

Appendix I

Transportation



3822 Figueroa Street Student Housing Project Transportation Assessment

Prepared For:

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Table of Contents

Table of Contents	1
Figures	2
Tables	2
Appendices	2
I. Introduction	3
Project Description.....	3
II. Environmental Setting	7
Existing Street System.....	7
Existing Transit Service	8
Bicycle and Pedestrian Facilities.....	8
III. CEQA Transportation Analyses	10
Plans, Programs, and Policy Review (Threshold T-1).....	10
Screening Criteria.....	10
Impact Criteria	10
Analysis.....	10
Findings.....	13
Vehicle Miles Traveled Analysis (Threshold T - 2.1)	14
Screening Criteria.....	14
Impact Criteria	14
Analysis.....	15
Methodology and Assumptions.....	15
VMT Analysis	16
Cumulative Analysis	16
Findings.....	18
Geometric Design Feature Review (Threshold T- 3).....	19
Screening Criteria.....	19
Impact Criteria	19
Analysis.....	20
Findings.....	20
IV. Non-CEQA Transportation Analyses	22
Study Area.....	22
Analysis Methodology	25
Impact Criteria	26
Traffic Analysis	27
Existing Conditions	27
Project Conditions.....	29
Proposed Project Forecast Trip Generation.....	29
Project Trip Distribution and Traffic Assignment	30
Ambient (2030) Growth.....	37
Related Project Trip Generation and Assignment	37
Opening Year (2030) Cumulative Without Project Conditions	41

Opening Year (2030) Cumulative Plus Project Conditions	43
Project Construction	48
Construction Analysis	48
PDF TRAF-1: Construction Management Plan	49
V. Summary and Conclusions	50
CEQA Transportation Analysis	50
Non-CEQA Analysis	51

Figures

Figure 1: Project Location	5
Figure 2: Project Site Plan.....	6
Figure 3: Project Study Intersections.....	23
Figure 4: Opening Year Intersection Configurations	24
Figure 5: Existing Peak Hour Volumes	28
Figure 6: Project Trip Distribution	31
Figure 7: Project Trips.....	34
Figure 8: Related Projects Location	39
Figure 9: Related Projects Traffic Volumes	40
Figure 10: Opening Year (2030) Without Project Volumes	42
Figure 11: Opening Year (2030) With Project Traffic Volumes	45

Tables

Table 1: LADOT VMT Impact Criteria (15% Below APC Average)	15
Table 2: Intersection Level of Service Definitions	26
Table 3: Existing (2024) Intersection Level of Service	27
Table 4: Project Trip Generation	30
Table 5: Summary of Related Projects	38
Table 6: Opening Year (2030) Cumulative Without Project Level of Service	41
Table 7: Opening Year (2030) Cumulative Plus Project Level of Service	44
Table 8: Opening Year (2030) 95th Percentile Queue Lengths	47

Appendices

Appendix A – Approved LADOT Referral Form
Appendix B – Approved Memorandum of Understanding (MOU)
Appendix C - Bureau of Engineering (BOE) Planning Case Referral Form (PCRF)
Appendix D – LADOT’s Plans, Policies, and Consistency Worksheet for the Project
Appendix E – VMT Calculator
Appendix F: Existing Traffic Counts
Appendix G: Intersection Analysis Worksheets
Appendix H – Queue Analysis Worksheets
Appendix I – LADOT Correspondence
Appendix J – LADOT Assessment Letter

Introduction

Kimley-Horn and Associates, Inc. (Kimley-Horn) prepared this *Transportation Assessment Report* (Transportation Assessment) for the 3822 South Figueroa Street Student Housing Project (the Project), to be located at 3822-3838 South Figueroa Street and 3801-3833 ½ South Flower Drive (Project Site) in the City of Los Angeles (City). The Transportation Assessment was prepared in accordance with the latest version of LADOT's *City of Los Angeles Transportation Assessment Guidelines (LADOT TAG) (August 2022)*. A Referral Form describing the Project along with the Project's trip generation was submitted to and approved by LADOT on July 16, 2024. The Referral Form concluded that a Vehicle Miles Travelled (VMT) Analysis and an Access, Safety, and Circulation Evaluation were required. A Memorandum of Understanding (MOU) outlining the study assumptions was submitted to and approved by the City on September 18, 2024. The Referral Form is included in **Appendix A** and the MOU is included in **Appendix B**. This Transportation assessment was approved by LADOT on April 4, 2025, as shown in **Appendix J**.

Project Description

The Project involves the development of a seven-story student and multi-family affordable housing development that includes 209 apartment units, inclusive 42 covenanted affordable multi-family housing units, 2,705 square feet (sf) of ground level commercial uses, and interior ground level wrapped parking (Project). The Project is located within nine parcels located along South Figueroa Street and South Flower Drive at 3822-3838 South Figueroa Street and 3801-3833 ½ South Flower Drive (Project Site) in the City of Los Angeles (City). The Assessor Parcel Numbers (APN) include: 5037-031-015 and 5037 031-016 (South Figueroa lots), 5037 031-001, 5037-031-002, 5037-031-003, 5037-031-004, 5037 031-005, 5037-031-006, and 5037-031-007 (South Flower Drive lots). **Figure 1** illustrates the Project Site location in its regional setting and **Figure 2** shows the Project site plan.

Existing uses on the Project Site include seven two-story apartments along South Flower Drive and a two-story apartment and surface parking lot along South Figueroa Street. Currently, 51 multi-family units are located on the Project Site. The Project would remove the existing multi family dwelling units and surface parking lot to construct the Project. The Project's 209 units would consist of 34 studios, 43 one-bedroom units, 45 two-bedroom units, 34 three-bedroom units, and 53 four-unit bedroom units. The Project would include 4 units for Extremely Low Income Households, 22 units for Very Low-Income Households and 16 units for Low Income Households, 20 percent of the total number of units in the Project.

The Project would include 22,840 sf of code defined open space and 287 sf of additional non code defined open space throughout the Project. Open space would consist of 300 sf of private patios, 14,865 sf of courtyard areas on the first and second floors, two roof decks on the seventh floor (2,252 sf) and 5,710 sf of various indoor amenities such as a club room, fitness room and lounge area.

The Project would include a new driveway with an access gate along South Flower Drive that would provide ingress and egress into the at grade residential and commercial parking lot. The Project would include 40 vehicle spaces and would consist of 34 residential parking spaces and

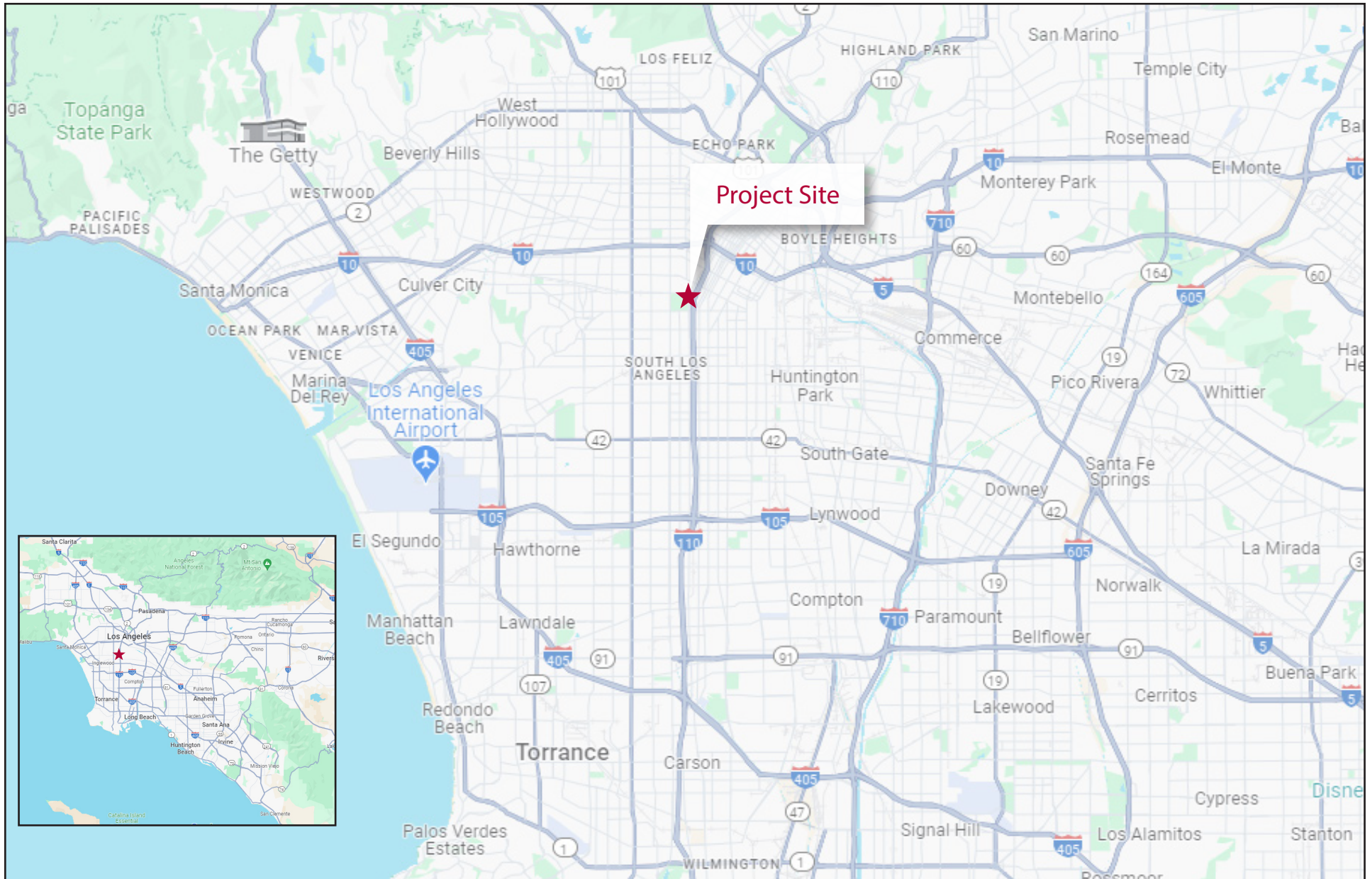
6 commercial parking spaces. Of the 34 residential parking spots, 11 spaces would be Electric Vehicle (EV) capable, 9 spaces would be EV ready, and 4 spaces would include an EV charger. Of the 6 commercial parking spaces, 2 spaces would be EV capable and 2 spaces would include an Electric Vehicle Charging Station (EVCS).

The Project would provide short- and long-term bicycle spaces for both residential and commercial uses. Sixteen total short term bicycle parking spaces (14 residential and 2 commercial) would be located on South Figueroa Street and W. 38th Street in bike racks proposed to be located in the public right-of-way. In addition, 128 long-term residential and two (2) long-term commercial bicycle spaces would be located on the first floor of the Project Site within the at-grade garage directly behind and with easy access from the main entrance lobby and garage.

For purposes of analyzing the Project's potential impacts, this analysis assumes a Project construction schedule of approximately 33 months, with construction beginning in the first quarter of 2027 and final construction ending in the fourth quarter of 2029. The Project would be operational in 2030.

Construction activities would be undertaken in six main steps: (1) demolition; (2) site preparation; (3) grading, excavation, foundations; (4) building construction; (5) paving; and (6) finishing and architectural coatings. Construction activities would be performed in compliance with all applicable laws, ordinances, and regulations. As provided in Section 41.40 of the LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. No nighttime construction activities are anticipated.

Project construction would include approximately 8,310 cubic yards of soil export.

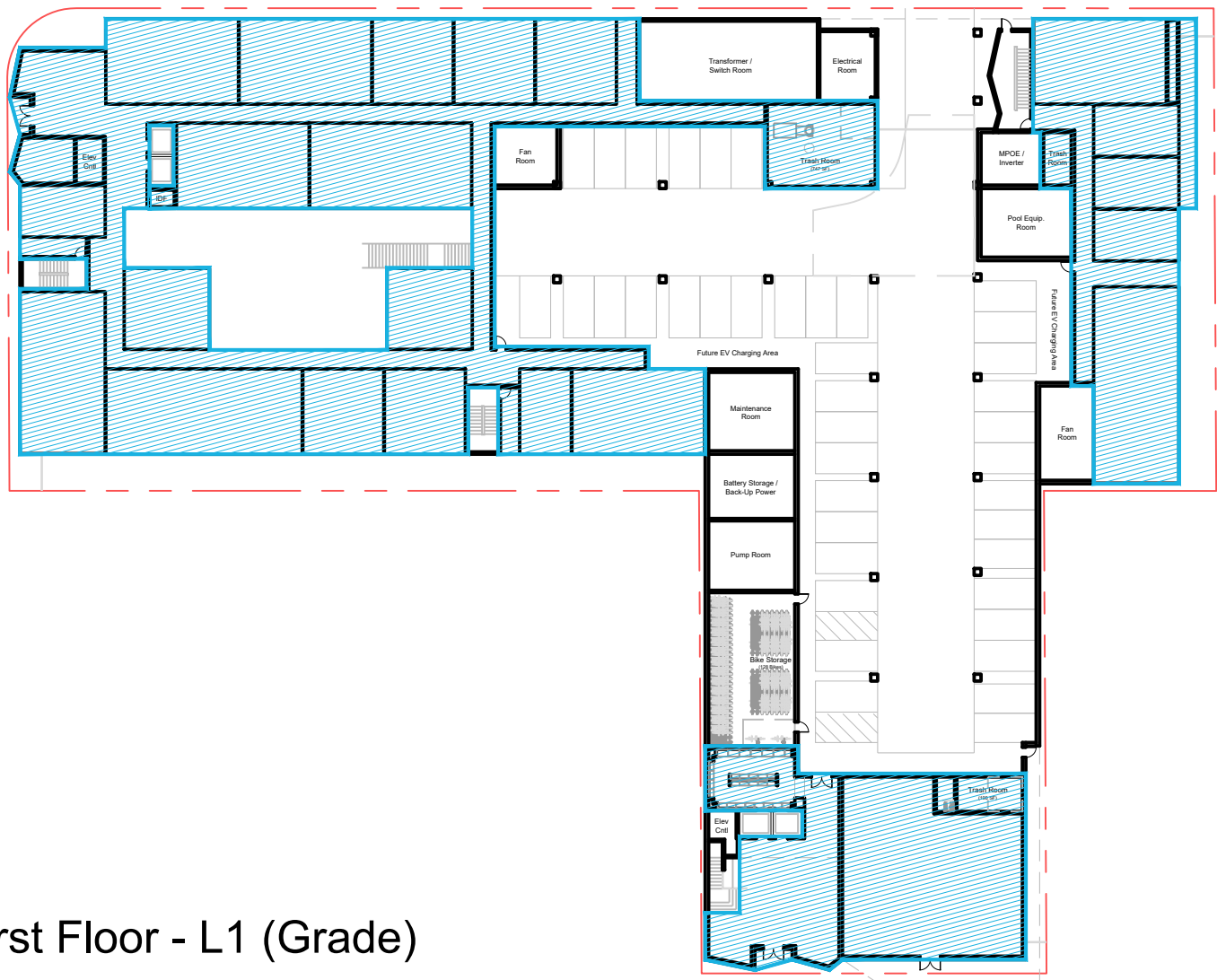


SOURCE: Google Maps, 2024

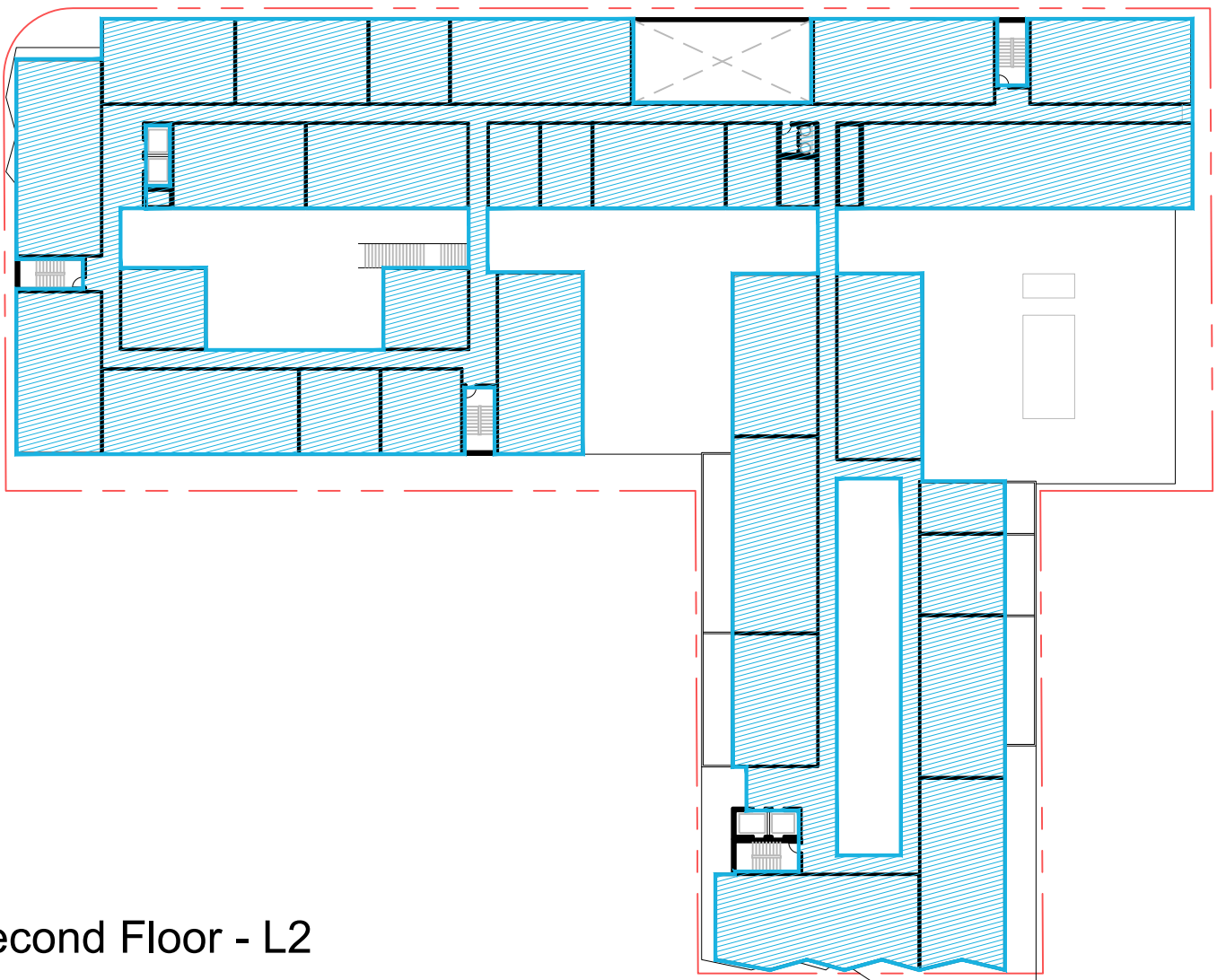


FIGURE 1: Regional Map

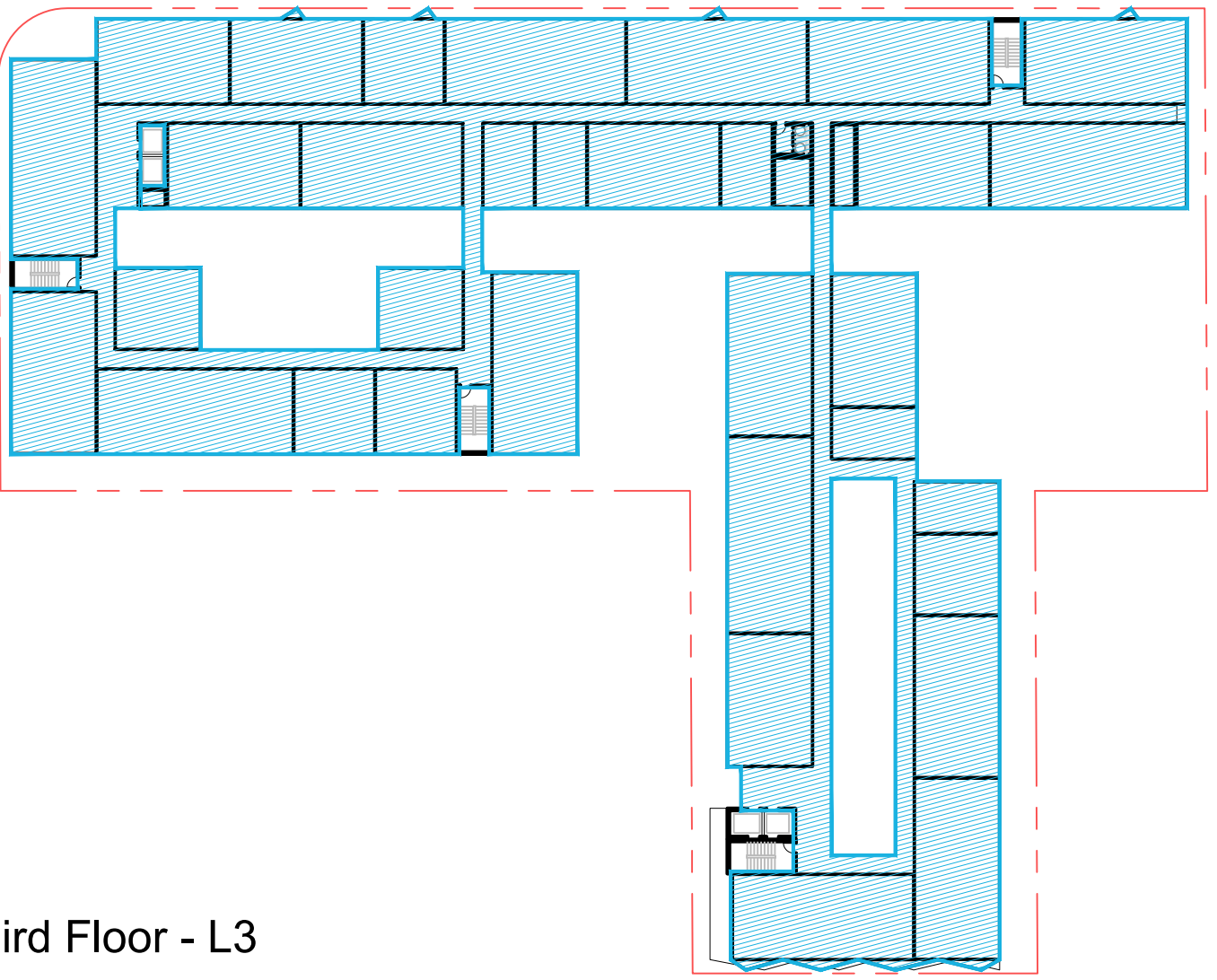
3822 SOUTH FIGUEROA PROJECT



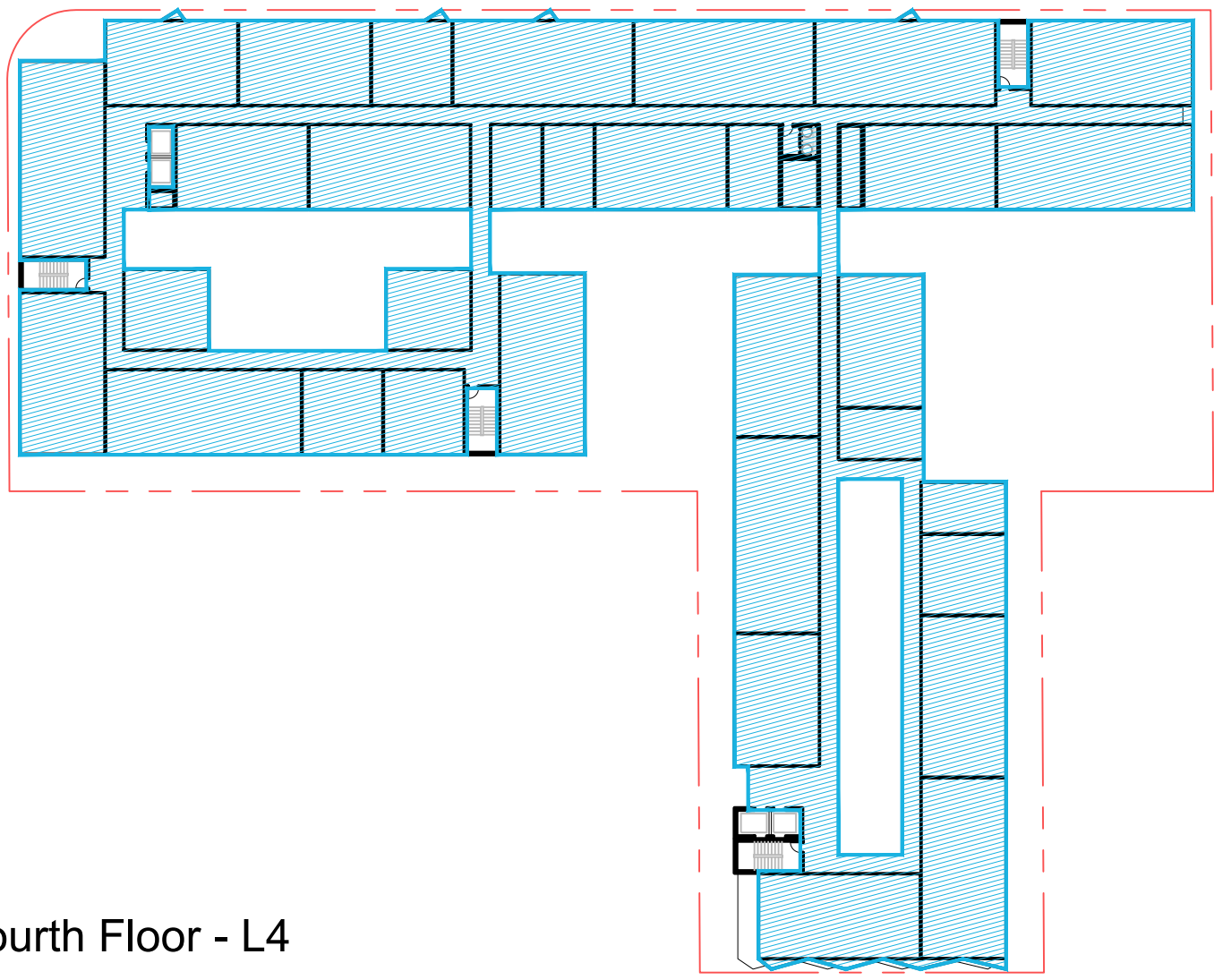
First Floor - L1 (Grade)



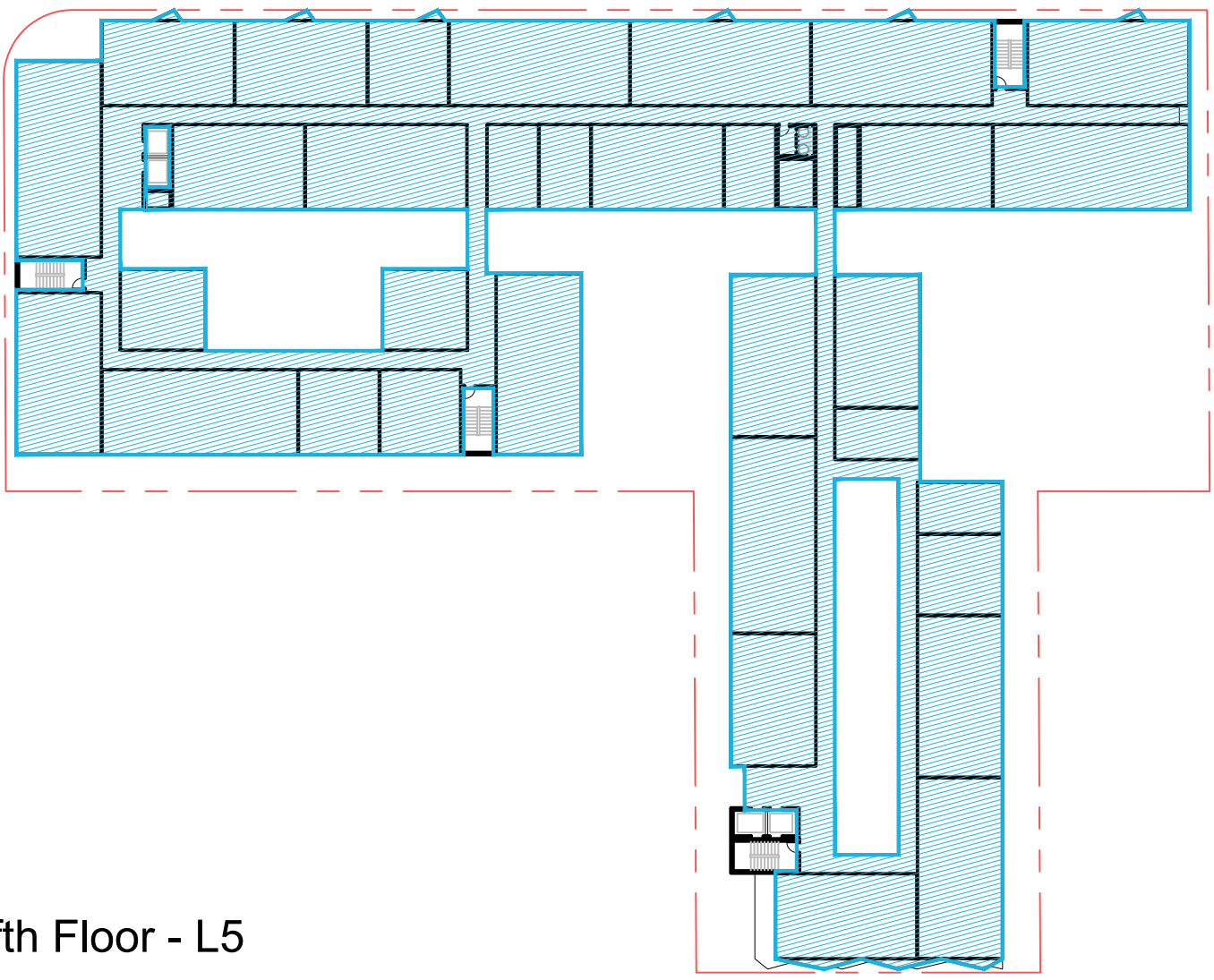
Second Floor - L2



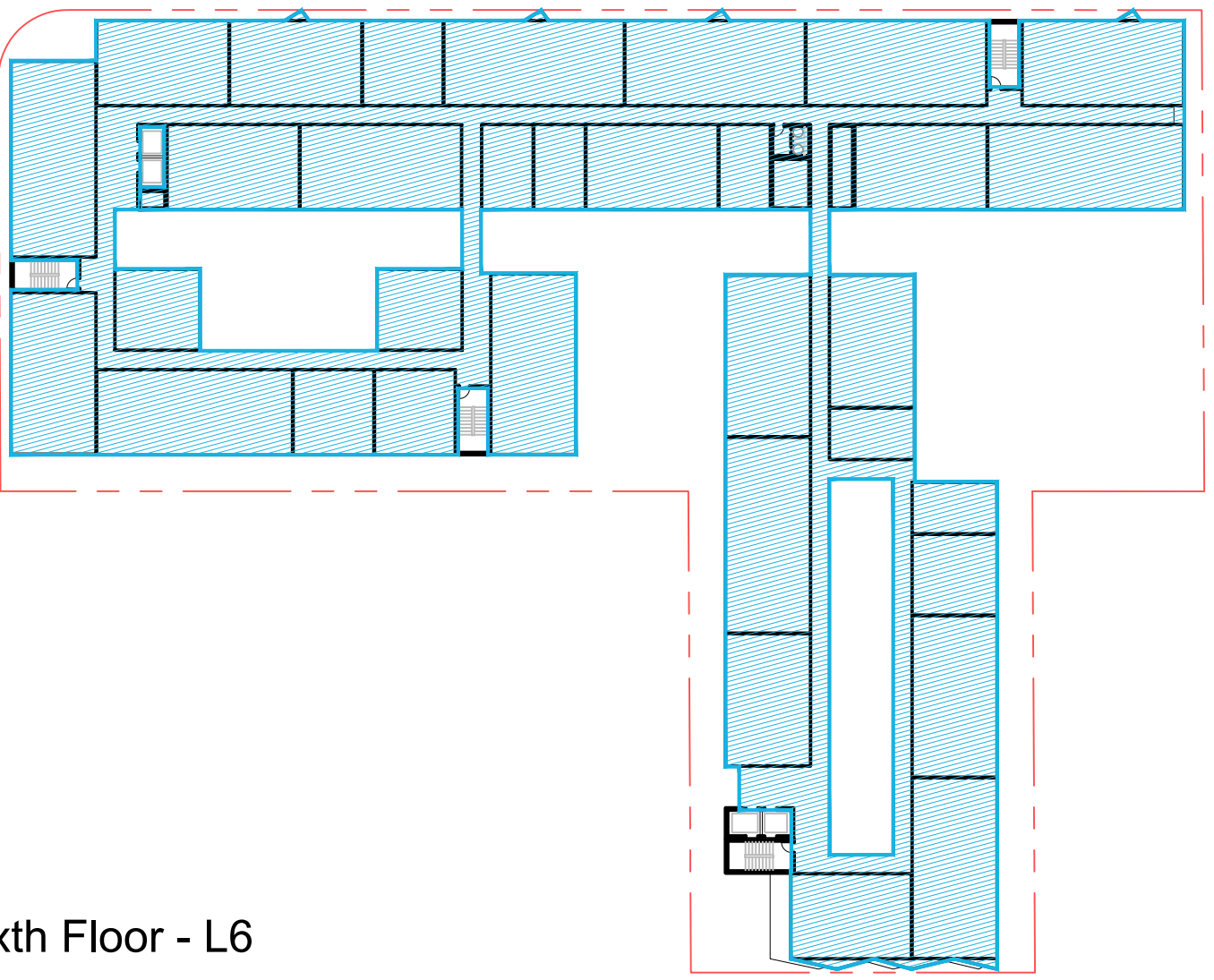
Third Floor - L3



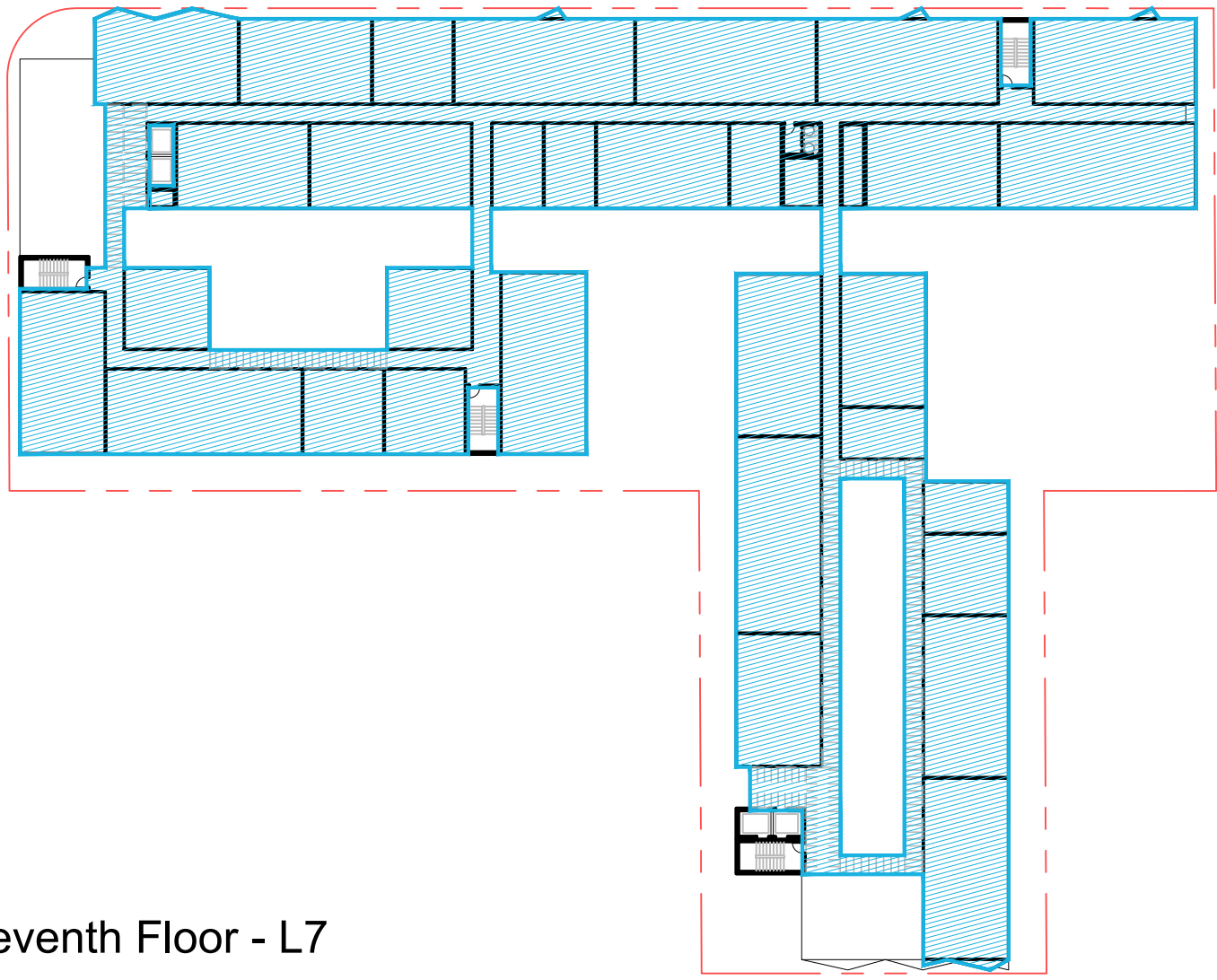
Fourth Floor - L4



Fifth Floor - L5



Sixth Floor - L6



Seventh Floor - L7

Floor Area Ratio

Required	
Site Area:	Per Survey - for FAR calculations
C2-1L:	14,010 SF
RD1.5-1:	49,027 SF
	63,037 SF Total
Per Zimas - for Reference ONLY	
C2-1L:	14,015 SF
RD1.5-1:	49,048 SF
	63,063 SF Total

Buildable Area*:	
C2-1L:	14,010 SF
RD1.5-1:	42,125 SF
	56,135 SF Total
* GDHIA 12.22.C.3 applies to C2-1L parcels ONLY	

Base FAR:	C2-1L - 1.5:1	21,015 SF
	RD1.5-1 - 3.0:1	126,375 SF
		147,390 SF Total

FAR Increase:	
C2-1L - 1.5 + 71.1% =	2.57
RD1.5-1 - 3 + 71.1% =	5.13
C2-1L: 14,010 x 2.57 =	35,951 SF
RD1.5-1: 42,125 x 5.13 =	216,197 SF

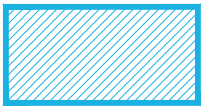
Proposed 71.1% Increase to 4.49:1 - 252,148 SF

Floor Area Requirements
(Amended by Ord. No. 182,386, Eff. 3/13/13.) The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas.

Provided	
First Floor - L1 (Grade):	27737 SF
Second Floor - L2:	37067 SF
Third Floor - L3:	38204 SF
Fourth Floor - L4:	38041 SF
Fifth Floor - L5:	37913 SF
Sixth Floor - L6:	37716 SF
Seventh Floor - L7:	35470 SF
	252148 SF Total

FAR Provided: 4.49:1

Color Legend

 FAR Zoning Area

I. Environmental Setting

The Project study area for this transportation analysis was defined in accordance with the latest version of City of Los Angeles Department of Transportation (LADOT)'s *City of Los Angeles Transportation Assessment Guidelines* (August 2022) (TAG) and agreed upon with LADOT staff.

The following intersections were included in the study area for this transportation analysis:

1. Figueroa Street and 38th Street
2. Figueroa Street and 39th Street
3. Figueroa Street and Martin Luther King Boulevard
4. Figueroa Street and 37th Street
5. Flower Drive and 39th Street
6. Project Driveway on Flower Drive

A Memorandum of Understanding (MOU) which outlines all the traffic study assumptions (including the study area) was submitted to LADOT and approved on September 18, 2024, as part of this transportation assessment. The approved MOU is incorporated as a reference in **Appendix B**.

Street classifications for roadways within the City are designated in Mobility Plan 2035, an Element of the General Plan (Los Angeles Department of City Planning, September 2016) (the "Mobility Plan"). Streets near the Project Site and within the Project study area, are described below:

Existing Street System

The key roadways in the vicinity of the Project Site are:

- **South Figueroa Street (From West 38th Street to West 39th Street)** – South Figueroa Street is classified as an Arterial Street (Avenue I) in the City of Los Angeles Mobility Plan. Oriented in the north-south direction, it is located along the west side of the Project Site. It has four travel lanes in the study area, two lanes in each direction. No on-street parking is allowed on either side of the street between West 38th Street and West 39th Street.
- **West 38th Street (From South Figueroa Street to South Flower Drive)** – West 38th Street is classified as a Local Street in the City of Los Angeles Mobility Plan. Oriented in the east-west direction, it is located along the north side of the Project Site. It has two travel lanes in the study area, one lane in each direction. Unmetered on-street parking is generally provided on the north and south sides of the street between South Figueroa Street and South Flower Drive.
- **South Flower Drive (From West 38th Street to West 39th Street)** – South Flower Drive is classified as a Local Street in the City of Los Angeles Mobility Plan. Oriented in the north-south direction, it is located east of the Project Site. It has two travel lanes in the study area, one lane in each direction. Unmetered parking is generally provided on the

west side of the street and no on-street parking is allowed on the east side of the street between West 38th Street and West 39th Street.

- **West 39th Street (From South Figueroa Street to South Flower Drive)** – West 39th Street is classified as an Arterial Street (Avenue I and Avenue II) in the City of Los Angeles Mobility Plan. Oriented in the east-west direction, it is located south of the Project Site. It has four travel lanes in the study area, two lanes in each direction. No on-street parking is allowed on either side of the street between South Figueroa Street and South Flower Drive.

Existing Transit Service

The Project Site is approximately 0.4 miles from the Expo Park and USC Los Angeles Metro (Metro) Station which serves the E Line (formerly the Expo Line) of the Metro Rail System. Additional existing transit services within 1,320 ft of the Project Site consist of five bus lines operated by either Metro or LADOT.

- **Metro Local 2** – Route 2 is a local line that travels east-west and north-south between Los Angeles from USC to Westwood, with average headways of 15 to 20 minutes during weekday peak hours.
- **Metro Local 81** – Route 81 is a local line that travels east-west and north-south between Los Angeles from South Los Angeles to Eagle Rock, with average headways of 15 minutes during weekday peak hours.
- **Metro Local 550** – Route 550 is a local line that travels east-west and north-south between Harbor Gateway and Exposition Park, with average headways of 30 minutes during weekday peak hours.
- **LADOT DASH Southeast Clockwise and Counterclockwise** – DASH Southeast Clockwise and Counterclockwise is a local LADOT transit line that travels east-west and north-south within Los Angeles, with average headways of 30 minutes during weekday peak hours.
- **LADOT DASH King-East Clockwise and Counterclockwise** – DASH King-East Clockwise and Counterclockwise is a local LADOT transit line that travels east-west and north-south within Los Angeles, with average headways of 30 minutes during weekday peak hours.

Bicycle and Pedestrian Facilities

The LADOT Transportation Assessment Guidelines requires a description of the pedestrian and bicycle facilities within one-quarter mile (1,320 ft) of the edge of the Project Site. There are currently no Class I or III bike facilities located within 1,320 ft from the Project Site. There are existing Class II and IV bike routes along South Figueroa Street within the Study Area. The streets surrounding the Project Site provide a pedestrian network of sidewalks providing easy access to the Project Site, nearby land uses and nearby transit facilities.

The Project would provide 146 bicycle spaces within the Project Site and adjacent right of way. The Project would provide 128 long-term residential bicycle spaces and 2 long-term commercial bicycle spaces. Additionally, the Project would provide 14 short-term bicycle parking spaces for residents and two (2) short-term commercial bicycle spaces, a total of 16 short-term bicycle parking spaces.

High-Injury Network

The City of Los Angeles' High Injury Network (HIN) spotlights streets with the highest incidence of severe and fatal collisions in the City of Los Angeles. South Figueroa Street to the west of the Project study has been identified by the City as part of the HIN.

II. CEQA Transportation Analyses

Plans, Programs, and Policy Review (Threshold T-1)

Per the LADOT Transportation Assessment guidelines, the City aims to achieve an accessible and sustainable transportation system that meets the needs of all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, and movers of commercial goods. Proposed development projects shall be analyzed to identify potential conflicts with adopted City transportation plans and policies if the proposed project does not meet the screening criteria.

Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a plans, programs, and policy analysis. If the project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with adopted transportation 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?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- 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.)?

Impact Criteria

This section describes the City's impact criteria for a plans, programs, and policy analysis.

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

Analysis

An analysis is required because the Project requires a discretionary action that requires findings of consistency with the General Plan. Although the Project is not required to provide dedications of public right-of-way for any of the streets within the Study area, the Project may be required to make roadway modifications (widening of approximately 1.5 feet) along South Figueroa Street. The study area for the traffic analysis includes the study intersections outlined in the MOU in **Appendix B**, as well as the streets that front or are near the Project Site: South Figueroa Street, West 38th Street, West 39th Street, and South Flower Drive. The City of Los Angeles, Bureau of Engineering (BOE) Preliminary Land Use Report; Planning Case Referral Form (PCRF), which indicates the Project's anticipated dedication and improvement requirements, is attached in **Appendix C**.

The purpose of this section is to evaluate whether the Project would conflict with or would interfere with the City's implementation of a City plan, program, or policy related to the transportation network. **Appendix D** includes LADOT's Plans, Policies, and Consistency Worksheet for the Project. The following documents were reviewed for this analysis:

- **City of Los Angeles Mobility Plan 2035** ("Mobility Plan"), which serves as the City's General Plan circulation element, incorporates "complete streets" principles and lays the policy foundation for the City's transportation planning efforts. The Mobility Plan also identifies corridors proposed to enhance transit modes (bicycle, pedestrian, transit, and vehicle). These corridors are categorized as:
 - Neighborhood Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. West 39th Street and West 37th Street within the study area are identified as part of the NEN as Tier 2.
 - Transit Enhanced Network (TEN) is the network of arterial streets enhanced to improve transit service performances and/or the overall experience of people who walk and take transit. South Figueroa Street in the study area is identified as a comprehensive transit enhanced network and Martin Luther King Jr Boulevard as a moderate plus transit enhanced street.
 - Bicycle Enhanced Network (BEN) is a network of streets planned for protected bicycle lanes and bicycle paths to provide bikeways to a variety of users. South Figueroa Street and Martin Luther King Jr Boulevard within the study area are identified as Tier 1 bicycle lanes. Tier 1 bicycle lanes are protected bicycle lanes along streets with physical separation.
 - Vehicle Enhanced Network (VEN) is a selection of streets that prioritize vehicular movement and that offer safe, consistent travel speeds and reliable travel times. None of the streets in the study area is identified as part of the VEN.
 - Pedestrian Enhanced District (PED) is a selection of streets that enhance the environment to promote more walking, reduce reliance on other modes for shorter trips, promote health, increase the vitality of streets, and more. South Figueroa Street, South Flower Street, Martin Luther King Jr Boulevard, Exposition Boulevard/West 37th Street, and West 39th Street within the study area are identified as part of the PED.

South Figueroa Street within the Project's study area is included as part of the complete street's corridors outlined in the Mobility Plan. Based on a review of the Project's proposed land uses and design features, there are no substantial changes to the public right of way along South Figueroa Street that would preclude the City from completing complete streets infrastructure as identified in the Mobility Plan. As described in **Appendix D**, the Project would be consistent with and would not impede the City's implementation of the Mobility Plan.

- **The South Los Angeles Community Plan** (“Community Plan”) is one of the 35 Community Plans in the City of Los Angeles that collectively serve as the Land Use Element of the City’s General Plan. The Community Plan was adopted in November 2017 and is designed to accommodate development to the year 2035. One of the major objectives of the current South Los Angeles Community Plan is to make provisions for a street system that are diverse and balance the needs of all road users while providing sufficient mobility. While this is a community-wide objective, the Project would support its implementation. Specifically, the Project Site is located in a highly urbanized area that is well-served by public transit and highly walkable. The Project would include streetscape improvements such as landscaping to encourage walkability. Furthermore, the Project would provide short-term and long-term bicycle parking spaces including a 100 square foot work space in the long term residential bicycle storage space. Thus, the Project would promote the use of alternative modes of transportation, including use of public transportation, walking, and bicycling. The Project would also be consistent with the mobility and implementation goals within the South Los Angeles Community Plan Update, which include implementing a multi-modal transportation system in which jobs, services, and amenities are easily accessible to all residents and visitors. The Project proposes residential and commercial land uses, which would provide a variety of housing opportunities (student and affordable multi-family market rate housing) and less dependence on automobiles due to easily accessible jobs and services in a Project area in close proximity to various transit options including being in walking distance to light rail. The Project would be consistent with the policies of the South Los Angeles Community Plan Update.
- **Vision Zero Los Angeles** is a plan with the goal of eliminating traffic deaths in Los Angeles and to design streets to increase the safety of pedestrians. The HIN represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking. The Project Site is located on South Figueroa Street, which is included in the HIN. Although the Project Site is located along the HIN (South Figueroa Street), it would not add new vehicular access points on South Figueroa Street – vehicular access is provided only on South Flower Drive – and therefore would be consistent with, and not conflict with the implementation of future Vision Zero projects in the public right-of-way.
- **Citywide Design Guidelines** are a set of design guidelines for the City of Los Angeles intended to encourage design innovation, foster a sense of community, and facilitate safe, functional, and attractive development. The Citywide Design Guidelines are organized around three design approaches: Pedestrian-First design, 360 Degree design, and Climate-Adapted design. The Project conforms to each of the design approaches in the Citywide Design Guidelines:

 - Pedestrian-First Design – The Project provides ample space and access for pedestrians along its frontages. No driveways are proposed along Figueroa Street and 38th Street, eliminating any vehicle-pedestrian conflict points. Vehicular access is exclusively via Flower Drive, ensuring the pedestrian experience and safety are maintained along Figueroa and 38th Streets. Full width sidewalk with tree wells are proposed along Figueroa Street and 38th Street. Additionally, the project will remove one existing driveway along 38th Street and consolidate four

driveways into a single driveway along Flower Drive, further enhancing pedestrian safety.

- 360 Degree Design – The Project would provide both landscaping and hardscaping that would compliment the architecture and build on the character of the surrounding uses. Trees, lighting, open areas, and bicycle parking would spatially and visually enhance the area and compliment the surrounding uses in the area such as Exposition Park and the University of Southern California (USC).
- Climate Adapted Design – The Project would work with the natural topography of the site based on the existing land uses to be removed and utilize green features emphasizing energy and water conservation, which would be achieved using energy-efficient heating, ventilation, gray water system for irrigation, air conditioning (HVAC) and lighting systems, and low-flow plumbing fixtures. The Project would also reserve 15 percent of roof area for solar use.
- **LAMC Section 12.21 A.16 (Bicycle Parking)** is an ordinance in the Los Angeles County Municipal Code (LAMC) General Provisions section. This ordinance requires bicycle parking spaces and end use facilities for new developments or additions based on the floor area.
 - Residential Land Use - The LAMC requires 1 short-term bicycle parking space per 10 units for 1-25 units, 1 short-term bicycle parking space per 15 units for 26-100 units, 1 short-term bicycle parking space per 20 units for 100-200 units, and 1 short-term bicycle parking space per 40 units for more than 200 units. Additionally, 1 long-term bicycle parking space per unit for 1-25 units, 1 long-term bicycle parking space per 1.5 units for 26-100 units, 1 long-term bicycle parking space per 2 units for 100-200 units, and 1 long-term bicycle parking space per 4 units for more than 200 units is required per the LAMC. 13 short-term stalls and 128 long-term stalls would be required for bicycle parking for the Project per the LAMC.
 - Commercial Land Uses – The LAMC requires 1 short-term and 1 long-term bicycle parking space per 2,000 sf of commercial area. One short-term stall and 1 long-term stall would be required for bicycle parking for the Project per the LAMC.

The Project is proposing 146 bicycle parking spaces, including 130 long-term spaces and 16 short-term spaces. Fourteen short-term residential (14) and commercial (2) bicycle spaces would be located on South Figueroa Street and W. 38th Street in bike racks proposed to be located in the public right-of-way. In addition, 128 long-term residential and two (2) long-term commercial bicycle spaces would be located on the first floor of the Project Site within the at-grade garage directly behind and with easy access from the main entrance lobby and garage. The bicycle parking would comply with the applicable requirements of the LAMC.

Findings

Based on the results of the analysis of the Project's consistency with plans, programs, and policy, the following findings are made:

- The Project would be consistent with, comply with, and would not impede, the City's implementation of the Mobility Plan.

- The Project would be consistent with the policies of the South Los Angeles Community Plan.
- The Project would be consistent with the goals of Vision Zero Los Angeles.
- The Project would be consistent with the requirements of LAMC Section 12.21 A.16 (Bicycle Parking).

Vehicle Miles Traveled Analysis (Threshold T - 2.1)

Per the LADOT Transportation Assessment Guidelines, one objective of the Los Angeles Mobility Plan is to decrease vehicle miles traveled (VMT) per capita by 20% by 2035. To meet this objective, a proposed land use project is required to assess whether it would cause substantial VMT if the proposed project does not meet the screening criteria.

Screening Criteria

This section describes the City's screening criteria that are used to determine if a project requires a VMT analysis. If the project requires a discretionary action, and the answer is "no" to either of the following, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for the threshold:

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the project generate a net increase in daily VMT?

The following additional screening criteria are used to determine whether a project may cause a potential significant impact for projects that respond yes to either of the first two screening criteria:

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

Impact Criteria

This section describes the City's impact criteria for development projects that require a VMT analysis.

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located. (See **Table 1**)

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located. (See **Table 1**)
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT.
- For other land use types where the threshold is not further specified below, measure VMT impacts for the work trip element using the criteria for office projects above. (See **Table 1**)

Table 1: LADOT VMT Impact Criteria (15% Below APC Average)

Area Planning Commission (APC)	Daily Household VMT Per Capita	Daily Work VMT Per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA*	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

*Project is located in South LA APC

Source: LADOT TAG

Analysis

As shown in the approved LADOT MOU (**Appendix B**), the Project is estimated to generate 717 net daily trips. Because the Project would generate more trips than the 250 daily trip threshold, an analysis is required to assess whether the Project would exceed the City's residential VMT per capita threshold. The LADOT Referral Form for the Project (**Appendix A**) confirms the requirement to conduct a VMT analysis.

Methodology and Assumptions

Based on the Project's proposed use, the residential land use criteria for market rate multifamily housing and affordable housing were analyzed. Per the LADOT Transportation Assessment Guidelines, the commercial portion of the Project is screened out of the VMT analysis since it is less than 50,000 sf in size (2,705 sf); therefore, based on the City's criteria, the commercial portion of the Project results in no VMT impact.

The City of Los Angeles VMT calculator, as described in the LADOT Transportation Assessment Guidelines, was used to determine the Project's VMT for its residential uses. The VMT estimation tool generates VMT estimates in a manner that is consistent with the Governor's Office of Planning and Research's (OPR) guidelines. Based on LADOT's VMT impact criteria, because the Project is located within the South Los Angeles APC and proposes residential uses, the applicable VMT impact criteria is 6.0 daily household VMT per capita, as shown in **Table 1** above.

VMT Analysis

VMT was calculated for the Project's proposed residential land use using the City's VMT calculator, in compliance with the Transportation Assessment Guidelines. The Project's proposed residential area would result in an estimated household VMT per capita of 4.9, which is more than 15% below the City's threshold for the South Los Angeles APC. Therefore, the Project would have a less than significant VMT impact. The detailed VMT calculator results are shown in **Appendix EE**.

Cumulative Analysis

Pursuant to the LADOT Transportation Assessment Guidelines, a project would have a potentially significant cumulative VMT if it is inconsistent with the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"). Projects that are consistent with the RTP/SCS in terms of location, density, and land-use are deemed consistent with the RTP/SCS¹.

SCAG is required to update its RTP/SCS every four years. The most recent update, Connect SoCal 2024, presents a vision for a more resilient and equitable future. It outlines investments, policies, and strategies aimed at achieving the region's shared goals through 2050. Key transportation goals include expanding the transportation system with additional miles of transit revenue service, bike lanes, and the regional express lane network. Connect SoCal 2024's overall goals, future vision, requirements and policy objectives are organized under the following categories:

- Mobility
 - Build and maintain an integrated, multimodal transportation network
- Communities
 - Create communities in urban, suburban, and rural areas to increase mobility options and reduce travel distances
- Environment
 - Integrate the region's transportation network to improve air quality, reduce greenhouse gas emissions, and enable more sustainability
- Economy.
 - Improve access to jobs and resources.

These goals are interconnected and support each other. For example, actions taken to improve mobility can also benefit environmental goals. Connect SoCal 2024 was approved by SCAG's Regional Council in April 2024.²

Connect SoCal did not identify specific use designations for locations, but rather builds upon the typology defined in the RTP/SCS. SCAG used data from local jurisdictions, including general plans, to develop 35 Place Types and classified locations into one of three Land Use Development Categories (LDCs): urban, compact, or standard. SCAG used each of these categories to

¹ As described in the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), https://ladot.lacity.gov/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf

² <https://scag.ca.gov/connect-socal>

describe the conditions that exist and/or are likely to exist within each specific area of the region. The Project Site is within an area with both “Urban” and “Compact” land use designations. SCAG describes these areas as those that are often found within and/or directly adjacent to moderate and high-density urban centers and otherwise within highly urbanized areas outside of urban cores, where virtually all new development would be considered infill or redevelopment. The Project Site has a General Plan Land Use designation of Community Commercial within the South Los Angeles Community Plan area. The Project Site is zoned (Commercial) C2-1L along South Figueroa Street and Restricted Density Multiple Dwelling Zone (RD1.5-1) along South Flower Drive. The proposed land uses are permitted within these zones. The Project is an infill redevelopment of a mixed-use project featuring higher density multifamily residential in a location with high level of mobility due to its access to mass transit. As such, it is consistent with the LDC specified by SCAG in the 2020–2045 RTP/SCS.

Connect SoCal does not identify specific density or building intensities, but rather builds upon the place types defined in the 2020–2045 RTP/SCS. As noted above, the Project Site is within an area designed with a mix of both “Urban” and “Compact” place types. SCAG’s Scenario Planning Model (SPM) Technical Report Appendix defines place types that include general descriptions of densities and intensities associated with these uses. For the Project Site, the mix of Urban and Compact place types are consistent with, first, the “Urban Mixed Use” category, which identifies mixed use buildings between 15-100 stories in height with a gross residential density range of 40-500+ units per acre. It is also consistent with the “City Mixed Use” land use category, which identifies mixed use buildings between 3-40 stories in height with a gross residential density range of 10-75 units per acre. The Project is seven stories in height and provides approximately 144 dwelling units per acre, consistent with the aforementioned land use categories in terms of location, land use, and density.

Connect SoCal promotes the integration of the region’s development patterns and transportation network to reduce greenhouses gas emissions, improve air quality, enable more efficient use of water resources, increase housing stock, and promote social equity by promoting efficient, densified development for a variety of different economic segments in close proximity to jobs and transit in a manner that reduces demand for individual vehicle trips and reduces vehicle trip lengths.³ The Project is consistent with and meets these policy objectives. The Project is located in a fully developed, highly urbanized area that promotes the use of a variety of transportation options, which include walking, biking, jobs and the use of public transportation, including light rail. It also provides a mix of student and covenanted low income multi-family housing, providing much-needed new housing for various housing needs and at various income levels.

As such, the Project would be consistent with the RTP/SCS as its location, density and land use align with the goals presented in Connect SoCal. The transportation specific goals in the Connect SoCal plan promote the categories of mobility, communities, environment, and economy.

³ Southern California Association of Governments, Connect SoCal (2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy), 2024

The Project would align with the RTP/SCS mobility and environment goals as it is a new mixed-use infill development close to transit, educational institutions and services, reducing vehicle miles traveled and air quality emissions. The Project would also provide bicycle parking and facilities supporting alternative transportation uses. In addition, the Project would comply with all applicable efficiency requirements and provide EV chargers for the residential and commercial components.

The Project would provide new market rate and affordable housing supporting diverse housing options in the region. Additionally, the Project includes commercial uses, providing new employment opportunities. In addition, the Project Site is located within walking distance of commercial uses, the University of Southern California, other institutional uses that would provide future employment opportunities. Because the Project is consistent with the RTP/SCS and has a less than a significant VMT impact, the Project would have a less than significant cumulative impact on VMT.

Findings

Based on the results of the VMT analysis, we make the following findings:

- The Project's residential land use would result in an estimated household per capita VMT of 4.9, which is more than 15% below (18.4%) the City's applicable household per capita VMT threshold for the South Los Angeles APC. Therefore, the Project's residential component has a less than significant VMT impact.
- Because of the size of the Project's commercial land use, its commercial component is screened out of the VMT analysis in accordance with LADOT criteria. Therefore, the Project's commercial use has a less than significant VMT impact.
- The Project is an infill redevelopment and located in a fully developed, highly urbanized area that promotes the use of a variety of transportation options, which include walking, biking, jobs and the use of public transportation, including light rail. It also provides a mix of market rate and affordable multi-family housing, The Project is seven stories in height and provides approximately 144 dwelling units per acre, consistent with the Urban Mixed Use and City Mixed Use land use categories in terms of location, land use, and density.
- The Project also aligns with the RTP/SCS community and economy goals by providing new affordable and market rate multi-family housing and jobs close to transit and other services.
- The Project Site located near a variety of mobility options as it is within close proximity to several transit, and is in walkable distance to jobs, schools, residences, institution, entertainment and commercial uses. The Project would also include bicycle parking to encourage bicycle use.

Because the Project is consistent with the RTP/SCS and has a less than a significant VMT impact, the Project would have a less than significant cumulative impact on VMT.

Geometric Design Feature Review (Threshold T- 3)

The LADOT Transportation Assessment Guidelines require projects to be evaluated for potential geometric design feature that create road hazard impacts and potential increases in road hazards related to the design of the Project's access points.

Screening Criteria

This section describes the City's screening criteria to determine whether a project requires a geometric design feature hazard review. If the project requires a discretionary action, and the answer is "yes" to any of the following questions, further analysis is required to assess whether the proposed project would cause a significant potential increase of hazards:

- Does the project propose new driveways, or introduce new vehicle access to the property from a public right-of-way?
- Does the project propose any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
- Would the project add 25 or more trips to any freeway off ramp in either the morning or afternoon peak hour?

Impact Criteria

This section describes factors the City considers when evaluating a project's access plans to determine whether it would substantially increase hazards due to a geometric design feature. The following factors are considered:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that the project introduces that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

Analysis

An analysis of the Project's access is required because the Project requires a discretionary action and proposes new driveways within the public right-of-way.

Pedestrian and Bicyclists

Pedestrians and bicyclists would be able to access the Project Site via the public sidewalk to the main lobby along South Figueroa Street and a secondary lobby along West 38th Street. Direct pedestrian access to the Project's commercial space is provided from the public sidewalk on South Figueroa Street. Bicycle parking facilities would be provided on-site as part of the Project, including short term and long-term bicycle stalls. The Project's access locations would comply with City standards and safety requirements, which mandate providing adequate sight lines, safe distances to potential conflicts, traversable sidewalks, crosswalks and pedestrian movement controls. Accordingly, the geometric design of the Project's pedestrian and bicycle features would not create potential significant hazard impacts.

Vehicular Access

Vehicular access to the Project Site is provided by a single driveway on South Flower Drive. The driveway includes an access gate that would control ingress and egress into the Project's at grade residential and commercial parking lot. The driveway is on a low-volume local street with no existing bike lane or transit stops. Although South Figueroa Street within the study area is along the City's HIN, the Project's driveway would be along South Flower Drive (not on the HIN). The Project's driveway, drive aisles, and parking stalls would be designed to comply with LADOT and Los Angeles Department of Building and Safety (LADBS) standards.

The Project would include 40 vehicle spaces, including 34 residential parking spaces and 6 commercial parking spaces. The lot has a wrapped design that is encompassed within the building that is fully screened from view on all sides.

Based on the discussion above, the Project would not substantially increase hazards for vehicles, pedestrians, and bicyclists accessing the Project Site. Therefore, impacts related to hazards would be less than significant.

Caltrans Freeway Impact Analysis

A Caltrans Freeway Ramp Impact Analysis is required when a Project would add more than 25 trips to any freeway off-ramp in either the A.M. or P.M. peak hour. The initial screening involves identifying the number of Project trips expected to be added to nearby freeway off-ramps serving the Project Site. The Project was screened by distributing the Project trips as determined in the trip generation analysis across the A.M. and P.M. peak hours and the multiple freeway off-ramps in the Project vicinity. The closest freeway ramps to the Project Site are 0.13 miles away, along I-110. Based on the A.M. and P.M. peak hour trips, it was determined that the Project would not add more than 25 trips to any freeway off-ramp in either the A.M. or P.M. peak hour, and therefore, a freeway off-ramp analysis is not required. The approved MOU, included in **Appendix B**, shows the location of the nearby freeway off-ramps and confirms that a freeway off-ramp analysis is not required.

Findings

Based on the results of the geometric design feature review, we make the following findings:

- The Project's access locations would comply with City standards and safety requirements, which mandate providing adequate sight lines, safe distances to potential conflicts, traversable sidewalks, crosswalks and pedestrian movement controls.
- The Project Site would not include geometric design or create physical obstructions that would impact the visibility or safety of pedestrians or bicyclists.
- The proposed Project driveway is on a low-volume, non-high injury network local street with no existing bike lane or transit stops. The Project would not be expected to increase hazards or conflicts.
- The Project would not add more than 25 trips to any freeway off-ramp in either the A.M. or P.M. peak hour. Therefore, a Caltrans freeway impact analysis is not required.

III. Non-CEQA Transportation Analyses

This portion of the traffic study has been performed in accordance with the latest version of the LADOT *Transportation Assessment Guidelines* (TAG). A traffic impact analysis was conducted to analyze the traffic conditions in the study area under following scenarios:

- Existing (2024) conditions
- Opening Year (2030) without Project conditions
- Opening Year (2030) with Project conditions

In addition to the traffic analysis, the following non-CEQA analyses were also conducted:

- Related Project's Trip Generation Analysis
- Project Construction Analysis

Study Area

The Project Site is bounded by West 38th Street to the north, South Flower Drive to the east, West 39th Street to the south, and South Figueroa Street to the west.

The following intersections within the study area were identified in conjunction with the City for analysis:

1. South Figueroa Street & 38th Street/Flower Street
2. South Figueroa Street & West 39th Street/Exposition Park Drive
3. South Figueroa Street & Martin Luther King Jr Blvd
4. South Figueroa Street & 37th Street/Exposition Boulevard
5. Flower Drive & West 39th Street
6. Flower Drive & Project Driveway

An intersection Level of Service (LOS) analysis was performed at these study intersections to assess potential impacts resulting from the Project.

Figure 3 illustrates the Project study intersections location as well as the existing lane configurations and traffic control at each location. **Figure 4** shows the future with Project lane configurations and traffic control for each intersection.

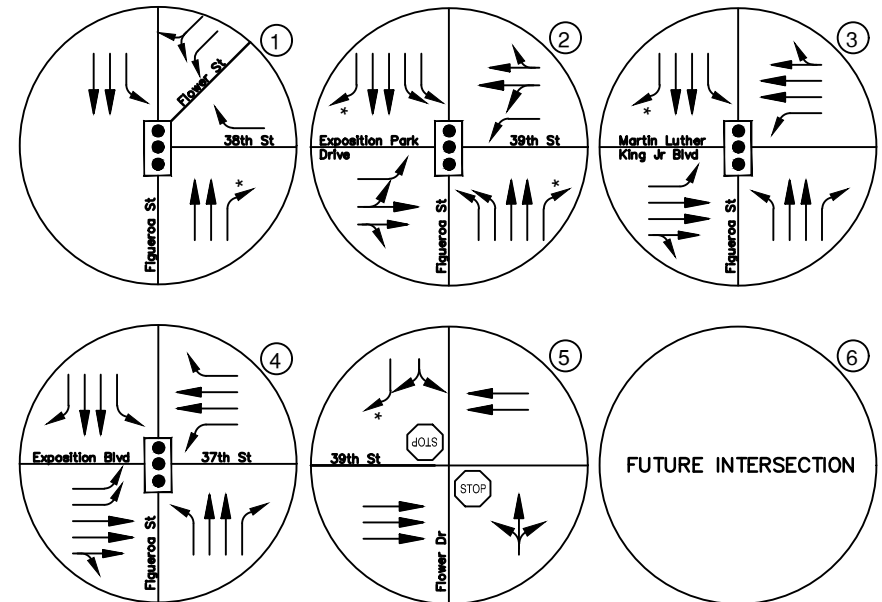
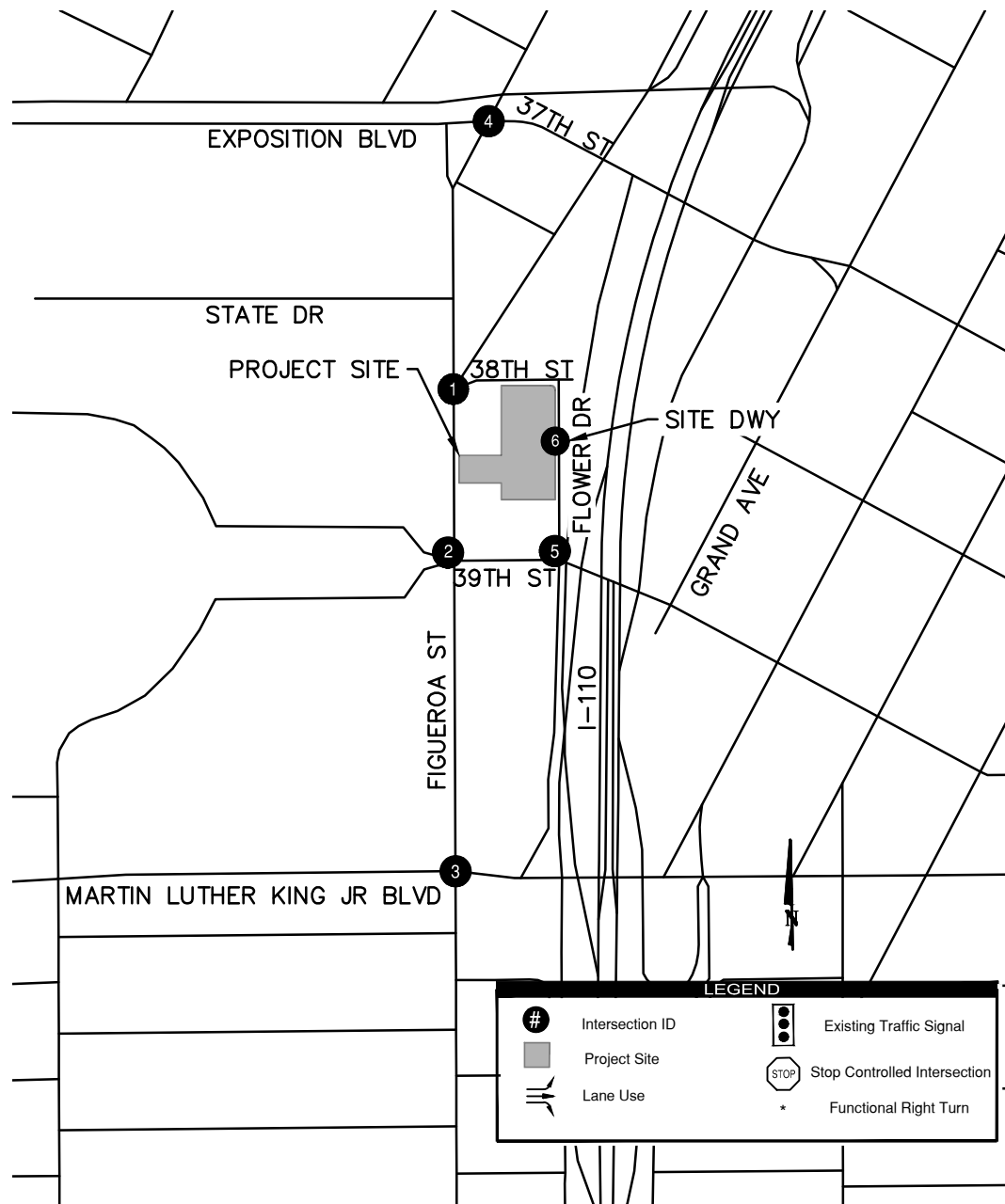


FIGURE 3 - EXISTING INTERSECTIONS LANE CONFIGURATION
3822 FIGUEROA STREET

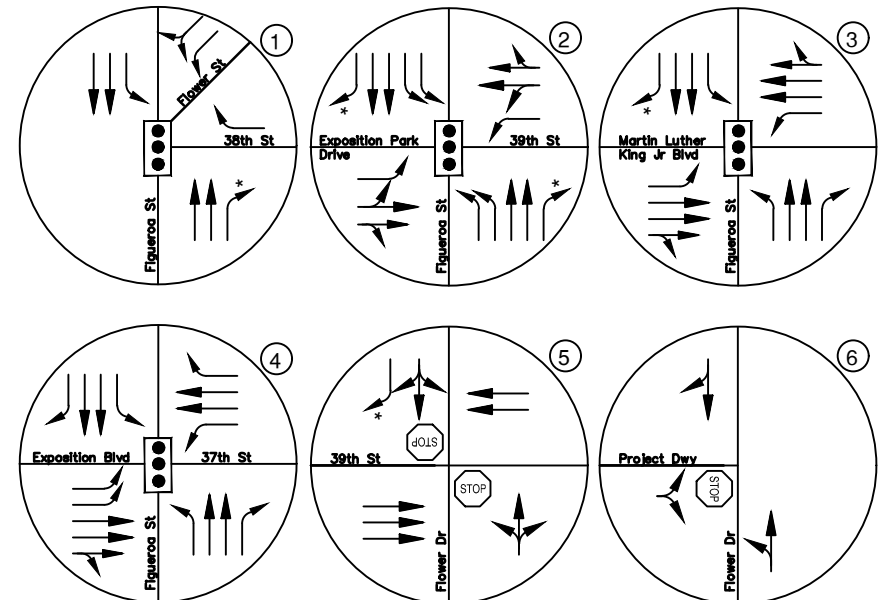
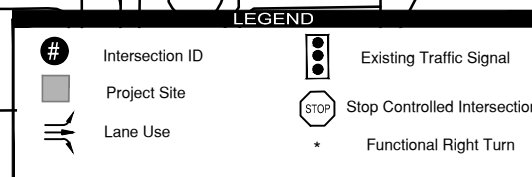
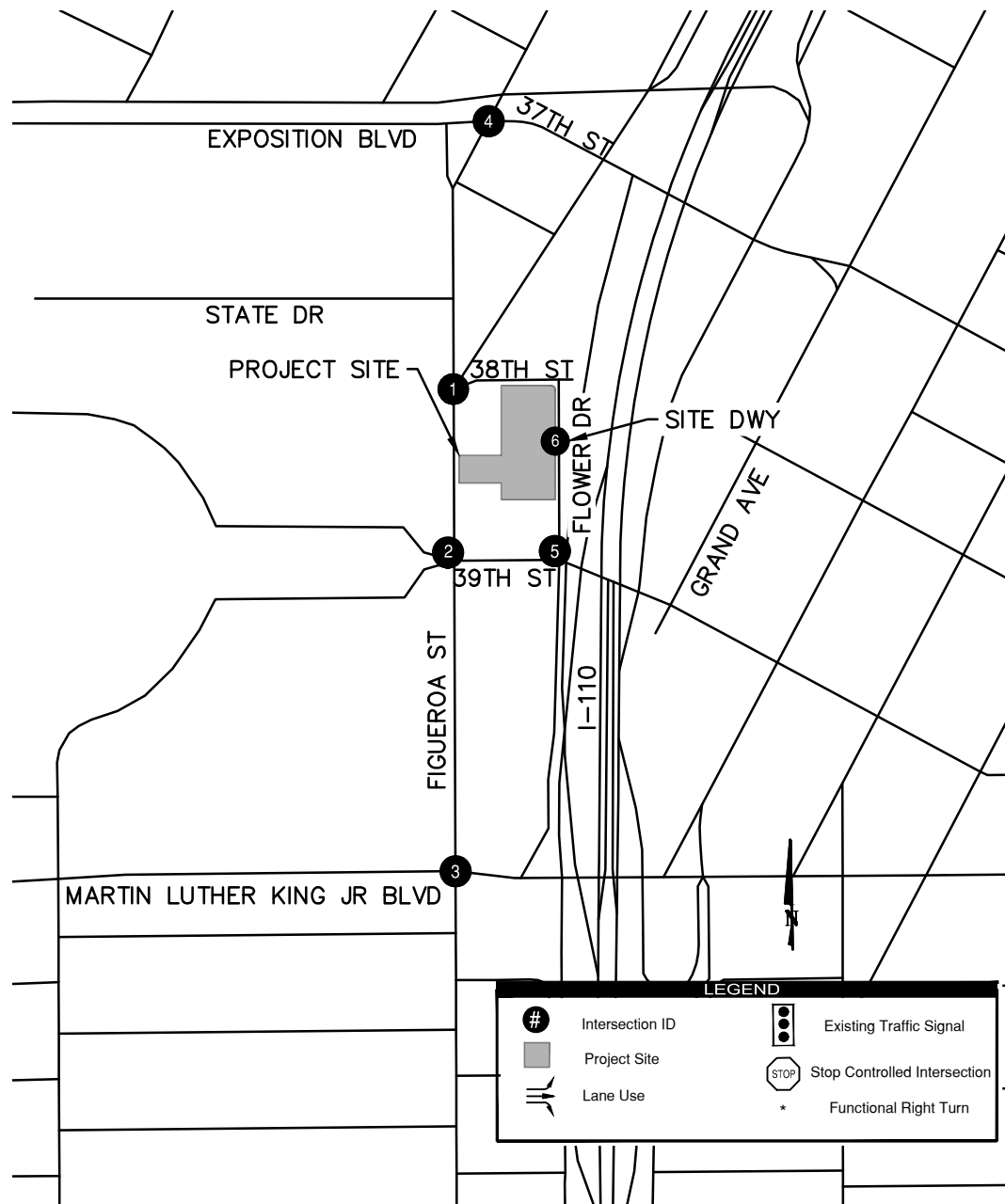


FIGURE 4 - OPENING YEAR (2030) INTERSECTIONS LANE CONFIGURATION
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Analysis Methodology

The Project study intersections (**Figure 3**) and future scenario analysis were defined in consultation with LADOT staff. The MOU, which outlined all the traffic study assumptions, growth rate, and Project trip generation and distribution, was submitted and approved as part of this transportation assessment. The approved MOU is incorporated as a reference in **Appendix B**.

Existing (2024) conditions were analyzed using traffic count data collected during June 2024. However, since the counts occurred during the University of Southern California's (USC's) summer session, a seasonal factor was applied to the existing counts to account for the difference in volumes between a typical regular school session and the summer session. Based on previous count data collected at the South Figueroa Street & Martin Luther King Jr Boulevard intersection in March 2024, and spring 2024 traffic from big data platform Replica, collected traffic volumes in June 2024 along South Figueroa were increased by 40%. Collected volumes in June 2024 along the cross streets for the Project study intersections (38th Street, 39th Street, MLK Jr Boulevard, Exposition Boulevard, and Flower Drive) were increased by 20%. It should be noted that the Los Angeles Unified School District (LAUSD) schools in the area were still within the regular session when the count data was collected. The seasonal factor for South Figueroa and cross street volume increases was presented to and approved by LADOT in email correspondence on March 6, 2025. The email correspondence can be found in **Appendix I**. Additionally, a growth rate of 0.75% was applied to traffic volumes for opening year scenarios and was approved by LADOT in the MOU.

Peak hour intersection operations at the study intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Los Angeles. The intersection analysis for the proposed Project has been accomplished using the Synchro software program.

For signalized intersections, the HCM methodology estimates the average delay (in average seconds per vehicle) for each of the movements through the intersection, considering a number of factors, including number of lanes, volume of traffic, cycle length, and signal timing and phasing.

For unsignalized intersections, the HCM methodology determines the average total delay, expressed in seconds of delay per vehicle for left turns from the major street and from the stop-controlled minor street traffic stream for a two-way stop-controlled (TWSC) intersection. None of the intersections within the study area are all-way stop-controlled (AWSC). Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable "gaps" in this stream through which conflicting traffic movements can be made. For TWSC intersections, the LOS is based on the approach with the highest average delay.

The HCM delay forecast translates to a LOS designation, ranging from LOS A to LOS F. A summary description of each LOS and the corresponding delay is provided in **Table 2**.

Table 2: Intersection Level of Service Definitions

LOS	Interpretation	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easy and nearly all drivers find freedom of operation.	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 and ≤ 20	> 10 and ≤ 15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	> 20 and ≤ 35	> 15 and ≤ 25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	> 35 and ≤ 55	> 25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	> 55 and ≤ 80	> 35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	> 80	> 50 or $v/c^* > 1$

Source: HCM, 7th Edition

*Volume-to-capacity ratio

Impact Criteria

The potential impacts of Project generated traffic at the study intersections were determined using the criteria identified in the LADOT's TAG.

The LADOT TAG (Section 3.3.3) states that project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Additional queue along through lanes and either of the following conditions are expected:
 - the projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
 - the projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Spill over from drive-throughs into streets.

- 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.

Traffic Analysis

This section presents level of service (LOS) analysis for the Existing (2024) and Opening Year (2030) conditions.

Existing Conditions

LOS analyses were conducted for weekday A.M. and P.M. peak hour conditions. The A.M. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 A.M. and 9:00 A.M. The P.M. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 P.M. and 6:00 P.M. Peak hour turning movement counts were collected at the study intersections on Tuesday, June 4, 2024. Traffic counts worksheets are included in **Appendix F**. **Figure 5** illustrates the existing peak hour traffic volumes at the study intersections.

Table 3 presents the existing peak hour LOS and the corresponding delay, in seconds per vehicle, for each study intersection.

Table 3: Existing (2024) Intersection Level of Service

	Intersection	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	S Figueroa St & 38 th St/Flower St	Signal	16.8	B	19.7	B
2	S Figueroa St & W 39 th St/Exposition Park Dr	Signal	50.8	D	121.5	F
3	S Figueroa St & Martin Luther King Jr Blvd	Signal	111.8	F	119.2	F
4	S Figueroa St & 37 th St/Exposition Blvd	Signal	85.7	F	69.4	E
5	Flower Dr & W 39 th St	TWSC*	20.2	C	25.6	D
6	Flower Dr & Project Driveway	Future	-	-	-	-

Note: *The delay for the worst approach is reported for TWSC.

Table 3 above reports that all study intersections operate at LOS D or better, except for South Figueroa Street & West 39th Street/Exposition Park Drive (P.M. peak hour only), South Figueroa Street & Martin Luther King Jr. Blvd, South Figueroa Street & 37th Street/Exposition Blvd, and Flower Drive & West 39th Street. The intersection at Flower Drive and West 39th Street is a two-way stop-controlled (TWSC) intersection. It should be noted that for a TWSC, the LOS reported is based on the delay of the worst approach. Peak hour analysis worksheets for the Existing (2024) traffic conditions are provided in **Appendix G**.

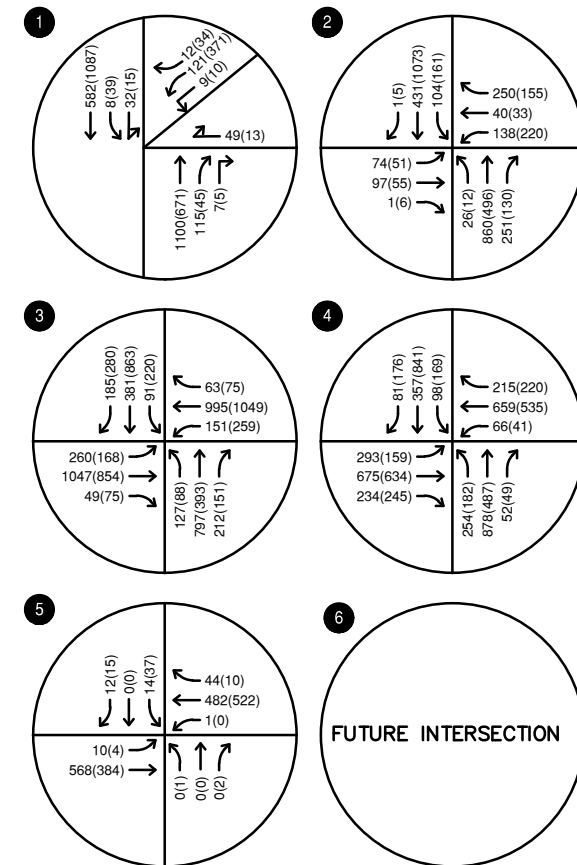
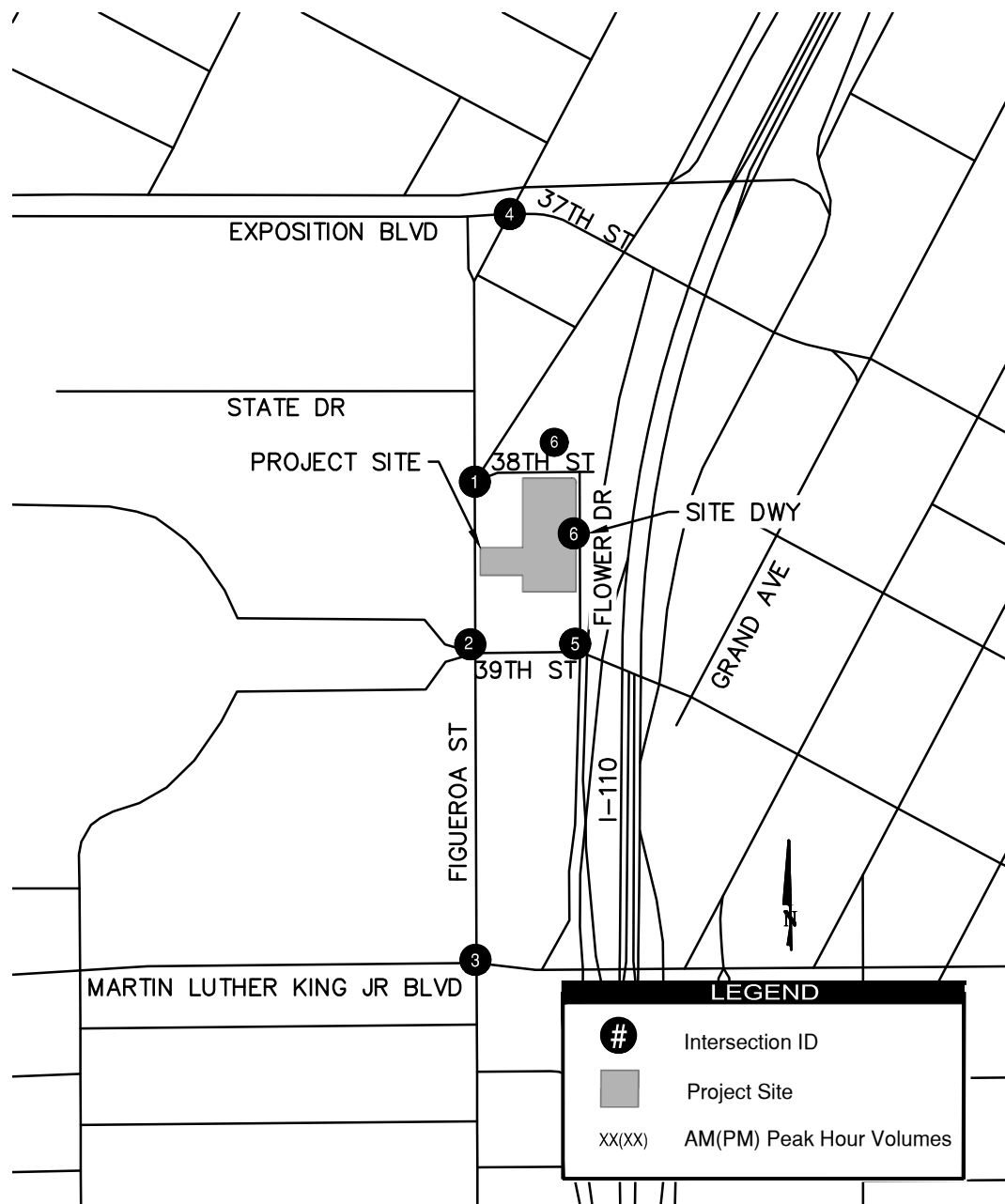


FIGURE 5 - EXISTING PEAK HOUR VOLUMES
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Project Conditions

Proposed Project Forecast Trip Generation

The Project's potential trip generation was calculated using the ITE *Trip Generation Manual*, 11th Edition trip generation rates for affordable housing (Land Use Code 223: Affordable Housing), multifamily housing (Land Use Code 221: Multifamily Housing (Mid-Rise), and high- turnover restaurant (Land Use Code 932: High-Turnover (Sit-Down) Restaurant). In addition, trip credits for the existing land uses that would be displaced were applied to the Project. The trip generation rates for multifamily housing (Land Use Code 220: Multifamily Housing (Low-Rise) were used for existing trip generation.

Since the Project is comprised of a mix of residential and commercial uses, a trip reduction was applied to account for the internalization of trips between the land use components of the Project. Internal trips do not utilize the major street system and can be made by walking. Specifically for the Project, internal trips refer to non-vehicle trips from the residential areas to the restaurant. The internal capture reduction was calculated using guidance from the National Cooperative Highway Research Program (NCHRP) Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Additionally, a transit/walk/bike trip reduction was applied to the Project due to the existing infrastructure near the Project site. The Project is located close to many transit lines, including the E line light rail, and near streets with bike lane infrastructure (South Figueroa Street). Residents of the proposed Project are expected to walk or bike to surrounding land uses, including the University of Southern California (USC) campus. **Table 4** shows the Project's estimated daily and peak hour trip generation.

Table 4: Project Trip Generation

Trip Rates									
Land Use	ITE Code	ADT ¹	A.M. Peak Hour			P.M. Peak Hour			
			In	Out	Total	In	Out	Total	
Affordable Housing	223	4.160	0.181	0.309	0.49	0.196	0.154	0.350	
Multifamily Housing (Mid-Rise)	221	4.540	0.155	0.155	0.31	0.150	0.150	0.300	
High-Turnover (Sit-Down) Restaurant	932	107.200	5.264	4.307	9.57	5.521	3.530	9.050	
Multifamily Housing (Low-Rise)	220	6.740	0.096	0.304	0.400	0.321	0.189	0.510	
Project Trip Generation									
Land Use	Size	Unit	ADT ¹	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
Affordable Housing	42	DU	175	8	13	21	8	6	14
Multifamily Housing (Mid-Rise)	167	DU	758	26	26	52	25	25	50
Transit/Walk/Bike Trip Reduction - 25%			-233	-9	-10	-18	-8	-8	-16
High-Turnover (Sit-Down) Restaurant	2.705	KSF	290	14	12	26	15	10	25
Internal Capture Reduction – All Land Uses (2% A.M., 8% P.M., 5% Daily) ²			-15	-1	0	-1	-1	-1	-2
Existing Land Use									
Multifamily Housing (Low-Rise)	-51	DU	-344	-5	-16	-21	-16	-10	-26
Reduction for Transit Trips - 25%			86	1	4	5	4	3	7
Net Project Trips			717	35	29	64	27	25	52

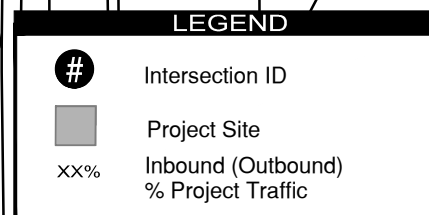
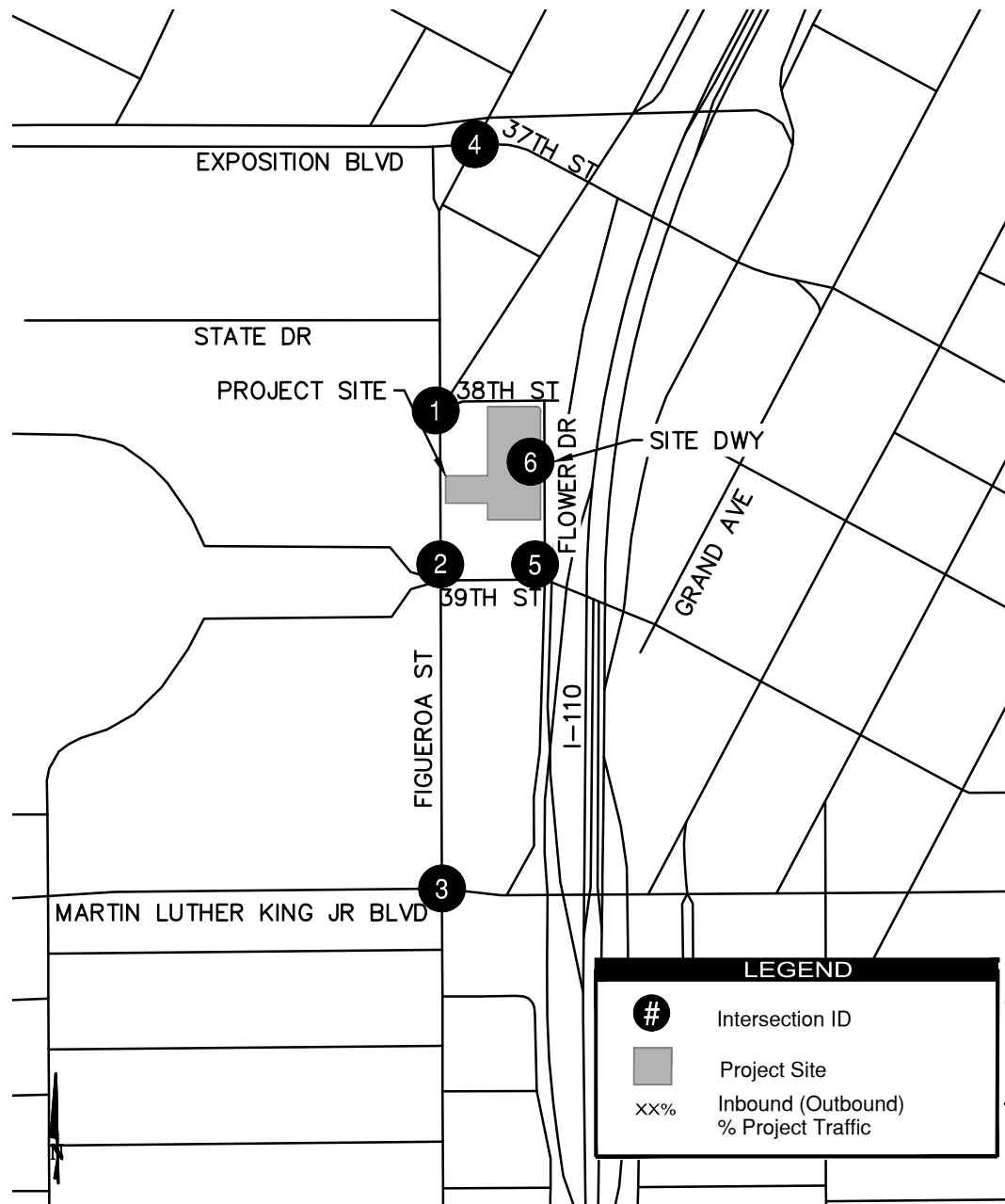
¹ADT=Average Daily Traffic, the daily trips generated by a site, in vehicles per 1,000 square feet (KSF).

²Source: NCHRP Report 684 - Internal Capture Estimation Tool

As shown in **Table 4**, the Project is anticipated to generate a net increase of 717 daily trips, 64 weekday A.M. peak hour trips, and 52 weekday P.M. peak hour trips.

Project Trip Distribution and Traffic Assignment

Trip distribution assumptions for the Project were based on proximity to regional and local roadways and existing travel patterns. Trip distribution percentages at each study intersection were applied to the Project trip generation to determine the Project trips through each intersection. The Project trip distribution and resulting Project-related peak hour trips were added to the surrounding street system. **Figure 6** and **Figure 7** show the Project's projected trip distribution percentages and projected Project traffic volumes on the study intersections, respectively. Trip distribution utilized was submitted to and approved by the LADOT as part of the MOU. The MOU is attached to **Appendix B**.



AFFORDABLE HOUSING

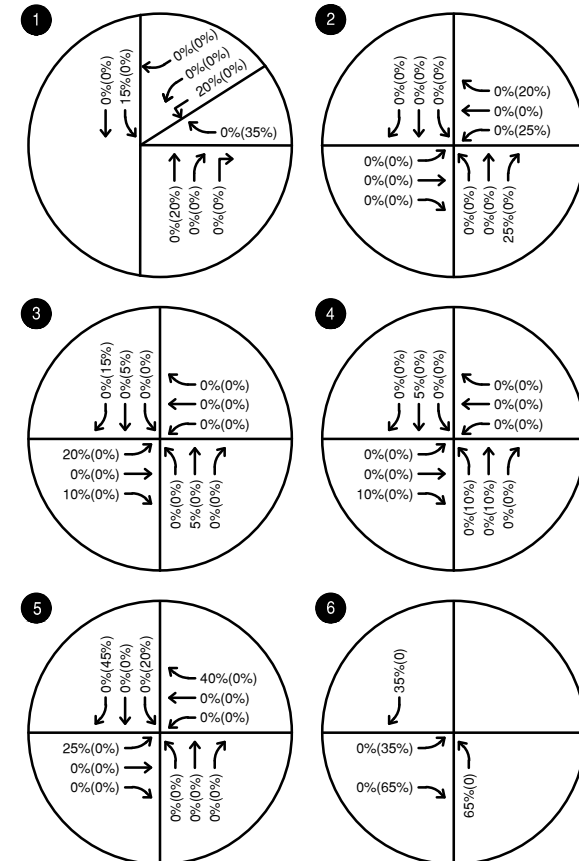
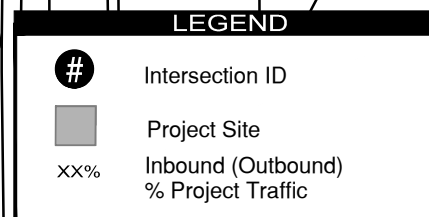
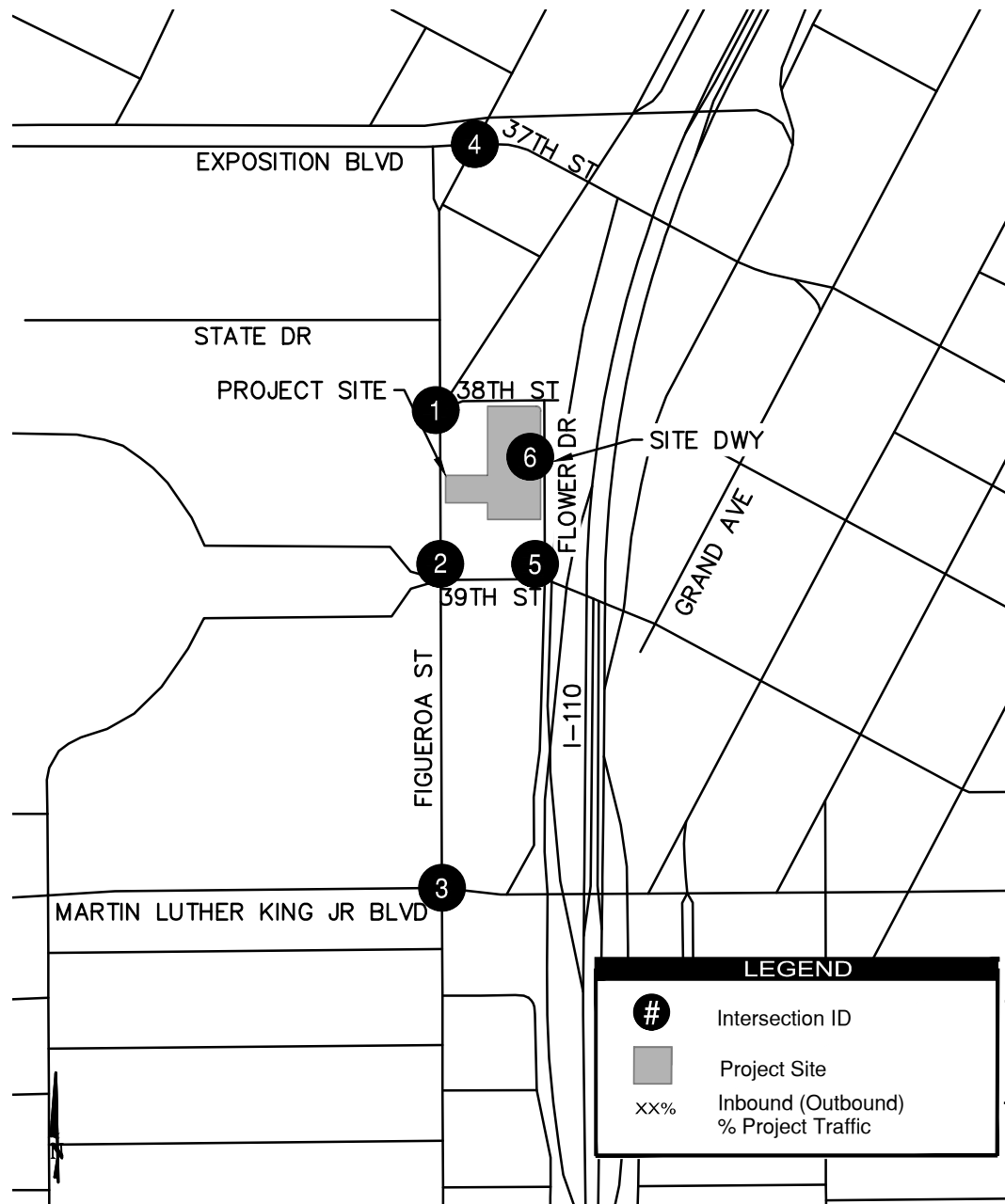


FIGURE 6a - PROJECT TRIP DISTRIBUTION (AFFORDABLE HOUSING)
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MULTIFAMILY HOUSING (MID-RISE)

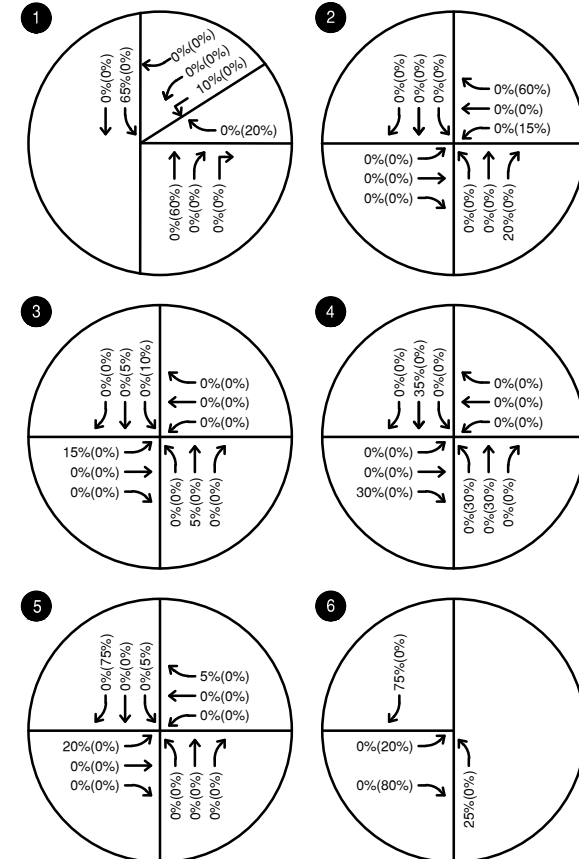
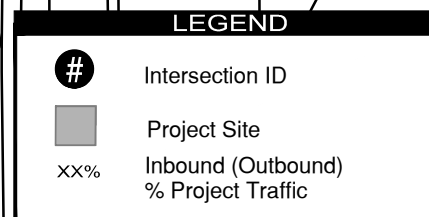
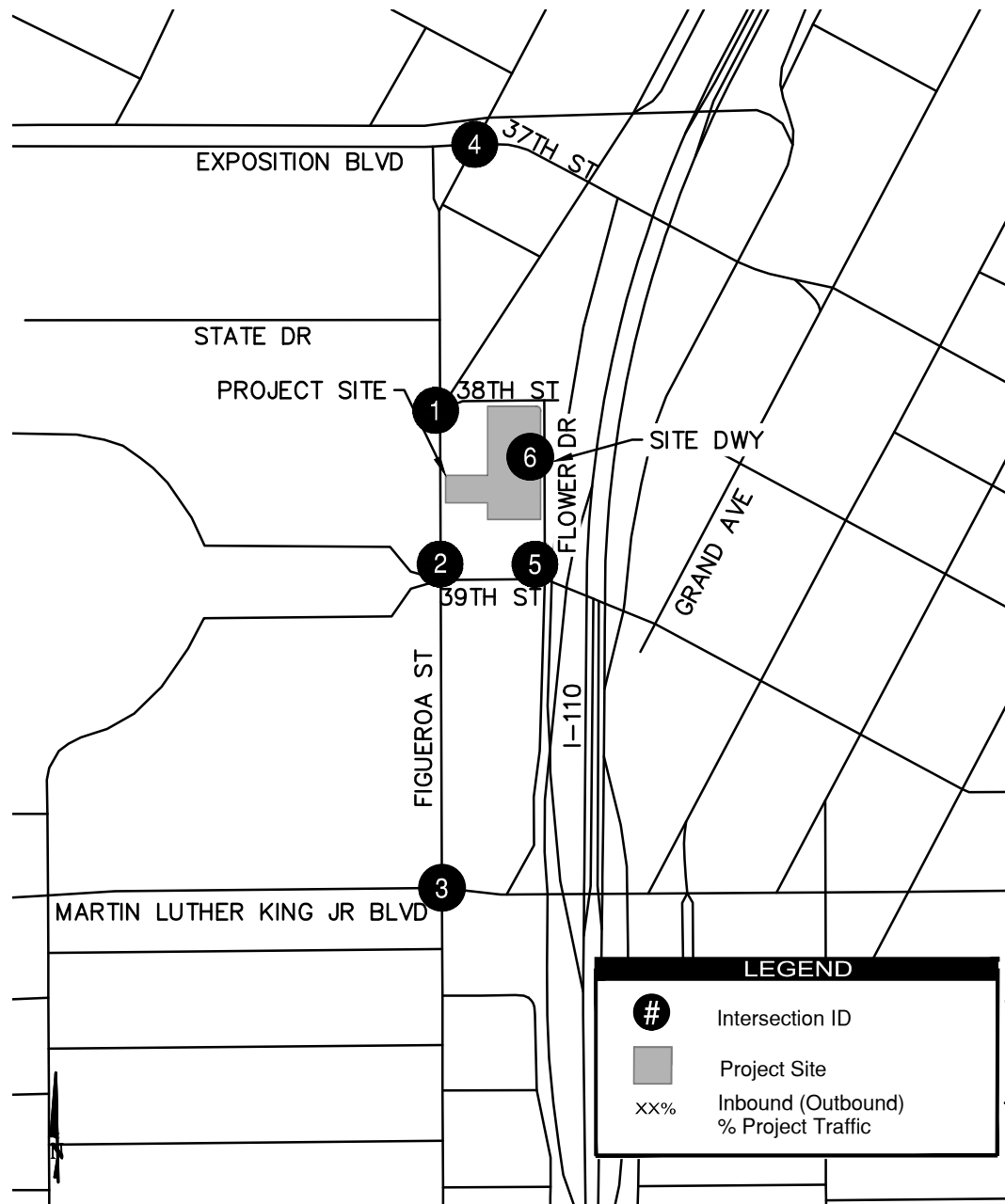


FIGURE 6b - PROJECT TRIP DISTRIBUTION (MULTIFAMILY HOUSING (MID-RISE))
3822 FIGUEROA STREET



HIGH-TURNOVER (SIT-DOWN) RESTAURANT

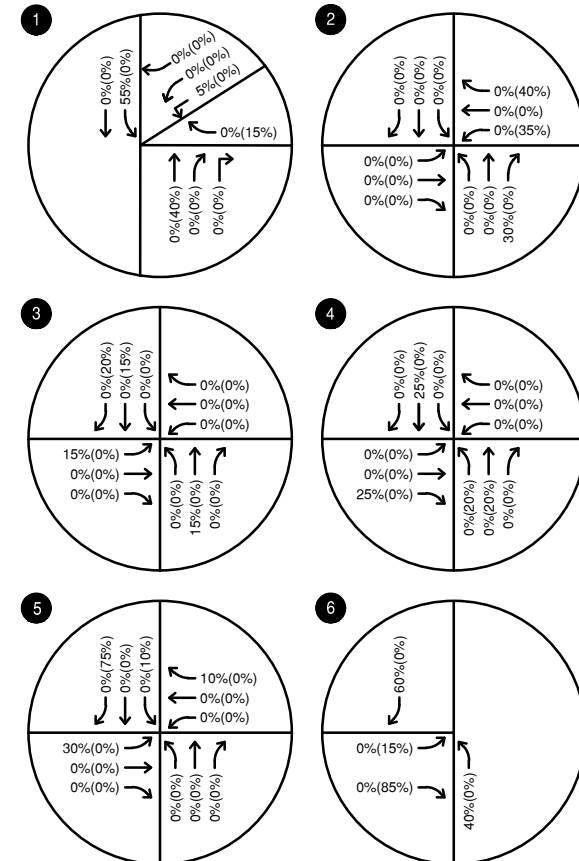
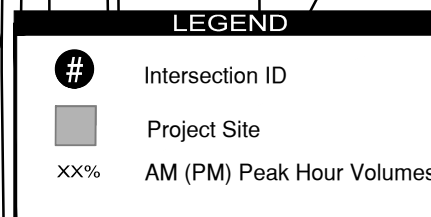
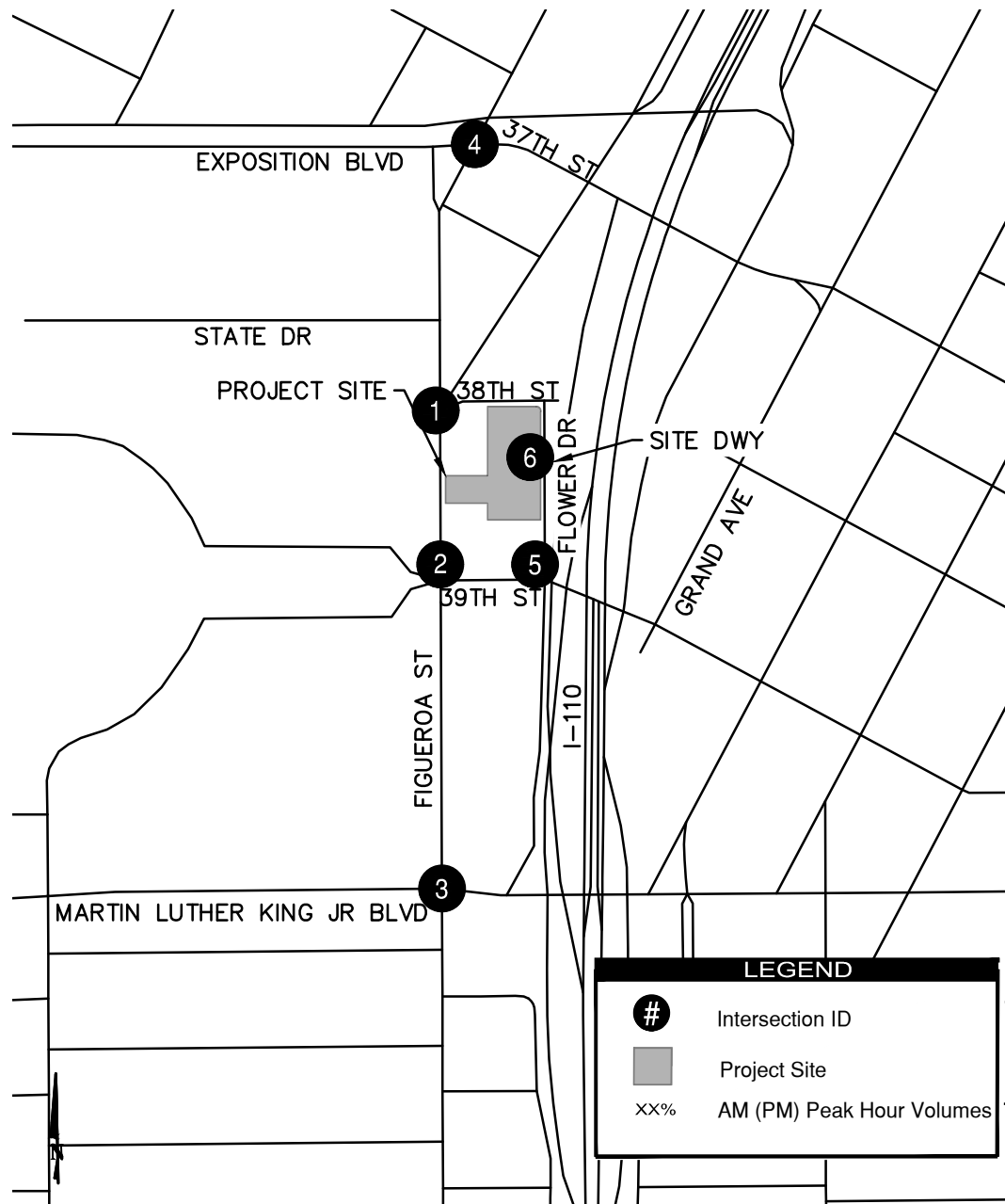


FIGURE 6c - PROJECT TRIP DISTRIBUTION (HIGH-TURNOVER (SIT-DOWN) RESTAURANT)
3822 FIGUEROA STREET



AFFORDABLE HOUSING

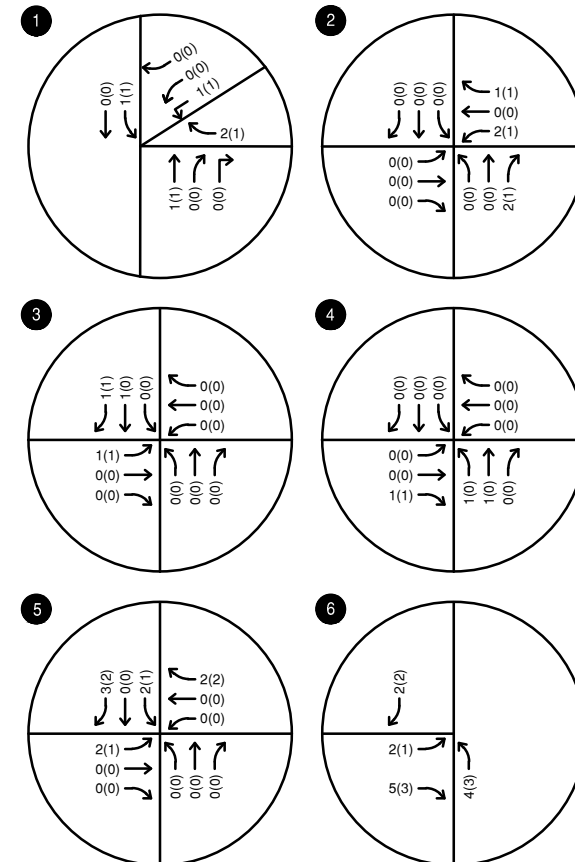
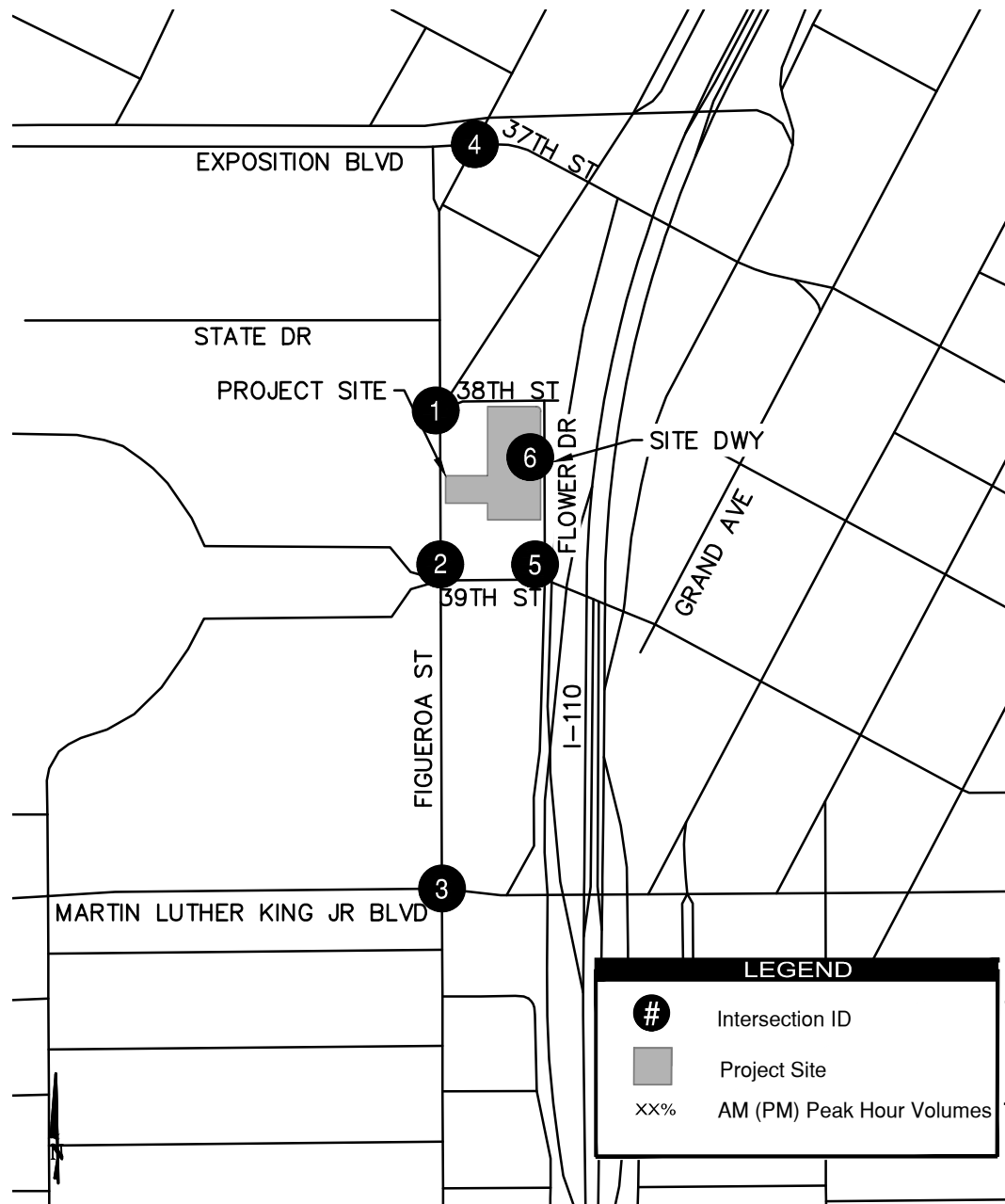


FIGURE 7a - PROJECT TRAFFIC VOLUMES (AFFORDABLE HOUSING)
3822 FIGUEROA STREET



MULTIFAMILY HOUSING (MID-RISE)

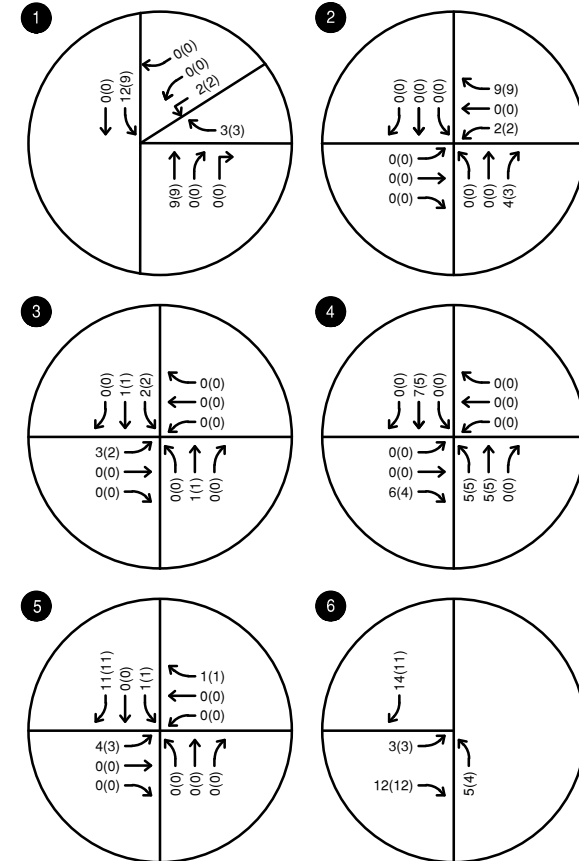
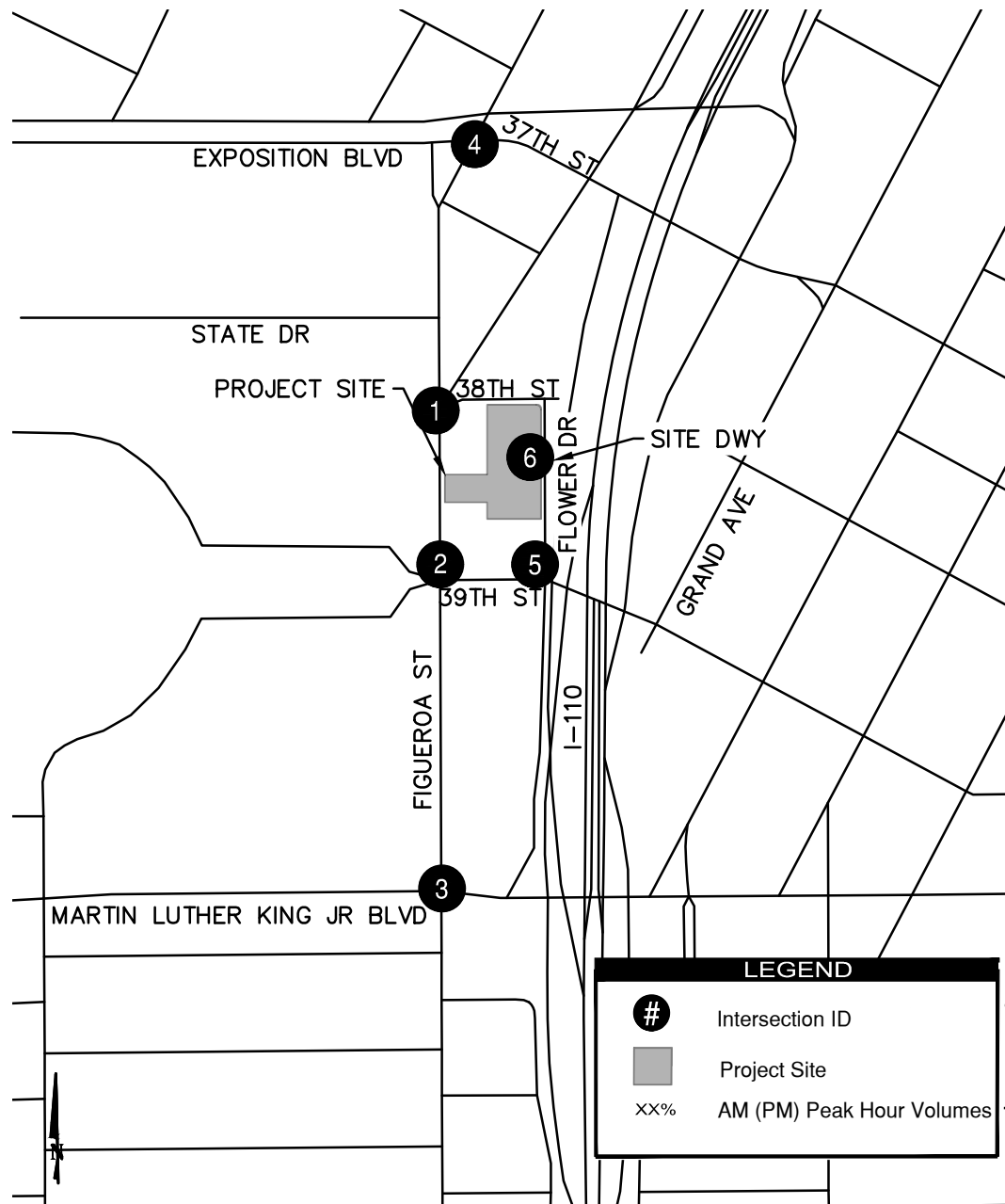


FIGURE 7b - PROJECT TRAFFIC VOLUMES (MULTIFAMILY HOUSING (MID-RISE))
3822 FIGUEROA STREET



HIGH-TURNOVER (SIT-DOWN) RESTAURANT

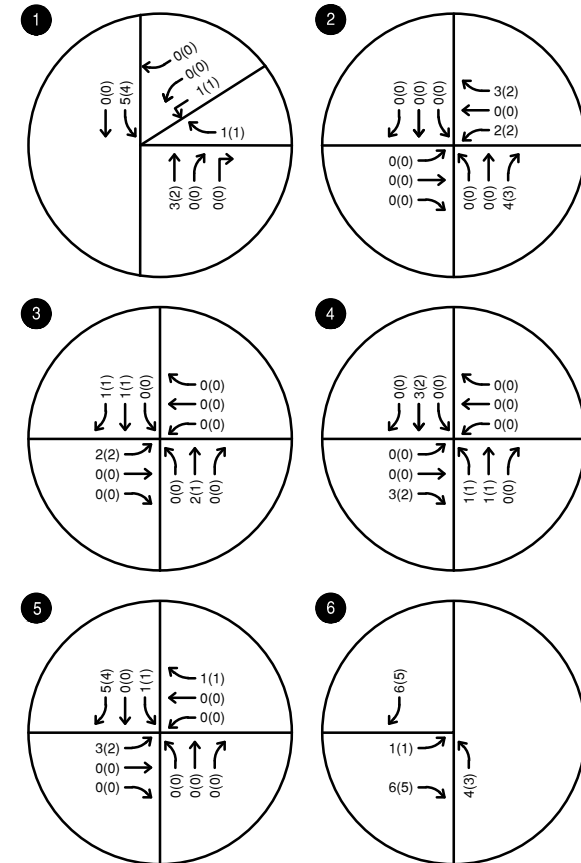


FIGURE 7c - PROJECT TRAFFIC VOLUMES (HIGH-TURNOVER (SIT-DOWN) RESTAURANT)
3822 FIGUEROA STREET

Ambient (2030) Growth

Regional ambient growth was estimated as an annual percentage increase over the existing traffic volumes. A growth rate of 0.75% per year was utilized and approved by the LADOT as part of the MOU. The ambient growth rate of 0.75% was applied to the peak hour traffic volumes to represent Opening Year (2030) without Project volumes.

Related Project Trip Generation and Assignment

In addition to ambient growth, traffic volumes from related Projects (approved or pending projects expected to be built by the year 2030 in the proposed Project Site vicinity) were added to the study intersections to simulate future traffic conditions with expected new development in the area. The list of related projects was provided by LADOT in an email on July 16th, 2024. **Table 5** lists the seven (7) related projects and the trips generated by each related project per information provided by LADOT. The locations of the related projects are shown in **Figure 8**.

Trip distribution and assignment for the related projects were obtained from approved traffic studies, where available, and were developed by Kimley-Horn if approved traffic studies were not available. Kimley-Horn developed cumulative projects trip distribution and assignment based on proximity to regional and local roadways and existing travel patterns as well. Traffic volumes associated with the related projects were compiled for each of the study intersections and are shown on **Figure 9**. The related projects' traffic volumes were added to the Opening Year 2030 traffic volumes for both the with and without Project scenarios to generate the Opening Year (2030) Cumulative traffic volumes.

Table 5: Summary of Related Projects

Map No.	Project Name	Address	Description	Daily	A.M. Peak Hour			P.M. Peak Hour		
					In	Out	Total	In	Out	Total
1	California African American Museum	600 S State Dr	26.4 KSF Existing Museum & 77.1 KSF New Space	154	14	1	15	2	34	36
2	USC University Park Master Plan	929 W Jefferson Blvd	N/A	13,574	366	366	732	529	529	1,057
3	Lucas Museum of Narrative Art	3800 S Vermont Ave	325 KSF Museum	5,246	81	162	243	243	165	408
4	Natural History Museum of LA County - NHMLA	900 W Exposition Blvd	130 KSF NHMLA Addition	349	35	53	88	18	35	53
5	Mixed Use Affordable	3801 S Grand Ave	36 Apartments & 4 Affordable (4,061 SF live/work space), 1,768 SF Retail	155	11	12	23	17	15	32
6	3900 S Figueroa MU	3900 S Figueroa St	348 Apartments, 87 Affordable, 23.67 KSF Retail/Restaurant	2,177	123	111	234	185	190	375
7	MU Affordable	3851 S Grand Ave	11 Apartments & 1 Affordable (1,446 SF live/work space), 723 SF Retail	47	3	4	7	5	6	11
Total				21,702	633	709	1,342	999	974	1,972

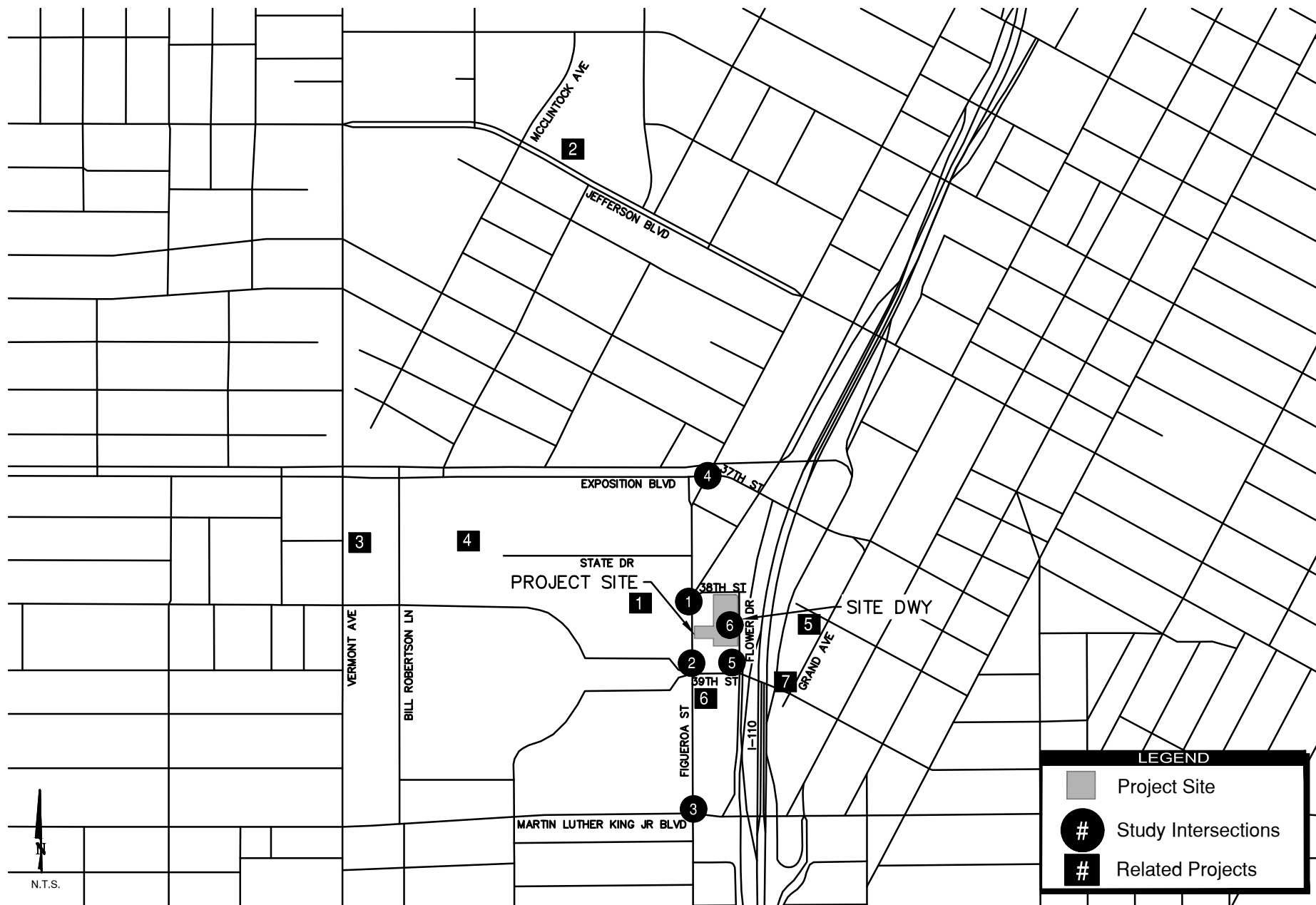


FIGURE 8 - RELATED PROJECTS
3822 FIGUEROA STREET

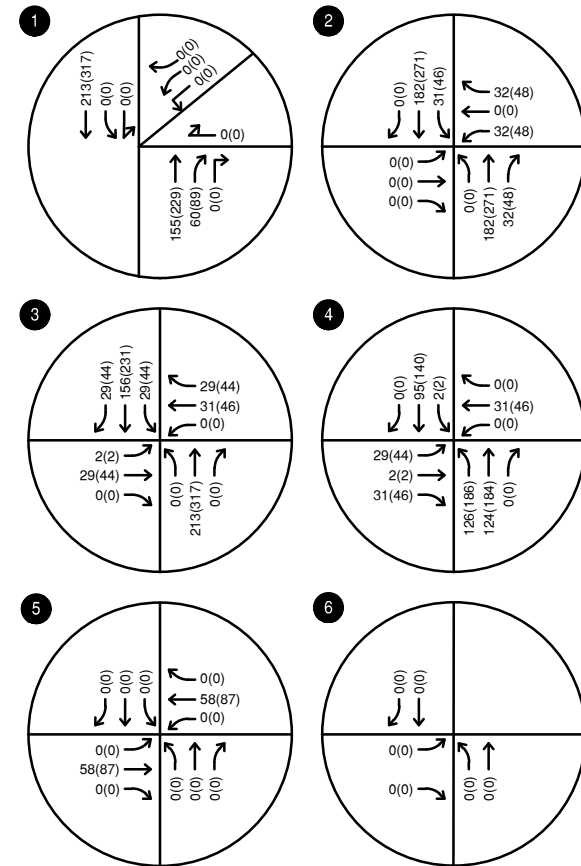
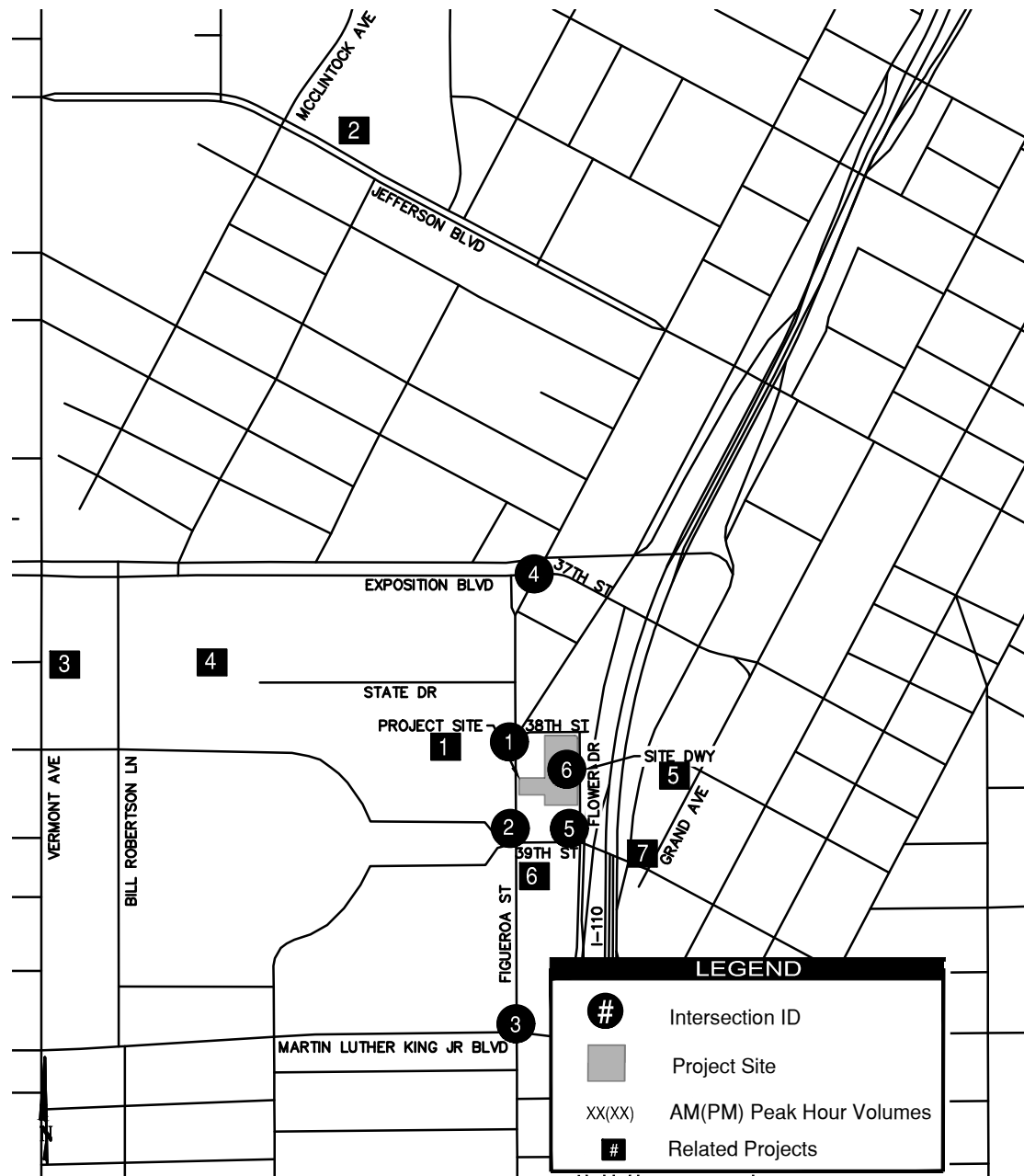


FIGURE 9 - RELATED PROJECTS VOLUMES
3822 FIGUEROA STREET

Opening Year (2030) Cumulative Without Project Conditions

LOS analyses were conducted for weekday A.M. and P.M. peak hour conditions for the Project's Opening Year 2030 Cumulative Without Project conditions. The intersection LOS results are shown in **Table 6** below. During the A.M. peak period, the intersections at South Figueroa Street and Martin Luther King Jr Boulevard, and South Figueroa Street and 37th Street are projected to operate at LOS F while the rest of the study intersections operate at LOS D or better. During the P.M. peak period, the intersections at South Figueroa Street and West 39th Street, South Figueroa Street and Martin Luther King Jr Boulevard, and South Figueroa Street and 37th Street are projected to operate at LOS F while the rest of the study intersections operate at LOS D or better. The three intersections projected to operate at LOS F are signalized intersections.

Table 6: Opening Year (2030) Cumulative Without Project Level of Service

	Intersection	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	S Figueroa St & 38th St/Flower St	Signal	19.2	B	23.4	C
2	S Figueroa St & W 39th St/Exposition Park Dr	Signal	53.9	D	204.4	F
3	S Figueroa St & Martin Luther King Jr Blvd	Signal	137.8	F	188.8	F
4	S Figueroa St & 37th St/Exposition Blvd	Signal	140.9	F	142.3	F
5	Flower Dr & W 39th St	TWSC*	21.48	C	27.5	D
6	Flower Dr & Project Driveway	Future	-	-	-	-

Note: * The delay for the worst approach is reported for TWSC.

The resulting traffic volumes for Opening Year 2030 Cumulative Without Project Conditions are shown on **Figure 10**. Peak hour analysis worksheets are provided in **Appendix G**.

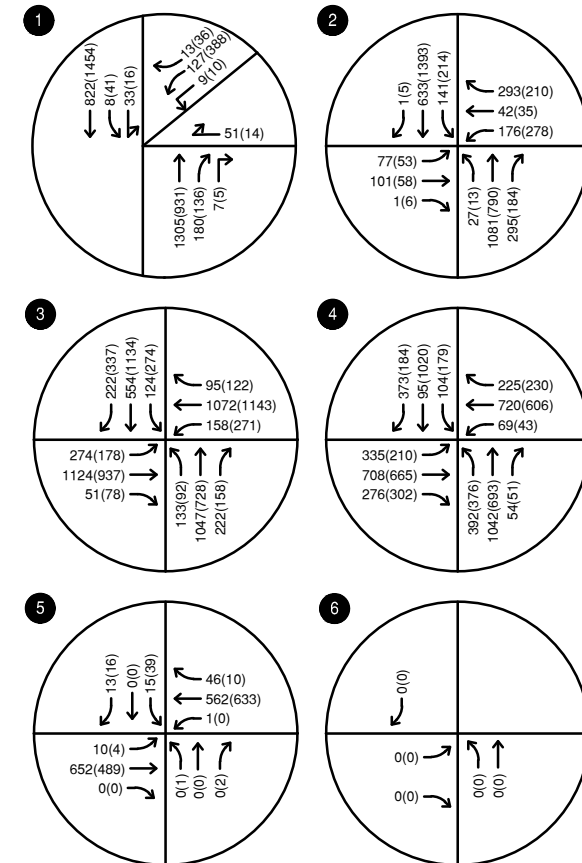
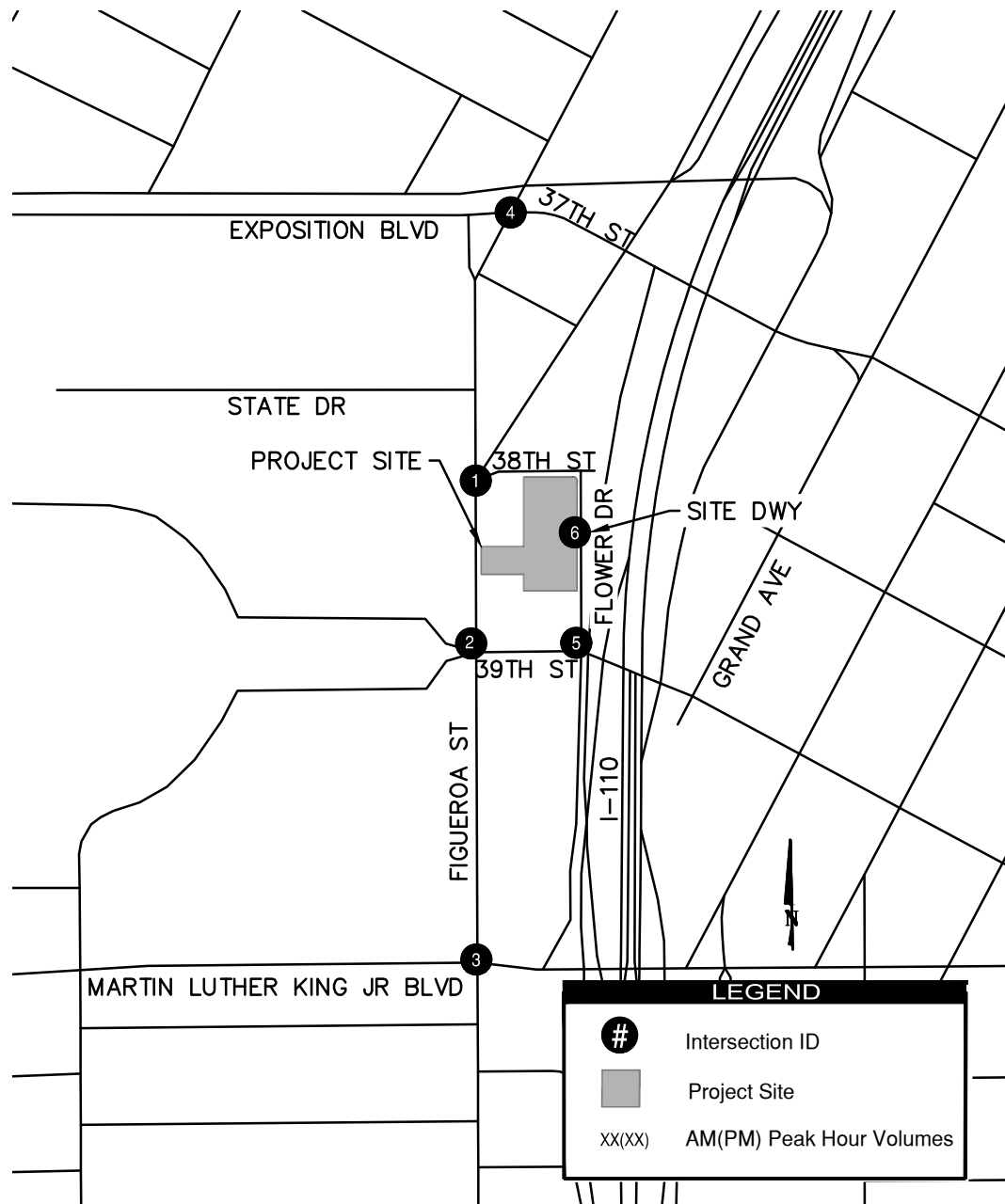


FIGURE 10 - OPENING YEAR (2030) CUMULATIVE WITHOUT PROJECT PEAK HOUR VOLUMES
3822 FIGUEROA STREET

Opening Year (2030) Cumulative Plus Project Conditions

Project-related traffic was added to the Project Opening Year 2030 Cumulative traffic volumes.

Level of service (LOS) analyses were conducted for weekday A.M. and P.M. peak hour conditions for the Project's Opening Year 2030 Cumulative Plus Project Conditions. The improvement in LOS from opening year without Project conditions to opening year with Project conditions for the intersections 2 and 5 is because of the distribution of Project trips to the intersections. The distribution and assignment of Project traffic allows movements at the intersections to operate more efficiently. The intersection LOS results are shown in **Table 7** on the next page. Opening Year 2030 Cumulative Plus Project traffic volumes at the study intersections are shown on **Figure 11**. Peak hour analysis worksheets are provided in **Appendix G**.

Table 7: Opening Year (2030) Cumulative Plus Project Level of Service

Intersection		Traffic Control	Opening Year (2030) without Project				Opening Year (2030) with Project				Change in Delay	
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour	P.M. Peak Hour
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	Delay (s/veh)
1	S Figueroa St & 38th St/Flower St	Signal	19.2	B	23.4	C	23.5	C	24.9	C	4.3	1.5
2	S Figueroa St & W 39th St/Exposition Park Dr	Signal	53.9	D	204.4	F	54	D	203.6	F	0.1	-0.8
3	S Figueroa St & Martin Luther King Jr Blvd	Signal	137.8	F	188.8	F	138.8	F	190.0	F	1	1.2
4	S Figueroa St & 37th St/Exposition Blvd	Signal	140.9	F	142.3	F	144	F	145.2	F	3.1	2.9
5	Flower Dr & W 39th St	TWSC*	21.5	C	27.5	D	20.9	C	27.8	D	-0.7	0.3
6	Flower Dr & Project Driveway	TWSC*	-	-	-	-	8.6	A	8.5	A	-	-

Note: * The delay for the worst approach is reported for TWSC.

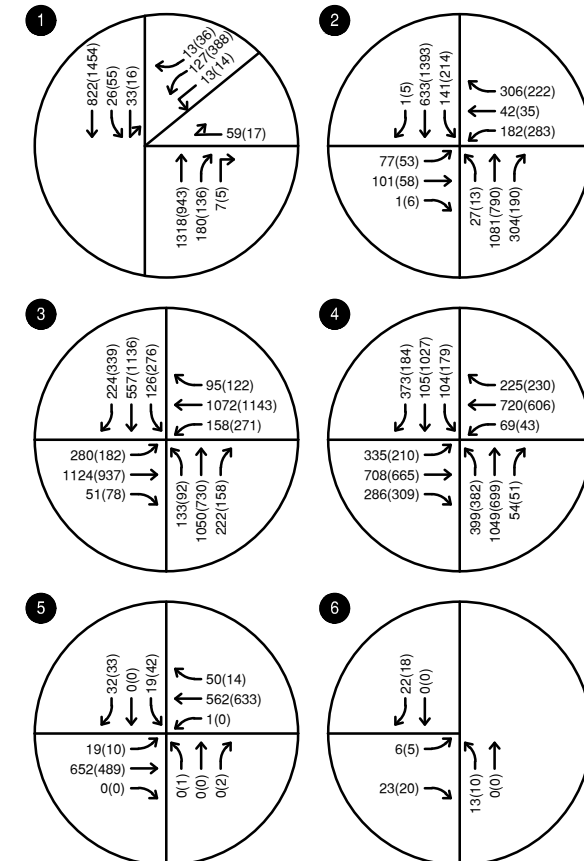
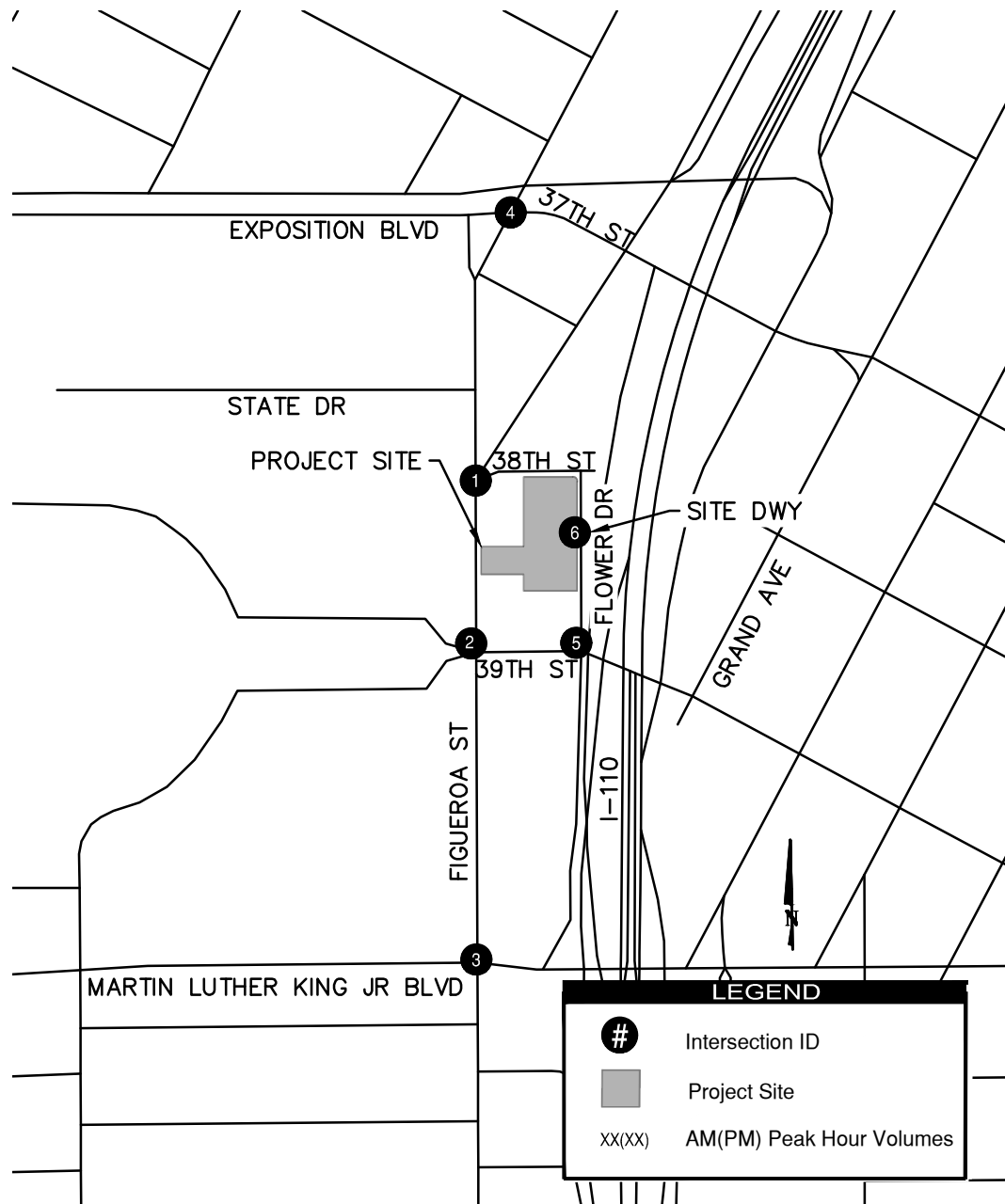


FIGURE 11 - OPENING YEAR (2030) CUMULATIVE WITH PROJECT PEAK HOUR VOLUMES
3822 FIGUEROA STREET

Table 7 shows that for Opening Year (2030) Cumulative Plus Project conditions, the intersections of South Figueroa Street and 39th Street, South Figueroa Street and Martin Luther King Jr Boulevard, and South Figueroa Street and 37th Street are projected to operate at LOS F during at least one of the peak periods; however, the intersections already operate at LOS F without the Project. The three intersections projected to operate at LOS F are signalized intersections. The remaining study intersections operate at LOS D or better. The Project driveway intersection (Intersection #6) is projected to operate at LOS A.

Since intersections #2 (South Figueroa Street and West 39th Street/Exposition Park Drive), #3 (South Figueroa Street and Martin Luther King Jr Boulevard), and #4 (South Figueroa Street and West 37th Street/Exposition Boulevard) are projected to operate at LOS F under Plus Project condition, queuing analysis was conducted.

As per LADOT's TAG:

Project access is considered constrained if the project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- *Additional queue along through lanes and either of the following conditions are expected:*
 - *The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or*
 - *The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.*

South Figueroa Street and West 39th Street are classified as Avenues in the City of Los Angeles Mobility Plan. Intersections #2 (South Figueroa Street and West 39th Street/Exposition Park Drive), #3 (South Figueroa Street and Martin Luther King Jr Boulevard), and #4 (South Figueroa Street and West 37th Street/Exposition Boulevard) operate at LOS F during the P.M. peak hour. Although intersection #2 operates at LOS D during the A.M. peak hour, the queue analysis focuses on the P.M. peak hour, as it represents the more conservative criterion.

Table 8 shows the 95th percentile queue lengths at the intersections of South Figueroa Street and Martin Luther King Jr Boulevard, South Figueroa and West 39th Street/Exposition Park Drive, and South Figueroa and West 37th Street/Exposition Boulevard under Opening Year (2030) Cumulative both with and without Project conditions. As shown in the table, the increase in queue length would be less than 50 feet for any of the three intersections (a maximum of 8 feet) under the plus Project condition. Therefore, the Project would not cause significant impact at the three study intersections. The detailed queue analysis sheets are shown in **Appendix H**.

Table 8: Opening Year (2030) 95th Percentile Queue Lengths

Peak Period	Intersection Name/Scenarios	95th Percentile Queue Length (ft)			
		NBT*	SBT*	EBT*	WBT*
#3: South Figueroa Street and Martin Luther King Jr Boulevard					
A.M.	Opening Year (2030)	1026	411	559	513
	Opening Year plus Project (2030)	1028	413	550	513
	Change in Queue	2	2	-9	0
P.M.	Opening Year (2030)	570	963	412	588
	Opening Year plus Project (2030)	572	955	412	588
	Change in Queue	2	-8	0	0
#2: South Figueroa Street and West 39th Street/Exposition Park Drive					
A.M.	Opening Year (2030)	457	328	89	82
	Opening Year plus Project (2030)	455	336	89	89
	Change in Queue	-2	8	0	7
P.M.	Opening Year (2030)	464	1365	60	115
	Opening Year plus Project (2030)	463	1365	60	115
	Change in Queue	-1	0	0	0
#4: South Figueroa Street and West 37th Street/Exposition Boulevard					
A.M.	Opening Year (2030)	1018	313	383	475
	Opening Year plus Project (2030)	1010	318	387	475
	Change in Queue	-8	5	4	0
P.M.	Opening Year (2030)	558	991	374	359
	Opening Year plus Project (2030)	566	997	376	359
	Change in Queue	8	6	2	0

*NBT=Northbound Through, SBT=Southbound Through, EBT=Eastbound Through, WBT=Westbound Through

The future traffic without Project conditions would result in extended through lane queues. Project traffic, based on the queue information provided in **Appendix H**, would not substantially increase queues or cause spill over from through lanes, or block cross streets/alleys.

Project Construction

Construction Analysis

This section contains a construction period traffic analysis and assesses whether the construction would interfere with circulation for pedestrians, bicyclists, transit users or motorists. As per the LADOT Transportation Assessment Guidelines, the construction impacts were analyzed under the following categories:

1. Temporary transportation constraints
2. Temporary loss of access
3. Temporary loss of bus stops or rerouting of bus lines.

The construction of the Project would begin with the demolition of the existing two-story apartments, and surface parking lot on the Project Site, followed by site preparation, grading, building construction, and paving/concrete installation, and finishing and architectural coatings. The construction of the Project is expected to be completed by the end of 2029.

Temporary closure of on-street parking along South Flower Drive adjacent to the property frontage would be requested to allow for ongoing construction access and vehicle staging, as well as loading and unloading.

Temporary Traffic Constraints

During construction, traffic on South Figueroa Street and South Flower Drive could be intermittently disrupted due to vehicle loading and unloading. Such intermittent travel lane closures may disrupt local traffic. However, a Construction Management Plan, which would include a worksite traffic control plan, would be prepared, in accordance with applicable City guidelines, for any temporary closure of vehicle lanes or sidewalks, and these plans would provide for the safe and efficient movement for vehicular, bicycle, and pedestrian traffic.

Temporary Loss of Access

During construction, the Project Site would be secured with perimeter fencing. The existing land uses in the proximity of the Project Site would remain open throughout the construction period. Pedestrian and vehicular access to properties near the Project Site would also remain open for the duration of construction. During construction, the sidewalks along South Figueroa Street, West 38th Street, and South Flower Drive may be temporarily disrupted. A pedestrian walkway or pedestrian rerouting would be provided as an alternative for pedestrians during construction and would also be addressed in the worksite traffic control plans.

Appropriate signage would be implemented to direct pedestrians to accessible routes during this time.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

The construction of the Project would not result in any temporary loss of bus stops or rerouting of bus lines.

Haul Route and Truck Analysis

The proposed haul route for the Project would require trucks to access the Project Site from the nearby US-110 using West 37th Street. As part of the Project, a detailed Construction Management Plan, would be implemented to minimize construction impacts for vehicles, bicyclists, and pedestrians which is discussed in the following section.

PDF TRAF-1: Construction Management Plan

The contractor would develop a Construction Management Plan as part of the Project and submit it to the City of Los Angeles for approval to reduce the Project's potential construction impact. The Construction Management Plan would include the following:

- Coordinate with the City to ensure adequate access to the Project Site and land uses in proximity of the Project Site is maintained.
- Pick-ups, deliveries, and exports of construction materials should be scheduled during off-peak hours to the extent possible.
- Reduce the potential of trucks waiting for extended periods to load or unload.
- Determine the number and location of flag personnel required during traffic rerouting and deliveries.
- Contractor to post construction notices/hotlines at several locations on the Project Site.
- Establish requirements for storage of materials and loading/unloading on the Project Site.
- Worksite traffic control plans approved by the City of Los Angeles should be implemented to route vehicles, bicyclist and pedestrians around the area during any parking, travel lane or sidewalk closures.

IV. Summary and Conclusions

This report documents the results of the Transportation Assessment completed for the Project. The following summarizes the results of the Assessment:

CEQA Transportation Analysis

- The Project includes the demolition of seven (7) existing two-story apartments and a surface parking lot and would construct a seven-story building with 209 residential dwelling units (34 studios, 43 one-bedrooms, 45 two-bedrooms, 34 three-bedrooms, and 54 four-bedrooms; 32 very low-income units and 10 low-income units) and 2,705 sf of commercial space.
- **Threshold T-1: Less than significant impact.**
 - Based on the Project's land uses and design features, the Project would be consistent with, comply with, and would not impede, the City's implementation of Mobility Plan. The Project would be consistent with South Los Angeles Community Plan, Vision Zero, and the LAMC. (See **Appendix D**)
- **Threshold T-2: Less than significant impact.**
 - The Project's proposed residential area would result in an estimated VMT per capita of 4.9, which would be below the City's threshold for the South Los Angeles APC. The Project's commercial land-use would screen out of the VMT analysis; therefore, there would be no VMT impact for the commercial portion of the Project. Therefore, the Project is presumed to have a less than significant VMT impact. (See **Appendix D**)
 - The Project is an infill redevelopment and located in a fully developed, highly urbanized area that promotes the use of a variety of transportation options, which include walking, biking, jobs and the use of public transportation, including light rail. It also provides a mix of student and covenanted low income multi-family housing, The Project is seven stories in height and provides approximately 144 dwelling units per acre, consistent with the Urban Mixed Use and City Mixed Use land use categories in terms of location, land use, and density.
 - The Project also aligns with the RTP/SCS community and economy goals by providing housing to students, affordable multi-family housing to the community, and create jobs with the commercial portion of the Project. Because the Project is consistent with the RTP/SCS and has a less than a significant VMT impact, the Project would have a less than significant cumulative impact on VMT.
- **Threshold T-3: Less than significant impact.**

- The Project's access locations would comply with City standards and safety requirements, which mandate providing adequate sight lines, safe distances to potential conflicts, traversable sidewalks, crosswalks and pedestrian movement controls.
- The Project Site would not include geometric design or create physical obstructions that would impact the visibility or safety of pedestrians or bicyclists.
- The proposed Project driveway is on a low-volume, non-high injury network local street with no existing bike lane or transit stops. The Project would not substantially increase hazards for vehicles, pedestrians, and bicyclists accessing the Project Site. Therefore, impacts related to hazards would be less than significant.
- The Project would not add more than 25 trips to any freeway off-ramp in either the A.M. or P.M. peak hour. Therefore, a Caltrans freeway impact analysis is not required.

Non-CEQA Analysis

- The traffic impact analysis includes an analysis of six intersections which were selected as per discussions with LADOT.
- Weekday peak hour intersection analysis was conducted for 3 scenarios including Existing (2024), Opening Year (2030) without Project, and Opening Year (2030) with Project conditions.
- Under existing conditions, South Figueroa Street and 38th Street, South Figueroa Street and 39th Street and Flower Drive and 39th Street study intersections operate at LOS D or better during the A.M. and P.M. peak periods, except the intersection at South Figueroa Street and 39th Street which operates at LOS F during the P.M. peak period. The other signalized study intersections operate at LOS E or worse during the A.M. and P.M. peak periods.
- The Project is estimated to generate approximately 717 net new daily trips, 64 net new trips during the A.M. peak hour and 52 net new trips during the P.M. peak hour.

Under Opening Year (2030) without Project conditions, the intersections at South Figueroa Street and Martin Luther King Jr Boulevard, and South Figueroa Street and 37th Street are projected to operate at LOS F while the rest of the study intersections operate at LOS D or better during the A.M. peak period. During the P.M. peak period, the intersections at South Figueroa Street and West 39th Street, South Figueroa Street and Martin Luther King Jr Boulevard, and South Figueroa Street and 37th Street are projected to operate at LOS F while the rest of the study intersections operate at LOS D or better.

- Under Opening Year (2030) with Project conditions, the intersections of South Figueroa Street and 39th Street, South Figueroa Street and Martin Luther King Jr Boulevard, and South Figueroa Street and 37th Street are projected to operate at LOS F during at least one of the peak periods; however, the intersections already operate at LOS F without the Project. The remaining study intersections operate at LOS D or better.
- According to the LADOT's *City of Los Angeles Transportation Assessment Guidelines (August 2022)*, the Project is considered constrained if *"the projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F."*
 - Since intersections #2 (South Figueroa Street and West 39th Street/Exposition Park Drive), #3 (South Figueroa Street and Martin Luther King Jr Boulevard), and #4 (South Figueroa Street and West 37th Street/Exposition Boulevard) are projected to operate at LOS F under Plus Project condition, a queuing analysis was conducted. Based on the queuing analysis, the increase in queue length would be less than 50 feet at each intersection. The Project would not cause significant impact at these intersections.
- The Project is anticipated to have temporary sidewalk disruptions and temporary lane closures during construction. The Project would develop a Construction Management Plan to reduce the potential impacts.

Appendix A – Approved LADOT Referral Form

REFERRAL FORM



TRANSPORTATION STUDY ASSESSMENT Department of Transportation

PURPOSE

The Department of Transportation (LADOT) Referral Form (hereafter referred to as Referral Form) serves as an initial assessment to determine whether a project requires a Transportation Assessment. A Planning case must be filed with Los Angeles City Planning prior to submitting this Referral Form to LADOT.

GENERAL INFORMATION

- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a Transportation Specific Plan area may be required to pay a traffic impact assessment fee, regardless of the need to prepare a Transportation Assessment.
- Pursuant to LAMC Section 19.15 of Chapter 1, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate [LADOT Development Services Office](#) to arrange payment.
- LADOT's Vehicle Miles Traveled (VMT), VMT Calculator, and VMT Calculator User Guide can be found at <http://ladot.lacity.org>.
- A transportation study is not needed for the following project applications:
 - Ministerial / by-right projects
 - Discretionary projects limited to a request for change in hours of operation
 - Tenant improvements within an existing shopping center for change of tenants
 - Any project only installing a parking lot or parking structure
 - Time extension
 - Single-family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SUBMITTAL REQUIREMENTS

When submitting this Referral Form to LADOT, complete and include a copy of the documents listed below:

- ☐ City Planning Application (CP13-7771.1)
- ☐ A fully dimensioned Site Plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation
- ☐ If filing for purposes of Project Review, the Project Review Supplemental Application (CP13-2150)
- ☐ Project-specific VMT Calculator analysis results
- ☐ Route this Referral Form for processing to the appropriate [LADOT Development Services Office](#) as follows (see this [map](#) for geographical reference):

LADOT DEVELOPMENT SERVICES DIVISION OFFICES

Metro	West LA	Valley
100 S. Main St, 9th Floor Los Angeles, CA 90012 ladot.devreview.cen@lacity.org	7166 W. Manchester Blvd Los Angeles, CA 90045 ladot.devreview.wla@lacity.org	6262 Van Nuys Blvd, 3rd Floor Van Nuys, CA 91401 ladot.devreview.sfv@lacity.org

THIS SECTION TO BE COMPLETED BY APPLICANT

PROJECT INFORMATION

Case Number: _____

Address: 3822 S Figueroa St

Project Description: 7 STORY BUILDING WITH 167 STUDENT HOUSING UNITS AND 42 AFFORDABLE UNITS AND RETAIL/RESTAURANT SPACE.

Seeking Existing Use Credit ☒ YES ☐ NO ☐ UNSURE
(will be calculated by LADOT): Also Internal capture credit and Transit/Walk reduction credit

Applicant Name: Angelo Pastelin

Email: Angelo.Pastelin@kimley-horn.com

Phone: 1 562-549-2146

PROJECT REFERRAL TABLE

Proposed ¹	Land Use (list all)	Size/Unit	Daily Trips ¹	
	Off-Campus Student Apartment (Mid-Rise)	385/Bedroom		
	Affordable Housing	42/DU		
	Fast Casual Restaurant	2.71/KSF		
	Total Trips ¹ :		1,454	
		Net Trips		826

THIS SECTION TO BE COMPLETED BY PLANNING STAFF ONLY

Planning Staff Name: _____

Phone: _____

Signature: _____ Date: _____

- a. Does the proposed project involve a discretionary action? ☐ YES ☐ NO
- b. Would the proposed project generate 250 or more daily vehicle trips²? ☐ YES ☐ NO
- c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station³? ☐ YES ☐ NO

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

¹ Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's TAG.

² To calculate the project's total daily trips, use the VMT Calculator. Under "Project Information", enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's [VMT Calculator User Guide](#) and the LADOT TAG (available on the LADOT website).

³ Relevant transit lines include Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

THIS SECTION TO BE COMPLETED BY LADOT

PROJECT COMPONENTS

	Land Use (list all)	Size/Unit	Daily Trips
Proposed	Housing - Multi-Family	167 units	
	Housing - Affordable Family Housing	42 units	
	Retail - General Retail	2.71 ksf	
	Total Trips:		1,017
Existing	Housing - Multi-Family	51 units	
	Total Trips:		232
	Net Increase / Decrease (+ or -)		785

- a. Is the project a single retail use that is less than 50,000 square feet? ☐ YES ☒ NO
- b. Would the project generate a net increase of 250 or more daily vehicle trips? ☒ YES ☐ NO
- c. Would the project generate a net increase of 500 or more daily vehicle trips? ☒ YES ☐ NO
- d. Would the project result in a net increase in daily VMT? ☒ YES ☐ NO
- e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? ☐ YES ☒ NO
- f. Does the project trigger Project Review (LAMC Section 16.05 of Chapter 1)? ☐ YES ☐ NO
- g. Project size: ☐ YES ☐ NO
- i. Would the project generate a net increase of 1,000 or more daily vehicle trips? ☐ YES ☒ NO
- ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? ☐ YES ☒ NO
- iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? ☐ YES ☒ NO

VMT ANALYSIS (CEQA REVIEW)

If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.

If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

ACCESS, SAFETY, AND CIRCULATION ASSESSMENT (CORRECTIVE CONDITIONS)

If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.

If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT COMMENTS:

The project is a 7-story building with 167 student housing units, 42 affordable housing units, and retail space. DVT is greater than 250, therefore a VMT analysis is required. DVT is greater than 500, therefore access, safety, an circulation evaluation is required.

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's TAG.

LADOT ASSESSMENT QUESTIONS

Specific Plan with Trip Fee or TDM Requirements:

☐ YES ☒ NO

Fee Calculation Estimate: _____

VMT Analysis Required:

☒ YES ☐ NO

Access, Safety, and Circulation Evaluation Required:

☒ YES ☐ NO

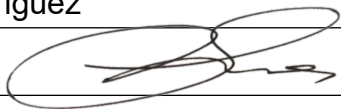
Access Assessment Required:

☐ YES ☒ NO

Prepared by DOT Staff Name: Ira Rodriguez

Phone: (213) 928-9766

Signature: _____



Date: 07/16/2024

Appendix B – Approved Memorandum of Understanding (MOU)

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: 3822 Figueroa Street Student Housing Project

Project Address: 3822 Figueroa Street

Project Description: 7 STORY BUILDING WITH 167 STUDENT HOUSING UNITS AND 42 AFFORDABLE UNITS AND RETAIL/RESTAURANT SPACE.

LADOT Project Case Number: CEN24-57615 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 Feature¹, that are being considered for this project:

Reduced Parking Supply ²	☒	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 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition

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	<u>35</u>	<u>29</u>	<u>64</u>
PM Trips	<u>27</u>	<u>25</u>	<u>52</u>

NET Daily Vehicle Trips (DVT)	
<u>717</u>	DVT (ITE ^{11th} ed.)
<u>785</u>	DVT (VMT Calculator ver. <u>1.4</u>)

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.

²Select 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: 2030 Ambient Growth Rate: .75 % 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 <u>Figueroa St & 38th St</u> | 4 <u>Figueroa St & 37th St</u> |
| 2 <u>Figueroa St & 39th St</u> | 5 <u>Flower Dr & 39th St</u> |
| 3 <u>Figueroa St & Martin Luther King Jr Blvd</u> | 6 <u>Project Driveway on Flower Drive</u> |

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

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

FLOWER ST IS NOT
BUT FIGUEROA ST
IS

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

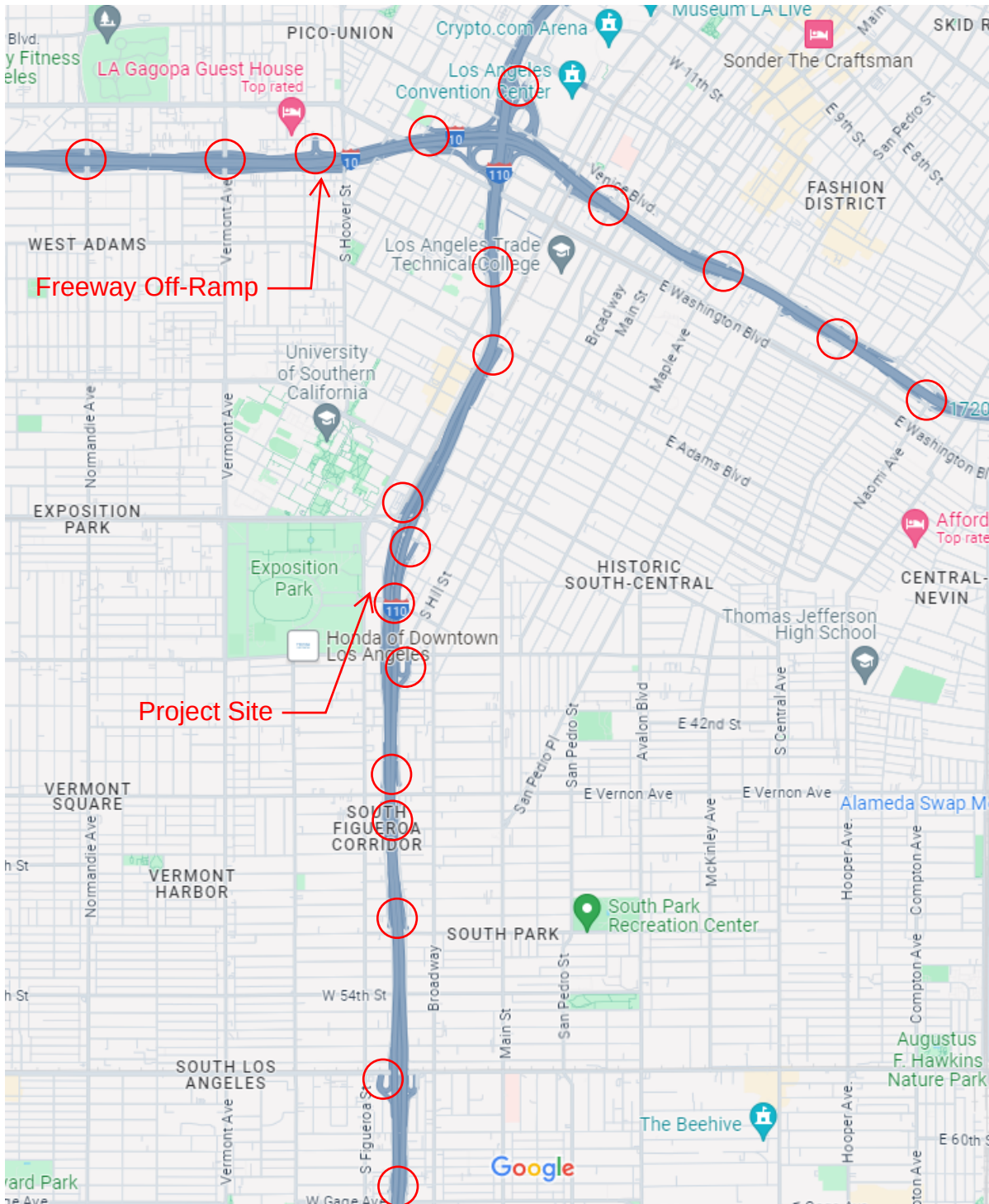
<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name: <u>Angelo Pastelin</u>	_____
Address: <u>660 S Figueroa Street Los Angeles, CA</u>	_____
Phone Number: <u>213-261-4067</u>	_____
E-Mail: <u>angelo.pastelin@kimley-horn.com</u>	_____

Approved by: x <u>Angelo Pastelin</u> Digitally signed by Angelo Pastelin Consultant's Representative	<u>9/18/2024</u> Date	x <u>Ira Rodriguez</u> Digitally signed by Ira Rodriguez Date: 2024.09.18 11:40:24 -07'00' LADOT Representative	**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.**

VIII. Freeway Safety Analysis Screening

The image below displays the nearest freeway off-ramps that fall within 2 miles of the project site. Trips coming from nearby regions (San Fernando, Burbank, etc.) will be distributed across the 9 nearby freeway ramps, resulting in no more than 25 trips to any single ramp. It is anticipated that all ingress/egress movements will be spread across each ramp location since there is not a preferred route to the Project site.



Appendix C - Bureau of Engineering (BOE) Planning Case Referral Form (PCRF)



PRELIMINARY LAND USE REPORT
(PLANNING CASE REFERRAL FORM (PCRF))

The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

Part I: To be completed by Applicant

DCP Case Number (If Available): _____

Applicant: Tracy Chu

Address: 2000 Avenue of the Stars #400

Los Angeles, CA, 90067

Phone: 213-694-3114

Email: tracy.chu@us.dlapiper.com

Owner: Red Penguins QOZB LLC

Address: 2000 Avenue of the Stars, Ste 400N

Los Angeles, CA, 90067

Project Address: 3822 S Figueroa Street

APN: 5037-031-001 to -007, and -015, -016

Engineering District: CENTRAL

Project Description (attach ZIMAS Map with highlighted Parcel(s)):

The Project consists of a 7-story, 86-foot-tall mixed-use development with 209 dwelling units and 2,705 sf of commercial floor area. The Site is within the Greater Downtown LA Housing Incentive area and is allowed unlimited density. However, the Project proposes to provide 15% VLI (32 du) and 5% LI (10 du), and in exchange, the Project requests two on-menu incentives to average FAR, parking, vehicle access, and open space across the Site and to reduce the open space requirement by 20%, one off-menu incentive to allow an FAR of up to 4:1 across the Site, and a waiver to allow a maximum height of 86 feet across the Site. The Project qualifies for reduced parking pursuant to AB 2097, and will provide 40 parking spaces, including 6 parking spaces reserved for the commercial spaces.

Is there a Tract or Parcel Map being filed in conjunction with this:

If yes; provide Map No. TBD

Has the Tract / Parcel report been prepared and submitted to DCP by BOE:

Will new building(s)/structure(s) be constructed as part of this project:

The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.

Part II: To be Completed by BOE Staff:

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21 C10 of LAMC)?:

Is the property subject to Section 12.37 of the LAMC? :

Is the project in the Historic Overlay Preservation Zone? :

Does the project adjoin a State Highway?

Is the project within 100' of the intersection of the intersection of the building lines of a corner lot?

(Per Section 91.106.4.7.1 of LAMC)

Is the project within a streetscape area?

The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)

DEDICATIONS

Street/Alley	Classification	Ex Full R/W	Req Full R/W	Ex Adj. Half R/W	Req Adj. Half R/W	Adjacent Dedication Required	Required under 12.37	Required under a DCP Referred Planning Action
FIGUEROA ST	AVENUE I	100 FT	100 FT	50 FT	50 FT	N/A	NO	NO
38TH ST	LOCAL ST STANDARD	70 FT	60 FT	35 FT	30 FT	N/A	NO	NO
FLOWER DR	LOCAL ST LIMITED	VARIES	60 FT	30 FT	30 FT	N/A	NO	NO
							SELECT	SELECT
							SELECT	SELECT

Corner	Classification	Dimensions	Required under 12.37	Required under a DCP Referred Planning Action
38TH ST AND FLOWER DR	CUT CORNER/RADIUS	10X10 /15 FT	NO	YES
			SELECT	SELECT
			SELECT	SELECT
			SELECT	SELECT

ADDITIONAL NOTES:

IMPROVEMENTS

Street/Alley	Classification	Ex Full Roadway	Req Full Roadway	Ex adjacent half Roadway	Required adjacent Half Roadway	Missing Improvements	Exist. Trees	Exist. CB	Potential Widening	Required under 12.37	Required under a DCP Referred Planning Action
FIGUEROA ST	AVENUE I	VARIES	70 FT	33.5 FT	35 FT	N/A	1	N/A	1.5 FT	YES	YES
38TH ST	LOCAL ST STANDARD	44 FT	36 FT	22 FT	18 FT	N/A	2	N/A	N/A	NO	NO
FLOWER DR	LOCAL ST LIMITED	30 FT	30 FT	15 FT	15 FT	N/A	8	N/A	N/A	NO	NO
										SELECT	SELECT
										SELECT	SELECT

Corner	Classification	Provide/ Upgrade Corner Ramp	Required under 12.37	Required under a DCP Referred Planning Action
38TH ST AND FLOWER DR	CUT CORNER/RADIUS	YES	NO	YES
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT

Street Trees: If the recommendation for Street Widening is marked “Yes”, street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application. Applicants are also advised to contact Urban Forestry Division (UFD) of Streets LA for proposed driveway location impacting existing street trees.

ADDITIONAL NOTES:

PLEASE SEE NOTES BELOW.

Removal/Replacement of Existing Improvements: In all cases, applicants may be required to close any unused driveways; remove and replace sidewalks not compliant with ADA requirements; and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants may also be required to remove and replace broken, off-grade, or bad order curb, gutter, driveways, sidewalks, or alley/street pavement.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

Other Public Improvements: Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

SEWERS

Does the lot have a legal connection to the sewer?

Distance from subject lot to the nearest mainline sewer?

30 Ft.

Sewers Exist in the following Rights-of-Way	Street/R/W	Street/R/W	Street/R/W	Street/R/W
Enter street names (select from options provided above)	FIGUEROA ST	38TH ST	FLOWER DR	

Sewer easement within the project site?

Sewer facilities within easements?

ADDITIONAL NOTES:

STORM DRAINS

Are there storm drain catch basins existing in the right-of-way adjacent to the project site?

N/A (Number)

Storm Drain easement within the project site?

Storm Drain facilities within easements?

ADDITIONAL NOTES:

ADDITIONAL NOTES (cont.):

NOTE: This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication (“R3”) letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication (“R3”) letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: Anthony Tran

Date: 7/11/2024

Reviewed by: Terry Phan

Date: 7/12/24



Appendix D – LADOT’s Plans, Policies, and Consistency Worksheet for the Project



Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

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

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

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

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

I. SCREENING CRITERIA FOR POLICY ANALYSIS

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No

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

☐ Yes ☒ No

II. PLAN CONSISTENCY ANALYSIS

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

These questions address potential conflict with:



Plan, Policy, and Program Consistency Worksheet

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

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

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

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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

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

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

☐ Yes ☐ No ☒ N/A

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

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

☐ Yes ☐ No ☒ N/A

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

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

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

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

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

- West 39th Street - Neighborhood Enhanced Network (NEN), Pedestrian Enhanced District (PED)
- West 37th Street - Neighborhood Enhanced Network (NEN), Pedestrian Enhanced District (PED)
- South Figueroa Street - Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), Pedestrian Enhanced District (PED)
- Martin Luther King Jr Boulevard - Transit Enhanced Network (TEN), Bicycle Enhanced Network (BEN), Pedestrian Enhanced District (PED)
- South Flower Street - Pedestrian Enhanced District (PED)



Plan, Policy, and Program Consistency Worksheet

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

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

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

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

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

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

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

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

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

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

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated 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

¹ LADOT Transportation Assessment Support Map <https://arcg.is/fubbbD>



Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☒ Yes ☐ No

B.2 Driveway Access

These questions address potential conflict with:

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

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

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

Site Planning Best Practices:

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

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

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet² 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

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



Plan, Policy, and Program Consistency Worksheet

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ Yes ☒ No

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

Impact Analysis

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

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

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

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

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

☐ Yes ☐ No ☒ N/A

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

☐ Yes ☐ No ☒ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

³ LADOT Transportation Assessment Support Map <https://arcg.is/fubbbD>



Plan, Policy, and Program Consistency Worksheet

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

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

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

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

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



Plan, Policy, and Program Consistency Worksheet

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

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☒ No

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

☐ Yes ☒ No ☐ N/A

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No

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

☐ Yes ☒ No ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

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



Plan, Policy, and Program Consistency Worksheet

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

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

E. Consistency with Regional Plans

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No ☐ N/A

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

☐ Yes ☐ No ☒ N/A

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

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

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

Appendix E – VMT Calculator

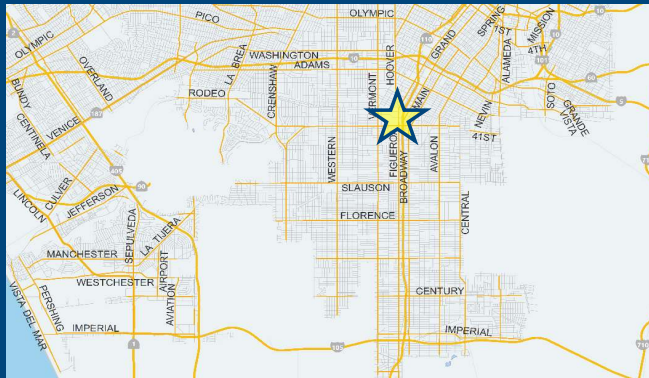
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

Project Information

Project:
 Scenario:
 Address:



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

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	28	DU
Housing Multi-Family	51	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
Retail General Retail	2.705	ksf
Housing Multi-Family	167	DU
Housing Affordable Housing - Family	42	DU
Retail General Retail	2.705	ksf

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

Project Screening Summary

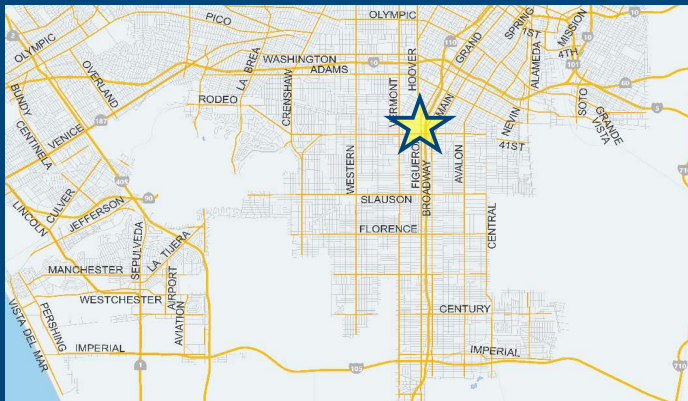
Existing Land Use	Proposed
232 Daily Vehicle Trips	1,017 Daily Vehicle Trips
1,488 Daily VMT	6,656 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	785 Net Daily Trips
The net increase in daily VMT ≤ 0	5,168 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.705 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Information

Project: Figueroa
Scenario: Baseline
Address: 3822 S FIGUEROA ST, 90037



Proposed Project Land Use Type

Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	167	DU
Housing Affordable Housing - Family	42	DU
Retail General Retail	2.705	ksf

TDM Strategies

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

	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

city code parking provision for the project site

☐ Proposed Prj ☐ Mitigation

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj ☐ Mitigation

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj ☐ Mitigation

daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj ☐ Mitigation

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
1,017 Daily Vehicle Trips	1,017 Daily Vehicle Trips
6,656 Daily VMT	6,656 Daily VMT
4.9 Household VMT per Capita	4.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC

Appendix F – Existing Traffic Counts



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Figueroa St

East/West W Exposition Blvd/W 37th St

Day: Tuesday Date: 6/4/2024 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B		S/B		E/B		W/B	
Buses	78		101		23		0	
Duals	94		70		107		48	
Bikes	55		82		18		12	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	319	7:45	133	8:15	317	8:00	269	8:00
PM PK 15 MIN	195	16:45	305	17:45	276	17:15	219	17:15
AM PK HOUR	1147	7:15	512	7:45	1181	7:45	923	7:30
PM PK HOUR	713	16:15	1176	16:15	1060	15:30	804	16:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	256	860	30	1146
8-9	214	807	41	1062
9-10	180	689	19	888
15-16	146	518	42	706
16-17	191	479	53	723
17-18	184	489	42	715
TOTAL	1692	5328	364	7384

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	286	77	444
8-9	94	321	84	499
9-10	83	293	94	470
15-16	184	712	127	1023
16-17	184	809	168	1161
17-18	154	855	173	1182
TOTAL	780	3276	723	4779

TOTAL

N-S
1590
1561
1358
1729
1884
1897
12163

XING S/L

Ped	Sch
17	1
25	14
31	3
69	27
51	49
66	26
259	120

XING N/L

Ped	Sch
48	3
62	6
53	3
60	10
46	9
66	20
335	51

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	250	623	140	1013
8-9	283	688	208	1179
9-10	179	452	85	716
15-16	160	687	209	1056
16-17	153	634	222	1009
17-18	134	611	223	968
TOTAL	1159	3695	1087	5941

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	524	149	727
8-9	46	539	248	833
9-10	23	471	201	695
15-16	38	367	112	517
16-17	39	480	172	691
17-18	34	571	196	801
TOTAL	234	2952	1078	4264

TOTAL

E-W
1740
2012
1411
1573
1700
1769
10205

XING W/L

Ped	Sch
15	6
38	7
28	3
57	15
49	24
55	42
242	97

XING E/L

Ped	Sch
24	1
58	9
51	1
91	14
50	32
75	37
349	94



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Figueroa St

East/West W 38th St/Flower St

Day: Tuesday Date: 6/4/2024 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B		S/B		E/B		W/B	
Buses	75		79		0		0	
Duals	108		89		0		1	
Bikes	58		62		0		4	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	311	7:30	158	8:15	0	0:00	2	7:45
PM PK 15 MIN	175	16:45	295	16:45	0	0:00	1	16:00
AM PK HOUR	1180	7:15	600	7:45	0	0:00	57	7:45
PM PK HOUR	711	16:15	1117	16:45	0	0:00	20	17:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1122	102	1224
8-9	0	978	128	1106
9-10	0	826	68	894
15-16	0	664	54	718
16-17	0	657	62	719
17-18	0	649	43	692
TOTAL	0	6866	616	7482

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	408	0	432
8-9	33	525	0	558
9-10	23	397	0	420
15-16	46	915	0	961
16-17	56	1038	0	1094
17-18	58	1054	0	1112
TOTAL	240	4337	0	4577

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1656	0	0	0	0
1664	0	0	1	0
1314	0	0	0	0
1679	0	0	0	0
1813	0	0	0	0
1804	2	0	0	0
12059	2	0	1	0

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	0	10	111
8-9	180	0	17	197
9-10	177	0	28	205
15-16	240	0	37	277
16-17	368	0	37	405
17-18	392	0	38	430
TOTAL	1458	0	167	1625

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
111	0	0	17	0
197	0	0	24	0
205	0	0	14	0
277	0	0	15	4
405	0	0	20	0
430	47	4	25	0
1625	47	4	115	4



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Figueroa St

East/West W 39th St

Day: Monday Date: 6/10/2024 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B		S/B		E/B		W/B	
Buses	85		98		0		12	
Duals	72		73		6		23	
Bikes	42		47		12		13	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	313	7:30	136	8:30	52	7:45	132	7:45
PM PK 15 MIN	184	15:30	319	16:45	38	17:15	121	17:15
AM PK HOUR	1140	7:15	519	7:45	171	7:30	421	7:45
PM PK HOUR	697	15:00	1228	16:45	112	16:30	413	16:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	845	222	1091
8-9	25	738	194	957
9-10	34	528	97	659
15-16	12	554	159	725
16-17	13	478	125	616
17-18	8	466	124	598
TOTAL	116	3609	921	4646

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	309	3	395
8-9	86	450	0	536
9-10	35	326	4	365
15-16	141	880	5	1026
16-17	162	1035	7	1204
17-18	152	1044	3	1199
TOTAL	659	4044	22	4725

TOTAL

N-S
1486
1493
1024
1751
1820
1797
9371

XING S/L

Ped	Sch
6	2
5	1
2	2
5	0
6	4
8	1
32	10

XING N/L

Ped	Sch
9	0
5	2
7	2
21	2
7	0
11	2
60	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	81	4	138
8-9	55	61	0	116
9-10	12	13	2	27
15-16	37	37	3	77
16-17	43	56	2	101
17-18	52	49	6	107
TOTAL	252	297	17	566

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	130	32	262	424
8-9	121	37	225	383
9-10	126	33	152	311
15-16	184	20	129	333
16-17	219	28	154	401
17-18	228	29	160	417
TOTAL	1008	179	1082	2269

TOTAL

E-W
562
499
338
410
502
524
2835

XING W/L

Ped	Sch
27	6
34	7
31	3
19	12
35	25
26	17
172	70

XING E/L

Ped	Sch
21	2
11	2
10	2
21	6
23	10
13	4
99	26



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Figueroa St

East/West W Martin Luther King Jr Blvd

Day: Tuesday Date: 6/4/2024 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B		S/B		E/B		W/B	
Buses	36		99		47		73	
Duals	104		104		111		151	
Bikes	12		34		10		20	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	329	7:45	174	8:15	359	8:45	301	7:45
PM PK 15 MIN	189	15:30	370	17:00	306	15:15	354	16:30
AM PK HOUR	1167	7:00	615	7:45	1398	8:00	1185	7:15
PM PK HOUR	647	15:15	1400	16:15	1168	15:00	1347	15:45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	125	848	237	1210
8-9	127	758	195	1080
9-10	112	529	146	787
15-16	82	438	123	643
16-17	96	394	132	622
17-18	84	343	118	545
TOTAL	888	4485	1324	6697

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	275	153	476
8-9	94	342	176	612
9-10	95	262	151	508
15-16	187	728	248	1163
16-17	227	876	264	1367
17-18	239	897	294	1430
TOTAL	890	3380	1286	5556

TOTAL

XING S/L

XING N/L

N-S	Ped	Sch	Ped	Sch
1686	36	14	21	9
1692	15	10	11	6
1295	20	15	9	6
1806	31	17	18	4
1989	32	12	26	4
1975	37	12	20	9
12253	171	80	105	38

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	267	908	43	1218
8-9	243	1144	53	1440
9-10	156	878	34	1068
15-16	190	926	95	1211
16-17	163	852	80	1095
17-18	164	773	106	1043
TOTAL	1183	5481	411	7075

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	162	949	61	1172
8-9	121	930	73	1124
9-10	97	843	84	1024
15-16	224	945	78	1247
16-17	255	1042	68	1365
17-18	312	956	53	1321
TOTAL	1171	5665	417	7253

TOTAL

XING W/L

XING E/L

E-W	Ped	Sch	Ped	Sch
2390	37	6	62	19
2564	25	22	28	18
2092	29	21	24	13
2458	28	14	50	12
2460	35	17	43	13
2364	29	15	56	17
14328	183	95	263	92



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South S Flower Dr

East/West W 39th St

Day: Tuesday Date: 6/4/2024 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B		S/B		E/B		W/B	
Buses	0		0		37		14	
Duals	0		2		33		35	
Bikes	0		4		13		20	
	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	1	7:00	11	7:45	155	7:45	142	7:45
PM PK 15 MIN	3	15:00	19	17:15	113	17:30	152	17:00
AM PK HOUR	2	8:00	27	7:00	566	7:30	517	7:15
PM PK HOUR	5	14:30	56	16:00	392	16:45	526	17:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	2	0	0	2
9-10	1	0	0	1
15-16	3	0	2	5
16-17	1	0	2	3
17-18	1	0	2	3
TOTAL	8	0	7	15

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	0	14	31
8-9	14	0	5	19
9-10	12	0	1	13
15-16	25	0	5	30
16-17	48	0	8	56
17-18	37	0	15	52
TOTAL	153	0	48	201

TOTAL

N-S
32
21
14
35
59
55
216

XING S/L

Ped	Sch
3	2
2	0
1	0
2	2
2	1
4	3
14	8

XING N/L

Ped	Sch
7	3
8	1
6	0
12	0
10	2
5	2
48	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	5	459	2	466
8-9	10	445	1	456
9-10	2	167	2	171
15-16	4	350	1	355
16-17	6	375	1	382
17-18	4	384	0	388
TOTAL	31	2180	7	2218

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	460	26	487
8-9	0	426	40	466
9-10	0	374	22	396
15-16	2	376	13	391
16-17	1	450	11	462
17-18	0	522	10	532
TOTAL	4	2608	122	2734

TOTAL

E-W
953
922
567
746
844
920
4952

XING W/L

Ped	Sch
2	0
1	0
1	0
1	0
0	0
1	0
6	0

XING E/L

Ped	Sch
0	0
0	0
1	0
0	0
1	0
0	0
2	0

Appendix G – Intersection Analysis Worksheets

HCM 7th Signalized Intersection Summary

1: Figueroa St & Exposition Park Dr/39th St

10/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	97	1	138	40	250	26	860	251	105	431	1
Future Volume (veh/h)	74	97	1	138	40	250	26	860	251	105	431	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796
Adj Flow Rate, veh/h	71	148	1	170	49	309	30	989	289	115	474	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.87	0.87	0.87	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	306	2	371	390	321	1127	1595	661	225	665	264
Arrive On Green	0.08	0.08	0.08	0.21	0.21	0.21	0.33	0.45	0.45	0.07	0.19	0.19
Sat Flow, veh/h	1781	3710	25	1781	1870	1539	3456	3554	1473	3456	3554	1408
Grp Volume(v), veh/h	71	75	74	170	49	309	30	989	289	115	474	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1865	1781	1870	1539	1728	1777	1473	1728	1777	1408
Q Serve(g_s), s	4.6	4.6	4.6	10.0	2.6	23.9	0.7	25.5	16.1	3.9	15.0	0.1
Cycle Q Clear(g_c), s	4.6	4.6	4.6	10.0	2.6	23.9	0.7	25.5	16.1	3.9	15.0	0.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	154	154	371	390	321	1127	1595	661	225	665	264
V/C Ratio(X)	0.48	0.48	0.48	0.46	0.13	0.96	0.03	0.62	0.44	0.51	0.71	0.00
Avail Cap(c_a), veh/h	373	391	390	371	390	321	1127	1595	661	239	1131	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.96	0.96	0.96
Uniform Delay (d), s/veh	52.6	52.6	52.6	41.6	38.6	47.1	27.5	25.2	22.7	54.2	45.7	39.7
Incr Delay (d2), s/veh	2.4	2.3	2.3	0.9	0.1	40.5	0.0	0.2	0.2	1.7	6.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.3	2.3	4.5	1.2	12.7	0.3	10.7	5.6	1.7	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	54.9	55.0	42.5	38.8	87.6	27.5	25.4	22.9	55.9	51.9	39.7
LnGrp LOS	E	D	D	D	D	F	C	C	C	E	D	D
Approach Vol, veh/h	220		528				1308				590	
Approach Delay, s/veh	55.0		68.5				24.9				52.7	
Approach LOS	D		E				C				D	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.5	59.7	31.0		44.9	28.3	15.8					
Change Period (Y+Rc), s	5.7	5.8	6.0		5.8	5.8	5.9					
Max Green Setting (Gmax), s	8.3	38.2	25.0		8.2	38.2	25.1					
Max Q Clear Time (g_c+I1), s	5.9	27.5	25.9		2.7	17.0	6.6					
Green Ext Time (p_c), s	0.1	5.8	0.0		0.0	3.1	0.9					
Intersection Summary												
HCM 7th Control Delay, s/veh	42.3											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th TWSC
2: Flower Dr & 39th St

10/21/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	568	0	1	482	44	0	0	0	14	0	12
Future Vol, veh/h	10	568	0	1	482	44	0	0	0	14	0	12
Conflicting Peds, #/hr	14	0	4	4	0	14	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	40	-	-	40	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	92	92	92	54	54	54
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	617	0	1	536	49	0	0	0	26	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	598	0	0	621	0	0	916	1244	313	845	1219	309
Stage 1	-	-	-	-	-	-	643	643	-	576	576	-
Stage 2	-	-	-	-	-	-	273	601	-	269	643	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.99	6.54	7.14	6.99	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.92	3.67	4.02	3.32
Pot Cap-1 Maneuver	974	-	-	594	-	-	255	173	583	284	179	687
Stage 1	-	-	-	-	-	-	360	467	-	455	500	-
Stage 2	-	-	-	-	-	-	684	488	-	678	467	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	961	-	-	591	-	-	242	168	581	276	174	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	168	-	276	174	-
Stage 1	-	-	-	-	-	-	355	460	-	448	493	-
Stage 2	-	-	-	-	-	-	659	480	-	670	460	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.15			0.02			0			15.85		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	961	-	-	591	-	-	380
HCM Lane V/C Ratio	-	0.011	-	-	0.002	-	-	0.127
HCM Control Delay (s/veh)	0	8.8	-	-	11.1	-	-	15.8
HCM Lane LOS	A	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.4

HCM Signalized Intersection Capacity Analysis

3: Figueroa St & 38th St & Flower St

10/21/2024

												
Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	49	1100	115	7	32	8	582	9	121	12
Future Volume (vph)	0	0	49	1100	115	7	32	8	582	9	121	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Lane Util. Factor			1.00	0.95				1.00	0.95		0.97	1.00
Frpb, ped/bikes			1.00	0.97				1.00	1.00		1.00	0.75
Flpb, ped/bikes			1.00	1.00				0.97	1.00		1.00	1.00
Frt			0.87	0.99				1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00				0.95	1.00		0.95	1.00
Satd. Flow (prot)			1611	3383				1721	3539		3433	1190
Flt Permitted			1.00	1.00				0.15	1.00		0.95	1.00
Satd. Flow (perm)			1611	3383				264	3539		3433	1190
Peak-hour factor, PHF	0.79	0.79	0.79	0.87	0.87	0.87	0.89	0.89	0.89	0.79	0.79	0.79
Adj. Flow (vph)	0	0	62	1264	132	8	36	9	654	11	153	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	0	62	1404	0	0	0	45	654	0	164	2
Confl. Peds. (#/hr)					77	77	77	77				77
Confl. Bikes (#/hr)					14	14						14
Turn Type			Prot	NA			Perm	Perm	NA	Prot	Prot	Perm
Protected Phases			8	2					6	4	4	
Permitted Phases							6	6				4
Actuated Green, G (s)			8.8	83.6				83.6	83.6		12.5	12.5
Effective Green, g (s)			8.8	83.6				83.6	83.6		12.5	12.5
Actuated g/C Ratio			0.07	0.70				0.70	0.70		0.10	0.10
Clearance Time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Vehicle Extension (s)			3.0	3.0				3.0	3.0		3.0	3.0
Lane Grp Cap (vph)			118	2356				183	2465		357	123
v/s Ratio Prot			c0.04	c0.41					0.18		c0.05	
v/s Ratio Perm								0.17				0.00
v/c Ratio			0.53	0.60				0.25	0.27		0.46	0.01
Uniform Delay, d1			53.6	9.4				6.7	6.8		50.6	48.2
Progression Factor			1.00	0.52				0.89	0.71		1.00	1.00
Incremental Delay, d2			4.2	1.0				0.6	0.1		0.9	0.0
Delay (s)			57.8	5.9				6.6	4.9		51.5	48.3
Level of Service			E	A				A	A		D	D
Approach Delay (s/veh)	57.8			5.9					5.0		51.2	
Approach LOS	E			A					A		D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			10.4		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				15.1			
Intersection Capacity Utilization			54.1%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM 7th Signalized Intersection Summary

4: Figueroa St & Martin Luther King Jr Blvd

10/21/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		
Traffic Volume (veh/h)	260	1047	49	151	995	63	127	797	212	91	381	185
Future Volume (veh/h)	260	1047	49	151	995	63	127	797	212	91	381	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.91	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	277	1114	52	159	1047	66	151	949	252	102	428	208
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1500	70	303	1567	99	137	912	641	129	903	372
Arrive On Green	0.15	0.30	0.30	0.17	0.32	0.32	0.08	0.26	0.26	0.02	0.08	0.08
Sat Flow, veh/h	1781	4986	233	1781	4896	308	1781	3554	1448	1781	3554	1462
Grp Volume(v), veh/h	277	760	406	159	727	386	151	949	252	102	428	208
Grp Sat Flow(s),veh/h/ln	1781	1702	1814	1781	1702	1801	1781	1777	1448	1781	1777	1462
Q Serve(g_s), s	18.5	24.1	24.2	9.8	22.2	22.2	9.2	30.8	3.1	6.8	13.8	16.4
Cycle Q Clear(g_c), s	18.5	24.1	24.2	9.8	22.2	22.2	9.2	30.8	3.1	6.8	13.8	16.4
Prop In Lane	1.00		0.13	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	1024	546	303	1089	576	137	912	641	129	903	372
V/C Ratio(X)	1.01	0.74	0.74	0.53	0.67	0.67	1.11	1.04	0.39	0.79	0.47	0.56
Avail Cap(c_a), veh/h	275	1024	546	303	1089	576	137	912	641	134	912	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	50.8	37.8	37.8	45.4	35.3	35.3	55.4	44.6	9.8	57.7	47.3	48.5
Incr Delay (d2), s/veh	56.5	4.9	8.9	1.7	3.3	6.1	108.2	40.8	0.4	24.4	0.4	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	10.6	11.9	4.4	9.5	10.6	8.2	18.5	2.6	4.1	6.6	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.3	42.6	46.6	47.0	38.5	41.4	163.6	85.4	10.2	82.0	47.7	50.2
LnGrp LOS	F	D	D	D	D	D	F	F	B	F	D	D
Approach Vol, veh/h	1443			1272			1352			738		
Approach Delay, s/veh	56.2			40.5			80.1			53.1		
Approach LOS	E			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	44.3	15.0	36.7	26.3	42.0	14.7	37.0				
Change Period (Y+Rc), s	5.5	5.9	5.8	* 6.2	5.9	* 5.9	6.0	* 6.2				
Max Green Setting (Gmax), s	18.5	38.1	9.2	* 31	20.4	* 36	9.0	* 31				
Max Q Clear Time (g_c+Tb), s	20.5	24.2	11.2	18.4	11.8	26.2	8.8	32.8				
Green Ext Time (p_c), s	0.0	6.1	0.0	2.9	0.2	5.2	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 58.3
 HCM 7th LOS E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

10: Figueroa St & Exposition Blvd/37th St

10/21/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↑↑↑		↰	↑↑	↱	↰	↑↑	↱	↰	↑↑	↱
Traffic Volume (veh/h)	293	675	234	66	659	215	254	878	52	98	357	81
Future Volume (veh/h)	293	675	234	66	659	215	254	878	52	98	357	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	0.99		0.94	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	734	0	76	757	247	282	976	58	118	384	87
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.90	0.90	0.90	0.83	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	1412		164	976	526	410	1120	471	222	1062	617
Arrive On Green	0.11	0.28	0.00	0.09	0.27	0.27	0.09	0.32	0.32	0.07	0.30	0.30
Sat Flow, veh/h	3456	5274	0	1781	3554	1490	1781	3554	1493	1781	3554	1495
Grp Volume(v), veh/h	318	734	0	76	757	247	282	976	58	118	384	87
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1777	1490	1781	1777	1493	1781	1777	1495
Q Serve(g_s), s	10.9	14.6	0.0	4.9	23.6	8.9	10.5	31.1	3.3	5.3	10.2	1.1
Cycle Q Clear(g_c), s	10.9	14.6	0.0	4.9	23.6	8.9	10.5	31.1	3.3	5.3	10.2	1.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	1412		164	976	526	410	1120	471	222	1062	617
V/C Ratio(X)	0.86	0.52		0.46	0.78	0.47	0.69	0.87	0.12	0.53	0.36	0.14
Avail Cap(c_a), veh/h	374	1519		194	1057	560	410	1120	471	251	1062	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	36.7	0.0	51.7	40.1	12.2	30.0	38.8	29.3	29.8	33.1	8.1
Incr Delay (d2), s/veh	17.5	0.3	0.0	2.0	3.4	0.7	4.8	9.3	0.5	2.0	1.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	6.0	0.0	2.2	10.6	2.9	2.5	14.9	1.3	2.4	4.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.2	37.0	0.0	53.7	43.5	12.8	34.8	48.1	29.8	31.8	34.0	8.6
LnGrp LOS	E	D		D	D	B	C	D	C	C	C	A
Approach Vol, veh/h	1052		1080			1316			589			
Approach Delay, s/veh	47.0		37.2			44.5			29.8			
Approach LOS	D		D			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	42.9	20.9	39.3	15.0	44.8	18.9	41.2				
Change Period (Y+Rc), s	6.5	7.0	8.0	6.3	6.2	7.0	7.9	* 8				
Max Green Setting (Gmax), s	10.5	33.0	13.0	35.7	10.8	33.0	13.1	* 36				
Max Q Clear Time (g_c+12.5), s	12.2	12.2	12.9	25.6	7.3	33.1	6.9	16.6				
Green Ext Time (p_c), s	0.0	2.8	0.0	4.3	0.1	0.0	0.1	4.8				

Intersection Summary

HCM 7th Control Delay, s/veh	41.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: Figueroa St & Exposition Park Dr/39th St

10/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	101	1	176	42	293	27	1081	295	141	633	1
Future Volume (veh/h)	77	101	1	176	42	293	27	1081	295	141	633	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796
Adj Flow Rate, veh/h	65	137	1	185	54	318	29	1175	321	153	688	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	306	2	371	390	321	964	1592	659	229	833	334
Arrive On Green	0.08	0.08	0.08	0.21	0.21	0.21	0.28	0.45	0.45	0.07	0.23	0.23
Sat Flow, veh/h	1781	3708	27	1781	1870	1539	3456	3554	1472	3456	3554	1423
Grp Volume(v), veh/h	65	69	69	185	54	318	29	1175	321	153	688	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1865	1781	1870	1539	1728	1777	1472	1728	1777	1423
Q Serve(g_s), s	4.2	4.2	4.2	11.0	2.8	24.7	0.7	32.7	18.5	5.2	22.1	0.1
Cycle Q Clear(g_c), s	4.2	4.2	4.2	11.0	2.8	24.7	0.7	32.7	18.5	5.2	22.1	0.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	154	154	371	390	321	964	1592	659	229	833	334
V/C Ratio(X)	0.44	0.45	0.45	0.50	0.14	0.99	0.03	0.74	0.49	0.67	0.83	0.00
Avail Cap(c_a), veh/h	373	391	390	371	390	321	964	1592	659	239	1131	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.94	0.94	0.94
Uniform Delay (d), s/veh	52.4	52.4	52.4	42.0	38.7	47.4	31.5	27.3	23.4	54.7	43.6	35.2
Incr Delay (d2), s/veh	2.1	2.0	2.0	1.0	0.2	48.0	0.0	0.3	0.2	6.2	8.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.1	2.1	5.0	1.3	13.7	0.3	13.7	6.4	2.5	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	54.5	54.5	43.0	38.9	95.4	31.5	27.6	23.6	61.0	52.3	35.2
LnGrp LOS	D	D	D	D	D	F	C	C	C	E	D	D
Approach Vol, veh/h	203		557				1525				842	
Approach Delay, s/veh	54.5		72.5				26.8				53.9	
Approach LOS	D		E				C				D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	59.5		31.0	39.3	33.9		15.8				
Change Period (Y+Rc), s	5.7	5.8		6.0	5.8	5.8		5.9				
Max Green Setting (Gmax), s	8.3	38.2		25.0	8.2	38.2		25.1				
Max Q Clear Time (g_c+I1), s	7.2	34.7		26.7	2.7	24.1		6.2				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	4.1		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	44.0											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th TWSC
2: Flower Dr & 39th St

10/14/2024

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱ ↑↑↑			↱ ↑↑				↱			↱	
Traffic Vol, veh/h	10	652	0	1	562	46	0	0	0	15	0	13
Future Vol, veh/h	10	652	0	1	562	46	0	0	0	15	0	13
Conflicting Peds, #/hr	14	0	4	4	0	14	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	40	-	-	40	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	709	0	1	611	50	0	0	0	16	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	675	0	0	713	0	0	1045	1411	358	957	1386	347
Stage 1	-	-	-	-	-	-	734	734	-	652	652	-
Stage 2	-	-	-	-	-	-	311	677	-	305	734	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.99	6.54	7.14	6.99	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.92	3.67	4.02	3.32
Pot Cap-1 Maneuver	912	-	-	537	-	-	210	137	545	239	142	649
Stage 1	-	-	-	-	-	-	312	424	-	411	462	-
Stage 2	-	-	-	-	-	-	651	450	-	645	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	900	-	-	535	-	-	201	133	543	233	137	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	133	-	233	137	-
Stage 1	-	-	-	-	-	-	307	417	-	404	455	-
Stage 2	-	-	-	-	-	-	633	443	-	637	417	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.14			0.02			0			17		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	900	-	-	535	-	-	330
HCM Lane V/C Ratio	-	0.012	-	-	0.002	-	-	0.092
HCM Control Delay (s/veh)	0	9	-	-	11.7	-	-	17
HCM Lane LOS	A	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

HCM Signalized Intersection Capacity Analysis

3: Figueroa St & 38th St & Flower St

10/14/2024

												
Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations			↶	↶				↶	↶		↶	↶
Traffic Volume (vph)	0	0	51	1305	180	7	33	8	822	9	127	13
Future Volume (vph)	0	0	51	1305	180	7	33	8	822	9	127	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Lane Util. Factor			1.00	0.95				1.00	0.95		0.97	1.00
Frpb, ped/bikes			1.00	0.96				1.00	1.00		1.00	0.74
Flpb, ped/bikes			1.00	1.00				0.98	1.00		1.00	1.00
Frt			0.87	0.98				1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00				0.95	1.00		0.95	1.00
Satd. Flow (prot)			1611	3337				1737	3539		3433	1167
Flt Permitted			1.00	1.00				0.10	1.00		0.95	1.00
Satd. Flow (perm)			1611	3337				192	3539		3433	1167
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	55	1418	196	8	36	9	893	10	138	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	0	55	1622	0	0	0	45	893	0	148	1
Confl. Peds. (#/hr)					81	81	81	81				81
Confl. Bikes (#/hr)					14	14						14
Turn Type			Prot	NA			Perm	Perm	NA	Prot	Prot	Perm
Protected Phases			8	2					6	4	4	
Permitted Phases							6	6				4
Actuated Green, G (s)			8.3	84.3				84.3	84.3		12.3	12.3
Effective Green, g (s)			8.3	84.3				84.3	84.3		12.3	12.3
Actuated g/C Ratio			0.07	0.70				0.70	0.70		0.10	0.10
Clearance Time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Vehicle Extension (s)			3.0	3.0				3.0	3.0		3.0	3.0
Lane Grp Cap (vph)			111	2344				134	2486		351	119
v/s Ratio Prot			c0.03	c0.49					0.25		c0.04	
v/s Ratio Perm								0.23				0.00
v/c Ratio			0.50	0.69				0.34	0.36		0.42	0.01
Uniform Delay, d1			53.8	10.3				6.9	7.1		50.5	48.4
Progression Factor			1.00	0.52				0.69	0.72		1.00	1.00
Incremental Delay, d2			3.5	1.3				1.5	0.1		0.8	0.0
Delay (s)			57.3	6.7				6.2	5.2		51.3	48.4
Level of Service			E	A				A	A		D	D
Approach Delay (s/veh)	57.3			6.7					5.2		51.1	
Approach LOS	E			A					A		D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			9.8		HCM 2000 Level of Service				A			
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				15.1			
Intersection Capacity Utilization			62.0%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary

4: Figueroa St & Martin Luther King Jr Blvd

10/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		
Traffic Volume (veh/h)	274	1124	51	158	1072	95	133	1047	222	124	554	222
Future Volume (veh/h)	274	1124	51	158	1072	95	133	1047	222	124	554	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.91	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	298	1222	55	172	1165	103	145	1138	241	135	602	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1503	68	298	1511	133	137	912	636	134	912	375
Arrive On Green	0.15	0.30	0.30	0.17	0.32	0.32	0.08	0.26	0.26	0.02	0.08	0.08
Sat Flow, veh/h	1781	4995	225	1781	4758	420	1781	3554	1445	1781	3554	1459
Grp Volume(v), veh/h	298	833	444	172	833	435	145	1138	241	135	602	241
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1775	1781	1777	1445	1781	1777	1459
Q Serve(g_s), s	18.5	27.2	27.2	10.7	26.5	26.6	9.2	30.8	3.0	9.0	19.7	19.2
Cycle Q Clear(g_c), s	18.5	27.2	27.2	10.7	26.5	26.6	9.2	30.8	3.0	9.0	19.7	19.2
Prop In Lane	1.00		0.12	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	1024	546	298	1081	563	137	912	636	134	912	375
V/C Ratio(X)	1.09	0.81	0.81	0.58	0.77	0.77	1.06	1.25	0.38	1.01	0.66	0.64
Avail Cap(c_a), veh/h	275	1024	546	303	1081	563	137	912	636	134	912	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	50.8	38.8	38.8	46.0	37.0	37.0	55.4	44.6	9.8	58.5	49.8	49.6
Incr Delay (d2), s/veh	78.9	7.1	12.5	2.6	5.3	9.9	94.5	120.6	0.4	75.8	1.6	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	12.1	13.8	4.9	11.6	12.8	7.7	28.6	2.5	7.1	9.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	129.6	45.9	51.3	48.6	42.3	46.9	149.9	165.2	10.2	134.3	51.4	52.9
LnGrp LOS	F	D	D	D	D	D	F	F	B	F	D	D
Approach Vol, veh/h	1575			1440			1524			978		
Approach Delay, s/veh	63.3			44.5			139.2			63.2		
Approach LOS	E			D			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	44.0	15.0	37.0	26.0	42.0	15.0	37.0				
Change Period (Y+Rc), s	5.5	5.9	5.8	* 6.2	5.9	* 5.9	6.0	* 6.2				
Max Green Setting (Gmax), s	18.5	38.1	9.2	* 31	20.4	* 36	9.0	* 31				
Max Q Clear Time (g_c+Tb), s	20.5	28.6	11.2	21.7	12.7	29.2	11.0	32.8				
Green Ext Time (p_c), s	0.0	5.4	0.0	3.4	0.3	4.3	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	79.3
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

10: Figueroa St & Exposition Blvd/37th St

10/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	708	276	69	720	225	392	1042	54	104	95	373
Future Volume (veh/h)	335	708	276	69	720	225	392	1042	54	104	95	373
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	0.98		0.94	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	770	0	75	783	245	426	1133	59	113	103	405
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1428		164	982	528	456	1112	467	191	1052	614
Arrive On Green	0.11	0.28	0.00	0.09	0.28	0.28	0.09	0.31	0.31	0.07	0.30	0.30
Sat Flow, veh/h	3456	5274	0	1781	3554	1490	1781	3554	1493	1781	3554	1494
Grp Volume(v), veh/h	364	770	0	75	783	245	426	1133	59	113	103	405
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1777	1490	1781	1777	1493	1781	1777	1494
Q Serve(g_s), s	12.6	15.4	0.0	4.8	24.5	8.8	10.5	37.5	3.4	5.1	2.5	6.9
Cycle Q Clear(g_c), s	12.6	15.4	0.0	4.8	24.5	8.8	10.5	37.5	3.4	5.1	2.5	6.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1428		164	982	528	456	1112	467	191	1052	614
V/C Ratio(X)	0.97	0.54		0.46	0.80	0.46	0.93	1.02	0.13	0.59	0.10	0.66
Avail Cap(c_a), veh/h	374	1519		194	1057	560	456	1112	467	220	1052	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	36.7	0.0	51.7	40.3	12.1	35.8	41.2	29.5	30.7	30.6	10.7
Incr Delay (d2), s/veh	39.1	0.3	0.0	2.0	4.1	0.6	26.5	31.9	0.6	3.2	0.2	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.4	0.0	2.2	11.1	2.8	10.9	21.1	1.3	2.4	1.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.4	37.0	0.0	53.7	44.4	12.7	62.3	73.1	30.1	33.9	30.8	16.2
LnGrp LOS	F	D		D	D	B	E	F	C	C	C	B
Approach Vol, veh/h	1134		1103			1618			621			
Approach Delay, s/veh	54.8		38.0			68.7			21.8			
Approach LOS	D		D			E			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	42.5	21.0	39.5	15.0	44.5	18.9	41.6				
Change Period (Y+Rc), s	6.5	7.0	8.0	6.3	6.2	7.0	7.9	* 8				
Max Green Setting (Gmax), s	10.5	33.0	13.0	35.7	10.8	33.0	13.1	* 36				
Max Q Clear Time (g_c+1.2), s	11.5	8.9	14.6	26.5	7.1	39.5	6.8	17.4				
Green Ext Time (p_c), s	0.0	2.3	0.0	4.1	0.1	0.0	0.1	5.0				

Intersection Summary

HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: Figueroa St & Exposition Park Dr/39th St

10/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	58	6	278	35	210	13	790	184	214	1393	5
Future Volume (veh/h)	53	58	6	278	35	210	13	790	184	214	1393	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796
Adj Flow Rate, veh/h	43	84	7	330	-1	228	14	859	200	233	1514	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	278	23	634	0	272	781	1692	694	239	1131	451
Arrive On Green	0.08	0.08	0.08	0.18	0.00	0.18	0.23	0.48	0.48	0.07	0.32	0.32
Sat Flow, veh/h	1781	3391	278	3563	-7	1530	3456	3554	1458	3456	3554	1417
Grp Volume(v), veh/h	43	46	45	330	0	227	14	859	200	233	1514	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1798	1781	0	1523	1728	1777	1458	1728	1777	1417
Q Serve(g_s), s	2.7	2.8	2.8	10.1	0.0	17.3	0.4	20.0	10.0	8.1	38.2	0.3
Cycle Q Clear(g_c), s	2.7	2.8	2.8	10.1	0.0	17.3	0.4	20.0	10.0	8.1	38.2	0.3
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	153	147	634	0	271	781	1692	694	239	1131	451
V/C Ratio(X)	0.29	0.30	0.31	0.52	0.00	0.84	0.02	0.51	0.29	0.97	1.34	0.01
Avail Cap(c_a), veh/h	373	391	376	742	0	317	781	1692	694	239	1131	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.40	0.40	0.40	0.80	0.80	0.80
Uniform Delay (d), s/veh	51.8	51.8	51.9	44.7	0.0	47.6	36.1	21.7	19.1	55.7	40.9	28.0
Incr Delay (d2), s/veh	1.1	1.1	1.2	0.7	0.0	15.6	0.0	0.4	0.4	45.0	157.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	1.3	4.5	0.0	7.7	0.2	8.4	3.5	5.0	41.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	52.9	53.1	45.4	0.0	63.2	36.1	22.2	19.5	100.8	198.0	28.0
LnGrp LOS	D	D	D	D		E	D	C	B	F	F	C
Approach Vol, veh/h	134			557			1073			1752		
Approach Delay, s/veh	53.0			52.6			21.8			184.6		
Approach LOS	D			D			C			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	62.9		27.4	32.9	44.0		15.7				
Change Period (Y+Rc), s	5.7	5.8		6.0	5.8	5.8		5.9				
Max Green Setting (Gmax), s	8.3	38.2		25.0	8.2	38.2		25.1				
Max Q Clear Time (g_c+I1), s	10.1	22.0		19.3	2.4	40.2		4.8				
Green Ext Time (p_c), s	0.0	6.3		1.4	0.0	0.0		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	109.0											
HCM 7th LOS	F											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th TWSC
2: Flower Dr & 39th St

10/14/2024

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱ ↑↑↱			↱ ↑↑				↱			↱	
Traffic Vol, veh/h	4	489	0	0	633	10	1	0	2	39	0	16
Future Vol, veh/h	4	489	0	0	633	10	1	0	2	39	0	16
Conflicting Peds, #/hr	7	0	7	7	0	7	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	40	-	-	40	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	532	0	0	688	11	1	0	2	42	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	539	0	0	892	1253	273	922	1248	357
Stage 1	-	-	-	-	-	-	547	547	-	700	700	-
Stage 2	-	-	-	-	-	-	345	706	-	221	547	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.99	6.54	7.14	6.99	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.92	3.67	4.02	3.32
Pot Cap-1 Maneuver	888	-	-	650	-	-	264	171	618	253	172	639
Stage 1	-	-	-	-	-	-	419	516	-	384	439	-
Stage 2	-	-	-	-	-	-	622	437	-	724	516	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	882	-	-	645	-	-	254	168	614	249	169	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	168	-	249	169	-
Stage 1	-	-	-	-	-	-	415	510	-	382	436	-
Stage 2	-	-	-	-	-	-	604	434	-	718	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0	13.71	19.82
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	882	-	-	645	-	-	302
HCM Lane V/C Ratio	0.008	0.005	-	-	-	-	-	0.198
HCM Control Delay (s/veh)	13.7	9.1	-	-	0	-	-	19.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

HCM Signalized Intersection Capacity Analysis

3: Figueroa St & 38th St & Flower St

10/14/2024

												
Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations			↶	↶				↶	↶		↶	↶
Traffic Volume (vph)	0	0	14	931	136	5	16	41	1454	10	127	36
Future Volume (vph)	0	0	14	931	136	5	16	41	1454	10	127	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Lane Util. Factor			1.00	0.95				1.00	0.95		0.97	1.00
Frpb, ped/bikes			1.00	0.92				1.00	1.00		1.00	0.66
Flpb, ped/bikes			1.00	1.00				0.92	1.00		1.00	1.00
Frt			0.87	0.98				1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00				0.95	1.00		0.95	1.00
Satd. Flow (prot)			1611	3201				1626	3539		3433	1045
Flt Permitted			1.00	1.00				0.22	1.00		0.95	1.00
Satd. Flow (perm)			1611	3201				369	3539		3433	1045
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	15	1012	148	5	17	45	1580	11	138	39
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	35
Lane Group Flow (vph)	0	0	15	1165	0	0	0	62	1580	0	149	4
Confl. Peds. (#/hr)					129	129	129	129				129
Confl. Bikes (#/hr)					18	18						18
Turn Type			Prot	NA			Perm	Perm	NA	Prot	Prot	Perm
Protected Phases			8	2					6	4	4	
Permitted Phases							6	6				4
Actuated Green, G (s)			3.2	89.4				89.4	89.4		12.3	12.3
Effective Green, g (s)			3.2	89.4				89.4	89.4		12.3	12.3
Actuated g/C Ratio			0.03	0.75				0.75	0.75		0.10	0.10
Clearance Time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Vehicle Extension (s)			3.0	3.0				3.0	3.0		3.0	3.0
Lane Grp Cap (vph)			42	2384				274	2636		351	107
v/s Ratio Prot			c0.01	0.36					c0.45		c0.04	
v/s Ratio Perm								0.17				0.00
v/c Ratio			0.36	0.49				0.23	0.60		0.42	0.04
Uniform Delay, d1			57.4	6.1				4.7	7.0		50.5	48.5
Progression Factor			1.00	0.60				1.06	1.27		1.00	1.00
Incremental Delay, d2			5.1	0.6				0.2	0.1		0.8	0.1
Delay (s)			62.5	4.3				5.1	9.1		51.4	48.7
Level of Service			E	A				A	A		D	D
Approach Delay (s/veh)	62.5			4.3					8.9		50.8	
Approach LOS	E			A					A		D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			10.0		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				15.1			
Intersection Capacity Utilization			63.4%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary

4: Figueroa St & Martin Luther King Jr Blvd

10/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲			↰ ↱ ↲			↰ ↱ ↲		↰ ↱ ↲	↰ ↱ ↲		↰ ↱ ↲
Traffic Volume (veh/h)	178	937	78	271	1143	122	92	728	158	274	1134	337
Future Volume (veh/h)	178	937	78	271	1143	122	92	728	158	274	1134	337
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.89	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	1018	85	295	1242	133	100	791	172	298	1233	366
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1435	120	306	1640	176	129	897	630	134	912	363
Arrive On Green	0.12	0.30	0.30	0.17	0.35	0.35	0.07	0.25	0.25	0.10	0.34	0.34
Sat Flow, veh/h	1781	4770	397	1781	4663	499	1781	3554	1418	1781	3554	1413
Grp Volume(v), veh/h	193	726	377	295	907	468	100	791	172	298	1233	366
Grp Sat Flow(s),veh/h/ln	1781	1702	1764	1781	1702	1758	1781	1777	1418	1781	1777	1413
Q Serve(g_s), s	12.8	22.7	22.8	19.7	28.2	28.3	6.6	25.7	2.1	9.0	30.8	30.8
Cycle Q Clear(g_c), s	12.8	22.7	22.8	19.7	28.2	28.3	6.6	25.7	2.1	9.0	30.8	30.8
Prop In Lane	1.00		0.23	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1024	531	306	1197	618	129	897	630	134	912	363
V/C Ratio(X)	0.87	0.71	0.71	0.96	0.76	0.76	0.78	0.88	0.27	2.23	1.35	1.01
Avail Cap(c_a), veh/h	275	1024	531	306	1197	618	137	912	636	134	912	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	51.6	37.3	37.3	49.3	34.4	34.4	54.7	43.1	9.3	54.0	39.5	39.5
Incr Delay (d2), s/veh	21.5	4.1	7.9	41.6	4.5	8.4	22.9	10.0	0.2	567.1	162.5	37.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	9.9	10.8	12.2	12.2	13.2	3.8	12.4	1.7	25.0	33.1	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.1	41.4	45.2	90.9	38.9	42.8	77.6	53.2	9.5	621.1	202.0	77.1
LnGrp LOS	E	D	D	F	D	D	E	D	A	F	F	F
Approach Vol, veh/h	1296				1670				1063		1897	
Approach Delay, s/veh	47.2				49.2				48.4		243.7	
Approach LOS	D				D				D		F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.4	48.1	14.5	37.0	26.5	42.0	15.0	36.5				
Change Period (Y+Rc), s	5.5	5.9	5.8	* 6.2	5.9	* 5.9	6.0	* 6.2				
Max Green Setting (Gmax), s	10.5	38.1	9.2	* 31	20.4	* 36	9.0	* 31				
Max Q Clear Time (g_c+1.4), s	11.8	30.3	8.6	32.8	21.7	24.8	11.0	27.7				
Green Ext Time (p_c), s	0.2	5.0	0.0	0.0	0.0	5.4	0.0	1.7				

Intersection Summary

HCM 7th Control Delay, s/veh	110.9
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

10: Figueroa St & Exposition Blvd/37th St

10/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↔↔↔		↔	↔↔	↔	↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (veh/h)	210	665	302	43	606	230	376	693	51	179	1020	184
Future Volume (veh/h)	210	665	302	43	606	230	376	693	51	179	1020	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.91	1.00		0.88	1.00		0.87
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	723	0	47	659	250	409	753	55	195	1109	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1469		141	996	548	216	1069	419	296	1069	575
Arrive On Green	0.10	0.29	0.00	0.08	0.28	0.28	0.09	0.30	0.30	0.09	0.30	0.30
Sat Flow, veh/h	3456	5274	0	1781	3554	1446	1781	3554	1393	1781	3554	1386
Grp Volume(v), veh/h	228	723	0	47	659	250	409	753	55	195	1109	200
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1777	1446	1781	1777	1393	1781	1777	1386
Q Serve(g_s), s	7.6	14.1	0.0	3.0	19.7	9.0	10.5	22.6	3.4	9.0	36.1	2.9
Cycle Q Clear(g_c), s	7.6	14.1	0.0	3.0	19.7	9.0	10.5	22.6	3.4	9.0	36.1	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1469		141	996	548	216	1069	419	296	1069	575
V/C Ratio(X)	0.66	0.49		0.33	0.66	0.46	1.89	0.70	0.13	0.66	1.04	0.35
Avail Cap(c_a), veh/h	374	1519		194	1057	573	216	1069	419	296	1069	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	35.5	0.0	52.3	38.2	11.3	32.9	37.2	30.5	28.0	42.0	9.0
Incr Delay (d2), s/veh	3.8	0.3	0.0	1.4	1.4	0.6	419.6	3.9	0.6	5.2	37.8	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	5.8	0.0	1.4	8.6	2.8	29.6	10.3	1.2	4.2	21.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	35.7	0.0	53.6	39.6	11.9	452.5	41.1	31.2	33.2	79.8	10.7
LnGrp LOS	E	D		D	D	B	F	D	C	C	F	B
Approach Vol, veh/h	951		956			1217			1504			
Approach Delay, s/veh	40.5		33.1			178.9			64.6			
Approach LOS	D		C			F			E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	43.1	20.0	39.9	17.0	43.1	17.4	42.5				
Change Period (Y+Rc), s	6.5	7.0	8.0	6.3	6.2	7.0	7.9	* 8				
Max Green Setting (Gmax), s	10.5	33.0	13.0	35.7	10.8	33.0	13.1	* 36				
Max Q Clear Time (g_c+1.2), s	11.5	38.1	9.6	21.7	11.0	24.6	5.0	16.1				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.6	0.0	3.4	0.0	4.8				

Intersection Summary

HCM 7th Control Delay, s/veh	83.2
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: Figueroa St & Exposition Park Dr/39th St

10/21/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	55	6	220	33	155	12	496	130	161	1073	5
Future Volume (veh/h)	51	55	6	220	33	155	12	496	130	161	1073	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796
Adj Flow Rate, veh/h	50	100	8	288	8	187	14	577	151	169	1129	5
Peak Hour Factor	0.74	0.74	0.74	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	280	22	572	10	236	840	1762	725	230	1131	452
Arrive On Green	0.08	0.08	0.08	0.16	0.16	0.16	0.24	0.50	0.50	0.07	0.32	0.32
Sat Flow, veh/h	1781	3403	268	3563	63	1469	3456	3554	1462	3456	3554	1420
Grp Volume(v), veh/h	50	54	54	288	0	195	14	577	151	169	1129	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1801	1781	0	1532	1728	1777	1462	1728	1777	1420
Q Serve(g_s), s	3.2	3.3	3.4	8.9	0.0	14.7	0.4	11.7	7.0	5.8	38.1	0.3
Cycle Q Clear(g_c), s	3.2	3.3	3.4	8.9	0.0	14.7	0.4	11.7	7.0	5.8	38.1	0.3
Prop In Lane	1.00		0.15	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	154	148	572	0	246	840	1762	725	230	1131	452
V/C Ratio(X)	0.34	0.35	0.36	0.50	0.00	0.79	0.02	0.33	0.21	0.74	1.00	0.01
Avail Cap(c_a), veh/h	373	391	377	742	0	319	840	1762	725	239	1131	452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	0.55	0.55	0.55
Uniform Delay (d), s/veh	52.0	52.0	52.1	46.0	0.0	48.4	34.5	18.2	17.0	55.0	40.9	28.0
Incr Delay (d2), s/veh	1.4	1.4	1.5	0.7	0.0	9.9	0.0	0.4	0.6	6.2	19.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	1.6	4.0	0.0	6.3	0.2	4.9	2.5	2.7	19.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	53.4	53.6	46.7	0.0	58.3	34.5	18.6	17.6	61.2	60.2	28.0
LnGrp LOS	D	D	D	D		E	C	B	B	E	E	C
Approach Vol, veh/h	158				483			742			1303	
Approach Delay, s/veh	53.5				51.4			18.7			60.2	
Approach LOS	D				D			B			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	65.3		25.3	35.0	44.0		15.8				
Change Period (Y+Rc), s	5.7	5.8		6.0	5.8	5.8		5.9				
Max Green Setting (Gmax), s	8.3	38.2		25.0	8.2	38.2		25.1				
Max Q Clear Time (g_c+I1), s	7.8	13.7		16.7	2.4	40.1		5.4				
Green Ext Time (p_c), s	0.0	4.7		1.5	0.0	0.0		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	46.8											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th TWSC
2: Flower Dr & 39th St

10/21/2024

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↑↑ ↱			↰ ↑↑				↰ ↱			↰ ↱	
Traffic Vol, veh/h	159	634	245	0	522	10	1	0	2	37	0	15
Future Vol, veh/h	159	634	245	0	522	10	1	0	2	37	0	15
Conflicting Peds, #/hr	7	0	7	7	0	7	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	40	-	-	40	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	87	87	87	38	38	38	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	189	755	292	0	600	11	3	0	5	54	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	618	0	0	1053	0	0	1587	1905	530	1293	2045	314
Stage 1	-	-	-	-	-	-	1286	1286	-	613	613	-
Stage 2	-	-	-	-	-	-	301	618	-	680	1432	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.99	6.54	7.14	6.99	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.92	3.67	4.02	3.32
Pot Cap-1 Maneuver	958	-	-	369	-	-	91	68	422	143	55	682
Stage 1	-	-	-	-	-	-	128	233	-	433	482	-
Stage 2	-	-	-	-	-	-	659	479	-	380	198	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	951	-	-	366	-	-	70	54	420	113	44	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	54	-	113	44	-
Stage 1	-	-	-	-	-	-	102	186	-	430	478	-
Stage 2	-	-	-	-	-	-	637	476	-	301	158	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.49	0	29.11	52.63
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	157	951	-	-	366	-	-	148
HCM Lane V/C Ratio	0.05	0.199	-	-	-	-	-	0.516
HCM Control Delay (s/veh)	29.1	9.7	-	-	0	-	-	52.6
HCM Lane LOS	D	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.7	-	-	0	-	-	2.5

HCM Signalized Intersection Capacity Analysis

3: Figueroa St & 38th St & Flower St

10/21/2024

												
Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	13	671	45	5	15	39	1087	10	371	34
Future Volume (vph)	0	0	13	671	45	5	15	39	1087	10	371	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Lane Util. Factor			1.00	0.95				1.00	0.95		0.97	1.00
Frpb, ped/bikes			1.00	0.96				1.00	1.00		1.00	1.00
Flpb, ped/bikes			1.00	1.00				0.85	1.00		1.00	1.00
Frt			0.87	0.99				1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00				0.95	1.00		0.95	1.00
Satd. Flow (prot)			1611	3360				1500	3539		3433	1583
Flt Permitted			1.00	1.00				0.32	1.00		0.95	1.00
Satd. Flow (perm)			1611	3360				507	3539		3433	1583
Peak-hour factor, PHF	0.58	0.58	0.58	0.90	0.90	0.90	0.58	0.58	0.58	0.93	0.93	0.93
Adj. Flow (vph)	0	0	22	746	50	6	26	67	1874	11	399	37
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	31
Lane Group Flow (vph)	0	0	22	802	0	0	0	93	1874	0	410	6
Confl. Peds. (#/hr)					123	123	123	123				123
Confl. Bikes (#/hr)					18	18						18
Turn Type			Prot	NA			Perm	Perm	NA	Prot	Prot	Prot
Protected Phases			8	2					6	4	4	4
Permitted Phases							6	6				
Actuated Green, G (s)			4.9	81.0				81.0	81.0		19.0	19.0
Effective Green, g (s)			4.9	81.0				81.0	81.0		19.0	19.0
Actuated g/C Ratio			0.04	0.68				0.68	0.68		0.16	0.16
Clearance Time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Vehicle Extension (s)			3.0	3.0				3.0	3.0		3.0	3.0
Lane Grp Cap (vph)			65	2268				342	2388		543	250
v/s Ratio Prot			c0.01	0.24					c0.53		c0.12	0.00
v/s Ratio Perm								0.18				
v/c Ratio			0.34	0.35				0.27	0.78		0.76	0.02
Uniform Delay, d1			56.0	8.3				7.8	13.5		48.3	42.7
Progression Factor			1.00	0.95				1.25	1.48		1.00	1.00
Incremental Delay, d2			3.1	0.4				0.4	1.6		5.9	0.0
Delay (s)			59.1	8.4				10.1	21.5		54.2	42.7
Level of Service			E	A				B	C		D	D
Approach Delay (s/veh)	59.1			8.4					20.9		53.2	
Approach LOS	E			A					C		D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			22.5		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				15.1			
Intersection Capacity Utilization			57.9%		ICU Level of Service				B			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary

4: Figueroa St & Martin Luther King Jr Blvd

10/21/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↖ ↑↑		↖	↖	↖	
Traffic Volume (veh/h)	168	854	75	259	1049	75	88	239	151	220	863	280
Future Volume (veh/h)	168	854	75	259	1049	75	88	239	151	220	863	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.90	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	928	82	273	1104	79	96	260	164	232	908	295
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	1428	126	307	1734	124	128	895	632	134	912	364
Arrive On Green	0.12	0.30	0.30	0.17	0.36	0.36	0.07	0.25	0.25	0.15	0.51	0.51
Sat Flow, veh/h	1781	4746	418	1781	4850	347	1781	3554	1423	1781	3554	1419
Grp Volume(v), veh/h	183	665	345	273	775	408	96	260	164	232	908	295
Grp Sat Flow(s),veh/h/ln	1781	1702	1760	1781	1702	1793	1781	1777	1423	1781	1777	1419
Q Serve(g_s), s	12.1	20.4	20.5	18.0	22.7	22.8	6.3	7.1	2.0	9.0	30.5	20.8
Cycle Q Clear(g_c), s	12.1	20.4	20.5	18.0	22.7	22.8	6.3	7.1	2.0	9.0	30.5	20.8
Prop In Lane	1.00		0.24	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	1024	529	307	1217	641	128	895	632	134	912	364
V/C Ratio(X)	0.86	0.65	0.65	0.89	0.64	0.64	0.75	0.29	0.26	1.74	1.00	0.81
Avail Cap(c_a), veh/h	275	1024	529	307	1217	641	137	912	638	134	912	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	51.9	36.4	36.5	48.6	32.1	32.1	54.6	36.2	9.3	51.0	29.1	26.8
Incr Delay (d2), s/veh	19.6	3.2	6.1	25.8	2.5	4.8	19.2	0.2	0.2	354.6	25.2	10.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	8.8	9.6	10.1	9.6	10.5	3.5	3.1	1.6	16.8	12.9	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.5	39.6	42.6	74.4	34.6	36.9	73.8	36.4	9.5	405.6	54.3	37.1
LnGrp LOS	E	D	D	E	C	D	E	D	A	F	D	D
Approach Vol, veh/h	1193				1456		520				1435	
Approach Delay, s/veh	45.4				42.7		34.8				107.6	
Approach LOS	D				D		C				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	48.8	14.4	37.0	26.6	42.0	15.0	36.4				
Change Period (Y+Rc), s	5.5	5.9	5.8	* 6.2	5.9	* 5.9	6.0	* 6.2				
Max Green Setting (Gmax), s	10.5	38.1	9.2	* 31	20.4	* 36	9.0	* 31				
Max Q Clear Time (g_c+14), s	14.1	24.8	8.3	32.5	20.0	22.5	11.0	9.1				
Green Ext Time (p_c), s	0.2	6.4	0.0	0.0	0.0	5.5	0.0	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh	62.7
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

10: Figueroa St & Exposition Blvd/37th St

10/21/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑↓		↖	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	159	634	245	41	535	220	182	487	49	169	841	176
Future Volume (veh/h)	159	634	245	41	535	220	182	487	49	169	841	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.91	1.00		0.88	0.99		0.87
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	171	682	0	45	588	242	204	547	55	178	885	185
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.89	0.89	0.89	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	1469		138	992	538	253	1092	429	358	1073	577
Arrive On Green	0.10	0.29	0.00	0.08	0.28	0.28	0.09	0.31	0.31	0.08	0.30	0.30
Sat Flow, veh/h	3456	5274	0	1781	3554	1446	1781	3554	1397	1781	3554	1387
Grp Volume(v), veh/h	171	682	0	45	588	242	204	547	55	178	885	185
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1777	1446	1781	1777	1397	1781	1777	1387
Q Serve(g_s), s	5.6	13.2	0.0	2.9	17.2	8.8	9.5	15.1	3.4	8.2	27.8	2.6
Cycle Q Clear(g_c), s	5.6	13.2	0.0	2.9	17.2	8.8	9.5	15.1	3.4	8.2	27.8	2.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	1469		138	992	538	253	1092	429	358	1073	577
V/C Ratio(X)	0.50	0.46		0.33	0.59	0.45	0.81	0.50	0.13	0.50	0.82	0.32
Avail Cap(c_a), veh/h	374	1519		194	1057	565	253	1092	429	367	1073	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.2	35.1	0.0	52.4	37.4	11.6	30.0	34.0	30.0	26.2	38.9	8.9
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.3	0.8	0.6	17.2	1.6	0.6	1.1	7.2	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.4	0.0	1.3	7.5	2.7	5.2	6.8	1.2	3.6	13.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	35.4	0.0	53.7	38.2	12.2	47.1	35.7	30.6	27.3	46.1	10.3
LnGrp LOS	D	D		D	D	B	D	D	C	C	D	B
Approach Vol, veh/h	853				875		806				1248	
Approach Delay, s/veh	38.7				31.8		38.2				38.1	
Approach LOS	D				C		D				D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	43.2	20.0	39.8	16.4	43.9	17.2	42.5				
Change Period (Y+Rc), s	6.5	7.0	8.0	6.3	6.2	7.0	7.9	* 8				
Max Green Setting (Gmax), s	10.5	33.0	13.0	35.7	10.8	33.0	13.1	* 36				
Max Q Clear Time (g_c+I1), s	11.5	29.8	7.6	19.2	10.2	17.1	4.9	15.2				
Green Ext Time (p_c), s	0.0	2.0	0.2	4.4	0.0	3.5	0.0	4.5				

Intersection Summary

HCM 7th Control Delay, s/veh	36.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: Figueroa St & Exposition Park Dr/39th St

10/15/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	101	1	182	42	306	27	1081	304	141	633	1
Future Volume (veh/h)	77	101	1	182	42	306	27	1081	304	141	633	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796
Adj Flow Rate, veh/h	65	137	1	192	54	333	29	1175	330	153	688	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	306	2	371	390	321	674	1592	659	229	1131	460
Arrive On Green	0.08	0.08	0.08	0.21	0.21	0.21	0.20	0.45	0.45	0.07	0.32	0.32
Sat Flow, veh/h	1781	3708	27	1781	1870	1539	3456	3554	1472	3456	3554	1444
Grp Volume(v), veh/h	65	69	69	192	54	333	29	1175	330	153	688	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1865	1781	1870	1539	1728	1777	1472	1728	1777	1444
Q Serve(g_s), s	4.2	4.2	4.2	11.5	2.8	25.0	0.8	32.7	19.2	5.2	19.6	0.1
Cycle Q Clear(g_c), s	4.2	4.2	4.2	11.5	2.8	25.0	0.8	32.7	19.2	5.2	19.6	0.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	154	154	371	390	321	674	1592	659	229	1131	460
V/C Ratio(X)	0.44	0.45	0.45	0.52	0.14	1.04	0.04	0.74	0.50	0.67	0.61	0.00
Avail Cap(c_a), veh/h	373	391	390	371	390	321	674	1592	659	239	1131	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.94	0.94	0.94
Uniform Delay (d), s/veh	52.4	52.4	52.4	42.1	38.7	47.5	39.2	27.3	23.6	54.7	34.6	27.9
Incr Delay (d2), s/veh	2.1	2.0	2.0	1.3	0.2	60.7	0.0	0.3	0.2	6.2	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.1	2.1	5.2	1.3	14.9	0.4	13.7	6.6	2.5	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	54.5	54.5	43.4	38.9	108.2	39.2	27.6	23.8	61.0	36.9	27.9
LnGrp LOS	D	D	D	D	D	F	D	C	C	E	D	C
Approach Vol, veh/h	203				579				1534			
Approach Delay, s/veh	54.5				80.2				27.0			
Approach LOS	D				F				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.7	59.5		31.0	29.2	44.0		15.8				
Change Period (Y+Rc), s	5.7	5.8		6.0	5.8	5.8		5.9				
Max Green Setting (Gmax), s	8.3	38.2		25.0	8.2	38.2		25.1				
Max Q Clear Time (g_c+I1), s	7.2	34.7		27.0	2.8	21.6		6.2				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	4.4		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.3											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th TWSC
2: Flower Dr & 39th St

10/15/2024

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↱ ↑↑↑			↱ ↑↑				↱			↱	
Traffic Vol, veh/h	19	652	0	1	562	50	0	0	0	19	0	32
Future Vol, veh/h	19	652	0	1	562	50	0	0	0	19	0	32
Conflicting Peds, #/hr	14	0	4	4	0	14	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	40	-	-	40	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	709	0	1	611	54	0	0	0	21	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	0	713	0	0	1065	1435	358	979	1408	350
Stage 1	-	-	-	-	-	-	754	754	-	654	654	-
Stage 2	-	-	-	-	-	-	311	681	-	325	754	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.99	6.54	7.14	6.99	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.92	3.67	4.02	3.32
Pot Cap-1 Maneuver	909	-	-	537	-	-	203	132	545	232	138	647
Stage 1	-	-	-	-	-	-	302	415	-	410	461	-
Stage 2	-	-	-	-	-	-	651	448	-	627	415	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	897	-	-	535	-	-	186	127	543	223	132	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	127	-	223	132	-
Stage 1	-	-	-	-	-	-	294	404	-	403	454	-
Stage 2	-	-	-	-	-	-	612	441	-	613	404	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.26			0.02			0			16.21		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	897	-	-	535	-	-	376
HCM Lane V/C Ratio	-	0.023	-	-	0.002	-	-	0.147
HCM Control Delay (s/veh)	0	9.1	-	-	11.7	-	-	16.2
HCM Lane LOS	A	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.5

HCM Signalized Intersection Capacity Analysis

3: Figueroa St & 38th St & Flower St

10/15/2024

Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations			↶	↶				↶	↶		↶	↶
Traffic Volume (vph)	0	0	57	1318	180	7	33	26	822	13	127	13
Future Volume (vph)	0	0	57	1318	180	7	33	26	822	13	127	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Lane Util. Factor			1.00	0.95				1.00	0.95		0.97	1.00
Frpb, ped/bikes			1.00	0.96				1.00	1.00		1.00	0.74
Flpb, ped/bikes			1.00	1.00				0.98	1.00		1.00	1.00
Frt			0.87	0.98				1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00				0.95	1.00		0.95	1.00
Satd. Flow (prot)			1611	3339				1739	3539		3433	1167
Flt Permitted			1.00	1.00				0.10	1.00		0.95	1.00
Satd. Flow (perm)			1611	3339				185	3539		3433	1167
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	62	1433	196	8	36	28	893	14	138	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	0	62	1637	0	0	0	64	893	0	152	1
Confl. Peds. (#/hr)					81	81	81	81				81
Confl. Bikes (#/hr)					14	14						14
Turn Type			Prot	NA			Perm	Perm	NA	Prot	Prot	Perm
Protected Phases			8	2					6	4	4	
Permitted Phases							6	6				4
Actuated Green, G (s)			8.8	83.8				83.8	83.8		12.3	12.3
Effective Green, g (s)			8.8	83.8				83.8	83.8		12.3	12.3
Actuated g/C Ratio			0.07	0.70				0.70	0.70		0.10	0.10
Clearance Time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Vehicle Extension (s)			3.0	3.0				3.0	3.0		3.0	3.0
Lane Grp Cap (vph)			118	2331				129	2471		351	119
v/s Ratio Prot			c0.04	c0.49					0.25		c0.04	
v/s Ratio Perm								0.35				0.00
v/c Ratio			0.53	0.70				0.50	0.36		0.43	0.01
Uniform Delay, d1			53.6	10.7				8.4	7.3		50.6	48.4
Progression Factor			1.00	0.51				0.69	0.74		1.00	1.00
Incremental Delay, d2			4.2	1.4				2.9	0.1		0.9	0.0
Delay (s)			57.8	6.8				8.7	5.5		51.4	48.4
Level of Service			E	A				A	A		D	D
Approach Delay (s/veh)	57.8			6.8					5.7		51.2	
Approach LOS	E			A					A		D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			10.2		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				15.1			
Intersection Capacity Utilization			68.4%		ICU Level of Service				C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary

4: Figueroa St & Martin Luther King Jr Blvd

10/15/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗			↖ ↗			↖ ↗		↖ ↗	↖ ↗		↖ ↗
Traffic Volume (veh/h)	280	1124	51	158	1072	95	133	1050	222	126	557	224
Future Volume (veh/h)	280	1124	51	158	1072	95	133	1050	222	126	557	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.91	1.00		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	1222	55	172	1165	103	145	1141	241	137	605	243
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	1503	68	298	1511	133	137	912	636	134	912	375
Arrive On Green	0.15	0.30	0.30	0.17	0.32	0.32	0.08	0.26	0.26	0.02	0.08	0.08
Sat Flow, veh/h	1781	4995	225	1781	4758	420	1781	3554	1445	1781	3554	1459
Grp Volume(v), veh/h	304	833	444	172	833	435	145	1141	241	137	605	243
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1775	1781	1777	1445	1781	1777	1459
Q Serve(g_s), s	18.5	27.2	27.2	10.7	26.5	26.6	9.2	30.8	3.0	9.0	19.8	19.4
Cycle Q Clear(g_c), s	18.5	27.2	27.2	10.7	26.5	26.6	9.2	30.8	3.0	9.0	19.8	19.4
Prop In Lane	1.00		0.12	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	1024	546	298	1081	563	137	912	636	134	912	375
V/C Ratio(X)	1.11	0.81	0.81	0.58	0.77	0.77	1.06	1.25	0.38	1.03	0.66	0.65
Avail Cap(c_a), veh/h	275	1024	546	303	1081	563	137	912	636	134	912	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	50.8	38.8	38.8	46.0	37.0	37.0	55.4	44.6	9.8	58.5	49.9	49.7
Incr Delay (d2), s/veh	86.1	7.1	12.5	2.6	5.3	9.9	94.5	122.0	0.4	80.8	1.6	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	12.1	13.8	4.9	11.6	12.8	7.7	28.7	2.5	7.3	9.7	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	136.8	45.9	51.3	48.6	42.3	46.9	149.9	166.6	10.2	139.3	51.5	53.2
LnGrp LOS	F	D	D	D	D	D	F	F	B	F	D	D
Approach Vol, veh/h	1581				1440		1527				985	
Approach Delay, s/veh	64.9				44.5		140.3				64.1	
Approach LOS	E				D		F				E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	44.0	15.0	37.0	26.0	42.0	15.0	37.0				
Change Period (Y+Rc), s	5.5	5.9	5.8	* 6.2	5.9	* 5.9	6.0	* 6.2				
Max Green Setting (Gmax), s	18.5	38.1	9.2	* 31	20.4	* 36	9.0	* 31				
Max Q Clear Time (g_c+0.5), s	20.5	28.6	11.2	21.8	12.7	29.2	11.0	32.8				
Green Ext Time (p_c), s	0.0	5.4	0.0	3.4	0.3	4.3	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	80.3
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

10: Figueroa St & Exposition Blvd/37th St

10/15/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	708	286	69	720	225	399	1049	54	104	105	373
Future Volume (veh/h)	335	708	286	69	720	225	399	1049	54	104	105	373
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	0.98		0.94	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	364	770	0	75	783	245	434	1140	59	113	114	405
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1428		164	982	528	452	1112	467	191	1052	614
Arrive On Green	0.11	0.28	0.00	0.09	0.28	0.28	0.09	0.31	0.31	0.07	0.30	0.30
Sat Flow, veh/h	3456	5274	0	1781	3554	1490	1781	3554	1493	1781	3554	1494
Grp Volume(v), veh/h	364	770	0	75	783	245	434	1140	59	113	114	405
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1777	1490	1781	1777	1493	1781	1777	1494
Q Serve(g_s), s	12.6	15.4	0.0	4.8	24.5	8.8	10.5	37.5	3.4	5.1	2.8	6.9
Cycle Q Clear(g_c), s	12.6	15.4	0.0	4.8	24.5	8.8	10.5	37.5	3.4	5.1	2.8	6.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1428		164	982	528	452	1112	467	191	1052	614
V/C Ratio(X)	0.97	0.54		0.46	0.80	0.46	0.96	1.03	0.13	0.59	0.11	0.66
Avail Cap(c_a), veh/h	374	1519		194	1057	560	452	1112	467	220	1052	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.3	36.7	0.0	51.7	40.3	12.1	36.5	41.2	29.5	30.7	30.7	10.7
Incr Delay (d2), s/veh	39.1	0.3	0.0	2.0	4.1	0.6	32.3	33.7	0.6	3.2	0.2	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.4	0.0	2.2	11.1	2.8	12.1	21.4	1.3	2.4	1.2	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.4	37.0	0.0	53.7	44.4	12.7	68.8	74.9	30.1	33.9	30.9	16.2
LnGrp LOS	F	D		D	D	B	E	F	C	C	C	B
Approach Vol, veh/h	1134		1103			1633			632			
Approach Delay, s/veh	54.8		38.0			71.6			22.0			
Approach LOS	D		D			E			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	42.5	21.0	39.5	15.0	44.5	18.9	41.6				
Change Period (Y+Rc), s	6.5	7.0	8.0	6.3	6.2	7.0	7.9	* 8				
Max Green Setting (Gmax), s	10.5	33.0	13.0	35.7	10.8	33.0	13.1	* 36				
Max Q Clear Time (g_c+1.2), s	12.5	8.9	14.6	26.5	7.1	39.5	6.8	17.4				
Green Ext Time (p_c), s	0.0	2.3	0.0	4.1	0.1	0.0	0.1	5.0				

Intersection Summary

HCM 7th Control Delay, s/veh	52.2
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th TWSC
20: Flower Dr & Project Driveway

10/15/2024

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	6	23	13	0	0	22
Future Vol, veh/h	6	23	13	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	25	14	0	0	24
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	40	12	24	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	971	1069	1591	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	963	1069	1591	-	-	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	8.55	7.28		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1591	-	1045	-	-	
HCM Lane V/C Ratio	0.009	-	0.03	-	-	
HCM Control Delay (s/veh)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 7th Signalized Intersection Summary

1: Figueroa St & Exposition Park Dr/39th St

10/15/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	58	6	283	35	222	13	790	190	214	1393	5
Future Volume (veh/h)	53	58	6	283	35	222	13	790	190	214	1393	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796
Adj Flow Rate, veh/h	43	84	7	341	-8	241	14	859	207	233	1514	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	278	23	646	0	284	769	1679	689	239	1131	451
Arrive On Green	0.08	0.08	0.08	0.18	0.00	0.18	0.22	0.47	0.47	0.07	0.32	0.32
Sat Flow, veh/h	1781	3391	278	3563	-52	1568	3456	3554	1458	3456	3554	1417
Grp Volume(v), veh/h	43	46	45	341	0	233	14	859	207	233	1514	5
Grp Sat Flow(s),veh/h/ln	1781	1870	1798	1781	0	1516	1728	1777	1458	1728	1777	1417
Q Serve(g_s), s	2.7	2.8	2.8	10.4	0.0	17.8	0.4	20.2	10.5	8.1	38.2	0.3
Cycle Q Clear(g_c), s	2.7	2.8	2.8	10.4	0.0	17.8	0.4	20.2	10.5	8.1	38.2	0.3
Prop In Lane	1.00		0.15	1.00		1.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	153	147	646	0	275	769	1679	689	239	1131	451
V/C Ratio(X)	0.29	0.30	0.31	0.53	0.00	0.85	0.02	0.51	0.30	0.97	1.34	0.01
Avail Cap(c_a), veh/h	373	391	376	742	0	316	769	1679	689	239	1131	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.40	0.40	0.40	0.69	0.69	0.69
Uniform Delay (d), s/veh	51.8	51.8	51.9	44.5	0.0	47.1	36.4	22.0	19.5	55.7	40.9	28.0
Incr Delay (d2), s/veh	1.1	1.1	1.2	0.7	0.0	17.1	0.0	0.4	0.4	41.5	156.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	1.3	4.7	0.0	8.0	0.2	8.4	3.6	4.9	41.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	52.9	53.1	45.1	0.0	64.3	36.4	22.5	19.9	97.2	197.4	28.0
LnGrp LOS	D	D	D	D		E	D	C	B	F	F	C
Approach Vol, veh/h	134				574			1080			1752	
Approach Delay, s/veh	53.0				52.9			22.2			183.6	
Approach LOS	D				D			C			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	62.5		27.8	32.5	44.0		15.7				
Change Period (Y+Rc), s	5.7	5.8		6.0	5.8	5.8		5.9				
Max Green Setting (Gmax), s	8.3	38.2		25.0	8.2	38.2		25.1				
Max Q Clear Time (g_c+I1), s	10.1	22.2		19.8	2.4	40.2		4.8				
Green Ext Time (p_c), s	0.0	6.3		1.3	0.0	0.0		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	108.2											
HCM 7th LOS	F											
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 7th TWSC
2: Flower Dr & 39th St

10/15/2024

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰ ↱ ↲ ↳			↰ ↱ ↲				↰ ↱ ↲				
Traffic Vol, veh/h	10	489	0	0	633	14	1	0	2	42	0	33
Future Vol, veh/h	10	489	0	0	633	14	1	0	2	42	0	33
Conflicting Peds, #/hr	7	0	7	7	0	7	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	40	-	-	40	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	532	0	0	688	15	1	0	2	46	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	710	0	0	539	0	0	905	1271	273	937	1263	360
Stage 1	-	-	-	-	-	-	560	560	-	703	703	-
Stage 2	-	-	-	-	-	-	345	710	-	234	560	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.99	6.54	7.14	6.99	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.92	3.67	4.02	3.32
Pot Cap-1 Maneuver	885	-	-	650	-	-	259	167	618	247	168	637
Stage 1	-	-	-	-	-	-	411	509	-	383	438	-
Stage 2	-	-	-	-	-	-	622	435	-	711	509	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	879	-	-	645	-	-	239	162	614	241	164	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	162	-	241	164	-
Stage 1	-	-	-	-	-	-	403	499	-	381	435	-
Stage 2	-	-	-	-	-	-	586	432	-	700	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0	13.99	19.36
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	879	-	-	645	-	-	332
HCM Lane V/C Ratio	0.008	0.012	-	-	-	-	-	0.246
HCM Control Delay (s/veh)	14	9.1	-	-	0	-	-	19.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.9

HCM Signalized Intersection Capacity Analysis

3: Figueroa St & 38th St & Flower St

10/15/2024

												
Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations			↗	↗				↘	↗		↘	↗
Traffic Volume (vph)	0	0	19	943	136	5	16	55	1454	14	388	36
Future Volume (vph)	0	0	19	943	136	5	16	55	1454	14	388	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Lane Util. Factor			1.00	0.95				1.00	0.95		0.97	1.00
Frpb, ped/bikes			1.00	0.92				1.00	1.00		1.00	0.74
Flpb, ped/bikes			1.00	1.00				0.93	1.00		1.00	1.00
Frt			0.87	0.98				1.00	1.00		1.00	0.85
Flt Protected			1.00	1.00				0.95	1.00		0.95	1.00
Satd. Flow (prot)			1611	3205				1651	3539		3433	1169
Flt Permitted			1.00	1.00				0.20	1.00		0.95	1.00
Satd. Flow (perm)			1611	3205				344	3539		3433	1169
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	21	1025	148	5	17	60	1580	15	422	39
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	0	21	1178	0	0	0	77	1580	0	437	6
Confl. Peds. (#/hr)					129	129	129	129				129
Confl. Bikes (#/hr)					18	18						18
Turn Type			Prot	NA			Perm	Perm	NA	Prot	Prot	Perm
Protected Phases			8	2					6	4	4	
Permitted Phases							6	6				4
Actuated Green, G (s)			3.4	82.1				82.1	82.1		19.4	19.4
Effective Green, g (s)			3.4	82.1				82.1	82.1		19.4	19.4
Actuated g/C Ratio			0.03	0.68				0.68	0.68		0.16	0.16
Clearance Time (s)			3.9	5.6				5.6	5.6		5.6	5.6
Vehicle Extension (s)			3.0	3.0				3.0	3.0		3.0	3.0
Lane Grp Cap (vph)			45	2192				235	2421		555	188
v/s Ratio Prot			c0.01	0.37					c0.45		c0.13	
v/s Ratio Perm								0.22				0.01
v/c Ratio			0.47	0.54				0.33	0.65		0.79	0.03
Uniform Delay, d1			57.4	9.5				7.7	10.8		48.3	42.4
Progression Factor			1.00	0.51				1.25	1.19		1.00	1.00
Incremental Delay, d2			7.5	0.8				0.3	0.2		7.3	0.1
Delay (s)			64.9	5.6				10.0	13.1		55.6	42.5
Level of Service			E	A				A	B		E	D
Approach Delay (s/veh)	64.9			5.6					13.0		54.5	
Approach LOS	E			A					B		D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			16.6		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			120.0		Sum of lost time (s)				15.1			
Intersection Capacity Utilization			65.2%		ICU Level of Service				C			
Analysis Period (min)			15									

c Critical Lane Group

HCM 7th Signalized Intersection Summary

4: Figueroa St & Martin Luther King Jr Blvd

10/15/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	937	78	271	1143	122	92	730	158	276	1136	339
Future Volume (veh/h)	182	937	78	271	1143	122	92	730	158	276	1136	339
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.96	1.00		0.89	1.00		0.89
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	198	1018	85	295	1242	133	100	793	172	300	1235	368
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	1435	120	306	1627	174	129	897	630	134	912	363
Arrive On Green	0.13	0.30	0.30	0.17	0.35	0.35	0.07	0.25	0.25	0.10	0.34	0.34
Sat Flow, veh/h	1781	4770	397	1781	4662	499	1781	3554	1418	1781	3554	1413
Grp Volume(v), veh/h	198	726	377	295	907	468	100	793	172	300	1235	368
Grp Sat Flow(s),veh/h/ln	1781	1702	1764	1781	1702	1758	1781	1777	1418	1781	1777	1413
Q Serve(g_s), s	13.1	22.7	22.8	19.7	28.4	28.4	6.6	25.8	2.1	9.0	30.8	30.8
Cycle Q Clear(g_c), s	13.1	22.7	22.8	19.7	28.4	28.4	6.6	25.8	2.1	9.0	30.8	30.8
Prop In Lane	1.00		0.23	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	1024	531	306	1188	613	129	897	630	134	912	363
V/C Ratio(X)	0.87	0.71	0.71	0.96	0.76	0.76	0.78	0.88	0.27	2.25	1.35	1.01
Avail Cap(c_a), veh/h	275	1024	531	306	1188	613	137	912	636	134	912	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	51.4	37.3	37.3	49.3	34.7	34.7	54.7	43.2	9.3	54.0	39.5	39.5
Incr Delay (d2), s/veh	22.4	4.1	7.9	41.6	4.7	8.8	22.9	10.2	0.2	573.8	163.4	39.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	9.9	10.8	12.2	12.3	13.4	3.8	12.4	1.7	25.2	33.2	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.8	41.4	45.2	90.9	39.3	43.4	77.6	53.4	9.5	627.8	202.9	78.5
LnGrp LOS	E	D	D	F	D	D	E	D	A	F	F	F
Approach Vol, veh/h	1301					1670		1065		1903		
Approach Delay, s/veh	47.4					49.6		48.6		245.9		
Approach LOS	D					D		D		F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.7	47.8	14.5	37.0	26.5	42.0	15.0	36.5				
Change Period (Y+Rc), s	5.5	5.9	5.8	* 6.2	5.9	* 5.9	6.0	* 6.2				
Max Green Setting (Gmax), s	10.5	38.1	9.2	* 31	20.4	* 36	9.0	* 31				
Max Q Clear Time (g_c+1.5), s	11.5	30.4	8.6	32.8	21.7	24.8	11.0	27.8				
Green Ext Time (p_c), s	0.2	5.0	0.0	0.0	0.0	5.4	0.0	1.7				

Intersection Summary

HCM 7th Control Delay, s/veh	111.8
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

10: Figueroa St & Exposition Blvd/37th St

10/15/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↱↱		↰	↱↱	↰	↰	↱↱	↰	↰	↱↱	↰
Traffic Volume (veh/h)	210	665	309	43	606	230	382	699	51	179	1027	184
Future Volume (veh/h)	210	665	309	43	606	230	382	699	51	179	1027	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.91	1.00		0.88	1.00		0.87
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	723	0	47	659	250	415	760	55	195	1116	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1469		141	996	548	216	1069	419	294	1069	575
Arrive On Green	0.10	0.29	0.00	0.08	0.28	0.28	0.09	0.30	0.30	0.09	0.30	0.30
Sat Flow, veh/h	3456	5274	0	1781	3554	1446	1781	3554	1393	1781	3554	1386
Grp Volume(v), veh/h	228	723	0	47	659	250	415	760	55	195	1116	200
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1777	1446	1781	1777	1393	1781	1777	1386
Q Serve(g_s), s	7.6	14.1	0.0	3.0	19.7	9.0	10.5	22.8	3.4	9.0	36.1	2.9
Cycle Q Clear(g_c), s	7.6	14.1	0.0	3.0	19.7	9.0	10.5	22.8	3.4	9.0	36.1	2.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	1469		141	996	548	216	1069	419	294	1069	575
V/C Ratio(X)	0.66	0.49		0.33	0.66	0.46	1.92	0.71	0.13	0.66	1.04	0.35
Avail Cap(c_a), veh/h	374	1519		194	1057	573	216	1069	419	294	1069	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	35.5	0.0	52.3	38.2	11.3	32.9	37.3	30.5	28.1	42.0	9.0
Incr Delay (d2), s/veh	3.8	0.3	0.0	1.4	1.4	0.6	431.8	4.0	0.6	5.5	39.9	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	5.8	0.0	1.4	8.6	2.8	30.4	10.5	1.2	4.2	21.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	35.7	0.0	53.6	39.6	11.9	464.7	41.4	31.2	33.5	81.8	10.7
LnGrp LOS	E	D		D	D	B	F	D	C	C	F	B
Approach Vol, veh/h	951		956			1230			1511			
Approach Delay, s/veh	40.5		33.1			183.7			66.2			
Approach LOS	D		C			F			E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	43.1	20.0	39.9	17.0	43.1	17.4	42.5				
Change Period (Y+Rc), s	6.5	7.0	8.0	6.3	6.2	7.0	7.9	* 8				
Max Green Setting (Gmax), s	10.5	33.0	13.0	35.7	10.8	33.0	13.1	* 36				
Max Q Clear Time (g_c+1.2), s	11.5	38.1	9.6	21.7	11.0	24.8	5.0	16.1				
Green Ext Time (p_c), s	0.0	0.0	0.2	4.6	0.0	3.4	0.0	4.8				

Intersection Summary

HCM 7th Control Delay, s/veh	85.2
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th TWSC
20: Flower Dr & Project Driveway

10/15/2024

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	5	20	0	0	0	18
Future Vol, veh/h	5	20	0	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	22	0	0	0	20

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	10	10	20
Stage 1	10	-	-
Stage 2	0	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	1010	1072	1597
Stage 1	1013	-	-
Stage 2	-	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	1010	1072	1597
Mov Cap-2 Maneuver	1010	-	-
Stage 1	1013	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.49	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	1059	-	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s/veh)	0	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Appendix H – Queue Analysis Worksheets

Queues

1: Figueroa St & Exposition Park Dr/39th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	132	172	383	29	1175	321	153	688	1
v/c Ratio	0.37	0.37	0.69	0.53	0.08	0.72	0.48	0.55	0.41	0.00
Control Delay (s/veh)	53.8	50.9	61.6	11.5	50.9	31.3	23.0	60.7	25.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.8	50.9	61.6	11.5	50.9	31.3	23.0	60.7	25.2	0.0
Queue Length 50th (ft)	51	53	139	24	11	487	196	57	221	0
Queue Length 95th (ft)	90	76	210	67	m9	m425	m166	#102	252	m0
Internal Link Dist (ft)		34		271		975			549	
Turn Bay Length (ft)	30		175		190		25	170		25
Base Capacity (vph)	336	703	335	853	378	1638	673	278	1705	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.19	0.51	0.45	0.08	0.72	0.48	0.55	0.40	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Figueroa St & Martin Luther King Jr Blvd

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	298	1277	172	1268	145	1138	241	135	602	241
v/c Ratio	1.10	0.84	0.57	0.79	1.07	1.25	0.33	1.02	0.66	0.48
Control Delay (s/veh)	129.8	45.1	54.3	41.4	150.8	161.1	7.0	124.3	52.1	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	129.8	45.1	54.3	41.4	150.8	161.1	7.0	124.3	52.1	24.1
Queue Length 50th (ft)	~260	337	124	324	~124	~580	34	~115	260	102
Queue Length 95th (ft)	#439	397	199	382	#258	#715	71	#238	321	204
Internal Link Dist (ft)		201		272		176			975	
Turn Bay Length (ft)	420		190		210		120	190		25
Base Capacity (vph)	272	1520	300	1597	135	908	725	132	908	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.84	0.57	0.79	1.07	1.25	0.33	1.02	0.66	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

10: Figueroa St & Exposition Blvd/37th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	364	1070	75	783	245	426	1133	59	113	103	405
v/c Ratio	0.84	0.66	0.42	0.82	0.41	0.84	1.10	0.10	0.53	0.11	0.59
Control Delay (s/veh)	69.5	34.7	58.0	48.6	10.0	40.7	95.4	0.3	31.1	32.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.5	34.7	58.0	48.6	10.0	40.7	95.4	0.3	31.1	32.9	13.9
Queue Length 50th (ft)	144	247	56	294	42	314	~557	0	53	31	87
Queue Length 95th (ft)	#245	305	105	362	79	#437	#704	m0	92	54	158
Internal Link Dist (ft)		432		240			305			660	
Turn Bay Length (ft)	155		255		240	95		110	150		170
Base Capacity (vph)	433	1633	193	1052	611	509	1031	578	226	973	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.66	0.39	0.74	0.40	0.84	1.10	0.10	0.50	0.11	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

1: Figueroa St & Exposition Park Dr/39th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	86	199	369	14	859	200	233	1514	5
v/c Ratio	0.26	0.26	0.73	0.53	0.06	0.54	0.31	0.61	0.76	0.01
Control Delay (s/veh)	51.4	45.7	62.7	19.1	73.8	39.8	27.3	64.1	26.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.4	45.7	62.7	19.1	73.8	39.8	27.3	64.1	26.1	0.0
Queue Length 50th (ft)	35	32	161	52	5	343	102	98	177	0
Queue Length 95th (ft)	64	51	242	99	m6	m430	m128	#183	#937	m0
Internal Link Dist (ft)		34		271		975			549	
Turn Bay Length (ft)	30		175		190		25	170		25
Base Capacity (vph)	336	698	335	798	234	1592	643	379	1985	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.59	0.46	0.06	0.54	0.31	0.61	0.76	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Figueroa St & Martin Luther King Jr Blvd

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	193	1103	295	1375	100	791	172	298	1233	366
v/c Ratio	0.78	0.73	0.98	0.82	0.75	0.87	0.24	2.26	1.36	0.73
Control Delay (s/veh)	71.8	40.6	98.0	41.8	85.7	54.3	4.4	609.6	193.8	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.8	40.6	98.0	41.8	85.7	54.3	4.4	609.6	193.8	20.0
Queue Length 50th (ft)	144	277	230	361	77	310	12	~373	~674	128
Queue Length 95th (ft)	#241	331	#410	424	#166	#412	41	m#519	#824	m329
Internal Link Dist (ft)		201		272		176			975	
Turn Bay Length (ft)	420		190		210		120	190		25
Base Capacity (vph)	272	1508	300	1667	135	908	715	132	909	498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.73	0.98	0.82	0.74	0.87	0.24	2.26	1.36	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

10: Figueroa St & Exposition Blvd/37th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	228	1051	47	659	250	409	753	55	195	1109	200
v/c Ratio	0.61	0.71	0.27	0.71	0.42	1.50	0.70	0.10	0.72	1.14	0.32
Control Delay (s/veh)	58.1	36.4	54.2	44.1	10.2	269.0	46.5	0.4	39.0	115.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.1	36.4	54.2	44.1	10.2	269.0	46.5	0.4	39.0	115.4	4.8
Queue Length 50th (ft)	88	245	34	236	43	~431	297	0	94	~527	12
Queue Length 95th (ft)	129	294	74	299	82	#629	386	0	#165	#662	43
Internal Link Dist (ft)		432		240			305			660	
Turn Bay Length (ft)	155		255		240	95		110	150		170
Base Capacity (vph)	387	1501	193	1052	604	273	1073	535	274	973	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.70	0.24	0.63	0.41	1.50	0.70	0.10	0.71	1.14	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

1: Figueroa St & Exposition Park Dr/39th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	132	178	399	29	1175	330	153	688	1
v/c Ratio	0.37	0.37	0.70	0.54	0.13	0.72	0.49	0.55	0.38	0.00
Control Delay (s/veh)	53.8	50.9	61.3	11.2	58.4	31.7	23.6	62.1	22.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.8	50.9	61.3	11.2	58.4	31.7	23.6	62.1	22.6	0.0
Queue Length 50th (ft)	51	53	145	24	11	488	205	57	190	0
Queue Length 95th (ft)	90	76	218	68	m10	m423	m172	#102	246	m0
Internal Link Dist (ft)		34		271		975			549	
Turn Bay Length (ft)	30		175		190		25	170		25
Base Capacity (vph)	336	703	335	865	234	1623	668	278	1829	724
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.19	0.53	0.46	0.12	0.72	0.49	0.55	0.38	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Figueroa St & Martin Luther King Jr Blvd

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	304	1277	172	1268	145	1141	241	137	605	243
v/c Ratio	1.12	0.84	0.57	0.79	1.07	1.26	0.33	1.04	0.67	0.48
Control Delay (s/veh)	136.4	45.1	54.3	41.4	150.8	162.5	7.0	129.3	51.0	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	136.4	45.1	54.3	41.4	150.8	162.5	7.0	129.3	51.0	23.3
Queue Length 50th (ft)	~270	337	124	324	~124	~582	34	~116	261	95
Queue Length 95th (ft)	#449	397	199	382	#258	#718	71	#240	323	203
Internal Link Dist (ft)		201		272		176			975	
Turn Bay Length (ft)	420		190		210		120	190		25
Base Capacity (vph)	272	1520	300	1597	135	908	725	132	908	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.84	0.57	0.79	1.07	1.26	0.33	1.04	0.67	0.48

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

10: Figueroa St & Exposition Blvd/37th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	364	1081	75	783	245	434	1140	59	113	114	405
v/c Ratio	0.84	0.66	0.42	0.82	0.41	0.86	1.11	0.10	0.53	0.12	0.59
Control Delay (s/veh)	69.5	34.8	58.0	48.6	10.0	42.3	97.4	0.3	31.1	33.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.5	34.8	58.0	48.6	10.0	42.3	97.4	0.3	31.1	33.0	13.9
Queue Length 50th (ft)	144	250	56	294	42	321	~564	0	53	34	87
Queue Length 95th (ft)	#245	308	105	362	79	#473	#711	m0	92	58	158
Internal Link Dist (ft)		432		240			305			660	
Turn Bay Length (ft)	155		255		240	95		110	150		170
Base Capacity (vph)	433	1633	193	1052	611	506	1031	578	226	973	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.66	0.39	0.74	0.40	0.86	1.11	0.10	0.50	0.12	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

1: Figueroa St & Exposition Park Dr/39th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	86	203	384	14	859	207	233	1514	5
v/c Ratio	0.26	0.26	0.74	0.54	0.06	0.54	0.32	0.61	0.77	0.01
Control Delay (s/veh)	51.4	45.7	63.0	18.7	72.9	44.2	29.8	58.0	28.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.4	45.7	63.0	18.7	72.9	44.2	29.8	58.0	28.1	0.0
Queue Length 50th (ft)	35	32	164	53	6	352	106	80	208	0
Queue Length 95th (ft)	64	51	248	101	m6	m430	m133	m#178	#942	m0
Internal Link Dist (ft)		34		271		975			549	
Turn Bay Length (ft)	30		175		190		25	170		25
Base Capacity (vph)	336	698	335	808	234	1586	641	379	1979	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.61	0.48	0.06	0.54	0.32	0.61	0.77	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

3: Figueroa St & 38th St & Flower St

10/21/2024



Lane Group	WBR2	NBT	SBL	SBT	SWL	SWR
Lane Group Flow (vph)	21	1178	77	1580	437	39
v/c Ratio	0.22	0.52	0.30	0.63	0.79	0.16
Control Delay (s/veh)	58.6	5.7	13.4	13.7	59.1	6.4
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.6	5.9	13.4	13.7	59.1	6.4
Queue Length 50th (ft)	16	58	2	515	167	0
Queue Length 95th (ft)	42	92	m51	m514	223	18
Internal Link Dist (ft)		549		498	188	
Turn Bay Length (ft)			45			20
Base Capacity (vph)	296	2254	259	2489	612	263
Starvation Cap Reductn	0	347	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.62	0.30	0.63	0.71	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Figueroa St & Martin Luther King Jr Blvd

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	198	1103	295	1375	100	793	172	300	1235	368
v/c Ratio	0.80	0.73	0.98	0.83	0.75	0.87	0.24	2.27	1.36	0.74
Control Delay (s/veh)	73.1	40.6	98.0	42.0	85.7	54.5	4.4	615.5	195.0	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.1	40.6	98.0	42.0	85.7	54.5	4.4	615.5	195.0	20.6
Queue Length 50th (ft)	148	277	230	361	77	311	12	~377	~669	136
Queue Length 95th (ft)	#252	331	#410	424	#166	#413	41	m#522	#826	m330
Internal Link Dist (ft)		201		272		176			975	
Turn Bay Length (ft)	420		190		210		120	190		25
Base Capacity (vph)	272	1508	300	1662	135	908	715	132	909	498
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.73	0.98	0.83	0.74	0.87	0.24	2.27	1.36	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

10: Figueroa St & Exposition Blvd/37th St

10/21/2024



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	228	1059	47	659	250	415	760	55	195	1116	200
v/c Ratio	0.61	0.71	0.27	0.71	0.42	1.52	0.71	0.10	0.73	1.15	0.32
Control Delay (s/veh)	58.1	36.5	54.2	44.1	10.2	277.2	47.0	0.4	39.8	118.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.1	36.5	54.2	44.1	10.2	277.2	47.0	0.4	39.8	118.1	4.8
Queue Length 50th (ft)	88	247	34	236	43	~440	327	0	94	~533	12
Queue Length 95th (ft)	129	296	74	299	82	#640	390	m0	#171	#668	43
Internal Link Dist (ft)		432		240			305			660	
Turn Bay Length (ft)	155		255		240	95		110	150		170
Base Capacity (vph)	387	1500	193	1052	604	273	1072	535	271	973	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.71	0.24	0.63	0.41	1.52	0.71	0.10	0.72	1.15	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Appendix I – LADOT Correspondence

Pastelin, Angelo

From: Ira Rodriguez <ira.k.rodriguez@lacity.org>
Sent: Thursday, March 6, 2025 5:26 PM
To: Pastelin, Angelo
Cc: Barkley, Jessie; Forinash, Laura; LADOT DevReview CEN
Subject: Re: 3822 Figueroa Traffic Study

Categories: External

Hi Angelo,

Thank you for getting back to me. In the email you mentioned an attached file for the volumes from previous data from Replica. I don't see that file attached, can you please provide that to me. I'd like to keep it in our project files.

As for the volume increases, I am good with the proposed % increase. I do ask that this would be noted in the revised Transportation Assessment.

Thank you,

On Thu, Mar 6, 2025 at 2:12 PM Pastelin, Angelo <Angelo.Pastelin@kimley-horn.com> wrote:

Hi Ira,

Thanks for the update! Please see responses below in **red**. We've put some volumes together from previous data we were able to find (attached), specifically for the intersection for Figueroa Street/MLK Jr Blvd and additional spring 2024 volumes along Figueroa Street using access to our big data software – Replica. Based on the volumes, we propose increasing the volumes along Figueroa Street for our study intersections by 40% and increasing the cross-street volumes by 20%.

Traffic Volume Comparison						
Location	Year	Peak Period	Figueroa Street		MLK Jr Blvd	
			NB	SB	EB	WB
Figueroa St & MLK Blvd	3/19/2024	AM	1,597	1,003	1,770	1,295
		PM	786	2,305	1,460	1,655
	6/4/2024	AM	1,136	657	1,356	1,209
		PM	632	1,363	1,097	1,383
	Difference B/W Historic and Existing	AM	461	346	414	86
		PM	154	942	363	272
% Increase (B/W existing and Historic)		AM	41%	53%	31%	7%
		PM	24%	69%	33%	20%
Average Increase (By Road)		AM	47%		19%	
		PM	47%		26%	

Figueroa Street Traffic Volumes (From Replica)	
Spring 2024 Volumes	Summer 2024 Volumes (06/2024 Counts)
34,267	26,170
Percent Increase	
Difference	Percent Increase
8,097	30.94%

We'd like to confirm the volume increase %'s with you before we update our analysis.

Thank you,

****Kimley-Horn is expanding! See new contact information below.****

Angelo Pastelin, P.E.

Kimley-Horn | 180 E. Ocean Blvd Suite 1200, Long Beach, CA 90802

Direct: 562-549-2146

Celebrating 17 years as one of FORTUNE's 100 Best Companies to Work For

From: Ira Rodriguez <ira.k.rodriguez@lacity.org>
Sent: Wednesday, February 19, 2025 3:46 PM
To: Pastelin, Angelo <Angelo.Pastelin@kimley-horn.com>
Cc: Barkley, Jessie <Jessie.Barkley@kimley-horn.com>; Forinash, Laura <Laura.Forinash@kimley-horn.com>; LADOT DevReview CEN <ladot.devreview.cen@lacity.org>
Subject: Re: 3822 Figueroa Traffic Study

Hello Angelo,

We've done an initial review of the Transportation Assessment and I do have some questions regarding the study. They are as follows:

1. Page 5 - "Fourteen short term residential (12)" Is it 14 short-term in total (12 residential and 2 commercial) or is it 16 short-term in total (14 residential and 2 commercial)? Can you please confirm the correct number of short-term and long-term bicycle spaces. **16 short-term total (14 residential and 12 commercial).**
2. Page 13 - "The Project would provide short-term and long-term bicycle parking spaces and other bicycle-related amenities" What other amenities are included in the Project for bicycle facilities? Please elaborate. **Will update this section to describe the bicycle-related amenities.**
3. Under CEQA Transportation Analysis (T-1) - The Citywide Design Guidelines (2019) was not addressed under the City's implementation of a City plan, program, or policy related to transportation network. Please include this with your analysis. **Will update section T-1 to include the Citywide design guidelines (2019) analysis.**
4. The date the counts were taken (June 4, 2024) shows that USC is already out of the regular academic year (Fall and Spring Semester). Typically, summer semesters have fewer students and staff in attendance. Can you provide me with an explanation as to why this date was chosen. There may be a significant difference between these two sessions (regular vs summer semesters), is it possible to provide us with historic data of counts when the regular academic semester is taking place? **This date was chosen due to the Project timeline and to take counts before the rest of the surrounding area was in summer session. Please refer to the volume data and response above.**

Thank you,

On Tue, Feb 4, 2025 at 10:59 AM Pastelin, Angelo <Angelo.Pastelin@kimley-horn.com> wrote:

Sounds good, thank you Ira!

*****Kimley-Horn is expanding! See new contact information below.*****

Angelo Pastelin, P.E.
Kimley-Horn | 180 E. Ocean Blvd Suite 1200, Long Beach, CA 90802

Appendix J – LADOT Assessment Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3822 S Figueroa St
DOT Case No. CEN24-57615

Date: April 4, 2025

To: Brenda Kahinju, Administrative Clerk
Department of City Planning



Digitally signed by Eileen Hunt
Date: 2025.04.04 11:27:18 -07'00'

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 3822 SOUTH FIGUEROA STREET (VTT-84555-CN/CPC-2024-6371-DB-PR-HCA/ENV-2024-6372-EIR)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Kimley-Horn, dated March 2025, for the proposed 3822 South Figueroa Street Student Housing Project located at 3822-3838 South Figueroa Street and 3801-3833 ½ South Flower Drive within the South Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove a two-story apartment and surface parking along Figueroa Street and seven two-story apartments along Flower Drive south of 38th Street and construct a seven-story student and multi-family affordable housing development which includes 209 (167 market rate and 42 affordable) apartment units and 2,705 square feet of ground level commercial uses. The project would provide 40 vehicle parking spaces and 146 (16 short-term and 130 long-term) bicycle parking spaces. Vehicular access to the project would be provided via a driveway along Flower Drive. Separate pedestrian and bicycle access to the project site would be provided via entrances along Figueroa Street and 38th Street as illustrated in **Attachment A**. The project is expected to be completed by 2030.

B. Freeway Safety Analysis

Per LADOT's TAG issued in August 2022 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the South Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by Kimley-Horn, the proposed project is projected to have a Household VMT per capita of 4.9 and no Work VMT. Therefore, it is concluded that the implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

Vehicular access to the project would be provided via a driveway along Flower Drive. Separate pedestrian and bicycle access to the project site would be provided via Figueroa Street and 38th Street. During preparation of the CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review

authority as established in Section 16.05 of the LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not contribute to unacceptable queuing at any study intersection. LADOT has reviewed this analysis and determined that it adequately disclosed operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. **Parking Requirements**
The project would provide parking for 40 vehicles and 146 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3 and under AB 2097.
2. **Highway Dedication and Street Widening Requirements**
Per the Mobility Element of the General Plan, **Figueroa Street**, an Avenue I, would require a 35-foot half-width roadway within a 70-foot half-width right-of-way and **Flower Drive** and **38th Street**, both Local Streets, would require a 22-foot half width roadway within a 44-foot half-width right-of-way. The applicant should check with the BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.
3. **Project Access and Circulation**
The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. Vehicular access would be provided via a full-access two-way driveway along Flower Drive. Separate pedestrian and bicycle access would be provided along Figueroa Street and 38th Street. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.
4. **Worksite Traffic Control Requirements**
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any

roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

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

If you have any questions, please contact Ira Rodriguez of my staff at LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

K:\Letters\2025\CEN24-57615_3822 S Figueroa St Student Housing_ltr

c: Sherilyn Correa, Council District 9
Hokchi Chiu, Central District, BOE
Kaylinn Pell, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Angelo Pastelin, Kimley-Horn

ATTACHMENT A
CEN 24-57615_3822 S Figueroa St_Student Housing Project



Building Summary

5 Levels Type III Wood Construction Over
2 Levels Type I Concrete Construction

FAR: 4.48:1 (252,148 SF)

- Studio: 34 Units
- 1-Bedroom: 43 Units
- 2-Bedroom: 45 Units
- 3-Bedroom: 34 Units
- 4-Bedroom: 53 Units
- 209 Units Total

Mixed-Use Commercial Frontage Compliance
(per LAMC 13.09 B3)

Location	Frontage Length*	25' Deep Commercial Frontage Required (683' of Frontage)	Commercial Frontage Proposed (641.7' FT (84.3%))
South Figueroa Street	613.3' FT	683' of Frontage	323.55' FT
* Excluding Driveways or Pedestrian Entrances			

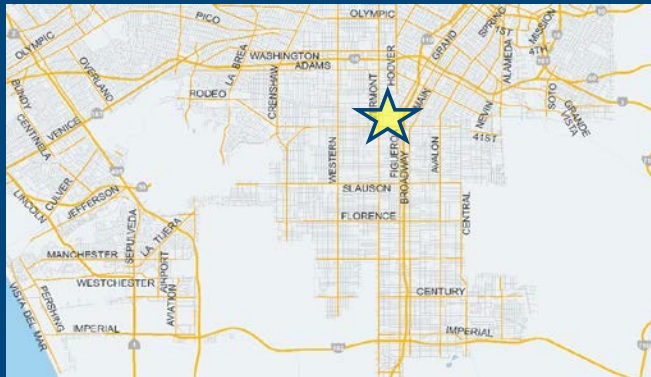
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



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

Project Information

Project:
Scenario:
Address: 3822 S FIGUEROA ST, 90037



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 Multi-Family	51	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
Retail General Retail	2.71	ksf
Housing Multi-Family	167	DU
Retail General Retail	2.705	ksf
Housing Affordable Housing - Family	42	DU

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

Project Screening Summary

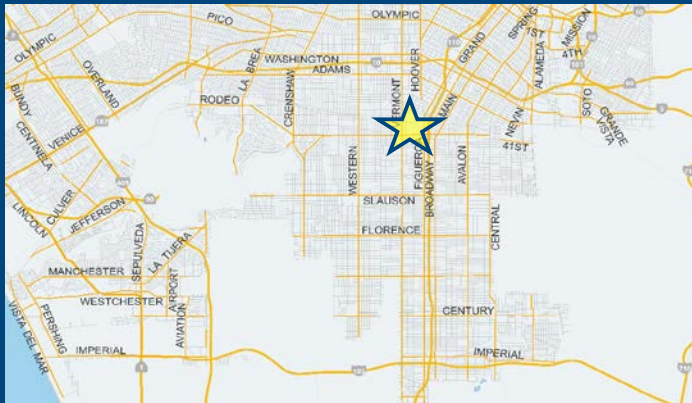
Existing Land Use	Proposed
232 Daily Vehicle Trips	1,017 Daily Vehicle Trips
1,488 Daily VMT	6,656 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	785 Net Daily Trips
The net increase in daily VMT ≤ 0	5,168 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	2.705 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



Project Information

Project:
Scenario:
Address: 3822 S FIGUEROA ST, 90037



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	167	DU
Retail General Retail	2.705	ksf
Housing Affordable Housing - Family	42	DU

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

100

city code parking provision for the project site

74

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
1,017 Daily Vehicle Trips	1,017 Daily Vehicle Trips
6,656 Daily VMT	6,656 Daily VMT
4.9 Household VMT per Capita	4.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	Work: N/A Threshold = 11.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	167	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	42	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	2.705	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	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		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

Analysis Results			
Total Employees: 5			
Total Population: 508			
Proposed Project		With Mitigation	
1,017	Daily Vehicle Trips	1,017	Daily Vehicle Trips
6,656	Daily VMT	6,656	Daily VMT
4.9	Household VMT per Capita	4.9	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 11.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 11.6	N/A	Work > 11.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	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
	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%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

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)	0	0
	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 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	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		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: March 21, 2025

Project Name:

Project Scenario:

Project Address: 3822 S FIGUEROA ST, 90037



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	185	-30.8%	128	7.5	1,388	960
Home Based Other Production	513	-31.4%	352	4.3	2,206	1,514
Non-Home Based Other Production	264	-8.3%	242	8.0	2,112	1,936
Home-Based Work Attraction	8	-75.0%	2	12.4	99	25
Home-Based Other Attraction	302	-27.5%	219	7.1	2,144	1,555
Non-Home Based Other Attraction	83	-10.8%	74	9.0	747	666

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	128	960	0.0%	128	960
Home Based Other Production	0.0%	352	1,514	0.0%	352	1,514
Non-Home Based Other Production	0.0%	242	1,936	0.0%	242	1,936
Home-Based Work Attraction	0.0%	2	25	0.0%	2	25
Home-Based Other Attraction	0.0%	219	1,555	0.0%	219	1,555
Non-Home Based Other Attraction	0.0%	74	666	0.0%	74	666

MXD VMT Methodology Per Capita & Per Employee

Total Population: 508

Total Employees: 5

APC: South Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	2,474	2,474
Total Home Based Work Attraction VMT	25	25
Total Home Based VMT Per Capita	4.9	4.9
Total Work Based VMT Per Employee	N/A	N/A

ATTACHMENT C
CEN 24-57615_3822 S Figueroa St_Student Housing Project

Table 7: Opening Year (2030) Cumulative Plus Project Level of Service

Intersection		Traffic Control	Opening Year (2030) without Project				Opening Year (2030) with Project				Change in Delay	
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour	P.M. Peak Hour
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	Delay (s/veh)
1	S Figueroa St & 38th St/Flower St	Signal	19.2	B	23.4	C	23.5	C	24.9	C	4.3	1.5
2	S Figueroa St & W 39th St/Exposition Park Dr	Signal	53.9	D	204.4	F	54	D	203.6	F	0.1	-0.8
3	S Figueroa St & Martin Luther King Jr Blvd	Signal	137.8	F	188.8	F	138.8	F	190.0	F	1	1.2
4	S Figueroa St & 37th St/Exposition Blvd	Signal	140.9	F	142.3	F	144	F	145.2	F	3.1	2.9
5	Flower Dr & W 39th St	TWSC*	21.5	C	27.5	D	20.9	C	27.8	D	-0.7	0.3
6	Flower Dr & Project Driveway	TWSC*	-	-	-	-	8.6	A	8.5	A	-	-

Note: * The delay for the worst approach is reported for TWSC.