
Agency/Co.	OTC, INC
Date Performed	1/18/2022
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	FUTURE WITH PROJECT

Site Information

Intersection	A
Jurisdiction	LOS ANGELES
East/West Street	PROJECT DRIVEWAY
North/South Street	STADIUM WAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume, V (veh/h)						15		7			1569	8		3	697	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						16		8						3		
Capacity, c (veh/h)						33		112						367		
v/c Ratio						0.49		0.07						0.01		
95% Queue Length, Q_{95} (veh)						1.6		0.2						0.0		
Control Delay (s/veh)						193.8		39.5						14.9		
Level of Service, LOS						F		E						B		
Approach Delay (s/veh)						142.4								0.1		
Approach LOS						F										