G. Traffic Impact Assessment

Appendices

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March 2019 | Traffic Impact Analysis

BRIGHT STAR
RISE KOHYANG HIGH SCHOOL

Bright Star Schools

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1. Executive Summary

This Traffic Impact Analysis (TIA) has been prepared to analyze the potential traffic impacts from the construction and operation of a charter school. The overall purpose of this TIA is to inform the Los Angeles Unified School District (Lead Agency) and the City of Los Angeles, along with the general public about possible traffic-related impacts that may result from the proposed project.

The proposed project is associated with 10 addresses: 3500, 3468, 3478 3474, 3470, 3464, 3506, and 3510 West 1st Street, and 119 and 115 South Madison Avenue in the City of Los Angeles (see Figure 1). The proposed charter high school would have a student capacity of 600 students. A 600-student charter school generates 869 daily trips on a typical weekday, with 594 trips during the AM peak hour and 66 trips during the PM peak hour. After a preliminary review and consultation with the Los Angeles Department of Traffic (LADOT), staggered start times would be implemented to reduce potential traffic impacts to the roadway system. Staggered start times would allow no more than 390 students, which corresponds to 65 percent of the student population, to start at a given time. Other starts would have to be spaced at least 30 minutes apart. This analysis is based on traffic impacts related to 390 students. Due to the staggered starts, no more than 383 trips would be generated in a given 30-minute period in the AM peak hour, and not more than 39 trips would be generated in a 30-minute period during the PM peak hour

This study was prepared according to City of Los Angeles Department of Transportation (LADOT) guidelines for the preparation of traffic impact studies. A memorandum of understanding (MOU) was prepared and reviewed by the City to establish the methodologies and key assumptions for the preparation of this traffic study. The study area includes the following intersections:

1. Normandie Avenue at Beverly Boulevard
2. Normandie Avenue at 3rd Street
3. Normandie Avenue at 6th Street
4. Normandie Ave at Wilshire Boulevard
5. Vermont Avenue at Beverly Boulevard
6. Vermont Avenue at 1st Street
7. Vermont Avenue at 2nd Street
8. Vermont Avenue at 3rd Street
9. Vermont Avenue at 6th Street
10. Vermont Avenue at Wilshire Boulevard
11. 1st Street at Bimini Place
12. Madison Avenue at 1st Street

13. Madison Avenue at Project Driveway (future intersection)
14. 1st Street at Westmoreland Avenue
15. Virgil Avenue at 1st Street
16. Virgil Avenue at 3rd Street
17. Virgil Avenue at 6th Street
18. Commonwealth Avenue at 1st Street/Beverly Boulevard
19. Rampart Boulevard at Beverly Boulevard
20. Rampart Boulevard at 3rd Street

All study intersections currently operate at level of service (LOS) D or better during the existing peak hours. The traffic conditions were also analyzed for the following existing and future project opening year scenarios:

- Existing
- Existing Plus Project
- Future Year No Project,
- Future Year With Project

1.1 PROJECT-RELATED IMPACTS

Traffic impacts are determined by comparing the "final V/C ratio" (volume/capacity) and "project-related increase in V/C" based on the level of service for with- and without-project buildout scenarios. Potential traffic impacts would occur if, during the weekday peak hours:

- At intersections currently operating at LOS C and a final V/C ratio between 0.701 to 0.800, the addition of development project trips would increase the V/C equal to or greater than 0.040.
- At intersections currently operating at LOS D and a final V/C ratio between 0.801 to 0.900, the addition of development project trips would increase the V/C equal to or greater than 0.020.
- At intersections currently operating at LOS E and a final V/C ratio between 0.901 to 1.00, the addition of development project trips would increase the V/C equal to or greater than 0.010.
- At intersections currently operating at LOS F and a final V/C ratio greater than 1.00, the addition of development project trips would increase the V/C equal to or greater than 0.010.

A review of the anticipated intersection operations indicate that project traffic would exceed the thresholds of significance. Tables ES-1 and ES-2 summarize the impact analysis for AM and PM peak hour conditions, respectively. Traffic impacts with the project would not occur at any signalized study intersections. No impacts at freeways and CMP facilities were identified.

Table ES-1 AM Peak Hour Project Impact Summary Table

	Existing Traffic Conditions			Existing Plus Project				Future Year No Project			Future Year With Project			
Intersections	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Project Impact	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Project Impact
1. Normandie Avenue at Beverly Boulevard	-	0.655	B	-	0.658	B	NO	-	0.703	C	-	0.707	C	NO
2. Normandie Avenue at 3rd Street	-	0.585	A	-	0.589	A	NO	-	0.638	B	-	0.642	B	NO
3. Normandie Avenue at 6th Street	-	0.433	A	-	0.444	A	NO	-	0.486	A	-	0.496	A	NO
4. Normandie Ave at Wilshire Boulevard	-	0.614	B	-	0.616	B	NO	-	0.802	D	-	0.805	D	NO
5. Vermont Avenue at Beverly Boulevard	-	0.804	D	-	0.806	D	NO	-	0.915	E	-	0.917	E	NO
6. Vermont Avenue at 1st Street	-	0.547	A	-	0.609	B	NO	-	0.613	B	-	0.675	B	NO
7. Vermont Avenue at 2nd Street	-	0.303	A	-	0.329	A	NO	-	0.360	A	-	0.377	A	NO
8. Vermont Avenue at 3rd Street	-	0.765	C	-	0.794	C	NO	-	0.881	D	-	0.899	D	NO
9. Vermont Avenue at 6th Street	-	0.602	B	-	0.608	B	NO	-	0.697	B	-	0.703	C	NO
10. Vermont Avenue and Wilshire Boulevard	-	0.827	D	-	0.835	D	NO	-	1.080	F	-	1.089	F	NO
11. 1st Street at Bimini Place	-	0.382	A	-	0.447	A	NO	-	0.401	A	-	0.466	A	NO
12. Madison Avenue at 1st Street	17.76	-	C	>100	-	F	N/A	18.57	-	C	>100	-	F	N/A
13. Madison Avenue at Project Driveway	-	-	-	10.9	-	B	NO	-	-	-	10.92	-	B	NO
14. 1st Street at Westmoreland Avenue	-	0.417	A	-	0.477	A	NO	-	0.437	A	-	0.497	A	NO
15. Virgil Avenue at 1st Street	-	0.536	A	-	0.600	B	NO	-	0.573	A	-	0.638	B	NO
16. Virgil Avenue at 3rd Street	-	0.720	C	-	0.736	C	NO	-	0.774	C	-	0.790	C	NO

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Table ES-1 AM Peak Hour Project Impact Summary Table

Intersections	Existing Traffic Conditions			Existing Plus Project			Project Impact	Future Year No Project			Future Year With Project			Project Impact
	Average Delay	V/C	LOS	Average Delay	V/C	LOS		Average Delay	V/C	LOS	Average Delay	V/C	LOS	
17. Virgil Avenue at 6th Street	-	0.529	A	-	0.539	A	NO	-	0.581	A	-	0.598	B	NO
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.665	B	-	0.709	C	NO	-	0.732	C	-	0.776	C	NO
19. Rampart Boulevard at Beverly Boulevard	-	0.676	B	-	0.679	B	NO	-	0.719	C	-	0.723	C	NO
20. Rampart Boulevard at 3rd Street	-	0.642	B	-	0.646	B	NO	-	0.683	B	-	0.687	B	NO

Notes: N/A= Not applicable. V/C impact criteria does not apply to unsignalized intersections. For unsignalized intersections impacts are determined according to needed improvements such as installation of a traffic signal or other traffic control devices to accommodate project trips.

Table ES-2 PM Peak Hour Project Impact Summary Table

Intersections	Existing Traffic Conditions			Existing Plus Project			Project Impact	Future Year No Project			Future Year With Project			Project Impact
	Average Delay	V/C	LOS	Average Delay	V/C	LOS		Average Delay	V/C	LOS	Average Delay	V/C	LOS	
1. Normandie Avenue at Beverly Boulevard	-	0.619	B	-	0.619	B	NO	-	0.680	B	-	0.681	B	NO
2. Normandie Avenue at 3rd Street	-	0.552	A	-	0.553	A	NO	-	0.623	B	-	0.623	B	NO
3. Normandie Avenue at 6th Street	-	0.517	A	-	0.517	A	NO	-	0.579	A	-	0.579	A	NO
4. Normandie Ave at Wilshire Boulevard	-	0.670	B	-	0.670	B	NO	-	0.924	E	-	0.924	E	NO
5. Vermont Avenue at Beverly Boulevard	-	0.784	C	-	0.784	C	NO	-	0.912	E	-	0.912	E	NO
6. Vermont Avenue at 1st Street	-	0.572	A	-	0.579	A	NO	-	0.661	B	-	0.670	B	NO
7. Vermont Avenue at 2nd Street	-	0.252	A	-	0.253	A	NO	-	0.331	A	-	0.331	A	NO
8. Vermont Avenue at 3rd Street	-	0.770	C	-	0.771	C	NO	-	0.912	E	-	0.912	E	NO
9. Vermont Avenue at 6th Street	-	0.581	A	-	0.582	A	NO	-	0.684	B	-	0.686	B	NO
10. Vermont Avenue at Wilshire Boulevard	-	0.814	D	-	0.815	D	NO	-	1.117	F	-	1.117	F	NO
11. 1st Street and Bimini Place	-	0.313	A	-	0.323	A	NO	-	0.329	A	-	0.339	A	NO
12. Madison Avenue at 1st Street	19.6	-	C	24.06	-	C	NO	20.89	-	C	26.27	-	D	NO
13. Madison Avenue at Project Driveway	-	-	-	8.95	-	A	NO	-	-	-	8.97	-	A	NO
14. 1st Street at Westmoreland Avenue	-	0.352	A	-	0.361	A	NO	-	0.369	A	-	0.378	A	NO
15. Virgil Avenue at 1st Street	-	0.521	A	-	0.527	A	NO	-	0.586	A	-	0.592	A	NO
16. Virgil Avenue at 3rd Street	-	0.776	C	-	0.777	C	NO	-	0.861	D	-	0.863	D	NO
17. Virgil Avenue at 6th Street	-	0.559	A	-	0.561	A	NO	-	0.627	B	-	0.627	B	NO

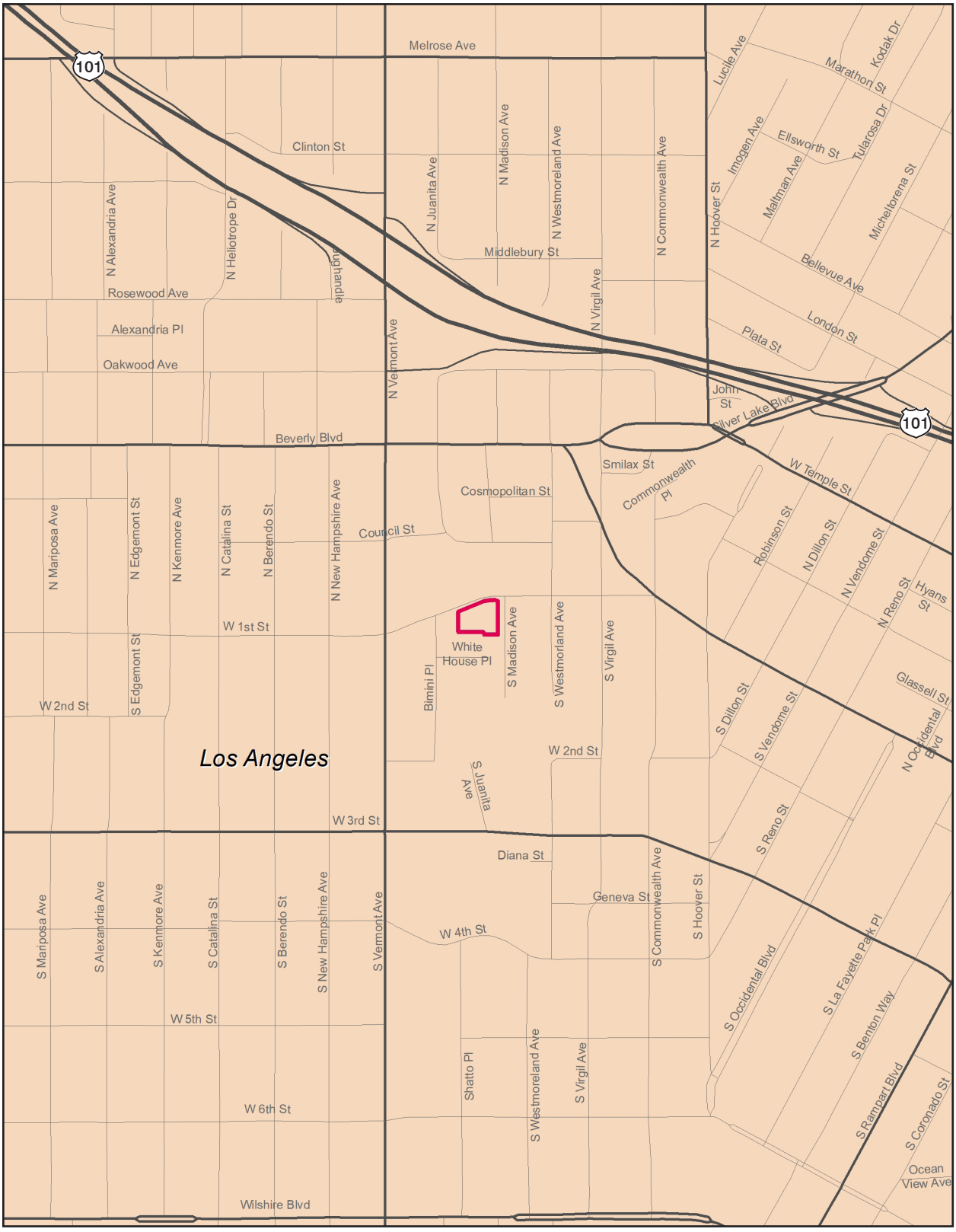
1. Executive Summary

Table ES-2 PM Peak Hour Project Impact Summary Table

Intersections	Existing Traffic Conditions			Existing Plus Project			Project Impact	Future Year No Project			Future Year With Project			Project Impact
	Average Delay	V/C	LOS	Average Delay	V/C	LOS		Average Delay	V/C	LOS	Average Delay	V/C	LOS	
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.671	B	-	0.682	B	NO	-	0.767	C	-	0.772	C	NO
19. Rampart Boulevard at Beverly Boulevard	-	0.752	C	-	0.753	C	NO	-	0.799	C	-	0.800	C	NO
20. Rampart Boulevard at 3rd Street	-	0.737	C	-	0.737	C	NO	-	0.779	C	-	0.779	C	NO

Intersection 18 Commonwealth Avenue at 1st Street/Beverly Boulevard is calculated based on HCM methodology and LOS criteria is based on V/C

Figure 1 - Site Location



Source: ESRI, 2018

PlaceWorks

1. Executive Summary

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1. Executive Summary

According to LADOT guidelines, unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices. In this study, 1st Street at Madison Avenue (Intersection 12) would meet the requirement for Warrant 3 under Existing Plus Project and Future Year With Project Conditions in the AM peak hour only. Due to the high northbound turn volumes associated with project traffic egressing the site toward Madison Avenue, this intersection would meet the warrants for a traffic signal. The requirement for a signal is based on continuous demand during typical commuter traffic during the morning and evening commute periods. However, the traffic volumes that would meet the signal warrants would only occur for a short period of time of approximately 20 minutes during student arrival. During the rest of the day this location would not experience heavy delays on the northbound approach and would not meet signal warrants for a traffic signal. Therefore, because of the short duration of traffic congestion, and because a signal at this location would adversely affect free-flow traffic east-west traffic on 1st Street, a signal would not be required.

A survey of the existing pedestrian activity crossing Madison Street on the south side of 1st Street shows that in the morning student drop-off hours, 38 school children and 18 adults cross from 7 to 8 AM, and 9 school children and 36 adults cross from 8 to 9 AM. In the afternoon student pick-up hours, 40 school children and 34 adults cross from 3 to 4 PM, and 17 school children and 35 adults cross from 5 to 6 PM. Currently there is no crosswalk or any pedestrian treatments to provide a safe and adequate way to cross Madison Avenue. This intersection would experience increased project-related traffic and pedestrian activity.

To improve the overall operation and to reduce pedestrian hazards at the intersection of Madison Avenue and 1st Street, compliance with Mitigation Measures T-1 and T-2 would provide pedestrian treatments and a traffic control plan to enhance safety for staff, parents/guardians, and students that walk and bike to school.

T-1 Prior to the first day of classes at the high school, the Charter School administrators shall prepare a Traffic Control Plan to minimize traffic congestion and ensure a safe path of travel for walking and biking to school. Among the measures that shall be included in the Traffic Control Plan is school staff monitors or crossing guards during drop-off and pick-up.

T-2 Prior to the first day of classes at the high school, the Charter School administrators and their construction contractors shall construct improvements at the intersection of Madison Avenue and 1st Street to generate driver awareness of pedestrian activity and increase pedestrian safety. The improvements shall comply with California Manual of Uniform Traffic Control Devices for Streets and Highways (CA MUTCD) and with LADOT requirements and standards. Specific improvements shall be approved by LADOT.

Improvements shall include, but not be limited to, enhanced crosswalk and pedestrian safety treatments such as yellow crosswalk, pavement markings, raised crosswalk, safety lighting, warning signage, in-pavement flashing beacons, and curb extensions.

- Monitors or crossing guards shall be posted at the intersection of Madison and 1st Street during the student drop-off and pick-up to facilitate pedestrian crossings and vehicular traffic flow and to ensure the safety of students.

- Meetings and informational packets shall be distributed to instruct parents/guardians on the student drop-off and pick-up procedure.
- The facilities staff and school principal shall review student drop-off and pick-up procedures every month while school is in session to identify bottlenecks and areas for improvement and shall make adjustments to the Traffic Control Plan.
- Charter School administrators shall implement an incentive program to encourage parents of students to rideshare with other students.

Measures to control traffic and pedestrian movements under Mitigation Measures T-1 and T-2 would reduce pedestrian hazards to less than significant. With mitigation, the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

1.2 SITE ACCESS

The main vehicular access to the school, parking lot, and drop-off/pick-up area would be located off Madison Avenue south of 1st Street (see Figure 2). The parking garage would provide 62 spaces and have a designated drop-off/pick-up area and internal driveways that would allow for vehicular queuing within the internal circulation driveways. The project driveway on the southeastern end of the project site would allow full access (no turn restrictions) to Madison Avenue. Vehicles would then proceed north toward 1st Street. The intersection of Madison Avenue at 1st Street is currently stop-controlled. The HCM calculations show that queues would extend from the intersection of Madison Avenue at 1st Street to the project driveway. The queue at Madison Avenue at 1st Street may at times interfere with the egress of vehicles from the project driveway and may reduce the flow in the drop-off and pick-up area. Queues would be expected to occur during the student drop-off and pick-up periods and would dissipate after these periods; no queues would occur during the rest of the day.

Figure 2 - Site Plan

Source: Berliner Architects, 2018

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2. Introduction

2.1 PROJECT OVERVIEW

The project site is a 1.15-acre site in the City of Los Angeles at the corner of 1st Street and Madison Avenue (see Figure 1, *Site Location*).). The 10 addresses associated with the site are: 3500, 3468, 3478 3474, 3470, 3464, 3506, and 3510 West 1st Street, and 119 and 115 South Madison Avenue. The site is about 0.5 mile south of US 101 and about 2.2 miles northwest of Interstate 110. The project would consist of the demolition of an existing church with an area of 18,740 square feet and the construction of the charter high school, as shown in Figure 2, *Site Plan*. The proposed charter school is surrounded by schools and residential homes. Across the street to the north lies Virgil Middle School, single-family residential is to south and east, and low-rise apartments are to the west. The project is scheduled to open in 2022. Site access would be provided via the existing driveway on Madison Avenue.

2.1.1 Methodology

The LADOT has published traffic impact study requirements for analyzing traffic impacts from projects on the roadway network and thresholds of significance. The methodology used for the preparation of this traffic impact study is consistent with the requirements. An MOU was prepared and reviewed by the City to establish the methodologies and key assumptions for the preparation of this traffic study. The approved MOU is in Appendix A.

2.1.2 Definition of Level of Service

Roadway capacity is generally limited by the ability to move vehicles through intersections. Currently, LADOT describes the performance of the City's transportation system using Level of Service (LOS). A level of service is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F to represent traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

2.1.2.1 INTERSECTION LOS

In conformance with the City's requirements, existing AM and PM peak hour operating conditions for the signalized study intersections were evaluated using the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method. CMA is a method that determines the volume to capacity (V/C) ratio on a critical lane basis and the LOS associated with each V/C ratio at a signalized intersection. Table 1, *CMA methodology Intersection Level of Service Definitions,* describes the LOS letter grades for signalized intersections and the relationships between the various V/C ratios. Intersection operation was analyzed using the Circular 212 sheet provided by the LADOT. Because intersection 18 is a 5-leg intersection that cannot be

2. Introduction

processed with the LADOT's CMA method, the software Vistro was used instead to calculate the V/C ratio and corresponding LOS.

Table 1 CMA Methodology Level of Service Definitions

Level of Service	Volume/ Capacity Ratio	Delay Per Vehicle (Sec/Vehicle)	*Definition*
A	0.000 - 0.600	≤ 10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	> 10 - 20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	> 20 - 35	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	> 35 – 55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	> 55 – 80	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	> 80	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: LADOT Transportation Impact Guidelines, December 2016.

The methodology used to assess the operation of an unsignalized intersection is based on the Highway Capacity Manual. The peak hours selected for analysis are the highest volumes in four consecutive 15-minute periods from 7 to 10 AM and from 3 to 6 PM on weekdays. Per the HCM methodology, overall average intersection delay at all-way-stop intersections was calculated, and the worst-case approach delay was calculated at cross-street-stop intersections. The level of service corresponds to the delay calculated. Table 2, *HCM Methodology Intersection Level of Service Definitions*, describes the level of service concept and the operating conditions expected under each level of service.

Table 2 HCM Methodology Intersections Level of Service Definitions

LOS	Description	Average Delay per Vehicle (seconds)
A	Level of Service A occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	50.01 and up

Source: Highway Capacity Manual, Transportation Research Board, 2010.
Notes: If volume-to-capacity (V/C) ratio is greater than 1.0 for the operation of a signalized or unsignalized intersection, the LOS is F regardless of the delay value.

The 2010 Highway Capacity Manual (HCM 2010) was used to determine intersection levels of service in terms of control delay (in seconds per vehicle) for all unsignalized intersections.

2.1.3 Acceptable LOS and Thresholds of Significance

LOS D is typically considered to be the minimum acceptable level of service in urban areas. As aforementioned, the Circular 212 worksheet from LADOT was used to determine the LOS at the signalized study area intersections, and the HCM 2010 methodology was used to analyze unsignalized study intersections. A transportation impact at a signalized intersection shall be deemed "significant" according to Table 3, except as otherwise specified in a Transportation Specific Plan (TSP), Interim Control Ordinance (ICO), or Congestion Management Program (CMP).

In the City of Los Angeles, a Transportation Impact Study (TIS) is required when the Development Project is likely to add 43 or more AM or PM peak hour vehicle trips. The goal of transportation studies is to analyze the circulation and congestion impacts caused by development projects and identify mitigation measures to negate the impacts. If the TIS demonstrates that the project applicant is partially responsible for a large and costly transportation enhancement (e.g., bridge or roadway improvement), a fair share contribution may be an

acceptable mitigation. Fair share contributions are applicable in cases where there are other proposed development projects nearby that may contribute toward the cost or when the city has other funding for the enhancement.

Table 3 Transportation Impact Thresholds for Development Projects

Level of Service	Final V/C Ratio	Project-Related Increase In V/C
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E	> 0.901-1.000	equal to or greater than 0.010
F	Greater than 1.000	equal to or greater than 0.010

Source: LADOT Transportation Impact Study Guidelines, Dec 2016.
Notes: These thresholds apply to signalized intersections only. For unsignalized intersections impacts are determined according to needed improvements such as installation of a traffic signal or other traffic control devices to accommodate project trips

Threshold of Significance:

The "Final V/C Ratio" is the V/C ratio at a study intersection in conjunction with development project and ambient growth. "Project-Related Increase in V/C" is the difference in the V/C between the future V/C ratio with project, ambient and related project growth without proposed traffic mitigation, and the future V/C ratio with ambient and related project growth without the project and proposed traffic mitigation.

According to LADOT guidelines, unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices.

2.1.3.2 LOS ANGELES COUNTY CONGESTION MANAGEMENT PLAN

The Los Angeles County Congestion Management Program (CMP) was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis guidelines, a significant impact may result and a traffic impact analysis is required:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest CMP facilities are US 101, approximately a 0.9 northeast of the project site, and Wilshire Boulevard, approximately 1 mile south of the project site. No CMP intersections are in the study area.

3. Existing Conditions

3.1 STUDY AREA ROADWAY NETWORK

3.1.1 General Plan Circulation Network

The study-area roadways discussed below are in the circulation element of the City of Los Angeles General Plan. Figure 3, *City of Los Angeles General Plan Circulation Network,* shows the major roadways in the city and the roadway functional classifications.

3.1.1.1 SURROUNDING STREET SYSTEM

All roadway classifications are from the City of Los Angeles General Plan Circulation Element. Roadways that would be utilized for project trips include:

- **Beverly Boulevard.** This east-west four-to-six lane undivided roadway is classified as an Avenue II. It contains paved sidewalks on both sides. Traffic signals control the study intersections of Normandie Avenue at Beverly Boulevard, Vermont Avenue at Beverly Boulevard, Commonwealth Avenue at 1st Street/Beverly Boulevard, and Rampart Boulevard at Beverly Boulevard.

- **Commonwealth Avenue.** This is a north-south two-lane local street. It contains paved sidewalks on both sides. Traffic signals control the study intersection of Commonwealth Avenue at 1st Street/Beverly Boulevard.

- **Madison Avenue.** This north-south two-lane roadway is classified as a local street. There is on-street parking and paved sidewalks on both sides. This roadway is adjacent to the existing driveway. No traffic signals control the study intersections of Madison Avenue at 1st Street and Madison Avenue at the Project Driveway

- **Normandie Avenue.** This north-south four-lane undivided roadway is classified as an Avenue III. It contains curbside parking and paved sidewalks on both sides, with a posted speed limit of 30 mph. Traffic signals control the study intersections of Normandie Avenue at Beverly Boulevard, Normandie Avenue at 3rd Street, Normandie Avenue at 6th Street, and Normandie Ave and Wilshire Boulevard.

- **Rampart Boulevard.** This north-south four-lane undivided roadway is classified as an Avenue I south of 2nd Street and Avenue II north of 2nd Street. It has a posted speed limit of 25 mph, with curbside parking and paved sidewalks on both sides. Traffic signals control the study intersections of Rampart Boulevard at Beverly Boulevard and Rampart Boulevard at 3rd Street.

- **Vermont Avenue.** This north-south six-lane undivided roadway is classified as an Avenue I. It contains paved sidewalks, bike lanes, and curbside parking on both sides of road. The posted speed limit is 30

3. Existing Conditions

mph. Traffic signals control the study intersections of Vermont Avenue at Beverly Boulevard, Vermont Avenue at 1st Street, Vermont Avenue at 2nd Street, Vermont Avenue at 3rd Street, Vermont Avenue at 6th Street, and Vermont Avenue at Wilshire Boulevard.

- **Virgil Avenue.** This north-south four-lane undivided roadway is classified as an Avenue II. It contains curbside parking and paved sidewalks on both sides. The posted speed limit is 35 mph and 25 mph in the school zone. Traffic signals control the study intersections of Virgil Avenue at 1st Street, Virgil Avenue at 3rd Street, and Virgil Avenue at 6th Street.

- **Westmoreland Avenue.** This north-south two-lane local street contains on-street parking and paved sidewalks on both sides of the road. Traffic signals control the study intersection of 1st Street and Westmoreland Avenue.

- **Wilshire Boulevard.** This east-west four-lane undivided roadway is classified as an Avenue I. It contains marked bike lanes, meter parking, and sidewalks on both sides. The posted speed limit is 35 mph and 25 mph within the school area. Traffic signals control the study intersections of Normandie Ave at Wilshire Boulevard, and Vermont Avenue and Wilshire Boulevard.

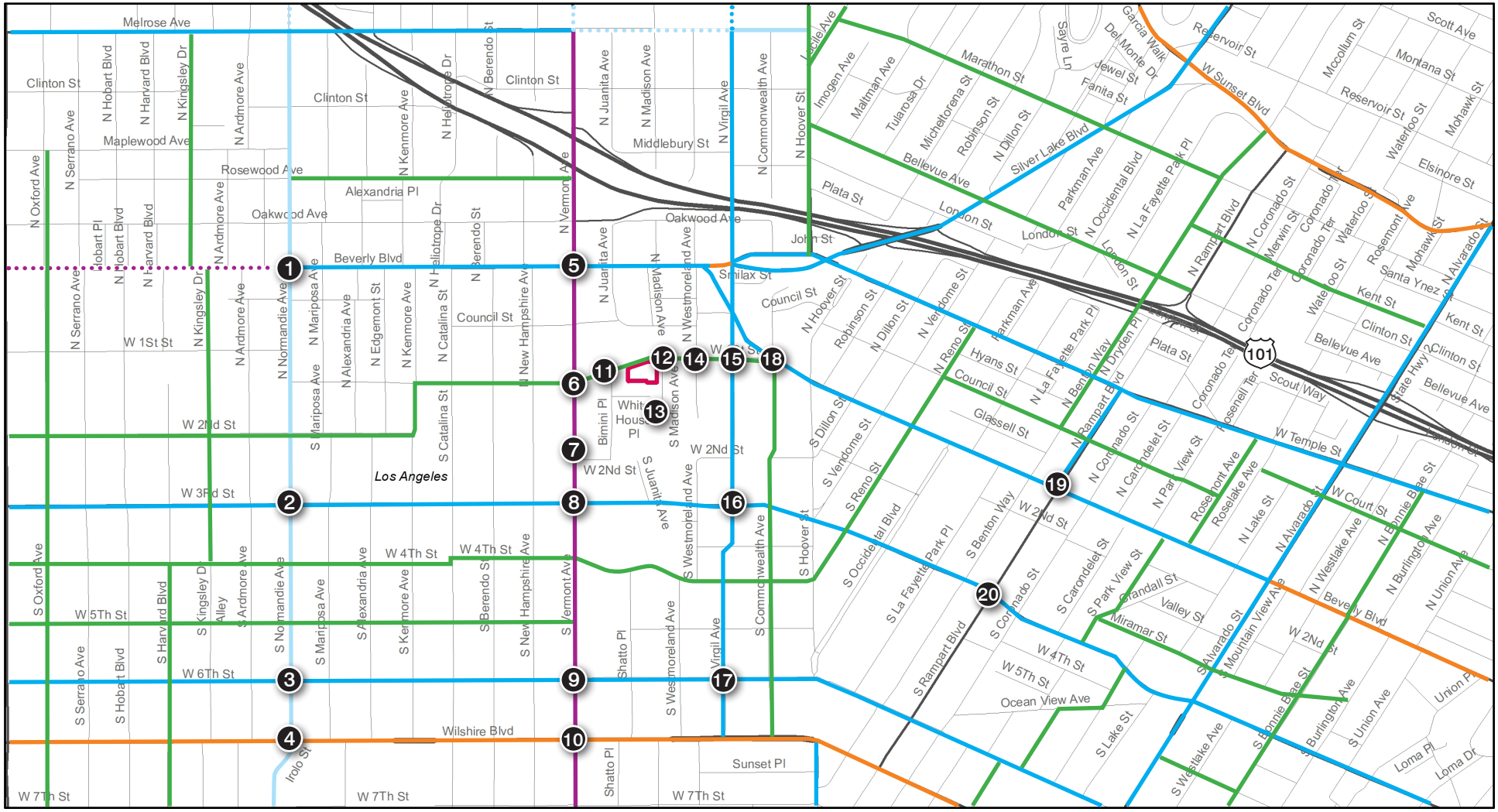
- **1st Street.** This east-west two-lane roadway is classified as a local street. It contains curbside parking, marked bike lanes, and sidewalks on both sides. The posted school speed limit is 20 mph when children are present; outside the school zone the speed limit is 25 mph. Traffic signals control the study intersections of Vermont Avenue at 1st Street, 1st Street and Bimini Place, 1st Street and Westmoreland Avenue, Virgil Avenue at 1st Street, Madison Avenue at 1st Street, and Commonwealth Avenue at 1st Street/Beverly Boulevard.

- **2nd Street.** This east-west two-lane local street contains paved sidewalks and curbside parking on both sides. Traffic signals control the study intersection of Vermont Avenue at 2nd Street.

- **3rd Street:** This east-west four lane undivided roadway is classified as an Avenue II. There are paved sidewalks on both sides, with a posted speed limit of 35 mph outside the school zone and a 25 mph speed limit within the school zone. Traffic signals control the study intersection of Normandie Avenue at 3rd Street, Vermont Avenue at 3rd Street, Virgil Avenue at 3rd Street, and Rampart Boulevard at 3rd Street

- **6th Street.** This east-west four-lane undivided roadway is classified as an Avenue II. There are paved sidewalks on both sides and curbside parking on the north end of the road, with a posted speed limit of 35 mph outside the school zone and a 25 mph speed limit within the school zone. Traffic signals control the study intersection of Normandie Avenue at 6th Street, Vermont Avenue at 6th Street, and Virgil Avenue at 6th Street.

Figure 3 - City of Los Angeles General Plan Circulation Map



Source: Los Angeles Department of City Planning, 2016

3. Existing Conditions

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3.1.1.2 STUDY AREA INTERSECTIONS

The study area was defined in a memorandum of understanding and consultation with the Los Angeles Department of Transportation. The roadway network and study intersections are shown in Figure 4, *Roadway Network and Study Intersections*. Based on the calculated project trip generation and distribution, the following intersections were analyzed:

1. Normandie Avenue at Beverly Boulevard
2. Normandie Avenue at 3rd Street
3. Normandie Avenue at 6th Street
4. Normandie Ave at Wilshire Boulevard
5. Vermont Avenue at Beverly Boulevard
6. Vermont Avenue at 1st Street
7. Vermont Avenue at 2nd Street
8. Vermont Avenue at 3rd Street
9. Vermont Avenue at 6th Street
10. Vermont Avenue at Wilshire Boulevard
11. 1st Street at Bimini Place
12. Madison Avenue at 1st Street
13. Madison Avenue at Project Driveway
14. 1st Street at Westmoreland Avenue
15. Virgil Avenue at 1st Street
16. Virgil Avenue at 3rd Street
17. Virgil Avenue at 6th Street
18. Commonwealth Avenue at 1st Street/Beverly Boulevard
19. Rampart Boulevard at Beverly Boulevard
20. Rampart Boulevard at 3rd Street

3.2 EXISTING INTERSECTIONS OPERATIONS

3.2.1 Existing Traffic Volumes

Weekday AM and PM peak-hour turn movement volumes were collected on Thursday, October 25, 2018, for all intersections, except for Vermont at 3rd Street, which were obtained from the LADOT traffic count database and taken on Wednesday, May 10, 2017. A volume increase adjustment of 1.014 percent was included for traffic volumes at Vermont at 3rd Street in order to adjust baseline traffic volumes to 2018 conditions. Traffic count worksheets and the existing AM and PM peak hour turn-movement volumes are presented in Appendix B.

3. Existing Conditions

3.2.2 Existing Conditions Intersection Operations Analysis

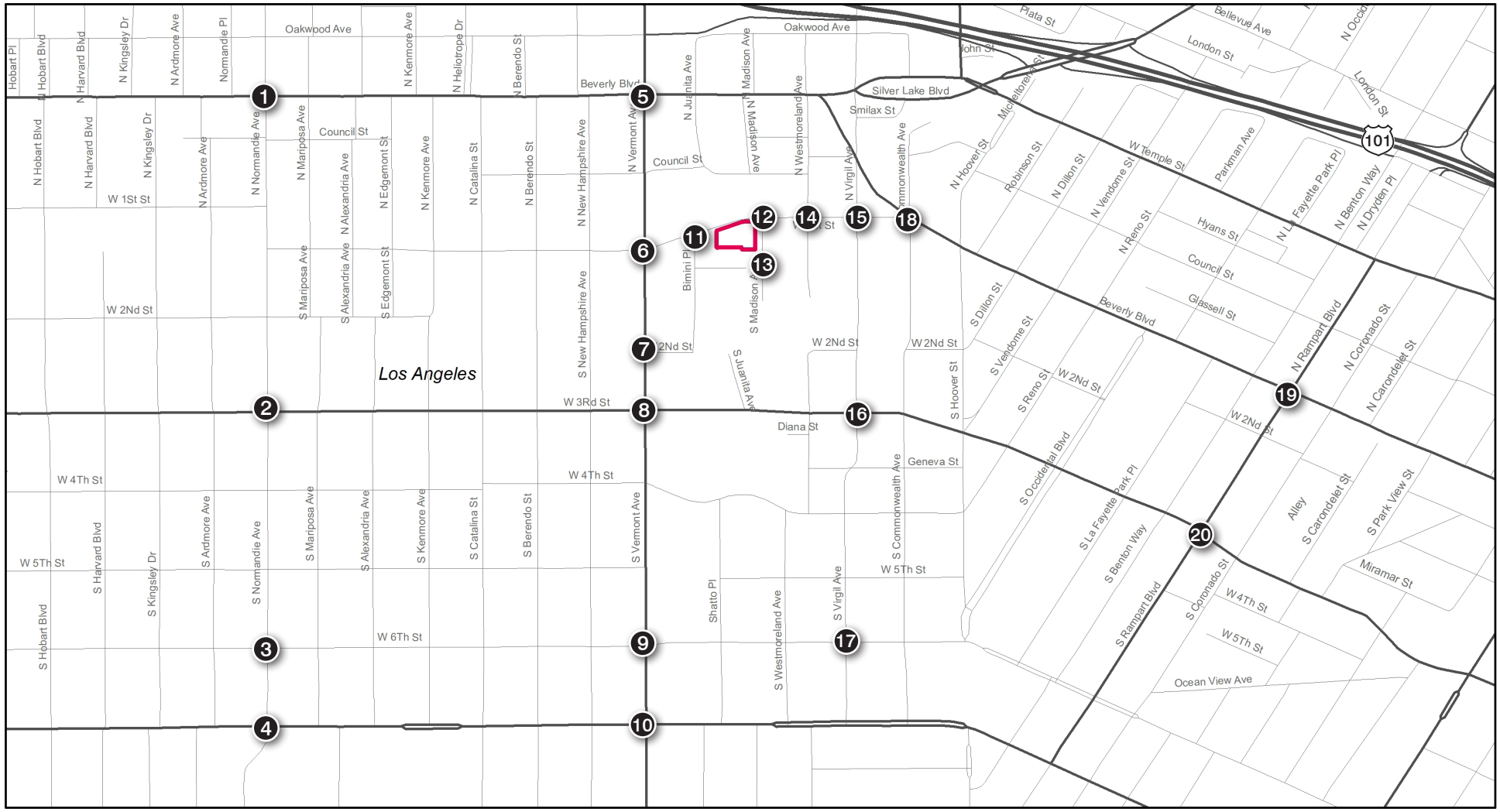
The intersection operations analysis results are summarized in Table 4, *Existing Peak Hour Intersection Levels of Service*. LOS calculation worksheets for existing conditions are included in Appendix C.

Table 4 Existing Peak Hour Intersection Levels of Service

Intersections	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. Normandie Avenue at Beverly Boulevard	-	0.655	B	-	0.619	B
2. Normandie Avenue at 3rd Street	-	0.585	A	-	0.552	A
3. Normandie Avenue at 6th Street	-	0.433	A	-	0.517	A
4. Normandie Avenue at Wilshire Boulevard	-	0.614	B	-	0.670	B
5. Vermont Avenue at Beverly Boulevard	-	0.804	D	-	0.784	C
6. Vermont Avenue at 1st Street	-	0.547	A	-	0.572	A
7. Vermont Avenue at 2nd Street	-	0.303	A	-	0.252	A
8. Vermont Avenue at 3rd Street	-	0.765	C	-	0.770	C
9. Vermont Avenue at 6th Street	-	0.602	B	-	0.581	A
10. Vermont Avenue at Wilshire Boulevard	-	0.827	D	-	0.814	D
11. 1st Street at Bimini Place	-	0.382	A	-	0.313	A
12. Madison Avenue at 1st Street	17.76	-	C	19.6	-	C
13. Madison Avenue at Project Driveway	-	-	-	-	-	-
14. 1st Street at Westmoreland Avenue	-	0.417	A	-	0.352	A
15. Virgil Avenue at 1st Street	-	0.536	A	-	0.521	A
16. Virgil Avenue at 3rd Street	-	0.720	C	-	0.776	C
17. Virgil Avenue at 6th Street	-	0.529	A	-	0.559	A
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.665	B	-	0.671	B
19. Rampart Boulevard at Beverly Boulevard	-	0.676	B	-	0.752	C
20. Rampart Boulevard at 3rd Street	-	0.642	B	-	0.737	C

LOS calculation worksheets included in Appendix C.
Intersection 13. Madison at Project Driveway would be implemented with the project.

Figure 4 - Roadway Network and Study Intersections



Source: ESRI, 2018

3. Existing Conditions

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All study area intersections operate at a LOS D or better during the peak hours for existing traffic conditions.

3.3 TRANSIT SERVICE AND NONMOTORIZED CIRCULATION

LA Metro and LADOT both operate public transit bus routes and subway stations in the vicinity of project site. These routes include:

- **Line 14.** This east-west line operates on Beverly Boulevard; the closest stop is at Vermont Avenue / Beverly Boulevard about 0.4 mile from the project site.
- **Lines 16 and 17.** These east-west lines operates on 3rd Street; the closest stop is at Vermont Avenue / 3rd Street about 0.3 mile from the project site.
- **Line 316.** This east-west limited-stop line operates on 3rd Street; the closest stop is at Vermont Avenue / 3rd Street about 0.3 mile from the project site.
- **Line 201.** This north-south line departs from Wilshire / Vermont Station and ends at Arcade Place at Glenoaks Boulevard in Glendale. The closest stop is Vermont Avenue / 1st Street about 0.2 mile a from the project site.
- **Line 204.** This north-south line departs from Vermont / Barnsdall Station and ends at Vermont Avenue / 92nd Street. The closest stop is Vermont Avenue / 1st Street about 0.2 miles from the project site.
- **Line 754.** This north-south line is part of Metro Rapid, a local express bus service. It departs from Vermont / Hollywood - North Station and ends at Vermont Avenue / 92nd Street. The closest Rapidbus stop is Vermont Avenue / 3rd Street about 0.5 mile from the project site.
- **DASH Wilshire Center/Koreatown.** This clockwise-counterclockwise route line departs from Vermont Avenue / Wilshire Boulevard and ends at James M Wood Boulevard / 9th Street & Western Avenue. The closest stop is Vermont Avenue / 1st Street about 0.2 mile from the project site.
- **Metro Red Line.** This rail subway line runs between Downtown Los Angeles and North Hollywood. The closest station is the Vermont/Beverly Station about 0.5 mile from the project site.
- .

3. Existing Conditions

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4. Project Traffic

4.1 TRIP GENERATION

The trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition) for Land Use 537, Charter Elementary School (see Table 5, *Trip Generation Rates*). Table 6, *Project Trip Generation,* shows the trip generation rates and project trip generation for the AM peak hour and PM peak hour.

The proposed charter high school is scheduled to be completed in February of 2023 with a student population of 600 students. A 600-student charter school generates 869 daily trips on a typical weekday, with 594 trips during the AM peak hour and 66 trips during the PM peak hour. After a preliminary review and consultation with the Los Angeles Department of Traffic (LADOT), staggered start times would be implemented to reduce potential traffic impacts to the roadway system. Staggered start times would allow no more than 390 students, which corresponds to 65% of the student population, to start at a given time. Other starts would have to be spaced at least 30 minutes apart. This analysis is based on traffic impacts related to a start period with 390 students. As the student arrivals and departures are staggered, project-related traffic volumes would be spread over a longer period. Due to the staggered starts, no more than 383 trips would be generated in a given 30-minute period in the AM peak hour, and not more than 39 trips would be generated in a 30-minute period during the PM peak hour

Table 5 Trip Generation Rates

			Trip Generation[1]						
				AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Unit	Daily	In	Out	Total	In	Out	
Charter School	537	Students	1.85	0.59	0.52	1.11	0.05	0.09	0.14
Church	560	TSF[2]	6.95	0.198	0.132	0.33	0.22	0.27	0.49

[1] Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual, 10th edition.
[2] TSF= thousand square feet

Table 6 Project Trip Generation

		Trip Generation[1]						
			AM Peak Hour			PM Peak Hour		
Land Use	Unit	Daily	In	Out	Total	In	Out	Total
Charter School	390 Students	772	229	203	432	19	35	54
Transit Reduction (10%)		-72	-23	-20	-43	-2	-4	-6
Church (Reduction)	19 TSF[2]	-130	-4	-2	-6	-4	-5	-9
	Total	520	202	181	383	13	26	39

[1] Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual, 10th edition.
[2] TSF= thousand square feet

4. Project Traffic

According to the LADOT Transportation Impact Study Guidelines 2016, developments within ¼-mile walking distance of a transit station or a RapidBus stop may qualify for up to 15 percent trip generation adjustment. While the project site is not within ¼-mile walking distance of a transit station or a RapidBus stop, it is still within walking range and would include design features and amenities for the student population, who would utilize these transit services. Therefore, consistent with Section 3.3B in the 2010 Congestion Management Program and the LADOT guidelines, a 10 percent trip generation adjustment is included to account for staff and students that would travel by subway and RapidBus.

A trip reduction was taken because the church currently operating at the site generates trips that would cease with the project. The trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition) for Land Use 560, Church.

With 390 students (65 percent student population), the project is expected to generate 520 daily trips. During the morning peak hours, the project would generate 383 trips (202 inbound and 181 outbound); it would generate 39 trips (13 inbound and 26 outbound) during the afternoon peak hour.

4.2 TRIP DISTRIBUTION

The traffic that would be generated by the project site was geographically distributed onto the street network by evaluating the layout of the study area roadway network, utilizing the student map, and reviewing land uses designated residential in the area. The trip distribution was also prepared with feedback from LADOT staff members. Figure 5, *Project Trip Distribution,* shows the anticipated trip distribution for the project for vehicles.

4.3 MODAL SPLIT AND TRIP ASSIGNMENT

The trip distribution percentages are applied to the project trip generation to determine the traffic volumes forecast to be added at each intersection (i.e., trip assignment).

4.4 EXISTING PLUS PROJECT TRAFFIC CONDITIONS

To assess Existing Plus Project traffic conditions, existing traffic is combined with project traffic. The intersection operations for the Existing Plus Project traffic conditions have been calculated and are shown in Table 7, *Existing Plus Project Peak Hour Intersection Levels of Service*. Level of service calculation worksheets for the existing plus project AM and PM peak hour intersection scenario are provided in Appendix C.

Table 7 Existing Plus Project Peak Hour Intersection Levels of Service

Intersections	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. Normandie Avenue at Beverly Boulevard	-	0.658	B	-	0.619	B
2. Normandie Avenue at 3rd Street	-	0.589	A	-	0.553	A
3. Normandie Avenue at 6th Street	-	0.444	A	-	0.517	A
4. Normandie Avenue at Wilshire Boulevard	-	0.616	B	-	0.670	B
5. Vermont Avenue at Beverly Boulevard	-	0.806	D	-	0.784	C
6. Vermont Avenue at 1st Street	-	0.609	B	-	0.579	A
7. Vermont Avenue at 2nd Street	-	0.329	A	-	0.253	A
8. Vermont Avenue at 3rd Street	-	0.794	C	-	0.771	C
9. Vermont Avenue at 6th Street	-	0.608	B	-	0.582	A
10. Vermont Avenue at Wilshire Boulevard	-	0.835	D	-	0.815	D
11. 1st Street at Bimini Place	-	0.447	A	-	0.323	A
12. Madison Avenue at 1st Street	**>100**	-	**F**	24.06	-	C
13. Madison Avenue at Project Driveway	10.9	-	B	8.95	-	A
14. 1st Street at Westmoreland Avenue	-	0.477	A	-	0.361	A
15. Virgil Avenue at 1st Street	-	0.600	B	-	0.527	A
16. Virgil Avenue at 3rd Street	-	0.736	C	-	0.777	C
17. Virgil Avenue at 6th Street	-	0.539	A	-	0.561	A
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.709	C	-	0.682	B
19. Rampart Boulevard at Beverly Boulevard	-	0.679	B	-	0.753	C
20. Rampart Boulevard at 3rd Street	-	0.646	B	-	0.737	C

Notes: LOS calculation worksheets included in Appendix C.
Bold= LOS E and F

All study area intersections would operate at a LOS D or better during the peak hours for Existing Plus Project traffic conditions, except for Madison Avenue at 1st Street (AM peak hour).

4. Project Traffic

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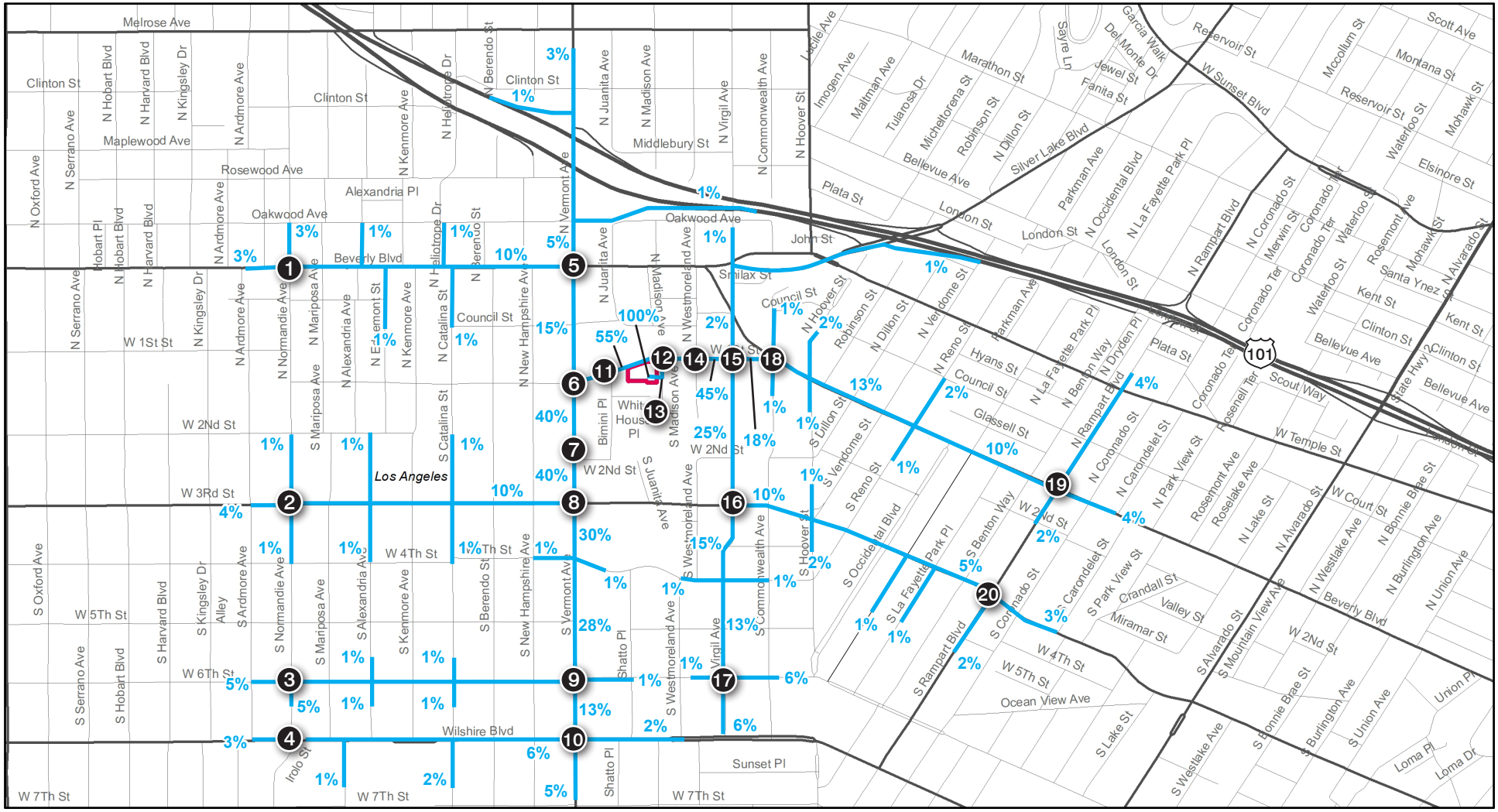
Figure 5 - Project Trip Distribution



Source: ESRI, 2018

PlaceWorks

4. Project Traffic

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5. Future Traffic Conditions

5.1 ESTIMATING FUTURE BASELINE TRAFFIC CONDITIONS

The daily and peak hour traffic volumes on surrounding roadways have been added to ambient growth and traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. The ambient growth rate is added to account for area-wide growth not reflected by cumulative development projects.

5.1.1 Future Year Traffic

Future year traffic forecasts correspond to project opening year, which are based on four years of ambient growth at 1.014 percent per year over the date when the traffic counts were taken. Cumulative projects are closely related past, present, and reasonably foreseeable probable future projects. The list of cumulative projects and a location map and associated trip generation were obtained from the City of Los Angeles Planning Department and are included in Appendix D. Figure 6, *Cumulative Developments Location Map,* shows the cumulative projects that have been included in the analysis. The cumulative development projects assumed in this traffic analysis are estimated to generate 68,877 trip-ends per day during a typical weekday, with approximately 4,867 vehicle trips (1,645 inbound and 3,225 outbound) during the AM peak hour and 6,055 vehicle trips (3,516 inbound and 2,530 outbound) during the PM peak hour.

5.2 FUTURE YEAR WITHOUT PROJECT TRAFFIC CONDITIONS

The intersection operations for the Future Year Without Project conditions have been calculated according to the methodology described in Section 5.1 and are given in Table 8, *Future Year No Project Peak Hour Intersection Levels of Service*. Level of service calculation worksheets for the Future Year No Project AM and PM peak hour intersection scenario are provided in Appendix C.

Table 8 Future Year No Project Peak Hour Intersection Levels of Service

Intersections	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. Normandie Avenue at Beverly Boulevard	-	0.703	C	-	0.680	B
2. Normandie Avenue at 3rd Street	-	0.638	B	-	0.623	B
3. Normandie Avenue at 6th Street	-	0.486	A	-	0.579	A
4. Normandie Avenue at Wilshire Boulevard	-	0.802	D	-	**0.924**	**E**

5. Future Traffic Conditions

Table 8 Future Year No Project Peak Hour Intersection Levels of Service

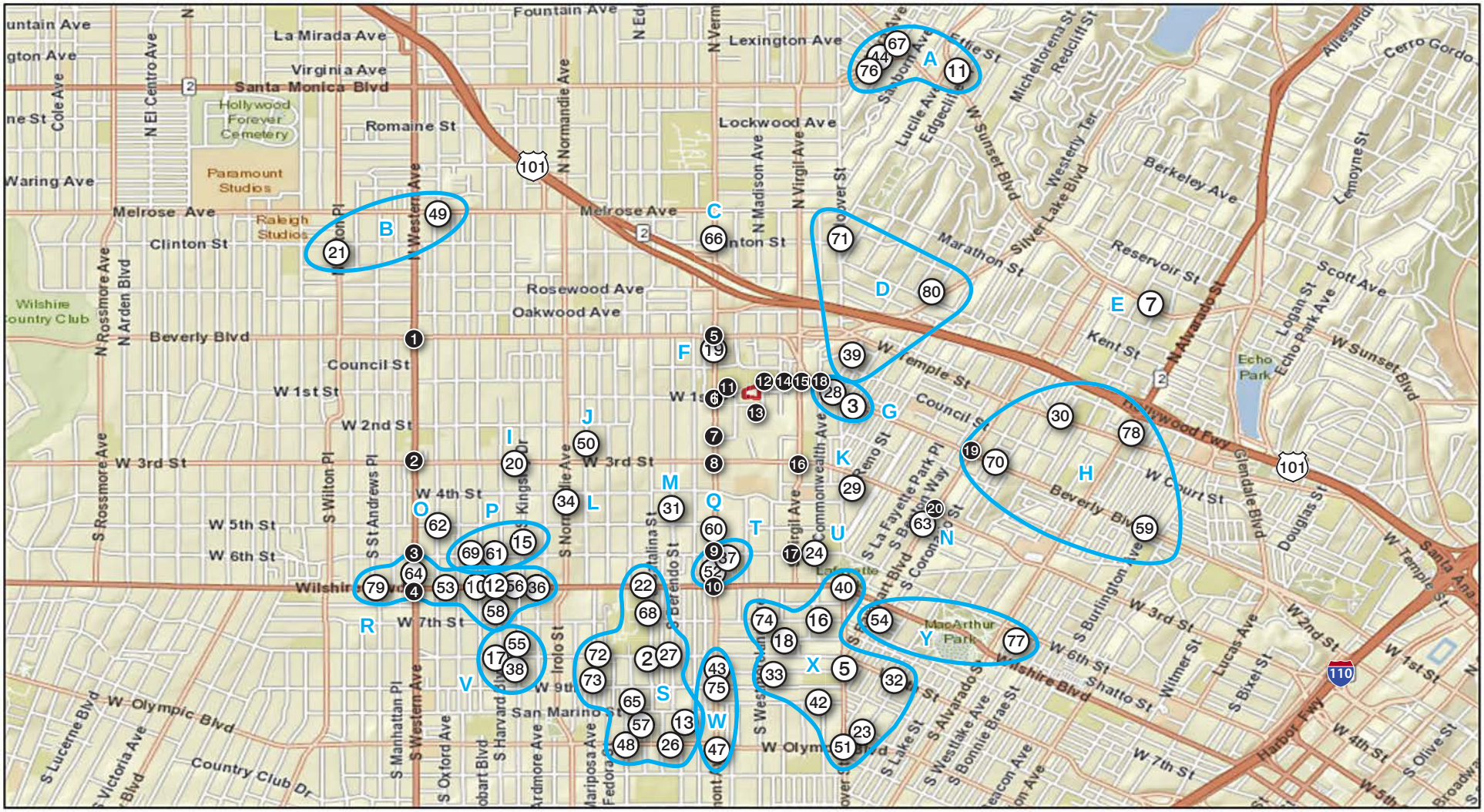
Intersections	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
5. Vermont Avenue at Beverly Boulevard	-	**0.915**	**E**	-	**0.912**	**E**
6. Vermont Avenue at 1st Street	-	0.613	B	-	0.661	B
7. Vermont Avenue at 2nd Street	-	0.360	A	-	0.331	A
8. Vermont Avenue at 3rd Street	-	0.881	D	-	**0.912**	**E**
9. Vermont Avenue at 6th Street	-	0.697	B	-	0.684	B
10. Vermont Avenue at Wilshire Boulevard	-	**1.080**	**F**	-	**1.117**	**F**
11. 1st Street at Bimini Place	-	0.401	A	-	0.329	A
12. Madison Avenue at 1st Street	18.57	-	C	20.89	-	C
13. Madison Avenue at Project Driveway	-	-	-	-	-	-
14. 1st Street at Westmoreland Avenue	-	0.437	A	-	0.369	A
15. Virgil Avenue at 1st Street	-	0.573	A	-	0.586	A
16. Virgil Avenue at 3rd Street	-	0.774	C	-	0.861	D
17. Virgil Avenue at 6th Street	-	0.581	A	-	0.627	B
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.732	C	-	0.767	C
19. Rampart Boulevard at Beverly Boulevard	-	0.719	C	-	0.799	C
20. Rampart Boulevard at 3rd Street	-	0.683	B	-	0.779	C

Notes: LOS calculation worksheets included in Appendix C.
Bold= LOS E and F
Intersection 13. Madison at Project Driveway would be implemented with the project.

All study area intersections would operate at LOS D or better during the peak hours for Future Year No Project traffic conditions, except for

- Normandie Avenue at Wilshire Boulevard (PM peak hour)
- Vermont Avenue at Beverly Boulevard (AM and PM peak hour)
- Vermont Avenue at 3rd Street (PM peak hour)
- Vermont Avenue at Wilshire Boulevard (AM and PM peak hour)

Figure 6 - Cumulative Developments Location Map



Source: ESRI, 2018

PlaceWorks

5. Future Traffic Conditions

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5.3 FUTURE YEAR WITH PROJECT TRAFFIC CONDITIONS

To assess future traffic conditions with the project and cumulative projects at the time of project opening year, both project traffic and cumulative projects traffic are added to the Future Year No Project conditions discussed in Section 5.2. The intersection operations for the Future Year With Project traffic conditions have been calculated and are listed in Table 9, *Future Year With Project Peak Hour Intersection Levels of Service*. Level of service calculation worksheets for the Future Year With Project AM and PM peak hour intersection scenario are provided in Appendix C.

Table 9 Future Year With Project Peak Hour Intersection Levels of Service

Intersections	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. Normandie Avenue at Beverly Boulevard	-	0.707	C	-	0.681	B
2. Normandie Avenue at 3rd Street	-	0.642	B	-	0.623	B
3. Normandie Avenue at 6th Street	-	0.496	A	-	0.579	A
4. Normandie Ave at Wilshire Boulevard	-	0.805	D	-	**0.924**	**E**
5. Vermont Avenue at Beverly Boulevard	-	**0.917**	**E**	-	**0.912**	**E**
6. Vermont Avenue at 1st Street	-	0.675	B	-	0.670	B
7. Vermont Avenue at 2nd Street	-	0.377	A	-	0.331	A
8. Vermont Avenue at 3rd Street	-	0.899	D	-	**0.912**	**E**
9. Vermont Avenue at 6th Street	-	0.703	C	-	0.686	B
10. Vermont Avenue at Wilshire Boulevard	-	**1.089**	**F**	-	**1.117**	**F**
11. 1st Street at Bimini Place	-	0.466	A	-	0.339	A
12. Madison Avenue at 1st Street	**>100**	-	**F**	26.27	-	D
13. Madison Avenue at Project Driveway	10.92	-	B	8.97	-	A
14. 1st Street at Westmoreland Avenue	-	0.497	A	-	0.378	A
15. Virgil Avenue at 1st Street	-	0.638	B	-	0.592	A
16. Virgil Avenue at 3rd Street	-	0.790	C	-	0.863	D
17. Virgil Avenue at 6th Street	-	0.598	B	-	0.627	B

5. Future Traffic Conditions

Table 9 Future Year With Project Peak Hour Intersection Levels of Service

Intersections	AM Peak Hour			PM Peak Hour		
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	**-**	0.776	C	**-**	0.772	C
19. Rampart Boulevard at Beverly Boulevard	-	0.723	C	-	0.800	C
20. Rampart Boulevard at 3rd Street	-	0.687	B	-	0.779	C

Notes: LOS calculation worksheets included in Appendix C.
Bold= LOS E and F

All study area intersections would operate at a LOS D or better during the peak hours for Future Year With Project traffic conditions, except for

- Normandie Avenue at Wilshire Boulevard (PM peak hour)
- Vermont Avenue at Beverly Boulevard (AM and PM peak hour)
- Vermont Avenue at 3rd Street (PM peak hour)
- Vermont Avenue at Wilshire Boulevard (AM and PM peak hour)
- Madison Avenue at 1st Street (AM peak hour)

6. Impacts

Traffic impacts at signalized intersection are determined by comparing the "final V/C ratio" and "project-related increase in V/C" based on the level of service for with- and without-project buildout scenarios. As shown in Table 3, potential traffic impacts would occur if, during the weekday peak hours:

- At intersections currently operating at LOS C and a final V/C ratio between 0.701 to 0.800, the addition of development project trips would increase the V/C equal to or greater than 0.040.
- At intersections currently operating at LOS D and a final V/C ratio between 0.801 to 0.900, the addition of development project trips would increase the V/C equal to or greater than 0.020.
- At intersections currently operating at LOS E and a final V/C ratio between 0.901 to 1.00, the addition of development project trips would increase the V/C equal to or greater than 0.010.
- At intersections currently operating at LOS F and a final V/C ratio greater than 1.00, the addition of development project trips would increase the V/C equal to or greater than 0.010.

Existing Plus Project Conditions

Tables 10 and 11 summarize the delays and LOS for Existing and Existing Plus Project conditions and show the project impacts under existing conditions during AM and PM peak hours, respectively. According to these criteria, without roadway improvements, impacts would not occur.

Table 10 Intersection Impact Summary, Existing Plus Project Conditions AM Peak Hour

	Existing			Existing Plus Project				
Intersection	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS	V/C Increase	Impact?
1. Normandie Avenue at Beverly Boulevard	-	0.655	B	-	0.658	B	0.003	NO
2. Normandie Avenue at 3rd Street	-	0.585	A	-	0.589	A	0.004	NO
3. Normandie Avenue at 6th Street	-	0.433	A	-	0.444	A	0.011	NO
4. Normandie Ave at Wilshire Boulevard	-	0.614	B	-	0.616	B	0.002	NO
5. Vermont Avenue at Beverly Boulevard	-	0.804	D	-	0.806	D	0.002	NO
6. Vermont Avenue at 1st Street	-	0.547	A	-	0.609	B	0.062	NO
7. Vermont Avenue at 2nd Street	-	0.303	A	-	0.329	A	0.026	NO
8. Vermont Avenue at 3rd Street	-	0.765	C	-	0.794	C	0.029	NO

6. Impacts

Table 10 Intersection Impact Summary, Existing Plus Project Conditions AM Peak Hour

Intersection	Existing			Existing Plus Project			V/C Increase	Impact?
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS		
9. Vermont Avenue at 6th Street	-	0.602	B	-	0.608	B	0.006	NO
10. Vermont Avenue at Wilshire Boulevard	-	0.827	D	-	0.835	D	0.008	NO
11. 1st Street at Bimini Place	-	0.382	A	-	0.447	A	0.065	NO
12. Madison Avenue at 1st Street	17.76	-	C	>100	-	F	N/A	N/A
13. Madison Avenue at Project Driveway	-	-	-	10.9	-	B	N/A	N/A
14. 1st Street at Westmoreland Avenue	-	0.417	A	-	0.477	A	0.060	NO
15. Virgil Avenue at 1st Street	-	0.536	A	-	0.600	B	0.064	NO
16. Virgil Avenue at 3rd Street	-	0.720	C	-	0.736	C	0.016	NO
17. Virgil Avenue at 6th Street	-	0.529	A	-	0.539	A	0.01	NO
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.665	B	-	0.709	C	0.044	NO
19. Rampart Boulevard at Beverly Boulevard	-	0.676	B	-	0.679	B	0.003	NO
20. Rampart Boulevard at 3rd Street	-	0.642	B	-	0.646	B	0.004	NO

Notes: Delays and LOS as shown in Tables 4 and 7.
Bold= LOS E and F
N/A= Not applicable. Impacts at unsignalized intersections are determined according to needed improvements such as installation of a traffic signal or other traffic control devices to accommodate project trips.

Table 11 Intersection Impact Summary, Existing Plus Project Conditions PM Peak Hour

Intersection	Existing			Existing Plus Project			V/C Increase	Impact?
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS		
1. Normandie Avenue at Beverly Boulevard	-	0.619	B	-	0.619	B	0	NO
2. Normandie Avenue at 3rd Street	-	0.552	A	-	0.553	A	0.001	NO
3. Normandie Avenue at 6th Street	-	0.517	A	-	0.517	A	0	NO
4. Normandie Ave at Wilshire Boulevard	-	0.670	B	-	0.670	B	0	NO
5. Vermont Avenue at Beverly Boulevard	-	0.784	C	-	0.784	C	0	NO
6. Vermont Avenue at 1st Street	-	0.572	A	-	0.579	A	0.007	NO

Table 11 Intersection Impact Summary, Existing Plus Project Conditions PM Peak Hour

Intersection	Existing			Existing Plus Project			V/C Increase	Impact?
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS		
7. Vermont Avenue at 2nd Street	-	0.252	A	-	0.253	A	0.001	NO
8. Vermont Avenue at 3rd Street	-	0.770	C	-	0.771	C	0.001	NO
9. Vermont Avenue at 6th Street	-	0.581	A	-	0.582	A	0.001	NO
10. Vermont Avenue at Wilshire Boulevard	-	0.814	D	-	0.815	D	0.001	NO
11. 1st Street at Bimini Place	-	0.313	A	-	0.323	A	0.010	NO
12. Madison Avenue at 1st Street	19.6	-	C	24.06	-	C	N/A	N/A
13. Madison Avenue at Project Driveway	-	-	-	8.959	-	A	N/A	N/A
14. 1st Street at Westmoreland Avenue	-	0.352	A	-	0.361	A	0.009	NO
15. Virgil Avenue at 1st Street	-	0.521	A	-	0.527	A	0.006	NO
16. Virgil Avenue at 3rd Street	-	0.776	C	-	0.777	C	0.001	NO
17. Virgil Avenue at 6th Street	-	0.559	A	-	0.561	A	0.002	NO
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.671	B	-	0.682	B	0.011	NO
19. Rampart Boulevard at Beverly Boulevard	-	0.752	C	-	0.753	C	0.001	NO
20. Rampart Boulevard at 3rd Street	-	0.737	C	-	0.737	C	0	NO

Notes: Delays and LOS as shown in Tables 4 and 7.
Bold= LOS E and F
N/A= Not applicable. Impacts at unsignalized intersections are determined according to needed improvements such as installation of a traffic signal or other traffic control devices to accommodate project trips.

Future Year Without Project and With Project Conditions

Tables 12 and 13 summarize the delays and LOS for Future Year Without Project and Future Year With Project conditions and show the project impacts under Future Year conditions during AM and PM peak hours, respectively. According to these criteria, without roadway improvements, impacts would not occur.

6. Impacts

Table 12 Intersection Impact Summary, Future Year Plus Project Conditions AM Peak Hour

Intersection	No Project			Plus Project			V/C Increase	Impact?
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS		
1. Normandie Avenue at Beverly Boulevard	–	0.703	C	–	0.707	C	0.004	NO
2. Normandie Avenue at 3rd Street	–	0.638	B	–	0.642	B	0.004	NO
3. Normandie Avenue at 6th Street	–	0.486	A	–	0.496	A	0.01	NO
4. Normandie Ave at Wilshire Boulevard	–	0.802	D	–	0.805	D	0.003	NO
5. Vermont Avenue at Beverly Boulevard	–	**0.915**	**E**	–	**0.917**	**E**	0.002	NO
6. Vermont Avenue at 1st Street	–	0.613	B	–	0.675	B	0.062	NO
7. Vermont Avenue at 2nd Street	–	0.360	A	–	0.377	A	0.017	NO
8. Vermont Avenue at 3rd Street	–	0.881	D	–	0.899	D	0.018	NO
9. Vermont Avenue at 6th Street	–	0.697	B	–	0.703	C	0.006	NO
10. Vermont Avenue at Wilshire Boulevard	–	**1.080**	**F**	–	**1.089**	**F**	0.009	NO
11. 1st Street at Bimini Place	–	0.401	A	–	0.466	A	0.065	NO
12. Madison Avenue at 1st Street	18.57	-	C	**>100**	**-**	**F**	N/A	N/A
13. Madison Avenue at Project Driveway	-	-	-	10.92	-	B	N/A	N/A
14. 1st Street at Westmoreland Avenue	–	0.437	A	–	0.497	A	0.060	NO
15. Virgil Avenue at 1st Street	–	0.573	A	–	0.638	B	0.065	NO
16. Virgil Avenue at 3rd Street	–	0.774	C	–	0.790	C	0.016	NO
17. Virgil Avenue at 6th Street	–	0.581	A	–	0.598	B	0.017	NO
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.732	D	**–**	0.776	C	0.034	NO
19. Rampart Boulevard at Beverly Boulevard	-	0.719	C	-	0.723	C	0.004	NO
20. Rampart Boulevard at 3rd Street	-	0.683	B	-	0.687	B	0.004	NO

Notes: Delays and LOS as shown in Tables 8 and 9.
Bold= LOS E and F
N/A= Not applicable. Impacts at unsignalized intersections are determined according to needed improvements such as installation of a traffic signal or other traffic control devices to accommodate project trips.

Table 13 Intersection Impact Summary, Future Year Plus Project Conditions PM Peak Hour

Intersection	No Project			Plus Project			V/Increase	Impact?
	Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS		
1. Normandie Avenue at Beverly Boulevard	-	0.680	B	-	0.681	B	0.001	NO
2. Normandie Avenue at 3rd Street	-	0.623	B	-	0.623	B	0	NO
3. Normandie Avenue at 6th Street	-	0.579	A	-	0.579	A	0	NO
4. Normandie Ave at Wilshire Boulevard	-	**0.924**	**E**	-	**0.924**	**E**	0	NO
5. Vermont Avenue at Beverly Boulevard	-	**0.912**	**E**	-	**0.912**	**E**	0	NO
6. Vermont Avenue at 1st Street	-	0.661	B	-	0.670	B	0.009	NO
7. Vermont Avenue at 2nd Street	-	0.331	A	-	0.331	A	0	NO
8. Vermont Avenue at 3rd Street	-	**0.912**	**E**	-	**0.912**	**E**	0	NO
9. Vermont Avenue at 6th Street	-	0.684	B	-	0.686	B	0.002	NO
10. Vermont Avenue at Wilshire Boulevard	-	**1.117**	**F**	**-**	**1.117**	**F**	0	NO
11. 1st Street at Bimini Place	-	0.329	A	-	0.339	A	0.010	NO
12. Madison Avenue at 1st Street	20.2	-	C	26.27	-	D	N/A	N/A
13. Madison Avenue at Project Driveway	-	-	-	8.97	-	A	N/A	N/A
14. 1st Street at Westmoreland Avenue	-	0.369	A	-	0.378	A	0.009	NO
15. Virgil Avenue at 1st Street	-	0.586	A	-	0.592	A	0.006	NO
16. Virgil Avenue at 3rd Street	-	0.861	D	-	0.863	D	0.002	NO
17. Virgil Avenue at 6th Street	-	0.627	B	-	0.627	B	0	NO
18. Commonwealth Avenue at 1st Street/Beverly Boulevard	-	0.767	D	-	0.772	C	0.005	NO
19. Rampart Boulevard at Beverly Boulevard	-	0.799	C	-	0.800	C	0.001	NO
20. Rampart Boulevard at 3rd Street	-	0.779	C	-	0.779	C	0	NO

Notes: Delays and LOS as shown in Tables 8 and 9.
Bold= LOS E and F
N/A= Not applicable. Impacts at unsignalized intersections are determined according to needed improvements such as installation of a traffic signal or other traffic control devices to accommodate project trips.

6. Impacts

Project Impacts at Madison Avenue at 1st Street

According to LADOT guidelines, unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices. Signal warrants are a set of criteria used to evaluate the potential need for a traffic signal at an unsignalized or stop-controlled intersection. The methodology for the signal warrant analysis is included in the 2014 California Manual on Uniform Traffic Control Devices. The manual states that if one or more of the criteria for signal warrants is met, an engineering study is required to evaluate other factors to determine if an intersection must be signalized. The traffic analysis uses Warrant 3 criteria, which are based on traffic volumes entering the intersection during the peak hour. The signal warrant calculations are included in Appendix E. In this study, 1st Street at Madison Avenue (Intersection 12) would meet the requirement for Warrant 3 during existing and future years under "Plus Project" conditions in the AM peak hour.

Due to the high northbound turn volumes associated with project traffic egressing the site toward Madison Avenue, this intersection would meet the warrants for a traffic signal. The requirement for a signal is based on continuous demand during typical commuter traffic during the morning and evening commute periods. However, the traffic volumes that would meet the signal warrants would only occur for a short period of time—approximately 30 minutes during student arrival and dismissal. During the rest of the day this location would not experience heavy delays on the northbound approach and would not meet signal warrants for consideration of a traffic signal. Therefore, because of the short duration of traffic congestion, and because a signal at this location would adversely affect free-flow traffic east-west traffic on 1st Street, a signal would not be required at this location.

A review of the existing pedestrian crossing activity crossing Madison Street on the south side of 1st Street shows that in the morning student drop-off hours, 38 school children and 18 adults cross from 7 to 8 AM, and 9 school children and 36 adults cross from 8 to 9 AM. In the afternoon student pick-up hours, 40 school children and 34 adults cross from 3 to 4 PM, and 17 school children and 35 adults cross from 5 to 6 PM. Currently there is no crosswalk or any pedestrian treatments to provide a safe and adequate way to cross Madison Avenue on the south side of 1st Street. This intersection would experience increased traffic and pedestrian crossings with the project.

To improve the overall operation and to reduce pedestrian hazards at the intersection of Madison Avenue and 1st Street, Mitigation Measures T-1 and T-2 shall be applied to implement pedestrian treatments to improve operations at the intersection and to implement a traffic control plan to minimize traffic congestion and enhance safety and comfort for students that walk and bike to school.

T-1 Prior to the first day of classes at the high school, the Charter School administrators shall prepare a Traffic Control Plan to minimize traffic congestion and ensure a safe path of travel for walking and biking to school. Among the measures that shall be included in the Traffic Control Plan is school staff monitors or crossing guards during drop-off and pick-up.

T-2 Prior to the first day of classes at the high school, the Charter School administrators shall ensure construction of improvements at the Madison Avenue / 1ST Street intersection to

generate driver awareness of pedestrian activity and increase pedestrian safety. All improvements shall comply California Manual of Uniform Traffic Control Devices for Streets and Highways (CA MUTCD) and with LADOT requirements and standards. Specific improvements and programs shall include:

- Enhanced crosswalk and pedestrian safety treatments such as yellow crosswalk, pavement markings, raised crosswalk, safety lighting, warning signage, in-pavement flashing beacons, curb extensions.
- Monitors or crossing guards shall be posted at the intersection of Madison and 1st Street during the student drop-off and pick-up to facilitate pedestrian crossings and vehicular traffic flow and to ensure the safety of students.
- Meetings and informational packets shall be distributed to instruct parents/guardians regarding the student drop-off and pick-up procedure.
- The school facilities staff and school principal shall review student drop-off and pick-up procedures every month for the first year that school is in session, then quarterly after that, to identify bottlenecks and areas for improvement and shall make adjustments to the Traffic Control Plan.
- Charter school administrators shall implement an incentive program to encourage parents of students to rideshare with other students.

Measures to control traffic and pedestrian movements under Mitigation Measures T-1 and T-2 would improve operations at the intersection of Madison Avenue at 1st Street and reduce pedestrian hazards to less than significant. With mitigation, the proposed project would not result in operational impacts at the intersection of Madison Avenue at 1st Street or substantially increase hazards due to a design feature or incompatible uses.

6. Impacts

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7. Fair Share Calculation

At intersections where a signal warrant is met, this traffic impact analysis identified the number of project trips that would affect the intersection and the ratio of project traffic to the projected traffic increase at that location. In other words, the project fair share percentage equals the project traffic divided by the difference of future traffic and existing traffic at all approaches entering the intersection:

$$Project\ Fair\ Share\ \% = \frac{Project\ Traffic}{(Future\ Traffic\ Volume - Existing\ Traffic\ Volume)}$$

Fair share contributions are noted as an acceptable mitigation when the project applicant is responsible for only a portion of a costly transportation enhancement. In other words it is applicable when there are other development projects nearby that may also contribute toward the cost or when the City has other funding sources for the improvement. Table 14 presents a summary of project fair share percentages in the AM peak hour, which is the period that the warrants are met. The fair share percentage for the intersection of Madison Avenue at 1st Street is 100 percent.

Table 14 Fair Share Calculations

Intersection	Period	Existing Volumes	Project Traffic	Future Plus Project	New Traffic	Fair Share
12. Madison Avenue at 1st Street	AM	1132	377	1509	377	100%

Notes: Signal warrant calculations in Appendix E.

Due to the high northbound turn volumes associated with project traffic egressing the site toward Madison Avenue, this intersection would meet the warrants for a traffic signal. The requirement for a signal is based on continuous demand during AM or PM peak hours. The traffic volumes would only occur for a short period of time of approximately 30 minutes during student arrival and dismissal. During the rest of the day this location would not experience heavy delays on the northbound approach and would not meet signal warrants for consideration of a traffic signal. Therefore, because of the short duration of traffic congestion, a signal is not required.

7. Fair Share Calculation

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8. Congestion Management Plan Conformance

Los Angeles County Metropolitan Transportation Authority (Metro) serves as the county's congestion management agency. The Los Angeles County Congestion Management Program was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The LOS standard in Los Angeles County is LOS E, except where base year LOS is worse than E. In such cases, the base year LOS is the standard. A 1992 base year has been established for Los Angeles County. CMP statute states that deficiency plans are required when LOS standards are not met on portions of the CMP highway system. A deficiency is defined as an intersection or segment of a highway or roadway that has a reduction in LOS that exceeds the minimum standard of LOS E.

The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis guidelines, a significant impact may result and a traffic impact analysis is required:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest CMP facility is US 101, approximately 0.9 mile northeast of the project site, and Wilshire Boulevard, approximately 1 mile south of the project site. No CMP intersections are in the study area, but there is a CMP roadway in the study area, Wilshire Boulevard.

In addition, LADOT's Caltrans Freeway Analysis Screening Filter evaluation was performed to identify if the project would result in a substantial increase in traffic to the freeway system (see Appendix F). The Freeway Analysis Screening Filter evaluation concluded that the project trips to the freeway system would be minimal and would be below thresholds. No impacts to the freeway system would occur.

8. Congestion Management Plan Conformance

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9. Transportation Demand Management

Travel demand management reduces the number of vehicles traveling from origin to demand, per to and from schools by encouraging carpools and other modes of transportation. Examples of travel demand management strategies for schools include:

- Bicycle-sharing programs
- Car-sharing programs
- Modal integration (Ex. bus to bicycle, rail to bus, etc.)
- Forming school bicycle collectives
- Walking, bicycle, school buses, or light rail
- Remote school drop-off and pick-up sites

9. Transportation Demand Management

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10. Site Access and Internal Circulation

The main vehicular access to the school, parking lot and drop-off/pick-up area would be located off Madison Avenue south of 1st Street. The parking garage would provide 62 spaces and have a designated drop-off/pick-up area and internal driveways that would allow for vehicular queuing within the internal circulation driveways. The drop-off/pick-up zone would permit student unloading and loading directly from the passenger side. Students and staff would access the campus from the subterranean parking garage via stairway or elevator. Signs would also be posted to prohibit parking along the Madison Avenue school frontage.

To avoid pedestrian vehicle conflicts in the parking garage, student drop-off would occur after staff arrives; the pick-up would be before staff leaves. To facilitate drop-off and pick-up circulation and safety, attendants would be posted at the underground unloading/loading zone to direct vehicle, student movement and ensure efficiency and safety as students get in and out of cars.

Based on field observations, Madison Avenue is relatively flat and with no curvature—there are no obstructions blocking the line of sight between thru traffic and the access driveways. Sufficient stopping sight distance would be provided. Since the site would be easily accessible from the surrounding streets and the minimum peripheral visibility would be maintained per the Caltrans HDM, no mitigation measures would be required in regard to sight distance. As a project design feature and a condition of approval, signage would be installed at the exits of each driveway to clearly indicate stops.

The project driveway on the southeastern end of the project site would allow full access (no turn restrictions) to Madison Avenue, as shown on Figure 2. The HCM worksheet calculations for the project access driveway intersection at Madison Avenue (#13) indicate that the 95th percentile queue length—i.e., the length of the queue that is not exceeded 95 percent of the time—would be 3 vehicles. Assuming 25 feet per vehicle, the queue lengths to egress the school in the morning at the project driveway would be 75 feet.

The intersection of Madison Avenue at 1st Street is currently stop-controlled. The HCM calculations show that queues would extend from the intersection of Madison Avenue at 1st Street to the project driveway. The queue would likely interfere with the egress of vehicles from the project driveway and may reduce the flow in the drop-off and pick-up area. Queues would be expected to occur during the student drop-off and pick-up periods and would dissipate after these periods, no queues would occur during the rest of the day.

10. Site Access and Internal Circulation

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11. References

Institute of Transportation Engineers. 2017, September. *Trip Generation Handbook*. 3rd edition.

Institute of Transportation Engineers. 2017, September. *Trip Generation Manual*. 10th edition.

Los Angeles, City of. 20xx. Mobility Plan 2035. City of Los Angeles General Plan. https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf.

Los Angeles County Metropolitan Transportation Authority. 2010. Congestion Management Program. http://media.metro.net/docs/cmp_final_2010.pdf.

Los Angeles Department of Transportation. 2016, December. Transportation Impact Study Guidelines. http://ladot.lacity.org/sites/g/files/wph266/f/COLA-TISGuidelines-010517.pdf.

Transportation Research Board. 2010. Highway Capacity Manual.

Appendices

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Appendix A.
Memorandum of Understanding

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Rise Kohhyang High School Project

Project Address: 3464, 3470, 3478, and 3500 W. 1st Street, and 115 and 119 S. Madison Avenue

Project Description: See Attachment

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 24.00 % S 37.00 % E 20.00 % W 19.00 %

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

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	☐	■
Pass-By Trip	☐	■

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE 10th Edition

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

	IN	OUT	TOTAL
AM Trips	314	280	594
PM Trips	22	44	66

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient or CMP Growth Rate: 1.014 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ■

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ ☒ No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

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

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Fernando Sotelo	Darrly Evans, Project Manager
Address:	3 MacArthur Place, Santa Ana, CA 92707	Pacific Charter School Development
Phone Number:	714-966-9220	213-542-4716
E-Mail:	fsotelo@placeworks.com	darryl@pacificcharter.org

Approved by:	Fernando Sotelo Digitally signed by Fernando Sotelo Date: 2018.11.09 11:11:21 -08'00'	11/09/2018	11-9-18
	Consultant's Representative	Date	LADOT Representative / Date

November 9, 2018

City of Los Angeles
Department of Transportation
100 S. Main St., 10th Floor
Los Angeles, CA 90012

Subject: Memorandum of Understanding for the Traffic Impact Study for the Aurora Program

Dear Mr. Maxwell:

Placeworks is preparing a traffic impact analysis for the proposed charter high school on a 1.15 acre site at the corner of 1st Street and Madison Avenue in the City of Los Angeles (see Figure 1, Aerial Photograph). Six addresses associated with the site are 3464, 3470, 3478, and 3500 W. 1st Street, and 115 and 119 S. Madison Avenue. The project applicant, Bright Star Schools is awaiting development approval from the Los Angeles Unified School District (LAUSD or District for construction and operation. The new charter high school would have a capacity of 600 students in grades 9-12. The Rise Kohhyang High School currently operates approximately 1.1 mile to the east at 600 S Lafayette Park Place with an existing enrollment of 287. The existing site is occupied by the Good News Central Church and a residential building (parsonage). The existing uses would vacate the property, and all buildings and parking lots would be demolished. The campus would have multiple floors, with the ground floor being classrooms, gymnasium, etc. Attachment A shows the conceptual site plan. This memorandum of understanding (MOU) describes the project and outlines the proposed methodologies and basic assumptions for the traffic impact analysis for the project. This MOU has been prepared for Los Angeles Unified School District for review and comment to ensure that the traffic study uses appropriate assumptions to evaluate potential traffic impacts from the project. The MOU includes a trip generation estimate for the project, a list of study area intersections to be evaluated, and identification of an ambient growth rate and scenarios to be evaluated. In addition, criteria to evaluate levels of service included in this memo.

Trip Generation and Trip Distribution

Trip generation rates for the proposed project were determined for daily, and peak hour traffic in the morning (7 to 9 AM) and evening (4 to 6 PM) hours. Since there was no trip generation rate for a charter high school, trip generation was calculated based on rates included in the ITE Trip Generation Manual 10th Edition for Land Use 537, Charter Elementary School. Table 1 shows the trip generation rates for the weekday AM and PM Peak Hours, and daily. Table 2 shows the project trip generation rates for the weekday AM and PM Peak Hours, and daily. Due to the fact that the traffic counts will be taken at the existing site which currently is a church, a trip reduction for Land Use 560, Church was accounted for to better understand the project traffic.

The closest transit station is Vermont/Beverly, which is part of the metro red line, it is approximately 0.5 miles away in walking distance. Sidewalks are provided along the route linking the project site to the station. The closest RapidBus stop is located at Vermont/3rd Street via Line 754. While the project site is not within ¼ mile walking distance of a transit station or a RapidBus stop; it is still in walking range and would include design features and serve a student population that would utilize these transit services. Therefore, consistent with Section 3.3B in the 2010 Congestion Management Program, a 10% trip generation adjustment is included to account for staff and students that would travel by Subway and RapidBus.

Table 1 Trip Generation Rates

Land Use	ITE Code	Unit	Trip Generation[1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Charter Elementary School	537	Students	1.85	0.59	0.52	1.11	0.05	0.09	0.14
Church	560	TSF[2]	6.95	0.20	0.13	0.33	0.22	0.27	0.49

1 Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 10th Edition.
2 TSF= Thousand Square Feet

Table 2 Project Trip Generation

Land Use	Unit	Trip Generation[1]							
		Amount	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Project Trips	Students	600	1,110	353	313	666	29	55	84
Transit Reduction (10%)			-111	-35	-31	-66	-3	-6	-9
Existing Church Trips	TSF[2]	19	-130	-4	-2	-6	-4	-5	-9
Net New Trips			869	314	280	594	22	44	66

1 Trip generation rates for peak hour of adjacent streets, per the ITE Trip Generation Manual 10th Edition.
2 TSF= Thousand Square Feet

The trip distribution was based on a review of the circulation system in the area and the student distribution at the existing Rise Kohhyang High School located approximately 1.1 miles from the project site (see Attachment B). The City's Circulation Element and functional roadway classifications were also referenced. Figures 2, Trip Distribution- show the project trip distribution trips for cars.

Study Area Intersections and Scenarios

Based on the calculated project trip generation and trip distribution estimate, the following intersections will be analyzed:

1. Normandie Avenue at Beverly Boulevard
2. Normandie Avenue at 3rd Street
3. Normandie Avenue at 6th Street
4. Normandie Ave and Wilshire Boulevard
5. Vermont Avenue at Beverly Boulevard
6. Vermont Avenue at 1st Street
7. Vermont Avenue at 2nd Street
8. Vermont Avenue at 3rd Street
9. Vermont Avenue at 6th Street
10. Vermont Avenue and Wilshire Boulevard
11. 1st Street and Bimini Place
12. Madison Avenue at 1st Street
13. Madison Avenue at Project Driveway
14. 1st Street and Westmoreland Avenue
15. Virgil Avenue at 1st Street

16. Virgil Avenue at 3rd Street
17. Virgil Avenue at 6th Street
18. Commonwealth Avenue at 1st Street/Beverly Boulevard
19. Rampart Boulevard at Beverly Boulevard
20. Rampart Boulevard at 3rd Street

The intersection turn movement traffic counts will be taken at intersections during the weekday peak hours (7-10 AM and 3-6 PM). Traffic counts will be taken when school is in session, on days of good weather, on Tuesdays through Thursdays, and not on weeks with a holiday. If existing traffic counts less than 2 years are available by the City, they will be utilized using an adjusted ambient growth rate.

A freeway analysis screening filter was performed (see Attachment C) and the project does not satisfy the screening criteria. In addition, Attachment B shows the student population map provided by the school, which indicates that students live within a 2-mile radius and would not generate a high demand for freeway traffic. Because of the low project volumes to study freeways, no Freeway Impact Analysis will be required.

The following analysis scenarios will be provided for the weekday peak hours:

» Existing
» Existing Plus Project
» Opening Year Without Project
» Opening Year With Project

A list of cumulative projects has been provided by the City of Los Angeles Department of City Planning and is included in Attachment D. Potential impacts with the project will be evaluated according to methodology and thresholds of significance criteria reviewed by LADOT.

Construction is anticipated to be finalized in the Fall of 2022. For the purpose of this analysis, a 4-year timeframe is assumed for Opening Year (2022). The project location is located in West/Central LA, thus an ambient growth rate of 1.014% per year is utilized based on the Exhibit D-1 in the 2010 Congestion Management Program by the Los Angeles County Metropolitan Transportation Authority. A list of cumulative projects to be fully operational by project opening year will be included to the background traffic conditions. Trip generation for the cumulative developments will be estimated for inclusion in the background traffic conditions at project opening year.

For signalized intersections, the Circular 212 Critical Movement Analysis (CMA) Planning Method will be referred to for examination of traffic operating conditions. CMA is a method that determines the LOS associated with each V/C ratio at a signalized intersection and the volume to capacity (V/C) ratio on a critical lane analysis. Per the HCM methodology the worst-case approach delay will be calculated for unsignalized intersections. The level of service corresponds to the delay calculated.

An access evaluation will be provided and the need for turn restrictions and special turn lanes that may be required. The potential for queuing at the project's access driveways will be evaluated, as well as internal circulation. Recommendations will be provided to ensure that the site would be designed with adequate site access and internal circulation.

Please review the following assumptions and authorize so we can proceed. Or feel free to call if you have any questions or would like to discuss.

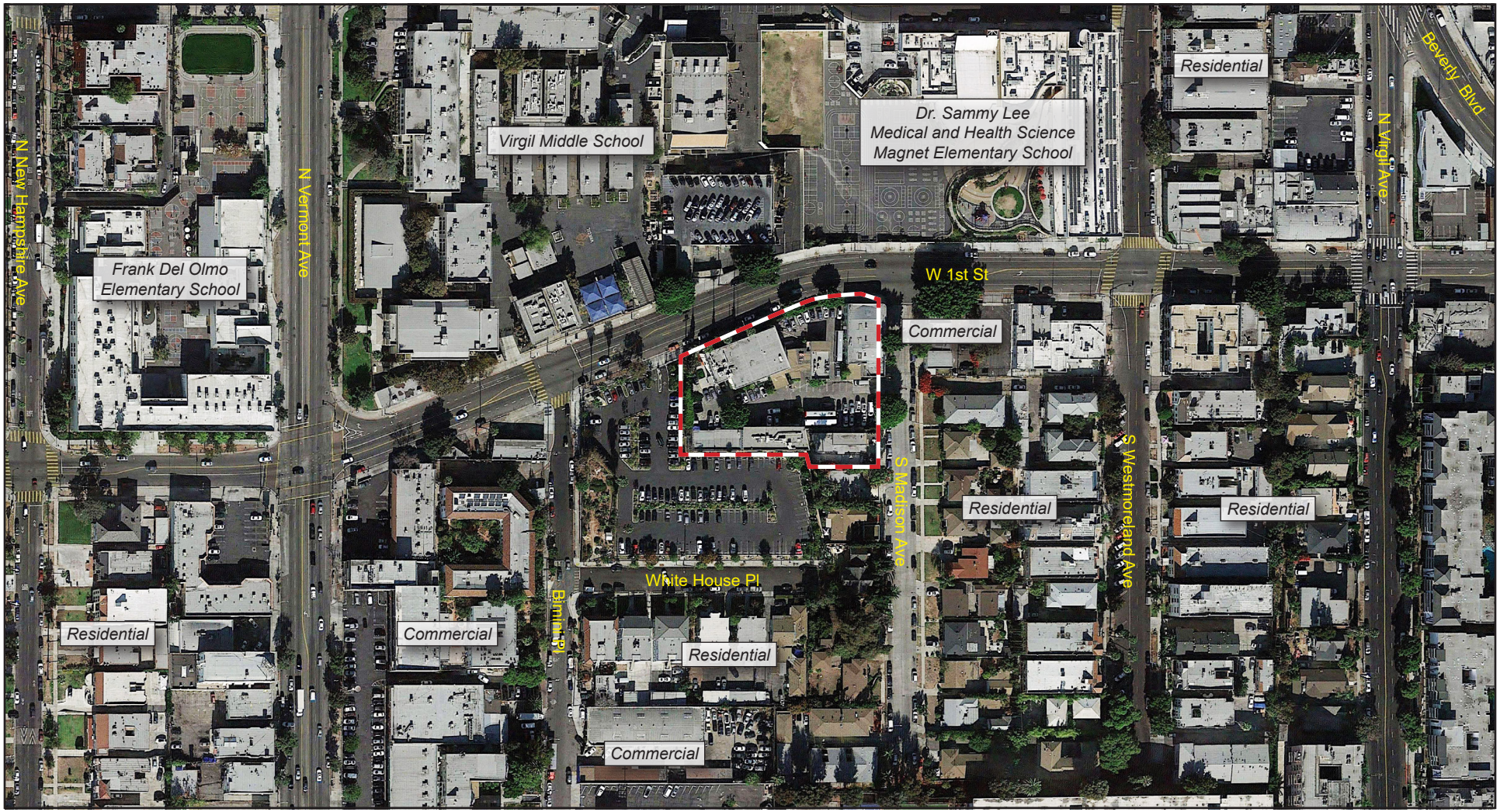
Sincerely,

PLACEWORKS

Fernando Sotelo, PE, PTP
Senior Engineer

FIGURES

Figure 1 - Aerial Photograph



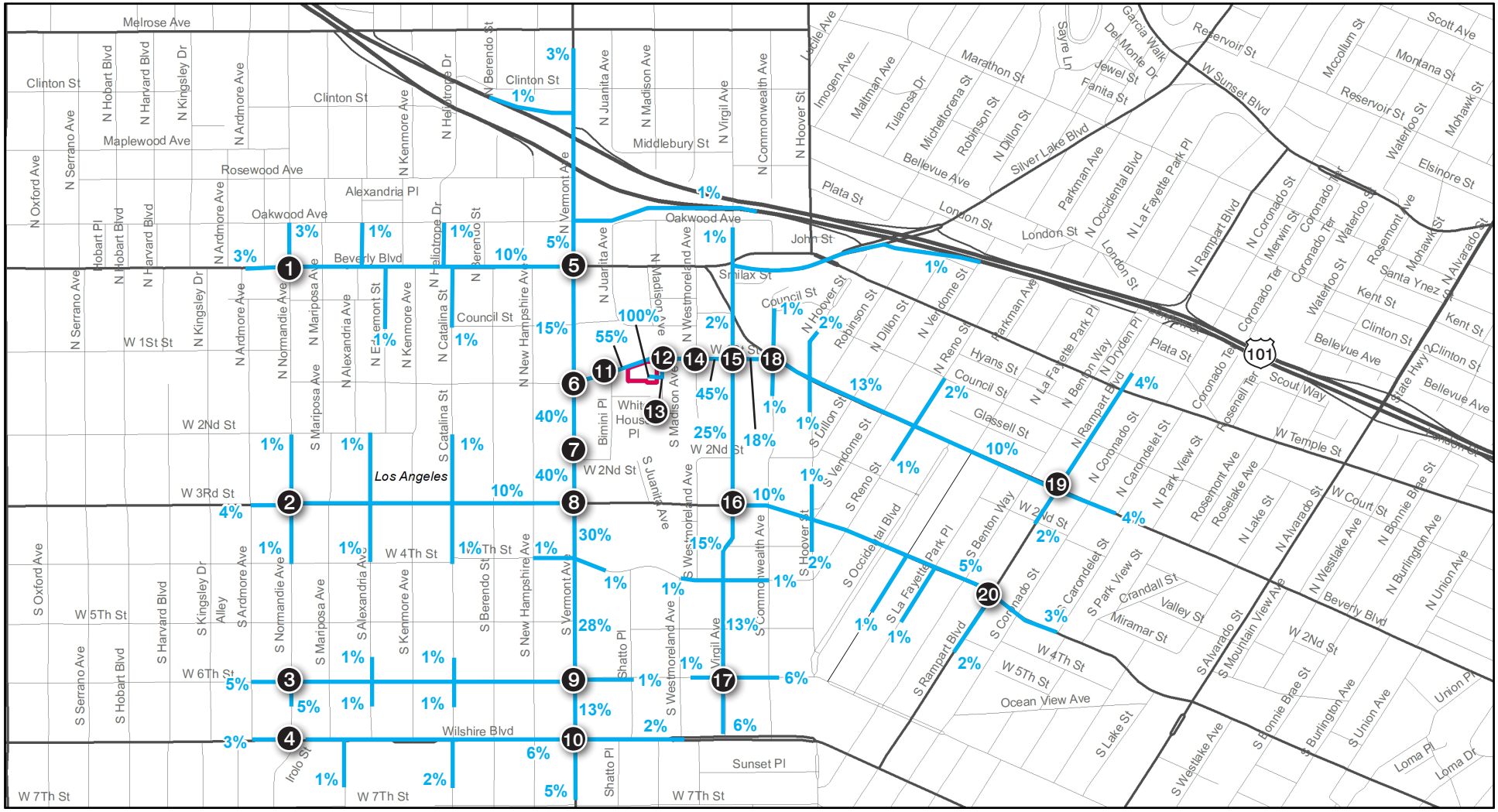
Project Boundary

0 200
Scale (Feet)

Source: Google Earth Pro, 2018

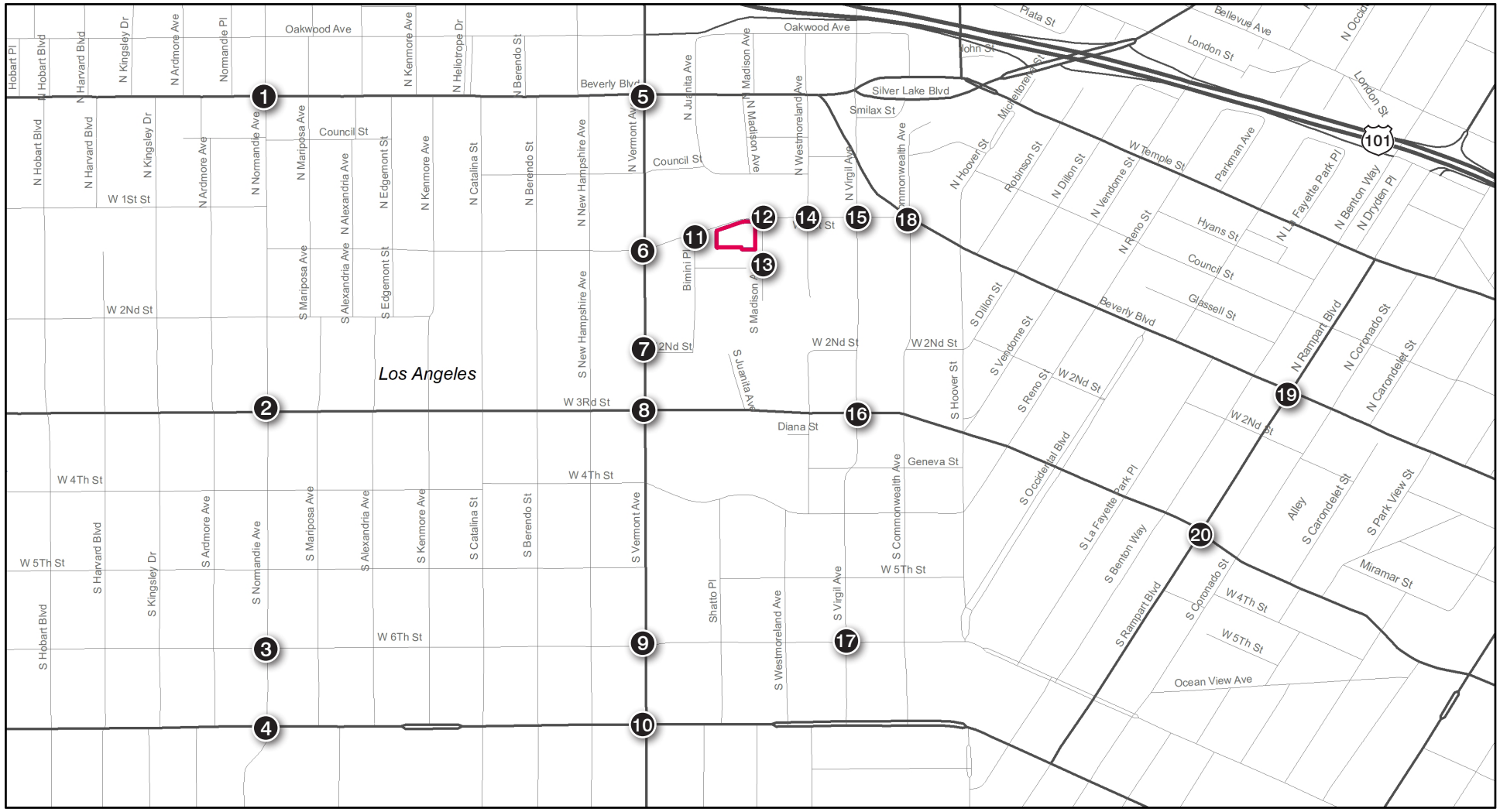
PlaceWorks

Figure 2 - Project Trip Distribution



Source: ESRI, 2018

Figure XX - Study Intersections



Project Boundary
Route to/from Project
(#) Study Intersections (20)
XX% % to/from Project

0 1,000
Scale (Feet)

Source: ESRI, 2018

PlaceWorks

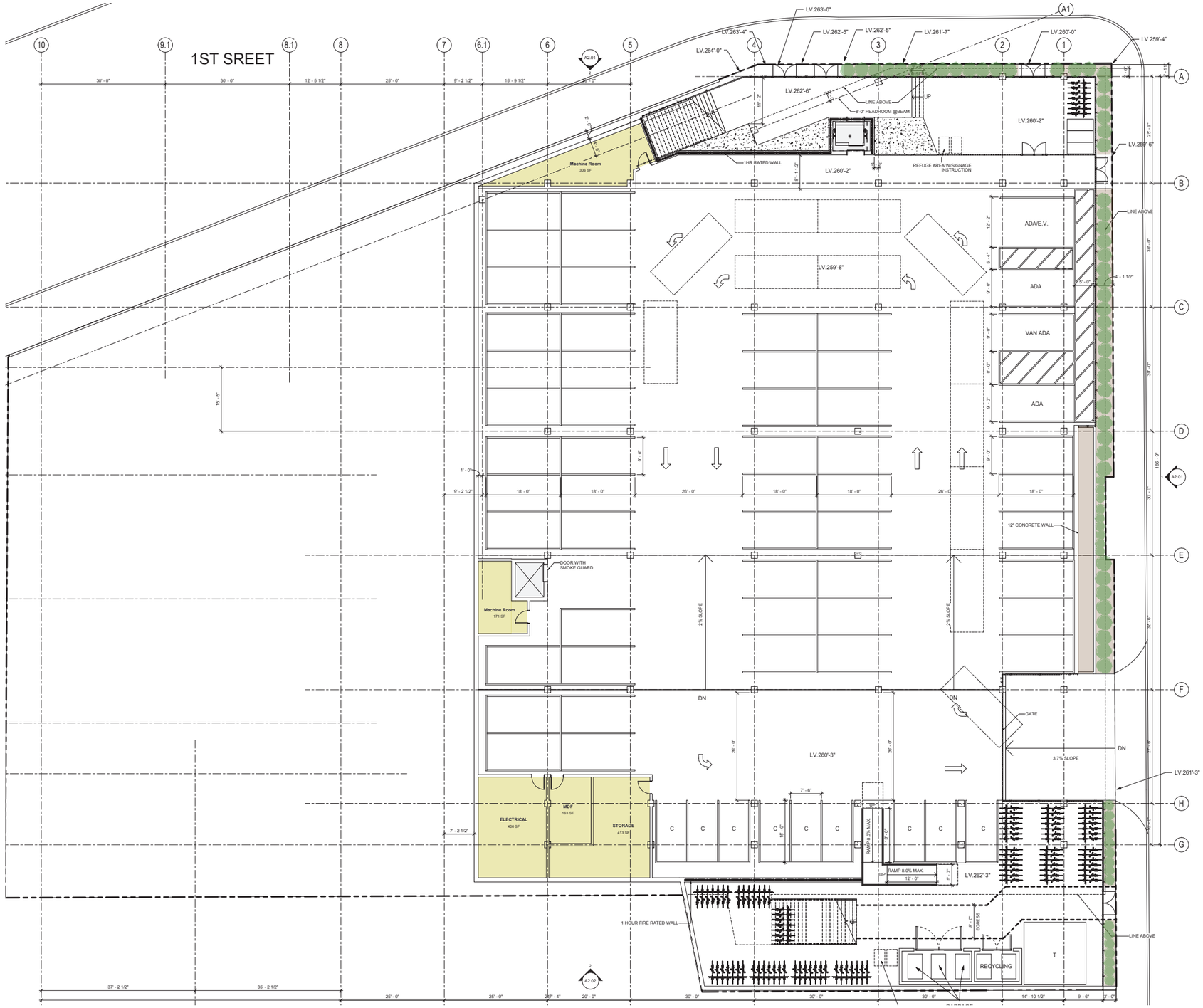
ATTACHMENT A: Site Plan

BRIGHT STAR SCHOOLS
RISE KOHYANG HIGH SCHOOL

DESIGN PRESENTATION

BERLINER ARCHITECTS

2018 . 10 . 26.

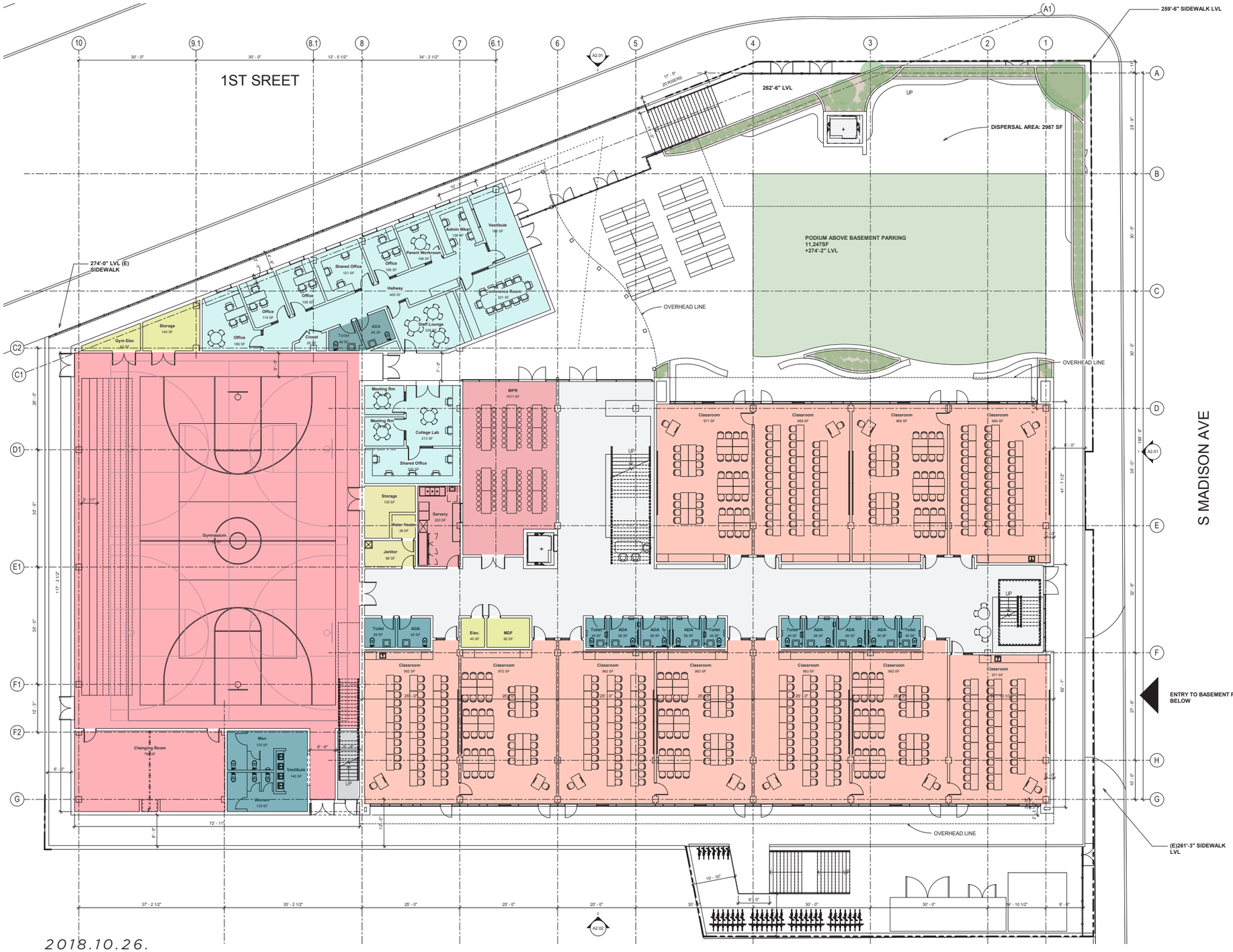


LEVEL 1 PLAN

REGULAR STANDARD PARKING SPACES	49
REGULAR COMPACT PARKING SPACES	9
ADA	4
TOTAL PARKING PROVIDED:	62
BIKE PARKING:	
SHORT TERM:	4X24=96
LONG TERM:	24/10=4
TOTAL BIKE PARKING:	100
SUPPORT SPACE:	1,453 SF
TOTAL SQUARE FOOT:	**28,061 SF**

N

2018.10.26.



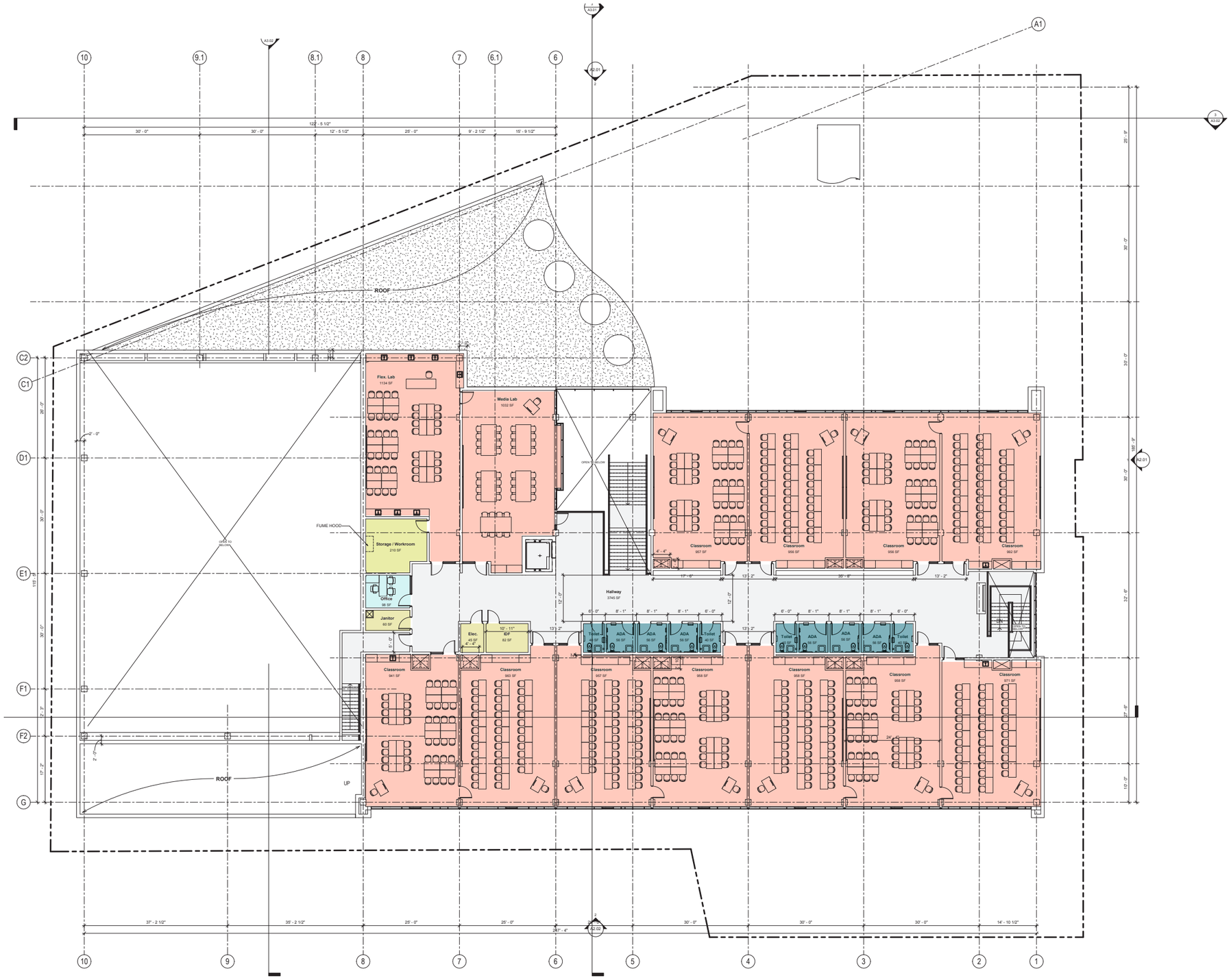
PROJECT INFORMATION:

GROSS BUILDING AREA:	**76,386 SF**
LEVEL 1 (PARKING):	28,061 SF
CONSTRUCTION TYPE:	TYPE IIA
TOTAL SITE AREA:	49,761 SF
BUILDING HEIGHT:	34'-0"
FLOOR HEIGHT:	15'-0"
TOTAL CLASSROOMS:	24

LEVEL 2 PLAN

CLASSROOMS (11) *- TYPICAL CLASS (11)*	10,670SF *10,670 SF*
GYMNASIUM (+CHANGING)	7,958 SF
MPR (+SERVERY)	1,235 SF
ADMINISTRATION	3,073 SF
RESTROOMS (20) *- 10 ADA* *- 10 REGULAR*	1,100 SF
SUPPORT SPACE	2,427 SF
CIRCULATION	3,854 SF
TOTAL SQUARE FOOT:	**30,317 SF**
TOTAL DECK SPACE	11,247 SF
DISPERSAL AREA	2,987 SF

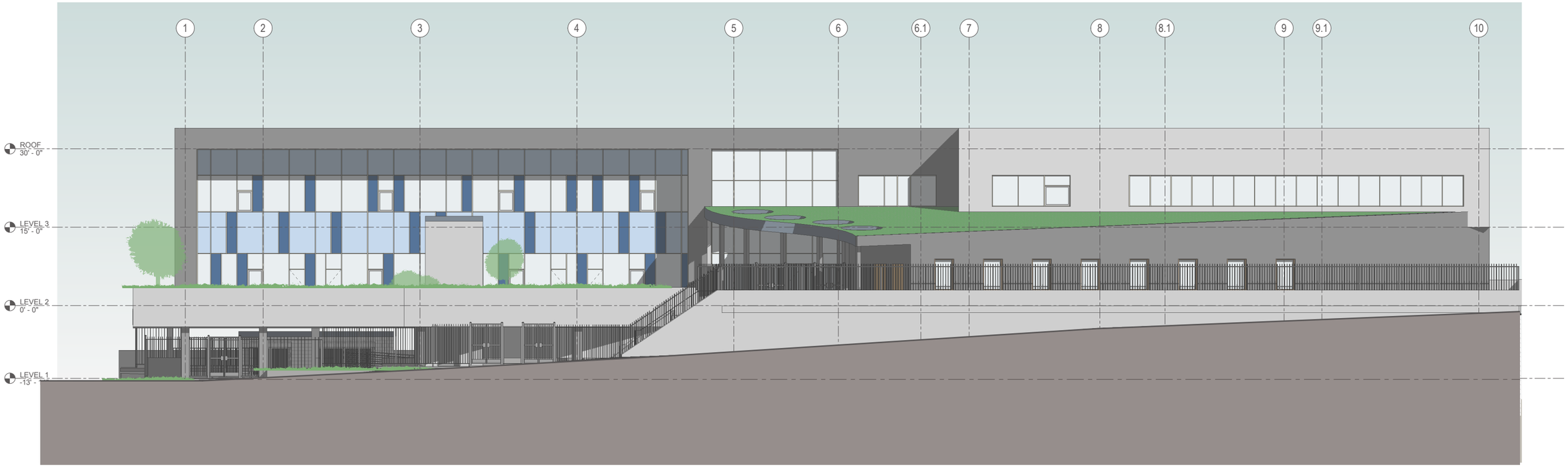
2018.10.26.



LEVEL 3 PLAN

CLASSROOMS (13)	13,465 SF
- TYPICAL CLASS (11)	*11,088 SF*
- FLEXIBLE LAB	*1,134 SF*
- FLEXIBLE LAB SUPPORT	*210 SF*
- MEDIA LAB	*1,033 SF*
RESTROOMS (10)	550 SF
- 6 ADA	
- 4 REGULAR	
SUPPORT SPACE	1,294 SF
OFFICE (1)	*96 SF*
CIRCULATION	2,699 SF
TOTAL SQUARE FOOT:	**18,008 SF**

2018.10.26.



2018.10.26.

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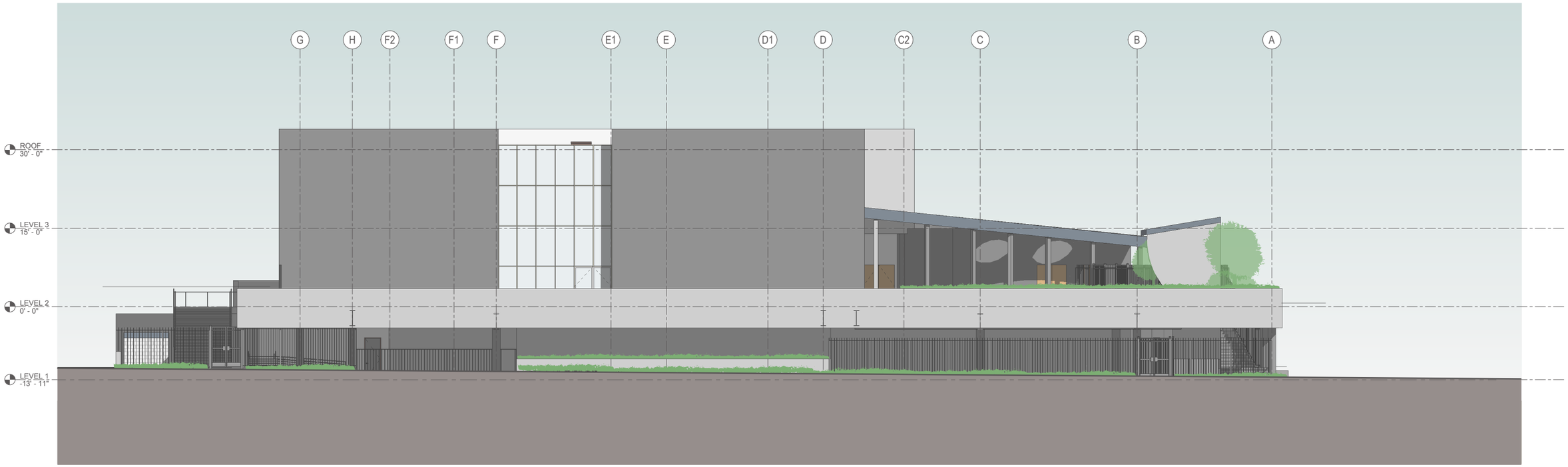
BRIGHTSTAR SCHOOLS

BERLINER ARCHITECTS



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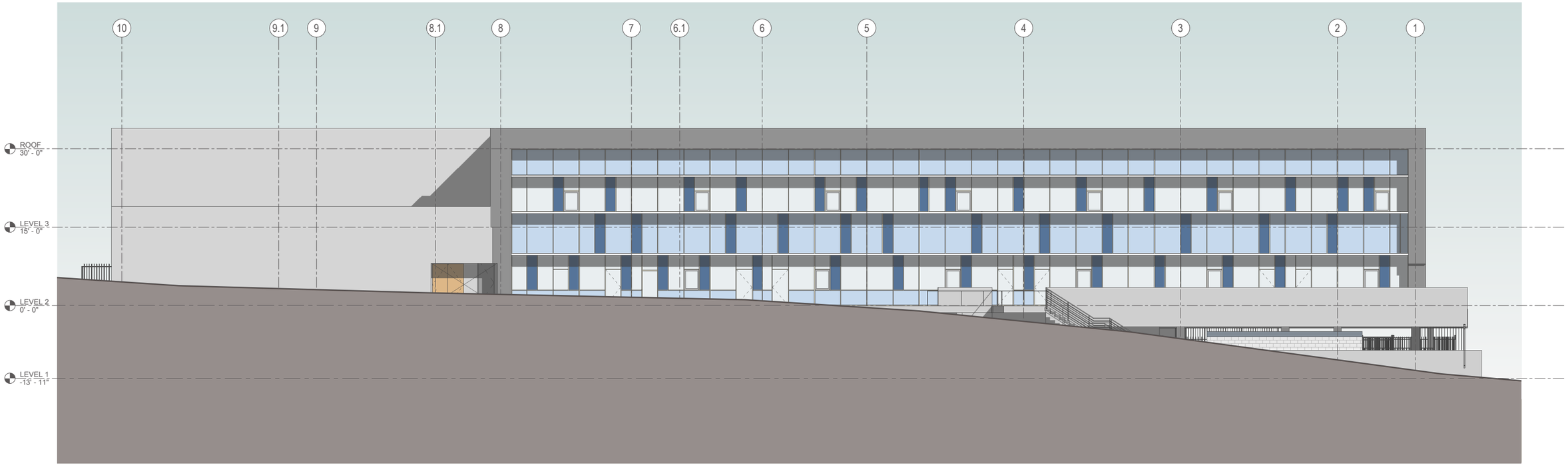
BRIGHTSTAR SCHOOLS

BRIGHT STAR SCHOOLS | RISE KOHYANG HIGH SCHOOL

G-80

BERLINER ARCHITECTS



2018.10.26.

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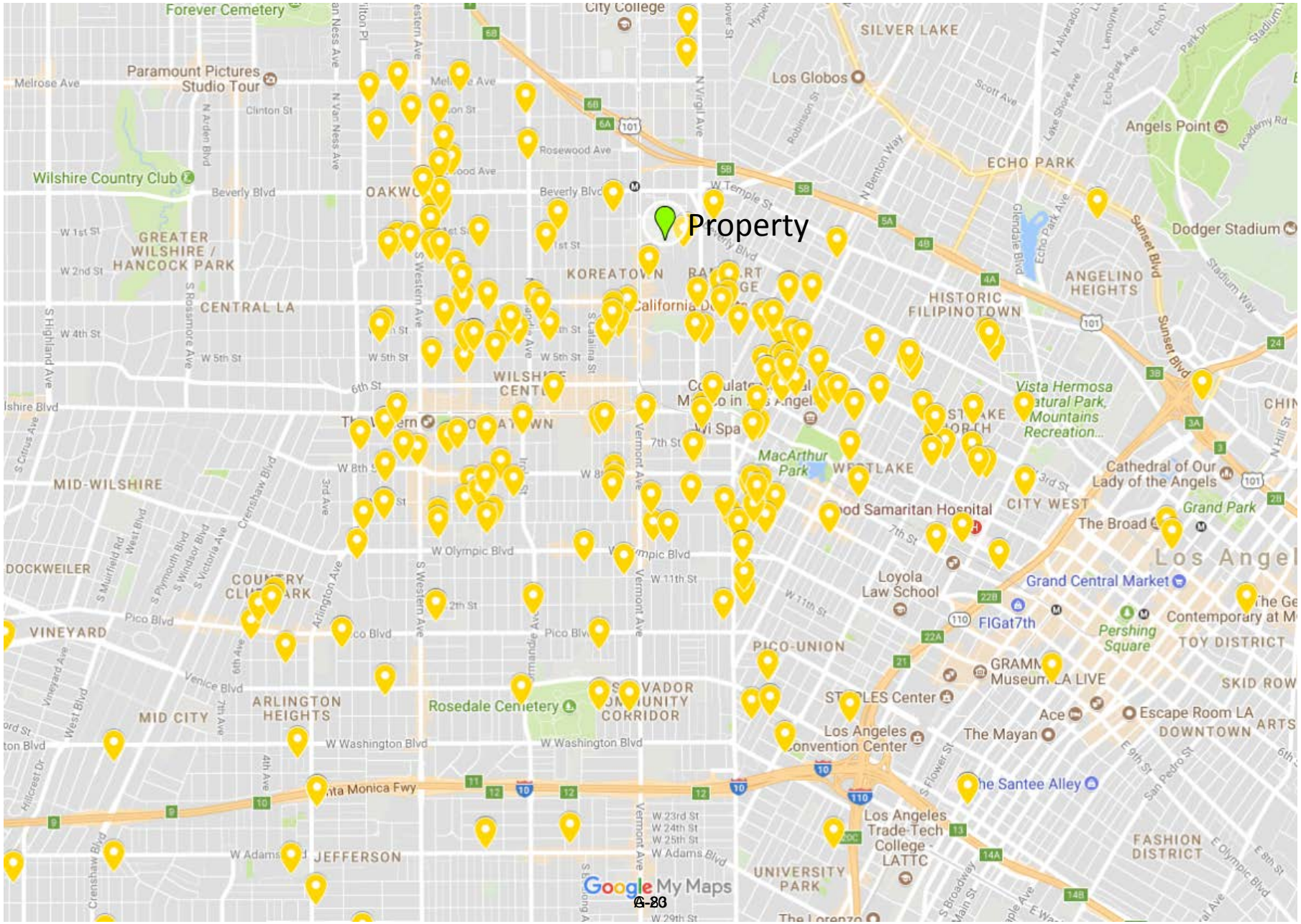
BRIGHTSTAR SCHOOLS

BRIGHT STAR SCHOOLS | RISE KOHYANG HIGH SCHOOL

BERLINER ARCHITECTS

ATTACHMENT B: Student Map

RKHS Student Map



ATTTACHMENT C: Freeway Analysis Screening Filter

Caltrans Freeway Analysis Screening Filter

PROJECT:

IMPACT CRITERIA	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 1% or more increase to a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to a freeway segment operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane); or		X

LOCATION	DIR	# of Lanes	Capacity	Project Trips* AM	Project Trips* PM	% INCREASE AM	% INCREASE PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
ollywood Freeway (S 101) west o Vermont A enue	WB	4	8,000	6	1	0.0%	0.0%
	EB	4	8,000	6	1	0.0%	0.0%
ollywood Freeway (S 101)) east o Vermont Avenue	WB	4	8,000	6	1	0.0%	0.0%
	EB	4	8,000	6	1	0.0%	0.0%
ollywood Freeway (S 101)) east o Sil er Lake oule ard	WB	4	8,000	6	1	0.0%	0.0%
	EB	4	8,000	6	1	0.0%	0.0%
OFF RA P S NT (850 ehicles per hour per lane)							
ollywood Freeway (S 101) west ound o -ramp at Vermont A enue	SB	2	1,700	6	1	0.0%	0.1%
ollywood Freeway (S 101) east ound o -ramp at Vermont A enue	NB	1	850	6	1	0.1%	0.1%
ollywood Freeway (S 101) west ound o -ramp o Sil er Lake oule ard	NB	1	850	6	1	0.1%	0.1%

ATTACHMENT D: Related Projects List

CLATS

Case Logging and Tracking System

RELATED PROJECTS

Centroid Info:
PROJ ID: 47554
Address: 3464 W 1ST ST
LOS ANGELES, CA 90004
Lat/Long: 34.0732, -118.29

Buffer Radius: 1.5 mile

Search

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Column

Record Count: 80 | Record Per Page: All Records

Results generated since: (9/18/2018 3:03:20 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
32347	Metro	MTR	1	2005	2005-CEN-2347	Zinc Apartments (Wilshire Coronado) (Est. completion 2018)	2525 W Wilshire Bl	11/30/2005	1.0	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	160								
Retail	S.F. Gross Area	7500	76	97	1160	16	60	61	36	Trip credit applied for transit/pedestrians.
			76	**97**	**1160**		**16**	**60**	**61**	**36**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
33710	Metro	MTR	10	2006	Mixed-Use	224 Condominium Units 7000 SF Retail	805 S Catalina St	06/11/2007	1.1	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	300								
Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses.
			137	**167**	**1935**		**24**	**119**	**110**	**57**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34045	Metro	HWD	13	2007	Mixed-Use	32 Apartments, 5870 SF Retail	3200 W Beverly Bl	06/18/2007	0.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	32								
Retail	S.F. Gross Area	5867	20	71	632	4	16	39	32	total net trips
			20	**71**	**632**		**4**	**16**	**39**	**32**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34147	Metro	HWD	13	2010	Mixed-Use	68 Apt & 51674 SF Retail; est. completion 2018	5245 W SANTA MONICA BLVD	07/02/2007	1.5	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	84								
Retail	S.F. Gross Area	10885								
Other	S.F. Gross Area	4665								Pharmacy
Other			32	73	857	3	29	45	28	Total net trips (Proj updated 2012)
			32	**73**	**857**		**3**	**29**	**45**	**28**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34651	Metro	MTR	1	2008	Mixed-Use	32 Condos, 4500 SF Retail	820 S HOOVER ST	05/08/2008	1.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	32								
Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)
			22	**32**	**414**		**7**	**15**	**18**	**14**

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info
34659	Metro	HWD	13	2008	Alexan South Echo MU	132 Hi-Rise, 73 Condos, 46 Apts, 19103SF Retail (Est completion 2019)	1910 W Temple St	06/06/2008	1.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	132								Hi-Rise Condo
Condominiums	Total Units	73								

Apartments	Total Units	46								
Retail	S.F. Gross Area	19103	56	91	1187	-18	74	78	13	Total reflects credits for excisting 50 KSF Light Industrial and retail pass-by credit (from MOU)
			56	91	1187		-18	74	78	13

35071	Metro	MTR	13	2009	Sunset Flats (Mixed-Use)	65 res. Condos & 15,550 gsf retail & restaurant	2225 W Sunset Bl	08/11/2009	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	65								
Retail	S.F. Gross Area	7775								
Other	S.F Gross Area	7775								restaurant
Other	Other		100	107	1283	44	56	65	42	net total trips
			100	107	1283		44	56	65	42

35185	Metro	HWD	13	2010	Restaurant/Theater		2139 W Sunset Bl	03/16/2010	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	5979	5	45	538	4	1	30	15	restaurant
			5	45	538		4	1	30	15

35311	Metro	MTR	4	2010	Western Galleria Market	Mixed-Use	100 N WESTERN AV	04/21/2010	1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	30000	57	92	940	17	40	54	38	Supermarket Total reflects credit for existing
Apartments	Total Units	98								
			57	92	940		17	40	54	38

35368	Metro	MTR	10	2010	Wilshire Temple Master Plan	School & office Improvements	3663 W WILSHIRE BLVD	10/21/2010	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	55380								Temple Administration
School	Seats	216								Nursery School
School	Seats	420								Elem School K-6
Other	Other		138	23	825	94	44	20	3	Total Net Trips
			138	23	825		94	44	20	3

40843	Metro	HWD	13	2012	Hotel - Restaurant	26 Rm Hotel, 3784 SF Restaurant, 2497 SF Lounge	1629 N Griffith park bl	03/07/2013	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	26								Hotel
Other	S.F. Gross Area	3784								Restaurant
Other	S.F. Gross Area	2497		38				25	13	Bar/Lounge
			0	38	0		0	0	25	13

40981	Metro	HWD	10	2013	Residential	209 Apartments	3640 W Wilshire bl	04/22/2013	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	209	90	113	1182	18	72	73	40	Net trips
			90	113	1182		18	72	73	40

40850	Metro	HWD	10	2012	Church	85308 SF Church	968 S Berendo St	05/02/2013	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	85308	31	12	535	23	8	3	9	Church (weekday)
			31	12	535		23	8	3	9

41020	Metro	HWD	10	2013	Restaurants	11904 Sf Restaurant	135 N WESTERN AVE	09/17/2013	1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F Gross Area	11904	4	38	457	2	2	25	13	Restaurat(Total net trips)
			4	38	457		2	2	25	13

41389	Metro	HWD	10	2013	Apartments	85 Apartment Units	535 S Kingsley dr	01/08/2014	1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	85	39	55	543	8	31	36	19	
			39	55	543		8	31	36	19

41427	Metro	MTR	1	2013	Mixed-Use	206 Apartments, 7500 SF Retail	2850 W 7th St	01/29/2014	1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	160								Long Term Hotel

											Other	Rooms	40									Short Term Hotel
											Retail	S.F. Gross Area	3600	92	114	1057	20	72	72	42		Total includes credit for transit and internal
														92	**114**	**1057**		**20**	**72**	**72**	**42**	
41467	Metro	HWD	10	2013	Apartments	131 Apts + 7ksf retail	800 S HARVARD BL	02/06/2014	1.4	Apartments	Total Units	131										
										Retail	S.F. Gross Area	7000	46	77	827	14	32	44	33		Total net project trips
													46	**77**	**827**		**14**	**32**	**44**	**33**	
41853	Metro	MTR	1	2014	Leeward Plaza - Residential	80 Condominiums (In construction 2017)	2929 W Leeward av	02/10/2014	1.0	Condominiums	Total Units	80	40	65	476	7	33	44	21		
													40	**65**	**476**		**7**	**33**	**44**	**21**	
42041	Metro	MTR	13	2014	AMCAL - Meridian Apts	100 apts & 5ksf retail	241 N VERMONT AV	08/11/2014	0.2	Apartments	Total Units	100										Affordable Housing
										Retail	S.F. Gross Area	5000	45	49	510	7	38	33	16		Total net trips
													45	**49**	**510**		**7**	**38**	**33**	**16**	
42168	Metro	HWD	10	2014	Hotel & Retail	173 Room Hotel & 2780 SF Retail	4110 W 3RD ST	09/24/2014	0.9	Other	Rooms	174										Land use=hotel
										Retail	Total Units	2780	80	86	1185	45	35	46	40		total includes existing uses credit
													80	**86**	**1185**		**45**	**35**	**46**	**40**	
42655	Metro	HWD	4	2014	Apartments	88 Apartments	525 N Wilton pl	12/22/2014	1.5	Apartments	Total Units	88	34	41	449	6	28	27	14		Credit for transit and existing uses included.
													34	**41**	**449**		**6**	**28**	**27**	**14**	
42694	Metro	HWD	10	2014	Apartments	120 Apartments	3350 W WILSHIRE BLVD	02/19/2015	0.9	Apartments	Total Units	121	54	72	728	11	43	47	25		credit applied for transit
													54	**72**	**728**		**11**	**43**	**47**	**25**	
42737	Metro	MTR	1	2014	Residential	108 Apartments	1011 S PARK VIEW ST	03/03/2015	1.4	Apartments	Total Units	108	46	57	594	9	38	38	19		TOTAL NEW TRIPS
													46	**57**	**594**		**9**	**38**	**38**	**19**	
42114	Metro	HWD	13	2014	Hotel & Restaurant	99 room hotel, 545 Sf Addition to restaurant	2965 W 6th St	03/13/2015	0.7	Other	Rooms	99	44	50	688	26	18	25	25		
													44	**50**	**688**		**26**	**18**	**25**	**25**	
42868	Metro	MTR	1	2015	422 South Lake Apts	80 Apartment Units (Est completion 2018)	422 S LAKE ST	03/25/2015	1.2	Apartments	Total Units	80	41	50	532	8	33	33	17		
													41	**50**	**532**		**8**	**33**	**33**	**17**	
34655	Metro	HWD	10	2015	NEW 3-STORY retail & office BUILDING.	20.607ksf retail & 2.78ksf office	2789 W Olympic Bl	05/18/2015	1.4	Office	S.F. Gross Area	2781										Office
										Retail	S.F. Gross Area	20607	24	54	612	16	8	25	29		Total net project trips
													24	**54**	**612**		**16**	**8**	**25**	**29**	
43101	Metro	HWD	10	2015	Mixed-Use	100 Apartments, 9496 SF Retail	3100 W 8th St	07/02/2015	1.2	Apartments	Total Units	100	51	62	100	10	41	10	41		Existing restaurant to remain.
													51	**62**	**100**		**10**	**41**	**10**	**41**	
43464	Metro	HWD	13	2015	Apartment & Child Care	40 Apartments, 4237 SF Child	3330 W BEVERLY BLVD	07/20/2015	0.2	Apartments	Total Units	40	63	67	495	26	34	35	32		Pass-by and

Case	Agency	Office	CD	Year	Project	Description	Address	Date	Distance	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
						Care														transit credit applied.
										Other	S.F. Gross Area	4237								Land Use=Day Care
													63	67	495		26	34	35	32
43366	Metro	MTR	1	2015	Apartments	65 Apartments	326 S Reno st	09/03/2015	0.5	Apartments	Total Units	65	25	30	326	5	20	20	11	Credit for existing units.
													25	30	326		5	20	20	11
43536	Metro	HWD	13	2015	Residential	71 Apartments	2335 W Temple St	09/23/2015	1.0	Apartments	Total Units	71	39	57	554	8	31	37	20	
													39	57	554		8	31	37	20
43062	Metro	HWD	10	2015	Apartments	85 Units	427 S Berendo St	10/02/2015	0.5	Apartments	Total Units	85	23	27	288	5	17	17	10	Credit or transit and existing applied
													23	27	288		5	17	17	10
43655	Metro	MTR	1	2015	Mixed-Use	144 Apartments, 4406 SF Retail	2405 W 8TH ST	10/26/2015	1.3	Apartments	Total Units	144	28	27	333	-20	48	42	-15	Credits applied for existing uses, transit and pass-by
										Retail	S.F. Gross Area	4406			/					
													28	27	333		-20	48	42	-15
43335	Metro	MTR	1	2015	Apartments	81 Apartments	2859 W FRANCIS AV	11/13/2015	1.1	Apartments	Total Units	81	37	47	492	7	28	31	5	Total includes credit for existing uese
													37	47	492		7	28	31	5
43289	Metro	MTR	10	2015	Apartments		411 S NORMANDIE AV	11/18/2015	0.8	Apartments	Total Units	224	108	134	1407	22	86	87	47	Transit credit applied.
													108	134	1407		22	86	87	47
43453	Metro	MTR	10	2015	3525 W 8th St MU	367 apts, 23ksf supermarket, & 16.5ksf retail	3525 W 8TH ST	12/16/2015	1.5	Apartments	Total Units	367								
										Other	S.F. Gross Area	22906	129	108	1214	8	121	83	25	SUPERMARKET; Total net project trips.
										Retail	S.F. Gross Area	16513								
													129	108	1214		8	121	83	25
43944	Metro	HWD	10	2015	Mixed-Use (Revised)	433 Apartments, 49849 SF Retail	3545 W WILSHIRE BLVD	12/23/2015	1.0	Apartments	Total Units	433	41	94	917	-42	83	84	10	Credit applied for transit & existing uses
										Retail	S.F. Gross Area	49849								
													41	94	917		-42	83	84	10
43945	Metro	HWD	10	2015	Mixed-Use Revised	103 Apartments, 30937 SF Museum	605 S Vermont av	12/23/2015	0.7	Apartments	Total Units	103	56	79	755	17	39	42	37	Total includes transit credit.
										Other	S.F. Gross Area	30937								land use=museum
													56	79	755		17	39	42	37
43787	Metro	MTR	10	2015	Apartments	90 Apartments	825 S Kingsley dr	01/25/2016	1.4	Apartments	Total Units	90	39	48	521	7	32	30	18	Credit for existing uses applied.
													39	48	521		7	32	30	18
43661	Metro	HWD	13	2015	Apartments	212 Apartments	235 N HOOVER ST	02/24/2016	0.4	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

43657	Metro	HWD	10	2015	2900 Wilshire Project MU	2900 Wilshire Project	2900 W WILSHIRE BLVD	03/09/2016	0.9	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use			216	218	3482	81	135	137	81	Total net project trips
Retail	S.F. Gross Area	10000								
Other	S.F. Gross Area	5500								Fast food restaurant
Apartments	Total Units	644								High-rise apartments
			216	**218**	**3482**		**81**	**135**	**137**	**81**

43845	Metro	MTR	10	2015	616 S Westmoreland MU	77 apts, 2360sf restaurant & 745 sf ret	616 S WESTMORELAND AVE	03/22/2016	0.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77								
Other	S.F. Net Area	2360								RESTAURANT
Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
			31	**36**	**446**		**1**	**30**	**31**	**5**

43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	1.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips
			19	**23**	**246**		**4**	**15**	**15**	**8**

44331	Metro	MTR	10	2016	Zion Market	4.4ksf office & 47.208ksf market	888 S VERMONT AVE	05/17/2016	1.2	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Net Area	4400								
Mixed Use	S.F. Net Area	47208	64	340	2526	45	19	171	169	Total Net Project Trips with Credit
			64	**340**	**2526**		**45**	**19**	**171**	**169**

44295	Metro	HWD	13	2016	4121 Santa Monica Shopping Ctr	14,378 sf shopping ctr	4121 W SANTA MONICA BLVD	06/14/2016	1.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Net Area	14378	6	30	344	4	2	14	16	Total net project trips
			6	**30**	**344**		**4**	**2**	**14**	**16**

44279	Metro	MTR	10	2016	Mixed use	162 room hotel, 190 unit apartment+ retail, 355 unit apartment	3240 W Wilshire blvd	07/06/2016	0.8	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	162	188	112	1353	15	173	89	23	Total Project Trips; hotel
Apartments	Total Units	545								
Retail	S.F. Gross Area	5222								Shopping Center
			188	**112**	**1353**		**15**	**173**	**89**	**23**

44442	Metro	MTR	1	2016	1930 Wilshire MU	478 apts, 850 seat theater, 50 student classroom, & 220-rm hotel	1930 W WILSHIRE BLVD	07/19/2016	1.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	478	85	61	1355	-44	128	103	-41	Total includes credit for existing uses, transit, pass-by and internal.
Other	Seats	850								land use=theater
Other	Enrollment	50								land use=classroom
Other	Rooms	220								land use=hotel
			85	**61**	**1355**		**-44**	**128**	**103**	**-41**

44192	Metro	MTR	1	2016		236 apartment units, 60300 sf commercial space	1000 S VERMONT AV	08/11/2016	1.5	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	236	102	124	1334	20	82	81	43	net total count
Retail	S.F. Net Area	60300	31	115	1321	19	12	56	59	net total count
			133	**239**	**2655**		**39**	**94**	**137**	**102**

43874	Metro	MTR	10	2015	Mixed-Use	78 Hotel Rooms, 16384 SF Retail/Restaurant	2870 W OLYMPIC BL	08/19/2016	1.5	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	121	57	84	1178	34	23	44	40	Hotel; Credit applied for existing, transit, pass-by, and internal

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	17850								Restaurant
			57	84	1178		34	23	44	40

44619 Metro HWD 13 2016 Mixed-Use | 45 Live/Work units, 3760 SF Retail | 4914 W Melrose av | 09/02/2016 | 1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	27	42	460	7	20	25	17	
Retail	S.F. Gross Area	3760								
			27	42	460		7	20	25	17

43907 Metro MTR 13 2015 Postpartum Extended Care & retail | Postpartum Extended Care (140apts) & 3,490 sf retail | 257 S MARIPOSA AVE | 09/14/2016 | 0.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	3940								
Apartments	Total Units	140	72	94	1036	14	58	61	33	Total net project trips
			72	94	1036		14	58	61	33

44481 Metro MTR 1 2016 Olympic & Hoover Mixed Use | 173 apts & 36.18 ksf commercial/retail | 2501 W OLYMPIC BLVD | 09/14/2016 | 1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	99	173	1911	27	72	100	73	Total net project trips 173 apts & 36180sf retail
Retail	S.F. Gross Area	36180								
			99	173	1911		27	72	100	73

44901 Metro MTR 10 2016 Wilshire Gate Project (Mixed-Use) | 200-rm hotel, 250 condos, 49.227ksf office, & 21.320ksf retail | 631 S VERMONT AV | 09/30/2016 | 0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Rooms	200	190	235	2599	95	95	115	120	Total Net Project Trips; Hotel Rooms
Other	Total Units	250								Condos
Office	S.F. Gross Area	49227								
Retail	S.F. Gross Area	21230								
			190	235	2599		95	95	115	120

44184 Metro MTR 10 2016 3700 W. Wilshire Bl. Mixed-Use | VTT74191; 506 condos, 40,323sf retail, & 21,712sf restaurant | 3700 W WILSHIRE BL | 10/05/2016 | 1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	40323	201	258	3500	49	152	178	80	Total net project trips
Other	S.F Gross Area	6204								Quality restaurant
Other	S.F. Gross Area	12407								Hi-turnover sit down restaurant
Other	S.F. Gross Area	3101								Fast-food restaurant
Condominiums	Total Units	506								
			201	258	3500		49	152	178	80

44785 Metro MTR 1 2016 Mixed-Use | 122 Apartments & 1182 SF Retail | 668 S CORONADO ST | 10/20/2016 | 1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	122	62	90	947	14	48	56	34	Transit and pass-by credit applied.
Retail	S.F. Gross Area	1182								
			62	90	947		14	48	56	34

45127 Metro HWD 10 2016 Apartments | 67 Apartments | 748 S Kingsley Dr | 12/12/2016 | 1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	67	31	38	406	6	25	24	14	Existing use credits applied.
			31	38	406		6	25	24	14

44880 Metro MTR 10 2016 Mixed-Use | 760 apartments, 10670 SF Retail | 3600 W Wilshire bl | 01/04/2017 | 1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	10670	235	301	3264	34	201	202	99	Total includes existing use credits, transit, walk, internal and pass-by credit.
			235	301	3264		34	201	202	99

45064 Metro HWD 10 2016 Hotel | 99 Hotel Rooms | 966 S DEWEY AV | 01/26/2017 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

Other	Rooms	99	43	48	677	28	15	24	24	(land use=hotel) total includes credits for existing use and transit.
			43	48	677		28	15	24	24

44399 Metro MTR 10 2016 Harvard Boulevard Hotel | 110 room hotel, 1000 sf commercial | 679 S Harvard Blvd | 02/21/2017 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	110	61	66	905	35	26	35	31	Total Trip
Retail	S.F. Net Area	1840								high turnover restaurant
			61	66	905		35	26	35	31

45578 Metro HWD 13 2017 Mixed-Use | 243 Apartments, 3500 SF Restaurant | 1800 W Beverly bl | 05/04/2017 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	222	129	143	1585	36	93	92	51	Total includes credits for transit, internal, pass-by, and existing uses.
Other	Total Units	21								Affordable Housing
Retail	S.F. Gross Area	3500								land use=restaurant
			129	143	1585		36	93	92	51

45225 Metro MTR 13 2016 Vermont Corridor MU (LA Co.) | 3 sites w/ office, sr hsg, apts, & retail | 510 S VERMONT AV | 05/08/2017 | 0.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	Employees	2166	320	414	3215	216	104	121	293	
Retail	S.F. Net Area	17500								
Apartments	Total Units	72								senior housing
Other	S.F. Net Area	13200								community center
Apartments	Total Units	246								
			320	414	3215		216	104	121	293

45816 Metro HWD 10 2017 Mixed-Use | 44 Apts, 200 hotel rooms, 8 KSF Restaurant, 10 KSF retail | 3751 W 6th st | 05/11/2017 | 1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	44	70	57	1183	39	31	36	21	Total net project trips
Other	Rooms	200								Hotel rooms
Retail	S.F. Gross Area	10000								
Other	S.F. Gross Area	8000								Restaurant
			70	57	1183		39	31	36	21

45928 Metro MTR 9 2017 Simone Pl Project | 89 condos | 500 S Oxford Av | 05/26/2017 | 1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	89	33	39	439	6	27	26	13	Total Net Project Trips
			33	39	439		6	27	26	13

45583 Metro MTR 1 2017 Apartments | 53 Apartments (incl. 8 affordable) | 329 S Rampart bl | 05/31/2017 | 0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	23	26	279	6	17	17	9	Total includes credit for existing uses.
Other	Total Units	8								land use=affordable housing
			23	26	279		6	17	17	9

45846 Metro MTR 10 2017 635 Western MU | 220 apts & 900sf retail | 635 S WESTERN AV | 06/22/2017 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	220	50	62	672	10	40	40	22	Total net project trips
Retail	S.F. Gross Area	900								
			50	62	672		10	40	40	22

45860 Metro MTR 10 2017 Apartments | 68 Apartments | 923 S KENMORE AV | 06/28/2017 | 1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
			33	40	432		7	26	26	15

46011 Metro HWD 13 2017 Mixed-Use | 120 Apartments | 600 N Vermont av | 07/31/2017 | 0.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

					(23 affordable), 14.6 KSF retail					

Apartments	Total Units	120	54	30	320	8	46	12	18	Existing use credit applied.
Retail	S.F. Gross Area	14600								
			54	**30**	**320**		**8**	**46**	**12**	**18**

46179	Metro	HWD	13	2017	Mixed-Use (Revised Sunset Junction)	199 Apartments, Health Club 4.5 KSF, High-Turnover Restaurant 15 KSF..	4000 W Sunset bl	08/02/2017	1.4		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	199	227	243	2922	91	130	149	94	Total includes credit for transit, pass-by & internal.
Other	Total Units	4500								land use=health club
Other	S.F. Gross Area	15000								land use=high turnover restaurant
Other	Rooms	94								land use=hotel
			227	**243**	**2922**		**91**	**130**	**149**	**94**

46255	Metro	HWD	10	2017	Residential	61 Apartments	689 S Catalina st	10/10/2017	0.9		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	61	28	34	365	5	23	22	12	
			28	**34**	**365**		**5**	**23**	**22**	**12**

46253	Metro	HWD	10	2017	Mixed-Use	192 Hotel Rooms, 23459 SF Retail, 122 Condominiums	3800 W 6th St	10/16/2017	1.1		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	122	84	124	1966	34	50	73	51	Total includes credits for existing uses, transit, internal, and pass-by.
Other	Rooms	192								land use=hotel
Retail	S.F. Gross Area	23459								
			84	**124**	**1966**		**34**	**50**	**73**	**51**

45785	Metro	HWD	13	2017	Charter Elementary School	650 student elementary school	2515 W Beverly bl	10/23/2017	0.9		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Enrollment	650	257	62	527	131	126	40	22	land use = charter elementary school
			257	**62**	**527**		**131**	**126**	**40**	**22**

46254	Metro	HWD	13	2017	District Maintenance Yard	Office staff 20 employees, fleet staff 80 employees, fleet vehicles	611 N HOOVER ST	11/13/2017	0.7		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Employees	20								LADWP Yard 20 office employees
Office	Employees	80								80 employees fleet staff
Other	Vehicles/Exist Volume	40								40 Fleet Vehicles
Other	Other		-19	99	136	0	-19	0	99	Total net project trips
			-19	**99**	**136**		**0**	**-19**	**0**	**99**

46564	Metro	MTR	10	2017	3216 W 8th St MU	8 condos, 80 hotel rms, 4808sf retail, & 2465 karaoke	3216 W 8TH ST	11/15/2017	1.2		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	8	42	74	694	24	18	42	32	Total net project trips
Other	Rooms	80								Hotel rooms
Retail	S.F. Gross Area	4808								
Other	S.F. Gross Area	2465								Karaoke
			42	**74**	**694**		**24**	**18**	**42**	**32**

46320	Metro	MTR	10	2017	Mariposa & Fedora	2 Projects(Total 173 Apts): Mariposa w/98 & Fedora w/75	840 S MARIPOSA AV	11/28/2017	1.3		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
			75	**92**	**978**		**15**	**60**	**61**	**31**

46563	Metro	MTR	1	2017	Mixed-Use (Revised)	180 residential apt, 6.1k sf retail	2972 W 7th St	11/30/2017	0.9		

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	180	59	28	212	4	55	30	-2	

Case Logging and Tracking System (CLATS)

46534	Metro	MTR	10	2017	mixed use	193 residential apt, 24.2k sf retail	900 S VERMONT AV	03/14/2018	1.0	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	193	89	134	1642	24	65	79	55	low rise, ITE 10
Retail	S.F. Gross Area	24200								
			89	**134**	**1642**		**24**	**65**	**79**	**55**

46671	Metro	HWD	13	2017	4141 Santa Monica Blvd Hotel Project	54-room hotel & 1,863sf restaurant	4141 W SANTA MONICA BLVD	04/16/2018	1.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Rooms	54	35	37	490	20	15	20	17	Total Net Project Trips; Hotel Rooms
Other	S.F. Gross Area	1863								1863 SF Restaurant
			35	**37**	**490**		**20**	**15**	**20**	**17**

47037	Metro	MTR	1	2018	Westlake Housing Project	78 apts with 60 affordable, 17 perm supportive hsg, & 1 mgr unit	619 S WESTLAKE AV	06/01/2018	1.4	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	1								Manager Unit
Other	Total Units	77	27	20	233	11	16	11	9	Affordable housing; Total Project Trips
			27	**20**	**233**		**11**	**16**	**11**	**9**

47145	Metro	MTR	13	2018	418,422-430 N Alvarado St Apts	73 Apts	422 N ALVARADO ST	07/26/2018	1.3	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Rooms	75	27	33	380	8	19	20	13	
			27	**33**	**380**		**8**	**19**	**20**	**13**

47227	Metro	HWD	10	2018	Residential	227 Apartments	3875 W WILSHIRE BLVD	07/31/2018	1.5	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	227	88	108	1413	20	68	68	40	Transit credit applied
			88	**108**	**1413**		**20**	**68**	**68**	**40**

47457	Metro	MTR	13	2018	Dillion Mixed Use	52 Unit in 3 Story with 18600 SF discount Store	609 N DILLON ST	09/14/2018	0.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	S.F. Gross Area	52	37	95		17	20	50	45	
			37	**95**	**0**		**17**	**20**	**50**	**45**

	Retail	S.F. Gross Area	6100							
				59	**28**	**212**		**4**	**55**	**30**	**-2**

Appendix B.
Traffic Counts

Appendices

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City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Normandie Avenue

East/West Beverly Boulevard

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 18585

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	43	78	83
BIKES	15	19	29	33
BUSES	44	40	66	61

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	160	7.30	267	8.30	335	8.30	359	8.15
PM PK 15 MIN	264	5.15	179	4.15	345	4.30	324	5.00
AM PK HOUR	601	7.00	1041	8.00	1303	8.00	1338	8.00
PM PK HOUR	976	4.45	689	3.00	1265	4.00	1242	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	586	12	601
8-9	5	474	25	504
9-10	24	480	41	545
3-4	22	591	37	650
4-5	3	803	61	867
5-6	7	873	48	928
TOTAL	64	3807	224	4095

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	782	75	859
8-9	4	930	107	1041
9-10	24	534	138	696
3-4	31	582	76	689
4-5	2	587	69	658
5-6	2	554	40	596
TOTAL	65	3969	505	4539

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1460	70	36	67	17
1545	63	3	69	4
1241	35	1	61	0
1339	75	28	104	28
1525	88	11	101	11
1524	81	8	115	11
8634	412	87	517	71

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1067	43	1112
8-9	2	1232	69	1303
9-10	18	1108	58	1184
3-4	49	1038	71	1158
4-5	5	1174	86	1265
5-6	0	1072	64	1136
TOTAL	76	6691	391	7158

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1276	21	1298
8-9	0	1309	29	1338
9-10	10	1211	28	1249
3-4	24	1047	53	1124
4-5	1	1135	47	1183
5-6	5	1173	48	1226
TOTAL	41	7151	226	7418

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2410	72	55	75	30
2641	57	2	57	2
2433	69	0	55	1
2282	81	14	74	26
2448	99	16	77	9
2362	93	16	85	8
14576	471	103	423	76

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Normandie Avenue

East/West 3rd Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 18874

	N/B	S/B	E/B	W/B
DUAL-WHEELED	35	29	44	54
BIKES	33	33	36	45
BUSES	44	46	106	113

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	144	7.30	246	7.45	299	9.00	279	8.30
PM PK 15 MIN	217	5.45	154	5.00	277	5.15	262	4.15
AM PK HOUR	541	7.15	940	7.30	1153	8.45	1033	8.00
PM PK HOUR	826	5.00	604	3.30	1075	4.30	1014	4.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	482	53	538
8-9	2	393	42	437
9-10	3	355	33	391
3-4	4	482	52	538
4-5	2	678	55	735
5-6	2	774	50	826
TOTAL	16	3164	285	3465

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	710	112	823
8-9	9	692	172	873
9-10	5	487	107	599
3-4	8	509	79	596
4-5	5	497	72	574
5-6	2	516	75	593
TOTAL	30	3411	617	4058

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1361	51	26	80	54
1310	56	1	106	10
990	60	0	83	2
1134	101	15	96	45
1309	147	25	141	27
1419	121	13	164	22
7523	536	80	670	160

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	880	29	973
8-9	57	1020	38	1115
9-10	88	1008	46	1142
3-4	66	933	42	1041
4-5	87	945	37	1069
5-6	96	926	30	1052
TOTAL	458	5712	222	6392

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	913	22	954
8-9	42	949	42	1033
9-10	30	871	39	940
3-4	51	799	53	903
4-5	35	927	52	1014
5-6	34	898	42	974
TOTAL	211	5357	250	5818

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1927	31	22	101	65
2148	47	1	90	9
2082	46	3	104	2
1944	91	17	94	18
2083	104	12	111	13
2026	99	6	115	15
12210	418	61	615	122

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Normandie Avenue

East/West 6th Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 18968

	N/B	S/B	E/B	W/B
DUAL-WHEELED	38	27	18	20
BIKES	18	20	10	10
BUSES	37	41	35	38

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	132	7.30	193	7.30	266	8.00	251	8.00
PM PK 15 MIN	184	5.45	133	4.15	279	4.30	292	5.45
AM PK HOUR	512	7.00	669	7.15	885	7.15	922	8.00
PM PK HOUR	697	5.00	512	5.00	1046	5.00	1052	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	39	432	41	512
8-9	19	394	24	437
9-10	19	358	24	401
3-4	7	433	40	480
4-5	9	557	62	628
5-6	8	627	62	697
TOTAL	101	2801	253	3155

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	485	105	641
8-9	2	429	112	543
9-10	6	341	69	416
3-4	2	391	61	454
4-5	5	429	60	494
5-6	2	454	56	512
TOTAL	68	2529	463	3060

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1153	39	7	53	6
980	12	0	66	0
817	5	0	97	0
934	56	0	80	0
1122	71	6	47	25
1209	58	1	81	1
6215	241	14	424	32

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	687	29	747
8-9	27	683	19	729
9-10	33	513	26	572
3-4	44	764	45	853
4-5	71	872	54	997
5-6	82	917	47	1046
TOTAL	288	4436	220	4944

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	769	22	824
8-9	6	889	27	922
9-10	3	621	20	644
3-4	41	565	34	640
4-5	51	676	48	775
5-6	57	917	78	1052
TOTAL	191	4437	229	4857

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1571	59	17	63	10
1651	73	0	64	1
1216	118	0	81	0
1493	119	4	75	0
1772	62	6	89	12
2098	88	9	99	1
9801	519	36	471	24

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Normandie Avenue/Irolo Street

East/West Wilshire Boulevard

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 7994

	N/B	S/B	E/B	W/B
DUAL-WHEELED	53	29	78	70
BIKES	38	32	75	81
BUSES	42	38	117	110

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	151	9.00	156	8.15	381	8.45	365	7.45
PM PK 15 MIN	191	5.00	166	4.15	369	5.30	332	5.30
AM PK HOUR	562	9.00	590	7.30	1394	8.00	1379	7.45
PM PK HOUR	728	4.30	614	4.15	1307	5.00	1223	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	406	87	523
8-9	48	368	105	521
9-10	55	357	150	562
3-4	62	359	144	565
4-5	43	545	117	705
5-6	57	546	120	723
TOTAL	295	2581	723	3599

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	431	68	555
8-9	87	377	100	564
9-10	74	338	57	469
3-4	54	426	52	532
4-5	54	498	42	594
5-6	71	484	57	612
TOTAL	396	2554	376	3326

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1078	191	42	146	17
1085	330	31	171	20
1031	311	6	179	5
1097	533	9	194	4
1299	541	1	158	0
1335	512	1	210	0
6925	2418	90	1058	46

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	1000	63	1111
8-9	32	1227	135	1394
9-10	41	895	132	1068
3-4	65	1028	90	1183
4-5	93	1041	103	1237
5-6	91	1118	98	1307
TOTAL	370	6309	621	7300

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	1179	32	1281
8-9	79	1241	23	1343
9-10	5	1209	41	1255
3-4	113	874	57	1044
4-5	106	957	65	1128
5-6	97	1042	84	1223
TOTAL	470	6502	302	7274

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2392	118	22	146	45
2737	182	26	175	31
2323	145	5	166	5
2227	160	2	191	11
2365	162	1	177	1
2530	217	0	166	3
14574	984	56	1021	96

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Beverly Boulevard

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 18576

	N/B	S/B	E/B	W/B
DUAL-WHEELED	76	113	50	50
BIKES	55	62	36	38
BUSES	120	131	61	64

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	394	7.00	549	8.15	294	8.15	305	7.00
PM PK 15 MIN	354	5.30	588	5.30	271	4.45	318	4.15
AM PK HOUR	1456	7.00	2065	7.45	1141	7.30	1182	7.00
PM PK HOUR	1381	4.45	2222	4.45	1015	4.45	1078	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	108	1256	92	1456
8-9	63	1121	72	1256
9-10	64	1203	67	1334
3-4	81	1105	110	1296
4-5	68	1116	96	1280
5-6	76	1162	98	1336
TOTAL	460	6963	535	7958

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	279	1369	215	1863
8-9	275	1465	318	2058
9-10	208	1221	252	1681
3-4	317	1301	264	1882
4-5	366	1415	257	2038
5-6	365	1494	347	2206
TOTAL	1810	8265	1653	11728

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
3319	175	24	265	4
3314	96	8	150	5
3015	64	0	115	1
3178	150	1	240	0
3318	128	0	212	1
3542	117	0	238	0
19686	730	33	1220	11

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	976	32	1008
8-9	0	1049	24	1073
9-10	0	1015	36	1051
3-4	0	901	30	931
4-5	0	938	52	990
5-6	0	966	33	999
TOTAL	0	5845	207	6052

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1022	160	1182
8-9	0	958	141	1099
9-10	0	966	145	1111
3-4	0	862	179	1041
4-5	0	897	177	1074
5-6	0	852	163	1015
TOTAL	0	5557	965	6522

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2190	209	26	169	1
2172	168	10	82	2
2162	124	2	55	0
1972	228	1	190	1
2064	255	0	161	0
2014	218	0	160	0
12574	1202	39	817	4

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West 1st Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	108	104	25	19
BIKES	46	46	36	23
BUSES	138	124	28	31

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	372	7.45	384	8.30	141	7.45	167	8.00
PM PK 15 MIN	351	5.15	412	5.45	166	4.30	125	5.15
AM PK HOUR	1370	7.00	1503	8.00	510	7.30	555	7.30
PM PK HOUR	1279	4.30	1471	5.00	633	4.30	453	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	1257	76	1370
8-9	36	1076	62	1174
9-10	32	1117	39	1188
3-4	58	1090	81	1229
4-5	45	1138	90	1273
5-6	54	1119	71	1244
TOTAL	262	6797	419	7478

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	73	1201	92	1366
8-9	109	1267	127	1503
9-10	108	1126	88	1322
3-4	100	1064	136	1300
4-5	109	1152	136	1397
5-6	109	1199	163	1471
TOTAL	608	7009	742	8359

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2736	72	84	32	330
2677	91	19	52	47
2510	66	1	16	0
2529	116	108	62	123
2670	122	68	79	60
2715	110	53	91	80
15837	577	333	332	640

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	153	269	46	468
8-9	108	282	66	456
9-10	146	151	76	373
3-4	132	345	74	551
4-5	143	396	84	623
5-6	124	427	58	609
TOTAL	806	1870	404	3080

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	251	121	456
8-9	80	289	79	448
9-10	53	205	47	305
3-4	60	224	97	381
4-5	64	260	64	388
5-6	73	313	67	453
TOTAL	414	1542	475	2431

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
924	27	52	52	225
904	37	3	63	7
678	26	2	25	2
932	48	50	64	191
1011	33	16	110	274
1062	43	12	71	194
5511	214	135	385	893

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West 2nd Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	107	101	0	8
BIKES	43	16	0	29
BUSES	136	155	0	5

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	382	7.45	385	8.15	0	7.00	31	7.45
PM PK 15 MIN	360	5.15	343	5.15	0	3.00	32	4.00
AM PK HOUR	1414	7.00	1446	7.45	0	7.00	93	7.30
PM PK HOUR	1327	4.45	1330	4.45	0	3.00	110	3.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1369	45	1414
8-9	0	1184	40	1224
9-10	0	1198	56	1254
3-4	1	1217	46	1264
4-5	0	1269	42	1311
5-6	0	1242	48	1290
TOTAL	1	7479	277	7757

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	44	1309	0	1353
8-9	59	1376	0	1435
9-10	40	1198	0	1238
3-4	49	1149	0	1198
4-5	53	1234	0	1287
5-6	88	1232	0	1320
TOTAL	333	7498	0	7831

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2767	5	0	0	2
2659	7	0	13	1
2492	6	1	24	3
2462	7	7	29	14
2598	23	1	35	19
2610	14	3	43	9
15588	62	12	144	48

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	43	0	41	84
8-9	57	0	19	76
9-10	46	0	19	65
3-4	75	0	27	102
4-5	58	0	32	90
5-6	70	0	24	94
TOTAL	349	0	162	511

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
84	0	0	32	118
76	0	0	36	24
65	0	0	56	14
102	0	0	70	84
90	0	0	57	81
94	0	0	73	68
511	0	0	324	389

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South VERMONT AVENUE

East/West 3RD STREET

Day: WEDNESDAY Date: MAY 10 2017 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: Moses

School Day: YES District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	48	49	36	31
BIKES	12	36	4	12
BUSES	111	137	71	80

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	364	7.45	384	7.45	348	7.45	320	9.00
PM PK 15 MIN	400	4.30	363	4.45	329	3.30	298	4.45
AM PK HOUR	1380	7.15	1438	7.30	1347	7.30	1207	8.15
PM PK HOUR	1423	3.45	1379	4.30	1243	3.30	1139	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	1153	144	1358
8-9	63	1091	101	1255
9-10	72	1057	79	1208
3-4	78	1141	154	1373
4-5	65	1181	153	1399
5-6	72	1146	164	1382
TOTAL	411	6769	795	7975

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	1183	94	1358
8-9	75	1140	144	1359
9-10	82	942	124	1148
3-4	83	910	181	1174
4-5	74	1063	150	1287
5-6	85	1080	152	1317
TOTAL	480	6318	845	7643

TOTAL

N-S
2716
2614
2356
2547
2686
2699
15618

XING S/L

Ped	Sch
151	96
209	37
158	19
325	180
252	93
256	79
1351	504

XING N/L

Ped	Sch
109	32
126	27
130	21
178	71
204	40
188	53
935	244

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	191	998	84	1273
8-9	154	1014	98	1266
9-10	148	898	77	1123
3-4	160	943	85	1188
4-5	127	1004	64	1195
5-6	144	999	70	1213
TOTAL	924	5856	478	7258

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	134	857	112	1103
8-9	147	953	100	1200
9-10	147	916	98	1161
3-4	133	771	113	1017
4-5	143	873	107	1123
5-6	142	880	111	1133
TOTAL	846	5250	641	6737

TOTAL

E-W
2376
2466
2284
2205
2318
2346
13995

XING W/L

Ped	Sch
87	17
105	13
97	6
140	57
139	33
157	50
725	176

XING E/L

Ped	Sch
229	20
259	13
220	12
418	36
324	44
347	33
1797	158

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West 6th Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 18962

	N/B	S/B	E/B	W/B
DUAL-WHEELED	113	98	43	30
BIKES	56	46	26	18
BUSES	210	156	46	94

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	344	7.00	331	7.30	299	8.00	271	8.15
PM PK 15 MIN	312	3.30	313	5.30	302	5.45	290	5.30
AM PK HOUR	1210	7.00	1261	7.00	1046	7.30	1043	7.45
PM PK HOUR	1180	3.15	1184	4.45	1110	5.00	1077	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	1031	142	1210
8-9	55	879	180	1114
9-10	64	971	124	1159
3-4	67	927	182	1176
4-5	56	915	167	1138
5-6	72	896	134	1102
TOTAL	351	5619	929	6899

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	1076	99	1261
8-9	92	1037	111	1240
9-10	86	942	99	1127
3-4	88	956	85	1129
4-5	82	1006	85	1173
5-6	91	992	90	1173
TOTAL	525	6009	569	7103

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2471	26	4	92	1
2354	25	0	93	0
2286	24	0	108	0
2305	52	0	156	5
2311	37	0	130	3
2275	48	1	158	0
14002	212	5	737	9

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	681	112	870
8-9	56	796	92	944
9-10	62	541	78	681
3-4	86	802	97	985
4-5	88	896	77	1061
5-6	101	940	69	1110
TOTAL	470	4656	525	5651

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	663	74	831
8-9	94	830	75	999
9-10	112	616	102	830
3-4	97	567	113	777
4-5	87	689	93	869
5-6	83	873	121	1077
TOTAL	567	4238	578	5383

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1701	70	1	165	10
1943	81	0	178	12
1511	99	0	174	2
1762	138	3	201	35
1930	138	0	201	13
2187	115	1	215	10
11034	641	5	1134	82

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Wilshire Boulevard

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 42662

	N/B	S/B	E/B	W/B
DUAL-WHEELED	114	107	89	81
BIKES	103	77	80	98
BUSES	191	198	113	135

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	323	7.00	337	7.30	366	8.00	349	8.15
PM PK 15 MIN	321	3.30	317	3.45	334	5.45	320	5.00
AM PK HOUR	1243	9.00	1251	7.00	1427	8.00	1264	8.00
PM PK HOUR	1221	4.30	1211	3.15	1212	4.15	1196	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	1086	55	1218
8-9	103	967	70	1140
9-10	132	1037	74	1243
3-4	86	1001	97	1184
4-5	106	1006	91	1203
5-6	104	912	119	1135
TOTAL	608	6009	506	7123

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	1091	91	1251
8-9	97	1000	106	1203
9-10	97	889	113	1099
3-4	115	1004	82	1201
4-5	101	989	84	1174
5-6	125	973	63	1161
TOTAL	604	5946	539	7089

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2469	211	22	553	123
2343	295	24	706	92
2342	239	8	584	39
2385	282	56	649	279
2377	226	33	754	160
2296	289	21	795	131
14212	1542	164	4041	824

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	116	848	128	1092
8-9	123	1066	238	1427
9-10	115	734	175	1024
3-4	141	880	123	1144
4-5	118	962	117	1197
5-6	125	981	101	1207
TOTAL	738	5471	882	7091

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	1006	69	1176
8-9	125	1076	63	1264
9-10	177	838	61	1076
3-4	147	749	100	996
4-5	137	857	87	1081
5-6	138	974	84	1196
TOTAL	825	5500	464	6789

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2268	151	24	354	87
2691	226	10	403	38
2100	157	1	432	31
2140	230	50	404	168
2278	168	8	394	100
2403	252	37	445	170
13880	1184	130	2432	594

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Bimini Place

East/West 1st Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 18839

	N/B	S/B	E/B	W/B
DUAL-WHEELED	8	0	25	27
BIKES	15	0	29	33
BUSES	0	0	22	31

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	38	7.45	0	7.00	149	7.45	180	8.00
PM PK 15 MIN	35	5.15	0	3.00	183	5.45	144	5.15
AM PK HOUR	122	7.15	0	7.00	514	7.30	613	7.30
PM PK HOUR	116	5.00	0	3.00	653	5.00	505	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	0	67	96
8-9	20	0	53	73
9-10	14	0	43	57
3-4	24	0	72	96
4-5	7	0	59	66
5-6	17	0	99	116
TOTAL	111	0	393	504

SOUTHBOUND Approach

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

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
96	130	16	0	0
73	85	12	0	0
57	39	1	0	0
96	195	22	0	0
66	82	11	0	0
116	100	6	0	0
504	631	68	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	415	28	443
8-9	0	453	22	475
9-10	0	297	15	312
3-4	0	523	38	561
4-5	0	592	37	629
5-6	0	631	22	653
TOTAL	0	2911	162	3073

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	447	0	488
8-9	40	453	0	493
9-10	33	301	0	334
3-4	47	363	0	410
4-5	38	424	0	462
5-6	47	458	0	505
TOTAL	246	2446	0	2692

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
931	156	32	2	0
968	92	22	0	0
646	9	0	1	0
971	249	59	0	0
1091	139	38	2	3
1158	162	17	0	0
5765	807	168	5	3

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Madison Avenue

East/West 1st Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	4	0	28	32
BIKES	2	0	39	38
BUSES	0	0	20	30

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	7	7.00	0	7.00	140	7.45	193	7.45
PM PK 15 MIN	9	5.15	0	3.00	196	5.45	149	5.15
AM PK HOUR	21	7.00	0	7.00	512	7.45	631	7.15
PM PK HOUR	18	5.00	0	3.00	730	5.00	505	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	0	14	21
8-9	8	0	10	18
9-10	8	0	9	17
3-4	4	0	7	11
4-5	5	0	7	12
5-6	7	0	11	18
TOTAL	39	0	58	97

SOUTHBOUND Approach

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

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
21	18	38	0	0
18	36	9	0	0
17	33	6	0	0
11	34	40	0	0
12	35	17	0	0
18	40	29	0	0
97	196	139	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	412	8	420
8-9	0	483	6	489
9-10	0	332	4	336
3-4	0	613	5	618
4-5	0	635	9	644
5-6	0	711	19	730
TOTAL	0	3186	51	3237

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	536	0	543
8-9	10	472	0	482
9-10	9	323	0	332
3-4	4	392	0	396
4-5	10	441	0	451
5-6	18	487	0	505
TOTAL	58	2651	0	2709

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
963	0	0	0	0
971	0	0	0	0
668	0	0	0	0
1014	0	0	0	0
1095	0	0	0	0
1235	0	0	0	0
5946	0	0	0	0

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City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Westmoreland Avenue

East/West 1st Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	10	24	22
BIKES	9	15	32	18
BUSES	3	10	20	17

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	21	8.00	108	7.45	158	8.00	123	7.45
PM PK 15 MIN	15	4.30	42	5.00	190	5.45	104	5.45
AM PK HOUR	65	7.30	367	7.15	547	7.45	448	7.15
PM PK HOUR	41	4.00	152	5.00	708	5.00	375	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	6	26	48
8-9	25	9	28	62
9-10	11	4	18	33
3-4	10	2	15	27
4-5	12	6	23	41
5-6	16	5	20	41
TOTAL	90	32	130	252

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	3	215	278
8-9	62	13	146	221
9-10	12	5	71	88
3-4	39	4	77	120
4-5	23	3	67	93
5-6	24	4	124	152
TOTAL	220	32	700	952

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
326	32	45	7	28
283	32	6	31	13
121	11	2	11	2
147	15	15	11	39
134	11	10	12	7
193	31	4	17	18
1204	132	82	89	107

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	118	315	10	443
8-9	77	447	17	541
9-10	28	310	10	348
3-4	84	507	10	601
4-5	87	534	17	638
5-6	134	541	33	708
TOTAL	528	2654	97	3279

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	346	69	423
8-9	15	369	35	419
9-10	7	297	22	326
3-4	10	256	36	302
4-5	26	302	23	351
5-6	19	339	17	375
TOTAL	85	1909	202	2196

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
866	23	63	15	22
960	42	27	27	12
674	1	1	10	0
903	13	37	8	18
989	16	8	5	2
1083	20	6	23	10
5475	115	142	88	64

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City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Virgil Avenue

East/West 1st Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 20703

	N/B	S/B	E/B	W/B
DUAL-WHEELED	49	80	32	22
BIKES	12	22	22	16
BUSES	10	19	23	5

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	256	7.30	266	7.45	138	8.00	70	8.00
PM PK 15 MIN	219	4.30	258	5.00	164	5.30	59	5.15
AM PK HOUR	868	7.15	1011	7.45	522	7.45	247	7.30
PM PK HOUR	837	3.45	983	4.15	601	5.00	210	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	710	31	854
8-9	82	549	34	665
9-10	53	531	23	607
3-4	64	674	25	763
4-5	74	707	32	813
5-6	55	663	36	754
TOTAL	441	3834	181	4456

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	787	132	930
8-9	14	868	115	997
9-10	14	737	106	857
3-4	17	773	116	906
4-5	22	784	120	926
5-6	25	822	134	981
TOTAL	103	4771	723	5597

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1784	66	23	25	8
1662	39	9	22	6
1464	20	0	6	0
1669	46	11	22	7
1739	48	7	23	7
1735	61	0	30	7
10053	280	50	128	35

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	203	102	393
8-9	100	260	150	510
9-10	85	149	117	351
3-4	128	287	159	574
4-5	115	308	172	595
5-6	118	334	149	601
TOTAL	634	1541	849	3024

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	193	1	205
8-9	18	205	4	227
9-10	14	137	6	157
3-4	26	155	4	185
4-5	24	176	0	200
5-6	20	177	3	200
TOTAL	113	1043	18	1174

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
598	30	2	38	1
737	24	4	16	2
508	16	0	10	0
759	21	2	10	3
795	22	3	13	0
801	26	2	12	2
4198	139	13	99	8

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City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Virgil Avenue

East/West 3rd Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 20695

	N/B	S/B	E/B	W/B
DUAL-WHEELED	47	83	77	75
BIKES	11	23	7	13
BUSES	9	10	85	86

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	212	7.30	274	8.00	344	8.00	316	7.45
PM PK 15 MIN	219	5.15	254	4.30	380	4.45	304	5.00
AM PK HOUR	719	7.15	1042	7.45	1323	7.30	1174	7.45
PM PK HOUR	805	3.30	992	4.30	1501	4.30	1137	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	576	88	715
8-9	55	427	74	556
9-10	38	429	63	530
3-4	48	556	100	704
4-5	59	615	98	772
5-6	61	573	109	743
TOTAL	312	3176	532	4020

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	731	109	928
8-9	143	806	86	1035
9-10	135	641	118	894
3-4	112	706	100	918
4-5	116	756	89	961
5-6	89	758	92	939
TOTAL	683	4398	594	5675

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1643	41	29	60	51
1591	18	2	29	5
1424	16	0	20	2
1622	25	8	35	7
1733	21	1	29	14
1682	30	5	34	12
9695	151	45	207	91

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	142	894	54	1090
8-9	79	1176	61	1316
9-10	79	931	51	1061
3-4	105	1104	75	1284
4-5	106	1254	74	1434
5-6	98	1281	69	1448
TOTAL	609	6640	384	7633

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	998	100	1160
8-9	86	924	92	1102
9-10	97	841	66	1004
3-4	42	830	91	963
4-5	41	944	67	1052
5-6	69	1003	65	1137
TOTAL	397	5540	481	6418

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2250	36	25	42	46
2418	37	6	16	4
2065	10	0	12	2
2247	21	24	20	8
2486	25	15	24	3
2585	28	8	22	3
14051	157	78	136	66

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City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Virgil Avenue

East/West 6th Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 20683

	N/B	S/B	E/B	W/B
DUAL-WHEELED	30	40	36	26
BIKES	19	21	35	32
BUSES	7	7	65	71

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	164	7.30	192	8.00	268	8.00	281	8.00
PM PK 15 MIN	172	3.45	215	5.30	294	5.15	252	5.45
AM PK HOUR	545	7.15	710	8.00	974	7.30	1038	7.45
PM PK HOUR	622	3.30	807	4.45	1152	5.00	972	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	411	72	518
8-9	57	349	57	463
9-10	41	380	40	461
3-4	65	448	69	582
4-5	63	440	91	594
5-6	57	461	98	616
TOTAL	318	2489	427	3234

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	68	456	79	603
8-9	91	528	91	710
9-10	53	439	103	595
3-4	73	585	87	745
4-5	70	579	71	720
5-6	70	631	75	776
TOTAL	425	3218	506	4149

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1121	62	46	37	27
1173	95	54	39	47
1056	83	9	51	12
1327	125	89	53	30
1314	113	64	68	34
1392	109	65	49	33
7383	587	327	297	183

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	647	46	793
8-9	84	742	49	875
9-10	74	527	47	648
3-4	136	771	81	988
4-5	135	846	49	1030
5-6	118	967	67	1152
TOTAL	647	4500	339	5486

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	780	61	878
8-9	55	870	59	984
9-10	47	669	60	776
3-4	57	640	82	779
4-5	32	672	55	759
5-6	50	863	59	972
TOTAL	278	4494	376	5148

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1671	21	14	29	14
1859	46	38	28	8
1424	41	4	32	5
1767	71	16	49	9
1789	22	28	44	13
2124	28	23	47	16
10634	229	123	229	65

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Commonwealth Avenue

East/West Beverly Boulevard

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	16	5	38	32
BIKES	6	2	9	31
BUSES	5	1	70	60

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	65	7.30	18	7.45	181	8.15	147	7.30
PM PK 15 MIN	89	5.15	11	3.45	178	4.30	146	4.30
AM PK HOUR	219	7.30	53	7.15	697	7.45	501	7.00
PM PK HOUR	331	4.30	34	3.15	664	3.45	550	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	142	8	46	196
8-9	116	7	38	161
9-10	78	4	38	120
3-4	153	11	62	226
4-5	222	18	50	290
5-6	232	14	72	318
TOTAL	943	62	306	1311

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	18	24	51
8-9	11	10	16	37
9-10	5	12	15	32
3-4	4	7	15	26
4-5	4	6	19	29
5-6	6	7	12	25
TOTAL	39	60	101	200

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
247	34	38	14	4
198	42	9	20	3
152	18	1	9	2
252	32	59	6	0
319	33	33	3	3
343	36	29	9	4
1511	195	169	61	16

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	523	41	571
8-9	6	655	36	697
9-10	5	504	23	532
3-4	16	566	35	617
4-5	16	605	42	663
5-6	10	580	45	635
TOTAL	60	3433	222	3715

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	477	17	501
8-9	18	350	6	374
9-10	16	367	3	386
3-4	21	408	5	434
4-5	19	466	10	495
5-6	18	513	19	550
TOTAL	99	2581	60	2740

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1072	0	4	16	7
1071	3	3	17	3
918	2	0	13	0
1051	3	0	12	8
1158	2	0	24	5
1185	5	0	12	14
6455	15	7	94	37

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Rampart Boulevard

East/West Beverly Boulevard

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 19416

	N/B	S/B	E/B	W/B
DUAL-WHEELED	75	34	63	67
BIKES	28	13	13	21
BUSES	37	38	72	63

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	296	7.45	206	8.30	316	8.15	284	7.30
PM PK 15 MIN	367	4.45	217	5.45	320	4.45	298	5.15
AM PK HOUR	1067	7.15	792	8.15	1215	7.30	1036	7.00
PM PK HOUR	1382	4.30	753	5.00	1247	4.30	1115	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	108	747	151	1006
8-9	92	701	181	974
9-10	87	703	139	929
3-4	74	863	187	1124
4-5	98	966	253	1317
5-6	97	978	263	1338
TOTAL	556	4958	1174	6688

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	506	18	575
8-9	105	671	8	784
9-10	76	601	20	697
3-4	49	425	23	497
4-5	81	572	28	681
5-6	80	652	21	753
TOTAL	442	3427	118	3987

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1581	35	11	27	4
1758	31	4	26	2
1626	19	4	37	0
1621	46	11	76	4
1998	30	5	47	7
2091	58	4	49	1
10675	219	39	262	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	827	65	970
8-9	89	1005	82	1176
9-10	76	719	69	864
3-4	111	945	95	1151
4-5	76	1082	86	1244
5-6	94	1044	81	1219
TOTAL	524	5622	478	6624

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	177	802	57	1036
8-9	138	601	46	785
9-10	170	547	51	768
3-4	130	592	76	798
4-5	118	729	59	906
5-6	132	899	84	1115
TOTAL	865	4170	373	5408

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2006	14	10	17	5
1961	17	2	22	4
1632	14	2	27	7
1949	25	9	30	4
2150	16	15	28	0
2334	21	7	32	8
12032	107	45	156	28

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Rampart Boulevard

East/West 3rd Street

Day: Thursday **Date:** October 25, 2018 **Weather:** CLEAR

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

School Day: YES **District:** Hollywood I/S CODE 19460

	N/B	S/B	E/B	W/B
DUAL-WHEELED	40	35	49	74
BIKES	15	28	16	16
BUSES	35	35	95	82

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	238	7.45	236	8.00	374	8.30	259	7.45
PM PK 15 MIN	312	5.00	213	5.30	352	5.15	287	5.00
AM PK HOUR	833	7.15	912	7.45	1443	8.00	988	7.30
PM PK HOUR	1153	5.00	791	4.45	1341	5.00	1133	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	686	65	811
8-9	80	507	139	726
9-10	101	446	140	687
3-4	80	812	58	950
4-5	76	845	60	981
5-6	57	1035	61	1153
TOTAL	454	4331	523	5308

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	643	88	810
8-9	100	735	70	905
9-10	94	656	78	828
3-4	80	460	67	607
4-5	91	519	89	699
5-6	68	634	72	774
TOTAL	512	3647	464	4623

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1621	49	92	47	45
1631	36	28	48	10
1515	27	13	36	4
1557	38	48	46	20
1680	42	20	64	19
1927	40	40	60	19
9931	232	241	301	117

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	227	852	43	1122
8-9	211	1152	80	1443
9-10	217	875	45	1137
3-4	255	883	60	1198
4-5	292	952	46	1290
5-6	231	1042	68	1341
TOTAL	1433	5756	342	7531

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	115	724	100	939
8-9	108	704	108	920
9-10	88	645	81	814
3-4	89	662	126	877
4-5	90	695	132	917
5-6	104	878	151	1133
TOTAL	594	4308	698	5600

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2061	46	49	61	66
2363	41	16	46	28
1951	45	8	35	15
2075	41	47	53	47
2207	50	33	57	32
2474	64	34	70	27
13131	287	187	322	215

(Rev Oct 06)

Appendices

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Appendix C.
Level of Service Worksheets

Appendices

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Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Aveneue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
1	East-West Street:	Beverly Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	2	0	**0**	0	2	**0**	0	2	0	**0**	0	2	0	**0**	0	2	0	**0**
	Left-Through		0							0				0				0	
	Through	511	1	267	0	511	267	45	577	1	308	0	577	1	308	0	577	1	308
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	14	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	931	2	**466**	0	931	**466**	17	986	2	**493**	0	986	2	**493**	0	986	2	**493**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	1	0	**0**	0	1	**0**	0	1	0	**0**	0	1	0	**0**	0	1	0	**0**
	Left-Through		0							0				0				0	
	Through	1220	2	610	6	1226	613	16	1286	2	643	6	1292	2	646	0	1292	2	646
	Through-Right		0							0				0				0	
	Right	70	1	70	0	70	70	3	76	1	76	0	76	1	76	0	76	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1298	1	**666**	5	1303	**671**	34	1385	1	**712**	5	1390	1	**717**	0	1390	1	**717**
	Through-Right		1							1				1				1	
	Right	34	0	34	5	39	39	3	38	0	38	5	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	466		*North-South:*	466		*North-South:*	493			*North-South:*	493			*North-South:*	493	
			East-West:	666		*East-West:*	671		*East-West:*	712			*East-West:*	717			*East-West:*	717	
			SUM:	1132		*SUM:*	1137		*SUM:*	1205			*SUM:*	1210			*SUM:*	1210	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.755			0.758			0.803				0.807				0.807	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.655**			**0.658**			**0.703**				**0.707**				**0.707**	
	LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Aveneue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
1	East-West Street:	Beverly Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through		0							0				0				0	
	Through	850	1	**457**	0	850	**457**	32	917	1	**497**	0	917	1	**497**	0	917	1	**497**
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	11	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	**0**	0	2	**0**	0	2	0	**0**	0	2	0	**0**	0	2	0	**0**
	Left-Through		0							0				0				0	
	Through	577	2	289	0	577	289	49	650	2	325	0	650	2	325	0	650	2	325
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	**0**	0	4	**0**	0	4	0	**0**	0	4	0	**0**	0	4	0	**0**
	Left-Through		0							0				0				0	
	Through	1142	2	571	0	1142	571	42	1231	2	616	0	1231	2	616	0	1231	2	616
	Through-Right		0							0				0				0	
	Right	79	1	79	0	79	79	12	94	1	94	0	94	1	94	0	94	1	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through		0							0				0				0	
	Through	1198	1	**621**	1	1199	**622**	50	1297	1	**673**	1	1298	1	**674**	0	1298	1	**674**
	Through-Right		1							1				1				1	
	Right	43	0	43	1	44	44	3	48	0	48	1	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		457	*North-South:*		457	*North-South:*			497	*North-South:*			497	*North-South:*			497
		East-West:		621	*East-West:*		622	*East-West:*			673	*East-West:*			674	*East-West:*			674
		SUM:		1078	*SUM:*		1079	*SUM:*			1170	*SUM:*			1171	*SUM:*			1171
	VOLUME/CAPACITY *(V/C)* RATIO:			0.719			0.719				0.780				0.781				0.781
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.619**			**0.619**				**0.680**				**0.681**				**0.681**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Aveneue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
2	East-West Street:	3rd Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**0**	0	2	**0**	0	2	0	**0**	0	2	0	**0**	0	2	0	**0**
	Left-Through		0							0				0				0	
	Through	443	1	250	0	443	251	91	552	1	305	0	552	1	306	0	552	1	306
	Through-Right		1							1				1				1	
	Right	56	0	56	2	58	58	0	58	0	58	2	60	0	60	0	60	0	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through		0							0				0				0	
	Through	792	1	**468**	0	792	**468**	43	868	1	**518**	0	868	1	**518**	0	868	1	**518**
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	19	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	65	1	65	0	65	65	8	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1030	1	**531**	8	1038	**535**	6	1078	1	**559**	8	1086	1	**563**	0	1086	1	**563**
	Through-Right		1							1				1				1	
	Right	32	0	32	0	32	32	6	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	1	**29**	2	31	**31**	0	30	1	**30**	2	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	908	1	470	7	915	474	13	958	1	497	7	965	1	501	0	965	1	501
	Through-Right		1							1				1				1	
	Right	31	0	31	2	33	33	3	35	0	35	2	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	468		*North-South:*	468		*North-South:*		518		*North-South:*		518		*North-South:*		518
			East-West:	560		*East-West:*	566		*East-West:*		589		*East-West:*		595		*East-West:*		595
			SUM:	1028		*SUM:*	1034		*SUM:*		1107		*SUM:*		1113		*SUM:*		1113
VOLUME/CAPACITY *(V/C)* RATIO:				0.685			0.689				0.738				0.742				0.742
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.585**			**0.589**				**0.638**				**0.642**				**0.642**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	*Δv/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Aveneue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
2	East-West Street:	3rd Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through		0							0				0				0	
	Through	774	1	**412**	0	774	**412**	73	879	1	**466**	0	879	1	**466**	0	879	1	**466**
	Through-Right		1							1				1				1	
	Right	50	0	50	0	50	50	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	**0**	0	2	**0**	0	2	0	**0**	0	2	0	**0**	0	2	0	**0**
	Left-Through		0							0				0				0	
	Through	516	1	296	0	516	296	101	638	1	365	0	638	1	365	0	638	1	365
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	14	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	96	1	**96**	0	96	**96**	18	118	1	**118**	0	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	926	1	478	1	927	479	12	976	1	507	1	977	1	507	0	977	1	507
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	6	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	1	34	0	34	34	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	898	1	**470**	1	899	**471**	10	945	1	**501**	1	946	1	**501**	0	946	1	**501**
	Through-Right		1							1				1				1	
	Right	42	0	42	0	42	42	12	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		412	*North-South:*		412	*North-South:*			466	*North-South:*			466	*North-South:*			466
		East-West:		566	*East-West:*		567	*East-West:*			619	*East-West:*			619	*East-West:*			619
		SUM:		978	*SUM:*		979	*SUM:*			1085	*SUM:*			1085	*SUM:*			1085
	VOLUME/CAPACITY *(V/C)* RATIO:			0.652			0.653				0.723				0.723				0.723
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.552**			**0.553**				**0.623**				**0.623**				**0.623**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
3	East-West Street:	6th Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		1							1				1				1	
	Through	415	0	**301**	0	415	**306**	65	497	0	**345**	0	497	0	**350**	0	497	0	**350**
	Through-Right		1							1				1				1	
	Right	42	0	301	10	52	306	1	45	0	345	10	55	0	350	0	55	0	350
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	42	0	**42**	0	42	**42**	0	44	0	**44**	0	44	0	**44**	0	44	0	**44**
	Left-Through		1							1				1				1	
	Through	512	1	298	0	512	298	62	595	1	342	0	595	1	342	0	595	1	342
	Through-Right		0							0				0				0	
	Right	115	1	98	0	115	98	8	128	1	105	0	128	1	105	0	128	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	**34**	0	34	34	11	46	1	**46**	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	818	1	426	10	828	**431**	9	861	1	456	10	871	1	**461**	0	871	1	**461**
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	17	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	28	1	28	9	37	**37**	1	30	1	30	9	39	1	**39**	0	39	1	**39**
	Left-Through		0							0				0				0	
	Through	822	1	**423**	9	831	428	6	862	1	**444**	9	871	1	449	0	871	1	449
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	1	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		343	*North-South:*		348	*North-South:*			389	*North-South:*			394	*North-South:*			394
		East-West:		457	*East-West:*		468	*East-West:*			490	*East-West:*			500	*East-West:*			500
		SUM:		800	*SUM:*		816	*SUM:*			879	*SUM:*			894	*SUM:*			894
	VOLUME/CAPACITY *(V/C)* RATIO:			0.533			0.544				0.586				0.596				0.596
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.433			0.444				0.486				0.496				0.496
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 — $\Delta v/c$ after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
3	East-West Street:	6th Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through		0							0				0				0	
	Through	627	1	**345**	0	627	**345**	82	735	1	**401**	0	735	1	**401**	0	735	1	**401**
	Through-Right		1							1				1				1	
	Right	62	0	62	1	63	63	1	66	0	66	1	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	**0**	0	2	**0**	0	2	0	**0**	0	2	0	**0**	0	2	0	**0**
	Left-Through		0							0				0				0	
	Through	454	2	227	0	454	227	79	552	2	276	0	552	2	276	0	552	2	276
	Through-Right		0							0				0				0	
	Right	56	1	15	0	56	15	15	73	1	26	0	73	1	26	0	73	1	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	82	1	**82**	0	82	**82**	9	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	917	1	482	1	918	483	8	963	1	513	1	964	1	514	0	964	1	514
	Through-Right		1							1				1				1	
	Right	47	0	47	0	47	47	14	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	57	1	58	58	1	60	1	60	1	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	917	1	**498**	1	918	**498**	10	965	1	**524**	1	966	1	**524**	0	966	1	**524**
	Through-Right		1							1				1				1	
	Right	78	0	78	0	78	78	1	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		345	North-South:		345	North-South:			401	North-South:			401	North-South:			401
		East-West:		580	East-West:		580	East-West:			618	East-West:			618	East-West:			618
		SUM:		925	SUM:		925	SUM:			1019	SUM:			1019	SUM:			1019
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.617				0.679				0.679				0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.517**			**0.517**				**0.579**				**0.579**				**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
4	East-West Street:	Wilshire Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	0	**37**	0	37	**37**	1	40	0	**40**	0	40	0	**40**	0	40	0	**40**
	Left-Through		1							1				1				1	
	Through	372	1	223	0	372	223	28	415	1	248	0	415	1	248	0	415	1	248
	Through-Right		0							0				0				0	
	Right	99	1	4	0	99	4	35	138	1	1	0	138	1	1	0	138	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	0	78	0	78	78	39	120	0	120	0	120	0	120	0	120	0	120
	Left-Through		1							1				1				1	
	Through	410	1	**283**	0	410	**283**	28	455	1	**348**	0	455	1	**348**	0	455	1	**348**
	Through-Right		0							0				0				0	
	Right	98	1	78	0	98	78	12	114	1	92	0	114	1	92	0	114	1	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	40	0	40	40	3	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	1205	2	**603**	6	1211	**606**	266	1521	2	**761**	6	1527	2	**764**	0	1527	2	**764**
	Through-Right		0							0				0				0	
	Right	116	1	116	0	116	116	3	124	1	124	0	124	1	124	0	124	1	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	38	137	1	**137**	0	137	1	**137**	0	137	1	**137**
	Left-Through		0							0				0				0	
	Through	1260	2	630	5	1265	633	240	1552	2	776	5	1557	2	779	0	1557	2	779
	Through-Right		0							0				0				0	
	Right	24	1	24	0	24	24	46	71	1	71	0	71	1	71	0	71	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	320		*North-South:*	320		*North-South:*		388		*North-South:*		388		*North-South:*		388
			East-West:	698		*East-West:*	701		*East-West:*		898		*East-West:*		901		*East-West:*		901
			SUM:	1018		*SUM:*	1021		*SUM:*		1286		*SUM:*		1289		*SUM:*		1289
VOLUME/CAPACITY *(V/C)* RATIO:				0.714			0.716				0.902				0.905				0.905
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.614**			**0.616**				**0.802**				**0.805**				**0.805**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
4	East-West Street:	Wilshire Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	0	**57**	0	57	**57**	3	62	0	**62**	0	62	0	**62**	0	62	0	**62**
	Left-Through		1							1				1				1	
	Through	546	1	330	0	546	330	39	607	1	428	0	607	1	428	0	607	1	428
	Through-Right		0							0				0				0	
	Right	120	1	23	0	120	23	51	176	1	28	0	176	1	28	0	176	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	0	71	0	71	71	53	127	0	127	0	127	0	127	0	127	0	127
	Left-Through		1							1				1				1	
	Through	484	1	**384**	0	484	**384**	33	537	1	**523**	0	537	1	**523**	0	537	1	**523**
	Through-Right		0							0				0				0	
	Right	57	1	12	0	57	12	7	66	1	13	0	66	1	13	0	66	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	91	1	91	0	91	91	12	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	1118	2	**559**	0	1118	**559**	287	1451	2	**726**	0	1451	2	**726**	0	1451	2	**726**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	1	103	1	103	0	103	1	103	0	103	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	97	1	**97**	0	97	**97**	47	148	1	**148**	0	148	1	**148**	0	148	1	**148**
	Left-Through		0							0				0				0	
	Through	1042	2	521	1	1043	522	334	1419	2	710	1	1420	2	710	0	1420	2	710
	Through-Right		0							0				0				0	
	Right	84	1	84	0	84	84	53	140	1	140	0	140	1	140	0	140	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		441	*North-South:*		441	*North-South:*			585	*North-South:*			585	*North-South:*			585
		East-West:		656	*East-West:*		656	*East-West:*			874	*East-West:*			874	*East-West:*			874
		SUM:		1097	*SUM:*		1097	*SUM:*			1459	*SUM:*			1459	*SUM:*			1459
VOLUME/CAPACITY *(V/C)* RATIO:				0.770			0.770				1.024				1.024				1.024
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.670**			**0.670**				**0.924**				**0.924**				**0.924**
LEVEL OF SERVICE (LOS):				**B**			**B**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
5	East-West Street:	Beverly Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB--	SB--	0	NB--	SB--	0	NB--	SB--	0	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB--	WB--	3	EB--	WB--	3	EB--	WB--	3	EB--	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108	1	108	18	126	126	15	127	1	127	18	145	1	145	0	145	1	145
	Left-Through		0							0				0				0	
	Through	1216	2	**437**	9	1225	**440**	178	1444	2	**519**	9	1453	2	**522**	0	1453	2	**522**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	15	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	303	1	**303**	0	303	**303**	5	320	1	**320**	0	320	1	**320**	0	320	1	**320**
	Left-Through		0							0				0				0	
	Through	1464	2	585	10	1474	588	174	1698	2	670	10	1708	2	673	0	1708	2	673
	Through-Right		1							1				1				1	
	Right	291	0	291	0	291	291	9	312	0	312	0	312	0	312	0	312	0	312
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	1107	2	380	0	1107	387	31	1184	2	412	0	1184	2	419	0	1184	2	419
	Through-Right		1							1				1				1	
	Right	34	0	34	20	54	54	17	52	0	52	20	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1006	2	**503**	0	1006	**503**	67	1114	2	**557**	0	1114	2	**557**	0	1114	2	**557**
	Through-Right		0							0				0				0	
	Right	174	1	0	0	174	0	1	182	1	0	0	182	1	0	0	182	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		740	*North-South:*		743	*North-South:*			839	*North-South:*			842	*North-South:*			842
		East-West:		503	*East-West:*		503	*East-West:*			557	*East-West:*			557	*East-West:*			557
		SUM:		1243	*SUM:*		1246	*SUM:*			1396	*SUM:*			1399	*SUM:*			1399
VOLUME/CAPACITY *(V/C)* RATIO:				0.904			0.906				1.015				1.017				1.017
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.804**			**0.806**				**0.915**				**0.917**				**0.917**
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
5	East-West Street:	Beverly Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- / SB--	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? EB-- / WB--	0 / 3	0 / 3	0 / 3	0 / 3	0 / 3
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT		
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume
NORTHBOUND	Left	76	1	76	4	80	80
	Left-Through		0				
	Through	1204	2	435	1	1205	435
	Through-Right		1				
	Right	101	0	101	0	101	101
	Left-Through-Right		0				
	Left-Right		0				
SOUTHBOUND	Left	360	1	360	0	360	360
	Left-Through		0				
	Through	1478	2	621	1	1479	621
	Through-Right		1				
	Right	384	0	384	0	384	384
	Left-Through-Right		0				
	Left-Right		0				
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0				
	Through	973	2	338	0	973	338
	Through-Right		1				
	Right	42	0	42	0	42	42
	Left-Through-Right		0				
	Left-Right		0				
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0				
	Through	841	2	421	0	841	421
	Through-Right		0				
	Right	190	1	0	0	190	0
	Left-Through-Right		0				
	Left-Right		0				
CRITICAL VOLUMES	North-South:			795			795
	East-West:			421			421
	SUM:			1216			1216
	VOLUME/CAPACITY (V/C) RATIO:			0.884			0.884
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.784			0.784
	LEVEL OF SERVICE (LOS):			C			C

	MOVEMENT	FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	103	1	103	4	107	1	107	0	107	1	107
	Left-Through			0				0				0	
	Through	240	1494	2	541	1	1495	2	541	0	1495	2	541
	Through-Right			1				1				1	
	Right	24	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-Right			0				0				0	
	Left-Right			0				0				0	
SOUTHBOUND	Left	2	377	1	377	0	377	1	377	0	377	1	377
	Left-Through			0				0				0	
	Through	200	1739	2	715	1	1740	2	715	0	1740	2	715
	Through-Right			1				1				1	
	Right	6	406	0	406	0	406	0	406	0	406	0	406
	Left-Through-Right			0				0				0	
	Left-Right			0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through			0				0				0	
	Through	77	1090	2	383	0	1090	2	383	0	1090	2	383
	Through-Right			1				1				1	
	Right	16	60	0	60	0	60	0	60	0	60	0	60
	Left-Through-Right			0				0				0	
	Left-Right			0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through			0				0				0	
	Through	69	945	2	473	0	945	2	473	0	945	2	473
	Through-Right			0				0				0	
	Right	1	199	1	0	0	199	1	0	0	199	1	0
	Left-Through-Right			0				0				0	
	Left-Right			0				0				0	
CRITICAL VOLUMES	North-South:				918				918				918
	East-West:				473				473				473
	SUM:				1391				1391				1391
	VOLUME/CAPACITY (V/C) RATIO:				1.012				1.012				1.012
	V/C LESS ATSAC/ATCS ADJUSTMENT:				0.912				0.912				0.912
	LEVEL OF SERVICE (LOS):				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
6	East-West Street:	1st Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	0	39	39	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	1196	2	**427**	0	1196	**453**	179	1424	2	**504**	0	1424	2	**530**	0	1424	2	**530**
	Through-Right		1							1				1				1	
	Right	84	0	84	80	164	164	0	87	0	87	80	167	0	167	0	167	0	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	90	1	**90**	30	120	**120**	0	94	1	**94**	30	124	1	**124**	0	124	1	**124**
	Left-Through		0							0				0				0	
	Through	1239	2	450	0	1239	450	210	1500	2	539	0	1500	2	539	0	1500	2	539
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	0	117	0	117	0	117	0	117	0	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	143	1	**143**	0	143	143	0	149	1	**149**	0	149	1	149	0	149	1	149
	Left-Through		0							0				0				0	
	Through	305	1	305	0	305	**305**	0	318	1	318	0	318	1	**318**	0	318	1	**318**
	Through-Right		0							0				0				0	
	Right	62	1	43	0	62	43	0	65	1	45	0	65	1	45	0	65	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	74	186	**186**	0	117	1	117	74	191	1	**191**	0	191	1	**191**
	Left-Through		0							0				0				0	
	Through	310	1	**310**	0	310	310	0	323	1	**323**	0	323	1	323	0	323	1	323
	Through-Right		0							0				0				0	
	Right	133	1	88	27	160	100	0	138	1	91	27	165	1	103	0	165	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		517	*North-South:*		573	*North-South:*			598	*North-South:*			654	*North-South:*			654
		East-West:		453	*East-West:*		491	*East-West:*			472	*East-West:*			509	*East-West:*			509
		SUM:		970	*SUM:*		1064	*SUM:*			1070	*SUM:*			1163	*SUM:*			1163
VOLUME/CAPACITY *(V/C)* RATIO:				0.647			0.709				0.713				0.775				0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.547**			**0.609**				**0.613**				**0.675**				**0.675**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.062	*Δv/c* after mitigation:	0.062
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
6	East-West Street:	1st Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	54	**54**	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	1119	2	397	0	1119	398	283	1448	2	**507**	0	1448	2	**509**	0	1448	2	**509**
	Through-Right		1							1				1				1	
	Right	71	0	71	4	75	75	0	74	0	74	4	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	109	1	109	1	110	110	0	113	1	**113**	1	114	1	**114**	0	114	1	**114**
	Left-Through		0							0				0				0	
	Through	1199	2	**454**	0	1199	**454**	210	1458	2	543	0	1458	2	543	0	1458	2	543
	Through-Right		1							1				1				1	
	Right	163	0	163	0	163	163	0	170	0	170	0	170	0	170	0	170	0	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	124	1	124	0	124	124	0	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	427	1	**427**	0	427	**427**	0	445	1	**445**	0	445	1	**445**	0	445	1	**445**
	Through-Right		0							0				0				0	
	Right	58	1	31	0	58	31	0	60	1	32	0	60	1	32	0	60	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	11	84	**84**	0	76	1	**76**	11	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	313	1	313	0	313	313	0	326	1	326	0	326	1	326	0	326	1	326
	Through-Right		0							0				0				0	
	Right	67	1	13	5	72	17	0	70	1	14	5	75	1	18	0	75	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		508	*North-South:*		508	*North-South:*			620	*North-South:*			623	*North-South:*			623
		East-West:		500	*East-West:*		511	*East-West:*			521	*East-West:*			532	*East-West:*			532
		SUM:		1008	*SUM:*		1019	*SUM:*			1141	*SUM:*			1155	*SUM:*			1155
VOLUME/CAPACITY *(V/C)* RATIO:				0.672			0.679				0.761				0.770				0.770
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.572**			**0.579**				**0.661**				**0.670**				**0.670**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	∆*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
7	East-West Street:	2nd Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1330	2	**462**	76	1406	**487**	183	1568	2	**542**	76	1644	2	**567**	0	1644	2	**567**
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	49	1	**49**	0	49	**49**	0	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	1371	3	457	71	1442	481	211	1638	3	546	71	1709	3	570	0	1709	3	570
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	0	53	0	53	53	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	40	0	**93**	0	40	**93**	0	42	0	**97**	0	42	0	**97**	0	42	0	**97**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		North-South:		511	North-South:		536	North-South:			593	North-South:			618	North-South:			618
		East-West:		93	East-West:		93	East-West:			97	East-West:			97	East-West:			97
		SUM:		604	SUM:		629	SUM:			690	SUM:			715	SUM:			715
VOLUME/CAPACITY (V/C) RATIO:				0.403			0.419				0.460				0.477				0.477
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.303**			**0.319**				**0.360**				**0.377**				**0.377**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
7	East-West Street:	2nd Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1283	2	**442**	4	1287	**444**	285	1621	2	**556**	4	1625	2	**557**	0	1625	2	**557**
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	1	**0**	0	0	**0**	0	0	1	**0**	0	0	1	**0**	0	0	1	**0**
	Left-Through		0							0				0				0	
	Through	1254	3	418	10	1264	421	214	1520	3	507	10	1530	3	510	0	1530	3	510
	Through-Right		0							0				0				0	
	Right	76	0	0	0	76	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	61	0	61	0	61	61	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	25	0	**86**	0	25	**86**	0	26	0	**90**	0	26	0	**90**	0	26	0	**90**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		North-South:		442	North-South:		444	North-South:			556	North-South:			557	North-South:			557
		East-West:		86	East-West:		86	East-West:			90	East-West:			90	East-West:			90
		SUM:		528	SUM:		530	SUM:			646	SUM:			647	SUM:			647
VOLUME/CAPACITY (*V/C*) RATIO:				0.352			0.353				0.431				0.431				0.431
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.252**			**0.253**				**0.331**				**0.331**				**0.331**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avnue	Year of Count:	2017	Ambient Growth: (%):	1.014	Conducted by:		Date:	
8	East-West Street:	3rd Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			4			4			4			4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	0	61	61	11	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	1153	2	**432**	60	1213	**452**	191	1404	2	**521**	60	1464	2	**541**	0	1464	2	**541**
	Through-Right		1							1				1				1	
	Right	144	0	144	0	144	144	7	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	**81**	0	81	**81**	3	88	1	**88**	0	88	1	**88**	0	88	1	**88**
	Left-Through		0							0				0				0	
	Through	1183	2	426	55	1238	450	208	1452	2	519	55	1507	2	544	0	1507	2	544
	Through-Right		1							1				1				1	
	Right	94	0	94	19	113	113	6	105	0	105	19	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	191	1	**191**	20	211	**211**	5	206	1	206	20	226	1	**226**	0	226	1	**226**
	Left-Through		0							0				0				0	
	Through	998	1	541	0	998	541	14	1064	1	**584**	0	1064	1	584	0	1064	1	584
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	16	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	134	1	134	0	134	134	15	156	1	**156**	0	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	857	1	**485**	0	857	**485**	16	917	1	519	0	917	1	**519**	0	917	1	**519**
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	3	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		513	North-South:		533	North-South:			609	North-South:			629	North-South:			629
		East-West:		676	East-West:		696	East-West:			740	East-West:			745	East-West:			745
		SUM:		1189	SUM:		1229	SUM:			1349	SUM:			1374	SUM:			1374
VOLUME/CAPACITY (V/C) RATIO:				0.865			0.894				0.981				0.999				0.999
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.794**				**0.881**				**0.899**				**0.899**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avnue	Year of Count:	2017	Ambient Growth: (%):	1.014	Conducted by:		Date:	
8	East-West Street:	3rd Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			4			4			4			4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	65	65	22	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1181	2	**445**	3	1184	**446**	290	1532	2	**571**	3	1535	2	**572**	0	1535	2	**572**
	Through-Right		1							1				1				1	
	Right	153	0	153	0	153	153	19	180	0	180	0	180	0	180	0	180	0	180
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	**74**	0	74	**74**	4	82	1	**82**	0	82	1	**82**	0	82	1	**82**
	Left-Through		0							0				0				0	
	Through	1063	2	404	8	1071	408	225	1343	2	503	8	1351	2	506	0	1351	2	506
	Through-Right		1							1				1				1	
	Right	150	0	150	3	153	153	7	165	0	165	3	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	1	128	128	8	142	1	142	1	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	1004	1	**534**	0	1004	**534**	20	1076	1	**578**	0	1076	1	**578**	0	1076	1	**578**
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	13	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	143	1	**143**	0	143	**143**	10	160	1	**160**	0	160	1	**160**	0	160	1	**160**
	Left-Through		0							0				0				0	
	Through	873	1	490	0	873	490	24	942	1	529	0	942	1	529	0	942	1	529
	Through-Right		1							1				1				1	
	Right	107	0	107	0	107	107	3	116	0	116	0	116	0	116	0	116	0	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		519	*North-South:*		520	*North-South:*			653	*North-South:*			654	*North-South:*			654
		East-West:		677	*East-West:*		677	*East-West:*			738	*East-West:*			738	*East-West:*			738
		SUM:		1196	*SUM:*		1197	*SUM:*			1391	*SUM:*			1392	*SUM:*			1392
VOLUME/CAPACITY *(V/C)* RATIO:				0.870			0.871				1.012				1.012				1.012
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.770**			**0.771**				**0.912**				**0.912**				**0.912**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
9	East-West Street:	6th Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	1	39	0	39	39	5	46	1	46	0	46	1	46	0	46	1	46
	Left-Through		0							0				0				0	
	Through	945	2	**379**	22	967	**386**	240	1224	2	**476**	22	1246	2	**483**	0	1246	2	**483**
	Through-Right		1							1				1				1	
	Right	191	0	191	0	191	191	5	204	0	204	0	204	0	204	0	204	0	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	**88**	2	90	**90**	8	100	1	**100**	2	102	1	**102**	0	102	1	**102**
	Left-Through		0							0				0				0	
	Through	1055	2	391	20	1075	406	139	1237	2	453	20	1257	2	469	0	1257	2	469
	Through-Right		1							1				1				1	
	Right	118	0	118	26	144	144	0	123	0	123	26	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	65	1	65	28	93	93	0	68	1	68	28	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	869	1	**491**	0	869	**491**	5	910	1	**516**	0	910	1	**516**	0	910	1	**516**
	Through-Right		1							1				1				1	
	Right	112	0	112	0	112	112	5	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	5	104	1	**104**	0	104	1	**104**	0	104	1	**104**
	Left-Through		0							0				0				0	
	Through	802	2	401	0	802	401	4	839	2	420	0	839	2	420	0	839	2	420
	Through-Right		0							0				0				0	
	Right	76	1	32	2	78	33	7	86	1	36	2	88	1	37	0	88	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		467	*North-South:*		476	*North-South:*			576	*North-South:*			585	*North-South:*			585
		East-West:		586	*East-West:*		586	*East-West:*			620	*East-West:*			620	*East-West:*			620
		SUM:		1053	*SUM:*		1062	*SUM:*			1196	*SUM:*			1205	*SUM:*			1205
VOLUME/CAPACITY *(V/C)* RATIO:				0.702			0.708				0.797				0.803				0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.602**			**0.608**				**0.697**				**0.703**				**0.703**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	*Δv/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
9	East-West Street:	6th Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	72	0	72	**72**	6	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	896	2	**343**	1	897	344	192	1125	2	424	1	1126	2	424	0	1126	2	424
	Through-Right		1							1				1				1	
	Right	134	0	134	0	134	134	6	146	0	146	0	146	0	146	0	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	1	**91**	0	91	91	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	992	2	361	3	995	**363**	290	1323	2	**472**	3	1326	2	**475**	0	1326	2	**475**
	Through-Right		1							1				1				1	
	Right	90	0	90	4	94	94	0	94	0	94	4	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	101	1	101	2	103	103	0	105	1	105	2	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	940	1	**505**	0	940	**505**	5	984	1	**531**	0	984	1	**531**	0	984	1	**531**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	6	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	**83**	0	83	**83**	6	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	873	2	437	0	873	437	5	914	2	457	0	914	2	457	0	914	2	457
	Through-Right		0							0				0				0	
	Right	121	1	76	0	121	76	11	137	1	86	0	137	1	86	0	137	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		434	*North-South:*		435	*North-South:*			553	*North-South:*			556	*North-South:*			556
		East-West:		588	*East-West:*		588	*East-West:*			623	*East-West:*			623	*East-West:*			623
		SUM:		1022	*SUM:*		1023	*SUM:*			1176	*SUM:*			1179	*SUM:*			1179
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.682				0.784				0.786				0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.581**			**0.582**				**0.684**				**0.686**				**0.686**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
10	East-West Street:	Wilshire Bl	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		3 0	NB-- 0 SB-- EB-- 0 WB--		3 0	NB-- SB-- EB-- WB--		3 0		NB-- SB-- EB-- WB--		3 0		NB-- SB-- EB-- WB--		3 0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	91	1	**91**	0	91	**91**	68	163	1	**163**	0	163	1	**163**	0	163	1	**163**
	Left-Through		0							0				0				0	
	Through	1040	2	372	10	1050	375	146	1229	2	454	10	1239	2	457	0	1239	2	457
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	54	133	0	133	0	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	86	4	90	90	21	111	1	111	4	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	1053	2	**527**	9	1062	**531**	93	1189	2	**595**	9	1198	2	**599**	0	1198	2	**599**
	Through-Right		0							0				0				0	
	Right	103	1	0	7	110	0	35	142	1	0	7	149	1	0	0	149	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	120	1	**120**	8	128	**128**	75	200	1	**200**	8	208	1	**208**	0	208	1	**208**
	Left-Through		0							0				0				0	
	Through	1048	2	524	0	1048	524	177	1268	2	634	0	1268	2	634	0	1268	2	634
	Through-Right		0							0				0				0	
	Right	200	1	155	0	200	155	69	277	1	196	0	277	1	196	0	277	1	196
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	109	1	109	0	109	109	26	139	1	139	0	139	1	139	0	139	1	139
	Left-Through		0							0				0				0	
	Through	1072	2	**536**	0	1072	**536**	214	1330	2	**665**	0	1330	2	**665**	0	1330	2	**665**
	Through-Right		0							0				0				0	
	Right	70	1	27	4	74	29	32	105	1	50	4	109	1	52	0	109	1	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		618	*North-South:*		622	*North-South:*			758	*North-South:*			762	*North-South:*			762
		East-West:		656	*East-West:*		664	*East-West:*			865	*East-West:*			873	*East-West:*			873
		SUM:		1274	*SUM:*		1286	*SUM:*			1623	*SUM:*			1635	*SUM:*			1635
	VOLUME/CAPACITY *(V/C)* RATIO:			0.927			0.935				1.180				1.189				1.189
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.827**			**0.835**				**1.080**				**1.089**				**1.089**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	*Δv/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
10	East-West Street:	Wilshire Bl	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--		3	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	120	1	**120**	0	120	**120**	93	218	1	**218**	0	218	1	**218**	0	218	1	**218**
	Left-Through		0							0				0				0	
	Through	1001	2	367	1	1002	367	130	1172	2	441	1	1173	2	442	0	1173	2	442
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	48	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	101	1	102	102	42	147	1	147	1	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	996	2	**498**	1	997	**499**	174	1211	2	**606**	1	1212	2	**606**	0	1212	2	**606**
	Through-Right		0							0				0				0	
	Right	71	1	0	1	72	0	87	161	1	0	1	162	1	0	0	162	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	113	1	113	0	113	113	48	166	1	166	0	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	977	2	**489**	0	977	**489**	245	1262	2	**631**	0	1262	2	**631**	0	1262	2	**631**
	Through-Right		0							0				0				0	
	Right	96	1	36	0	96	36	86	186	1	77	0	186	1	77	0	186	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	150	1	**150**	0	150	**150**	63	219	1	**219**	0	219	1	**219**	0	219	1	**219**
	Left-Through		0							0				0				0	
	Through	947	2	474	0	947	474	234	1220	2	610	0	1220	2	610	0	1220	2	610
	Through-Right		0							0				0				0	
	Right	91	1	41	0	91	40	25	120	1	47	0	120	1	46	0	120	1	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		618	*North-South:*		619	*North-South:*			824	*North-South:*			824	*North-South:*			824
		East-West:		639	*East-West:*		639	*East-West:*			850	*East-West:*			850	*East-West:*			850
		SUM:		1257	*SUM:*		1258	*SUM:*			1674	*SUM:*			1674	*SUM:*			1674
	VOLUME/CAPACITY *(V/C)* RATIO:			0.914			0.915				1.217				1.217				1.217
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.814**			**0.815**				**1.117**				**1.117**				**1.117**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	$\Delta v/c$ after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Bimini Pl	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
11	East-West Street:	1st Street	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				1				1				1				1				1
Override Capacity				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	80	0	**119**	0	80	**119**	0	83	0	**124**	0	83	0	**124**	0	83	0	**124**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	477	1	257	106	583	310	0	497	1	268	106	603	1	321	0	603	1	321
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	559	1	**559**	98	657	**657**	0	582	1	**582**	98	680	1	**680**	0	680	1	**680**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		119	*North-South:*		119	*North-South:*			124	*North-South:*			124	*North-South:*			124
		East-West:		559	*East-West:*		657	*East-West:*			582	*East-West:*			680	*East-West:*			680
		SUM:		678	*SUM:*		776	*SUM:*			706	*SUM:*			804	*SUM:*			804
VOLUME/CAPACITY *(V/C)* RATIO:				0.452			0.517				0.471				0.536				0.536
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.382**			**0.447**				**0.401**				**0.466**				**0.466**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.065	$\Delta v/c$ after mitigation:	0.065
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Bimini Pl	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
11	East-West Street:	1st Street	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				1				1				1				1				1
Override Capacity				0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	99	0	**116**	0	99	**116**	0	103	0	**121**	0	103	0	**121**	0	103	0	**121**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	631	1	327	5	636	329	0	657	1	340	5	662	1	343	0	662	1	343
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	458	1	**458**	15	473	**473**	0	477	1	**477**	15	492	1	**492**	0	492	1	**492**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		116	*North-South:*		116	*North-South:*			121	*North-South:*			121	*North-South:*			121
		East-West:		458	*East-West:*		473	*East-West:*			477	*East-West:*			492	*East-West:*			492
		SUM:		574	*SUM:*		589	*SUM:*			598	*SUM:*			613	*SUM:*			613
VOLUME/CAPACITY *(V/C)* RATIO:				0.383			0.393				0.399				0.409				0.409
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.313**			**0.323**				**0.329**				**0.339**				**0.339**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	$\Delta v/c$ after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	27.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	6	12	474	9	13	618
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	12	474	9	13	618
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	142	3	4	185
Total Analysis Volume [veh/h]	7	14	566	11	16	738
Pedestrian Volume [ped/h]	0		0		0	

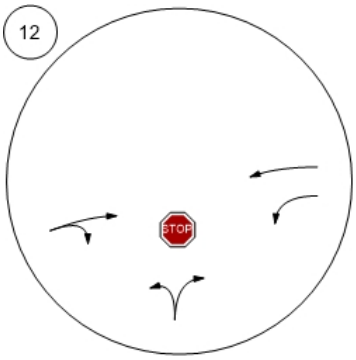
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

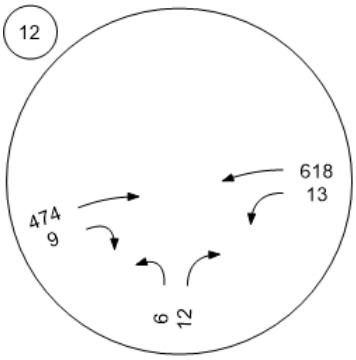
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.03	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	27.68	12.81	0.00	0.00	8.67	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	5.55	5.55	0.00	0.00	1.22	0.00
d_A, Approach Delay [s/veh]	17.76		0.00		0.18	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	D					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	27.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	7	11	711	19	18	487
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	11	711	19	18	487
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	189	5	5	130
Total Analysis Volume [veh/h]	7	12	758	20	19	519
Pedestrian Volume [ped/h]	0		0		0	

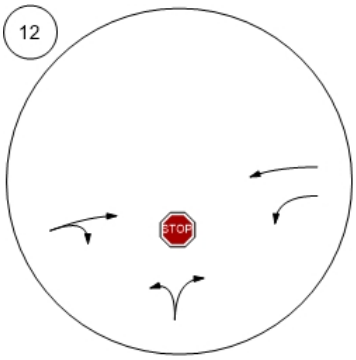
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

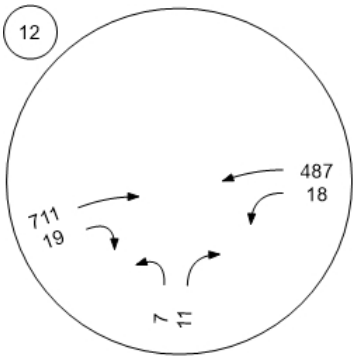
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.03	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	27.48	15.01	0.00	0.00	9.39	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	5.74	5.74	0.00	0.00	1.74	0.00
d_A, Approach Delay [s/veh]	19.60		0.00		0.33	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	D					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Rise Kohhyang High School Project

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Scenario 1 EX AM +P
1/31/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
12	Madison Ave at 1st St	Two-way stop	HCM 2010	NB Left	1.265	322.9	F
13	Madison Ave at Project Driveway	Two-way stop	HCM 2010	EB Left	0.262	10.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	322.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.265

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	6	12	474	9	13	618
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	98	83	0	106	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	95	474	115	103	618
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	28	142	34	31	185
Total Analysis Volume [veh/h]	124	114	566	137	123	738
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.27	0.24	0.01	0.00	0.14	0.01
d_M, Delay for Movement [s/veh]	322.91	293.70	0.00	0.00	9.67	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	15.66	15.66	0.00	0.00	0.48	0.00
95th-Percentile Queue Length [ft/ln]	391.48	391.48	0.00	0.00	11.90	0.00
d_A, Approach Delay [s/veh]	308.92		0.00		1.38	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	41.46					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 13: Madison Ave at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	Madison Ave		Madison Ave		Project Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		Madison Ave		Project Driveway	
Base Volume Input [veh/h]	0	18	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	196	181	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	18	22	196	181	0
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	7	59	54	0
Total Analysis Volume [veh/h]	0	22	26	234	216	0
Pedestrian Volume [ped/h]	0		0		0	

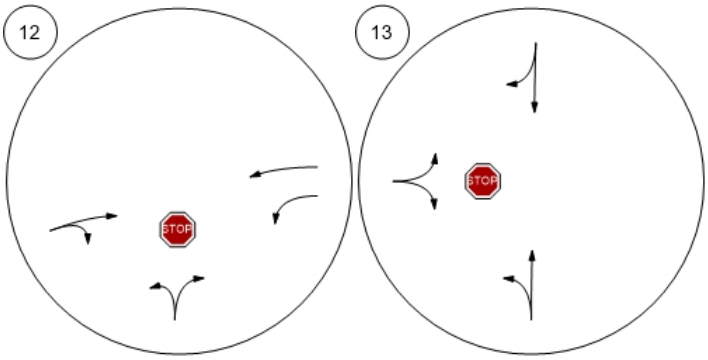
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

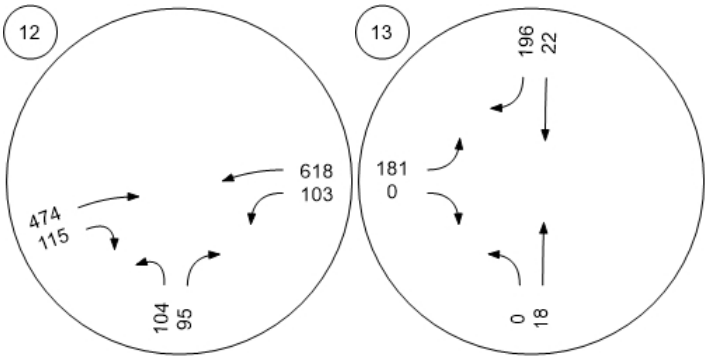
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.26	0.00
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	0.00	10.90	10.52
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	1.05	1.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	26.21	26.21
d_A, Approach Delay [s/veh]	0.00		0.00		10.90	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.73					
Intersection LOS	B					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Rise Kohhyang High School Project

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Scenario 2 EX PM +P
1/31/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
12	Madison Ave at 1st St	Two-way stop	HCM 2010	NB Left	0.141	31.1	D
13	Madison Ave at Project Driveway	Two-way stop	HCM 2010	EB Left	0.032	8.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	31.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	7	11	711	19	18	487
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	13	0	5	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	24	711	24	24	487
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	6	189	6	6	130
Total Analysis Volume [veh/h]	23	26	758	26	26	519
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.06	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	31.05	17.90	0.00	0.00	9.45	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.76	0.00	0.00	0.10	0.00
95th-Percentile Queue Length [ft/ln]	18.91	18.91	0.00	0.00	2.41	0.00
d_A, Approach Delay [s/veh]	24.08		0.00		0.45	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.03					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 13: Madison Ave at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Madison Ave		Madison Ave		Project Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		Madison Ave		Project Driveway	
Base Volume Input [veh/h]	0	18	37	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	11	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	18	37	11	28	0
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	10	3	7	0
Total Analysis Volume [veh/h]	0	19	39	12	30	0
Pedestrian Volume [ped/h]	0		0		0	

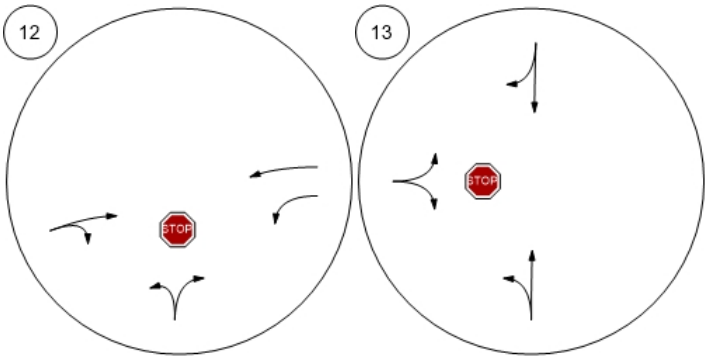
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

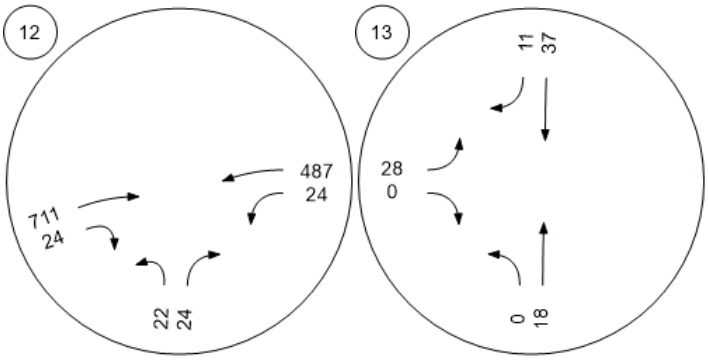
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	8.95	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.47	2.47
d_A, Approach Delay [s/veh]	0.00		0.00		8.95	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.68					
Intersection LOS	A					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	30.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	6	12	474	9	13	618
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	13	502	10	14	655
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	150	3	4	196
Total Analysis Volume [veh/h]	7	16	600	12	17	783
Pedestrian Volume [ped/h]	0		0		0	

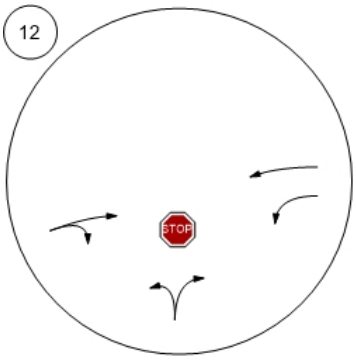
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

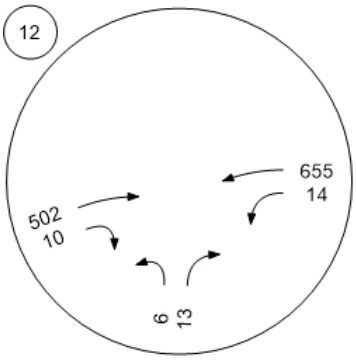
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.03	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	30.55	13.32	0.00	0.00	8.79	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	6.45	6.45	0.00	0.00	1.34	0.00
d_A, Approach Delay [s/veh]	18.57		0.00		0.19	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	D					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	30.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	7	11	711	19	18	487
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	12	754	20	19	516
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	201	5	5	138
Total Analysis Volume [veh/h]	7	13	804	21	20	550
Pedestrian Volume [ped/h]	0		0		0	

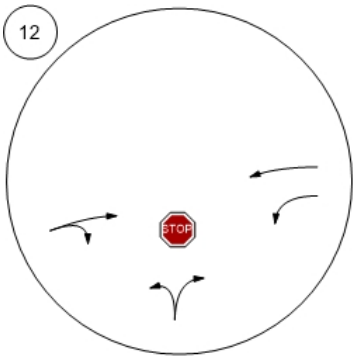
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

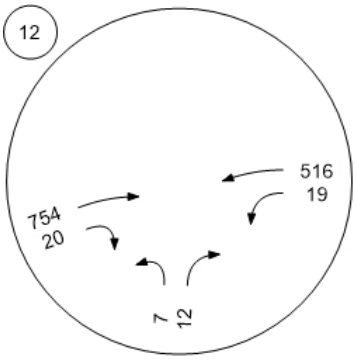
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.03	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	30.30	15.82	0.00	0.00	9.58	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.00	0.00	0.08	0.00
95th-Percentile Queue Length [ft/ln]	6.56	6.56	0.00	0.00	1.91	0.00
d_A, Approach Delay [s/veh]	20.89		0.00		0.34	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	D					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Rise Kohhyang High School Project

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Report File: P:\...\#12-13 2022WP AM.pdf

Scenario 7 2022 AM-WP
1/31/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
12	Madison Ave at 1st St	Two-way stop	HCM 2010	NB Left	1.431	406.8	F
13	Madison Ave at Proposed Project Driveway	Two-way stop	HCM 2010	EB Left	0.262	10.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	406.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.431

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	6	12	474	9	13	618
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	98	83	0	106	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	96	502	116	104	655
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	29	150	35	31	196
Total Analysis Volume [veh/h]	124	115	600	139	124	783
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.43	0.25	0.01	0.00	0.14	0.01
d_M, Delay for Movement [s/veh]	406.80	373.13	0.00	0.00	9.84	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	17.30	17.30	0.00	0.00	0.50	0.00
95th-Percentile Queue Length [ft/ln]	432.44	432.44	0.00	0.00	12.45	0.00
d_A, Approach Delay [s/veh]	390.60		0.00		1.35	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	50.17					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 13: Madison Ave at Proposed Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name	Madison Ave		Madison Ave		Project Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		Madison Ave		Project Driveway	
Base Volume Input [veh/h]	0	18	22	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	196	181	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	23	196	181	0
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	7	59	54	0
Total Analysis Volume [veh/h]	0	23	27	234	216	0
Pedestrian Volume [ped/h]	0		0		0	

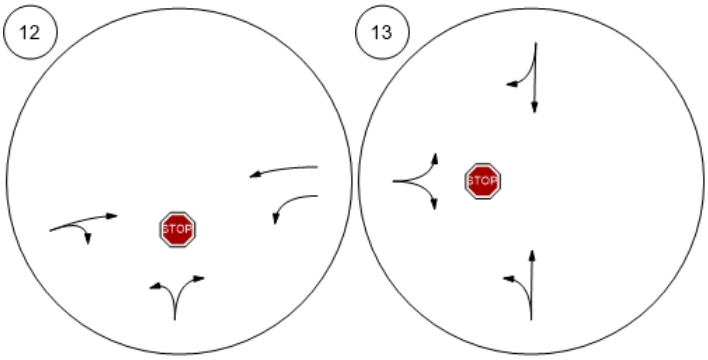
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

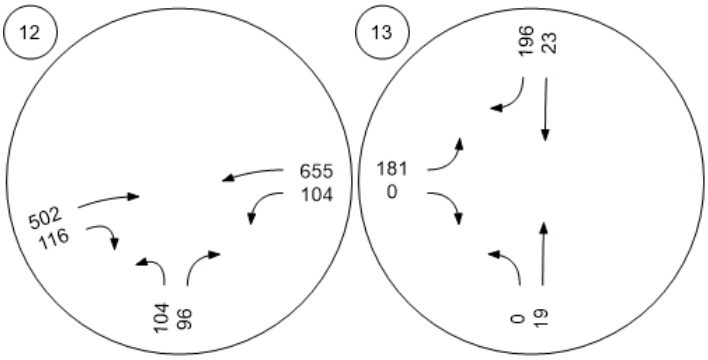
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.26	0.00
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	0.00	10.92	10.53
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	1.05	1.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	26.31	26.31
d_A, Approach Delay [s/veh]	0.00		0.00		10.92	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.72					
Intersection LOS	B					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Rise Kohhyang High School Project

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Report File: P:\...\#12-13 2022WP PM.pdf

Scenario 5 2022 PM-WP
1/31/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
12	Madison Ave at 1st St	Two-way stop	HCM 2010	NB Left	0.157	34.4	D
13	Madison Ave at Project Driveway	Two-way stop	HCM 2010	EB Left	0.032	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 12: Madison Ave at 1st St

Control Type:	Two-way stop	Delay (sec / veh):	34.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Madison Ave		1st St		1st St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	105.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		1st St		1st St	
Base Volume Input [veh/h]	7	11	711	9	18	487
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	13	0	5	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	25	754	15	25	516
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	201	4	7	138
Total Analysis Volume [veh/h]	23	27	804	16	27	550
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.07	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	34.43	19.31	0.00	0.00	9.60	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.85	0.85	0.00	0.00	0.10	0.00
95th-Percentile Queue Length [ft/ln]	21.36	21.36	0.00	0.00	2.59	0.00
d_A, Approach Delay [s/veh]	26.27		0.00		0.45	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.09					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 13: Madison Ave at Project Driveway

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Madison Ave		Madison Ave		Project Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Madison Ave		Madison Ave		Project Driveway	
Base Volume Input [veh/h]	0	18	37	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	11	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	39	11	28	0
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	10	3	7	0
Total Analysis Volume [veh/h]	0	20	42	12	30	0
Pedestrian Volume [ped/h]	0		0		0	

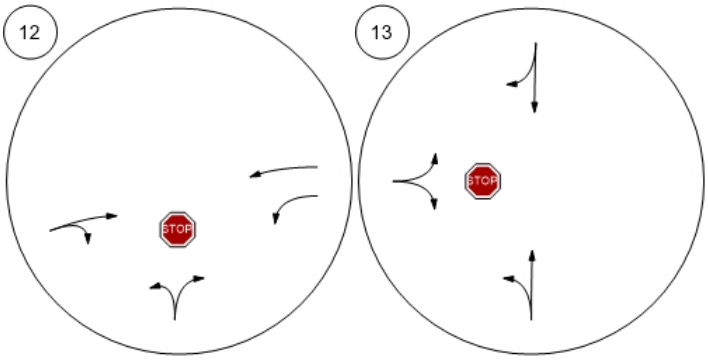
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

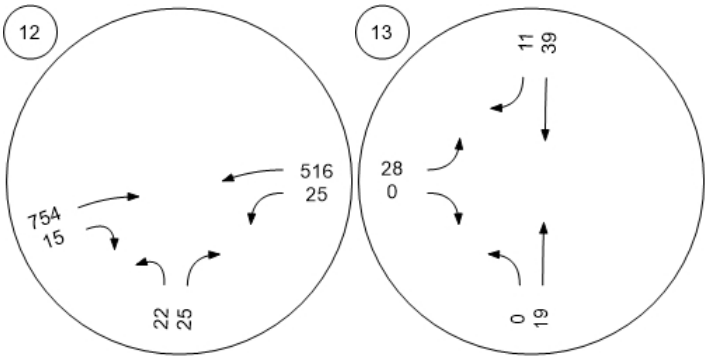
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	7.32	0.00	0.00	0.00	8.97	8.65
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.48	2.48
d_A, Approach Delay [s/veh]	0.00		0.00		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.59					
Intersection LOS	A					

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Westmoreland Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
14	East-West Street:	1st St	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			1				1				1				1				1
Override Capacity			0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	0	**25**	0	25	**25**	0	26	0	**26**	0	26	0	**26**	0	26	0	**26**
	Left-Through		0							0				0				0	
	Through	10	0	60	0	10	60	0	10	0	62	0	10	0	62	0	10	0	62
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	0	86	0	86	86	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through		1							1				1				1	
	Through	11	0	97	0	11	97	0	11	0	101	0	11	0	101	0	11	0	101
	Through-Right		0							0				0				0	
	Right	270	1	**199**	0	270	**199**	0	281	1	**207**	0	281	1	**207**	0	281	1	**207**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	143	1	**143**	0	143	**143**	0	149	1	**149**	0	149	1	**149**	0	149	1	**149**
	Left-Through		0							0				0				0	
	Through	369	1	369	83	452	452	0	384	1	384	83	467	1	467	0	467	1	467
	Through-Right		0							0				0				0	
	Right	143	1	143	0	143	143	0	149	1	149	0	149	1	149	0	149	1	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	364	1	**364**	90	454	**454**	0	379	1	**379**	90	469	1	**469**	0	469	1	**469**
	Through-Right		0							0				0				0	
	Right	75	1	75	0	75	75	0	78	1	78	0	78	1	78	0	78	1	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		224	North-South:		224	North-South:			233	North-South:			233	North-South:			233
		East-West:		507	East-West:		597	East-West:			528	East-West:			618	East-West:			618
		SUM:		731	SUM:		821	SUM:			761	SUM:			851	SUM:			851
VOLUME/CAPACITY (V/C) RATIO:				0.487			0.547				0.507				0.567				0.567
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.417**			**0.477**				**0.437**				**0.497**				**0.497**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.060	Δ*v/c* after mitigation:	0.060
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Westmoreland Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
14	East-West Street:	1st St	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				1				1				1				1				1
Override Capacity				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	0	16	**16**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	5	0	41	0	5	41	0	5	0	43	0	5	0	43	0	5	0	43
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through		1							1				1				1	
	Through	4	0	28	0	4	28	0	4	0	29	0	4	0	29	0	4	0	29
	Through-Right		0							0				0				0	
	Right	124	1	**57**	0	124	**57**	0	129	1	**59**	0	129	1	**59**	0	129	1	**59**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	134	0	134	134	0	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	541	1	**541**	13	554	**554**	0	563	1	**563**	13	576	1	**576**	0	576	1	**576**
	Through-Right		0							0				0				0	
	Right	33	1	33	0	33	33	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	**19**	0	19	**19**	0	20	1	**20**	0	20	1	**20**	0	20	1	**20**
	Left-Through		0							0				0				0	
	Through	339	1	339	6	345	345	0	353	1	353	6	359	1	359	0	359	1	359
	Through-Right		0							0				0				0	
	Right	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		73	*North-South:*		73	*North-South:*			76	*North-South:*			76	*North-South:*			76
		East-West:		560	*East-West:*		573	*East-West:*			583	*East-West:*			596	*East-West:*			596
		SUM:		633	*SUM:*		646	*SUM:*			659	*SUM:*			672	*SUM:*			672
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.431				0.439				0.448				0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.352**			**0.361**				**0.369**				**0.378**				**0.378**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	$\Delta v/c$ after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
15	East-West Street:	1st St	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0
	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	100	1	**100**	50	150	**150**	0	104	1	**104**	50	154	1	**154**	0	154	1	**154**
	Left-Through		0							0				0				0	
	Through	691	1	365	0	691	365	106	825	1	433	0	825	1	433	0	825	1	433
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	836	1	**482**	0	836	**484**	33	903	1	**518**	0	903	1	**520**	0	903	1	**520**
	Through-Right		1							1				1				1	
	Right	128	0	128	4	132	132	0	133	0	133	4	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	**94**	4	98	**98**	0	98	1	**98**	4	102	1	**102**	0	102	1	**102**
	Left-Through		0							0				0				0	
	Through	279	1	279	33	312	312	0	290	1	290	33	323	1	323	0	323	1	323
	Through-Right		0							0				0				0	
	Right	128	1	78	46	174	99	0	133	1	81	46	179	1	102	0	179	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	17	1	17	0	17	17	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	230	1	**230**	36	266	**266**	0	239	1	**239**	36	275	1	**275**	0	275	1	**275**
	Through-Right		0							0				0				0	
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		582	*North-South:*		634	*North-South:*			622	*North-South:*			674	*North-South:*			674
		East-West:		324	*East-West:*		364	*East-West:*			337	*East-West:*			377	*East-West:*			377
		SUM:		906	*SUM:*		998	*SUM:*			959	*SUM:*			1051	*SUM:*			1051
VOLUME/CAPACITY *(V/C)* RATIO:				0.636			0.700				0.673				0.738				0.738
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.536**			**0.600**				**0.573**				**0.638**				**0.638**
LEVEL OF SERVICE (LOS):				**A**			**B**				**A**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.065	*Δv/c* after mitigation:	0.065
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
15	East-West Street:	1st St	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			3			3			3			3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	3	65	**65**	0	65	1	**65**	3	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	705	1	370	0	705	370	63	797	1	416	0	797	1	416	0	797	1	416
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	25	1	25	0	25	25	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	838	1	**479**	0	838	**479**	112	985	1	**555**	0	985	1	**555**	0	985	1	**555**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	106	1	107	107	0	110	1	110	1	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	322	1	**322**	5	327	**327**	0	335	1	**335**	5	340	1	**340**	0	340	1	**340**
	Through-Right		0							0				0				0	
	Right	148	1	117	7	155	123	0	154	1	122	7	161	1	127	0	161	1	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	1	**22**	0	22	**22**	0	23	1	**23**	0	23	1	**23**	0	23	1	**23**
	Left-Through		0							0				0				0	
	Through	171	1	171	3	174	174	0	178	1	178	3	181	1	181	0	181	1	181
	Through-Right		0							0				0				0	
	Right	2	1	0	0	2	0	0	2	1	0	0	2	1	0	0	2	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		541	North-South:		544	North-South:			620	North-South:			623	North-South:			623
		East-West:		344	East-West:		349	East-West:			358	East-West:			363	East-West:			363
		SUM:		885	SUM:		893	SUM:			978	SUM:			986	SUM:			986
VOLUME/CAPACITY (*V/C*) RATIO:				0.621			0.627				0.686				0.692				0.692
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.521**			**0.527**				**0.586**				**0.592**				**0.592**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	$\Delta v/c$ after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
16	East-West Street:	3rd St	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	55	**55**	0	57	1	**57**	0	57	1	**57**	0	57	1	**57**
	Left-Through		0							0				0				0	
	Through	547	1	317	30	577	332	106	676	1	384	30	706	1	399	0	706	1	399
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	1	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	125	1	125	18	143	143	0	130	1	130	18	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	801	1	**445**	25	826	**458**	33	867	1	**480**	25	892	1	**493**	0	892	1	**493**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	118	0	118	**118**	0	123	1	**123**	0	123	1	**123**	0	123	1	**123**
	Left-Through		0							0				0				0	
	Through	1133	1	**603**	0	1133	603	15	1195	1	635	0	1195	1	635	0	1195	1	635
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	**66**	0	66	66	1	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	994	1	551	0	994	**561**	22	1057	1	**585**	0	1057	1	**595**	0	1057	1	**595**
	Through-Right		1							1				1				1	
	Right	108	0	108	20	128	128	0	112	0	112	20	132	0	132	0	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		500	*North-South:*		513	*North-South:*			537	*North-South:*			550	*North-South:*			550
		East-West:		669	*East-West:*		679	*East-West:*			708	*East-West:*			718	*East-West:*			718
		SUM:		1169	*SUM:*		1192	*SUM:*			1245	*SUM:*			1268	*SUM:*			1268
VOLUME/CAPACITY *(V/C)* RATIO:				0.820			0.836				0.874				0.890				0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.720**			**0.736**				**0.774**				**0.790**				**0.790**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	*Δv/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
16	East-West Street:	3rd St	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			3				3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**	0	51	**51**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	591	1	354	2	593	355	63	678	1	400	2	680	1	401	0	680	1	401
	Through-Right		1							1				1				1	
	Right	116	0	116	0	116	116	1	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	90	1	90	3	93	93	0	94	1	94	3	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	814	1	**451**	4	818	**453**	112	960	1	**526**	4	964	1	**528**	0	964	1	**528**
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	105	1	105	0	105	105	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	1324	1	**698**	0	1324	**698**	26	1405	1	**740**	0	1405	1	**740**	0	1405	1	**740**
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	1	**48**	0	48	**48**	1	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	1001	1	533	0	1001	534	27	1069	1	569	0	1069	1	569	0	1069	1	569
	Through-Right		1							1				1				1	
	Right	65	0	65	1	66	66	0	68	0	68	1	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		504	*North-South:*			579	*North-South:*			581	*North-South:*			581
		East-West:		746	*East-West:*		746	*East-West:*			791	*East-West:*			791	*East-West:*			791
		SUM:		1248	*SUM:*		1250	*SUM:*			1370	*SUM:*			1372	*SUM:*			1372
VOLUME/CAPACITY *(V/C)* RATIO:				0.876			0.877				0.961				0.963				0.963
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.776**			**0.777**				**0.861**				**0.863**				**0.863**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	*Δv/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
17	East-West Street:	6th St	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB-- 0	SB--	0	NB--	SB--	0	NB--	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	WB--	0	EB-- 0	WB--	0	EB--	WB--	0	EB--	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2				2				2				2				2
Override Capacity			0				0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	55	**55**	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	396	1	232	12	408	238	103	515	1	**296**	12	527	1	**302**	0	527	1	**302**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	7	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	92	1	92	11	103	103	5	101	1	**101**	11	112	1	**112**	0	112	1	**112**
	Left-Through		0							0				0				0	
	Through	492	1	**293**	11	503	**299**	29	541	1	319	11	552	1	326	0	552	1	326
	Through-Right		1							1				1				1	
	Right	93	0	93	2	95	95	0	97	0	97	2	99	0	99	0	99	0	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	111	1	**111**	2	113	**113**	0	116	1	**116**	2	118	1	**118**	0	118	1	**118**
	Left-Through		0							0				0				0	
	Through	804	1	432	0	804	432	6	843	1	452	0	843	1	452	0	843	1	452
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54	0	54	54	5	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	901	1	**485**	0	901	**491**	5	943	1	**509**	0	943	1	**515**	0	943	1	**515**
	Through-Right		1							1				1				1	
	Right	68	0	68	12	80	80	4	75	0	75	12	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		348	*North-South:*		354	*North-South:*			397	*North-South:*			414	*North-South:*			414
		East-West:		596	*East-West:*		604	*East-West:*			625	*East-West:*			633	*East-West:*			633
		SUM:		944	*SUM:*		958	*SUM:*			1022	*SUM:*			1047	*SUM:*			1047
VOLUME/CAPACITY *(V/C)* RATIO:				0.629			0.639				0.681				0.698				0.698
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.529**			**0.539**				**0.581**				**0.598**				**0.598**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	$\Delta v/c$ after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Ave	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
17	East-West Street:	6th St	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	461	1	280	1	462	280	59	539	1	324	1	540	1	324	0	540	1	324
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	6	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	70	1	70	2	72	72	5	78	1	78	2	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	631	1	**353**	2	633	**354**	108	765	1	**422**	2	767	1	**423**	0	767	1	**423**
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	0	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	**118**	0	118	**118**	0	123	1	**123**	0	123	1	**123**	0	123	1	**123**
	Left-Through		0							0				0				0	
	Through	967	1	517	0	967	517	6	1013	1	542	0	1013	1	542	0	1013	1	542
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	6	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	863	1	**461**	0	863	**462**	6	905	1	**486**	0	905	1	**486**	0	905	1	**486**
	Through-Right		1							1				1				1	
	Right	59	0	59	1	60	60	5	66	0	66	1	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		410	North-South:		411	North-South:			481	North-South:			482	North-South:			482
		East-West:		579	East-West:		580	East-West:			609	East-West:			609	East-West:			609
		SUM:		989	SUM:		991	SUM:			1090	SUM:			1091	SUM:			1091
VOLUME/CAPACITY (*V/C*) RATIO:				0.659			0.661				0.727				0.727				0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.559**			**0.561**				**0.627**				**0.627**				**0.627**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	32	155	9	55	9	17	23	25	9	634	45	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	155	9	55	9	17	23	25	9	634	45	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	39	2	14	2	4	6	6	2	159	11	2
Total Analysis Volume [veh/h]	32	155	9	55	9	17	23	25	9	634	45	7
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.665

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	13	183	443	20	7	16	254	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	183	443	20	7	16	254	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	46	111	5	2	4	64	11
Total Analysis Volume [veh/h]	13	183	443	20	7	16	254	45
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	5	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lead	Lead	-	-	-	-	-	-

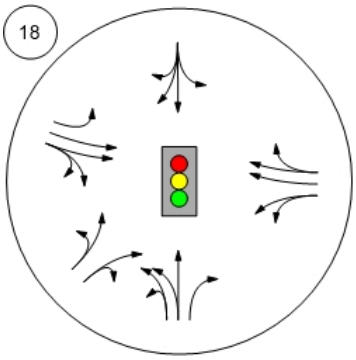
Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.665

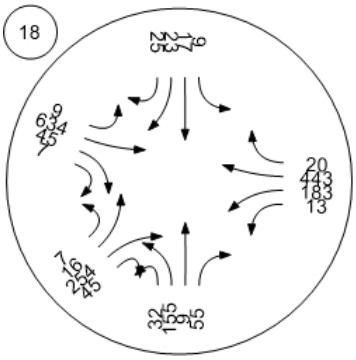
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	32	155	9	55	9	17	23	25	9	634	45	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	0	2	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	155	9	55	9	17	25	25	9	634	45	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	39	2	14	2	4	6	6	2	159	11	2
Total Analysis Volume [veh/h]	34	155	9	55	9	17	25	25	9	634	45	7
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.709

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	13	183	443	20	7	16	254	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	0	0	0	2	29	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	215	443	20	7	18	283	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	54	111	5	2	5	71	12
Total Analysis Volume [veh/h]	13	215	443	20	7	18	283	47
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	5	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lead	Lead	-	-	-	-	-	-

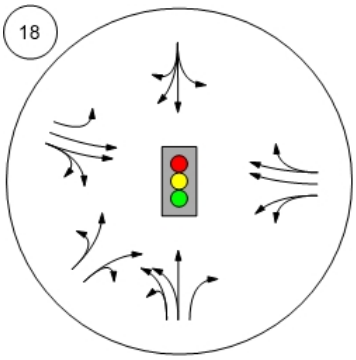
Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.709

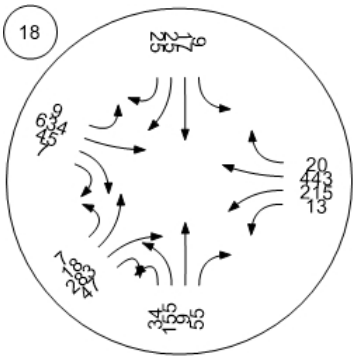
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	32	155	9	55	9	17	23	25	9	634	45	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	6	0	0	12	0	0	0	43	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	170	16	58	10	30	24	27	10	715	50	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	43	4	15	3	8	6	7	3	179	13	2
Total Analysis Volume [veh/h]	34	170	16	58	10	30	24	27	10	715	50	7
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.732

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	13	183	443	20	7	16	254	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	62	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	194	532	21	7	17	269	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	49	133	5	2	4	67	12
Total Analysis Volume [veh/h]	14	194	532	21	7	17	269	48
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	5	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lead	Lead	-	-	-	-	-	-

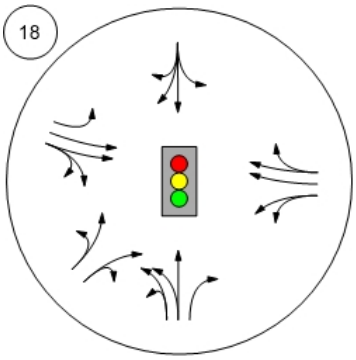
Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.732

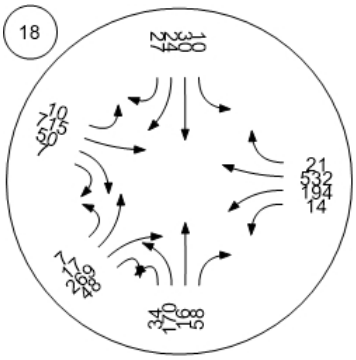
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	32	155	9	55	9	17	23	25	9	634	45	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	6	6	0	0	12	2	0	0	43	2	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	170	16	58	10	30	26	27	10	715	50	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	43	4	15	3	8	7	7	3	179	13	2
Total Analysis Volume [veh/h]	36	170	16	58	10	30	26	27	10	715	50	7
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.776

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	13	183	443	20	7	16	254	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	62	0	0	2	29	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	226	532	21	7	19	298	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	57	133	5	2	5	75	13
Total Analysis Volume [veh/h]	14	226	532	21	7	19	298	50
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	5	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lead	Lead	-	-	-	-	-	-

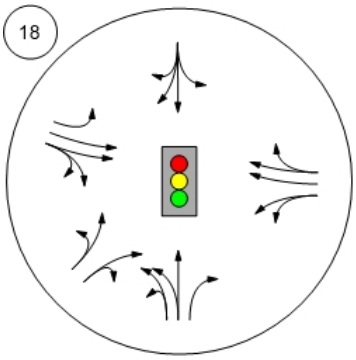
Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.776

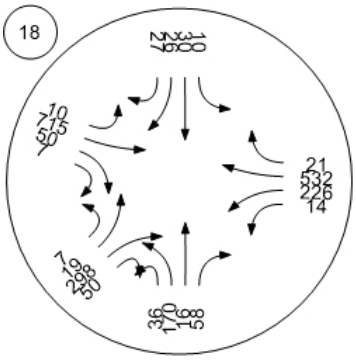
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	13	232	14	72	6	7	4	12	10	580	45	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	232	14	72	6	7	4	12	10	580	45	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	58	4	18	2	2	1	3	3	145	11	1
Total Analysis Volume [veh/h]	13	232	14	72	6	7	4	12	10	580	45	3
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.671

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	18	179	513	19	14	16	325	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	179	513	19	14	16	325	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	45	128	5	4	4	81	8
Total Analysis Volume [veh/h]	18	179	513	19	14	16	325	30
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	3	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lag	Lead	-	-	-	-	-	-

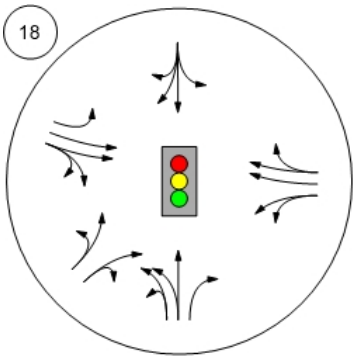
Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.671

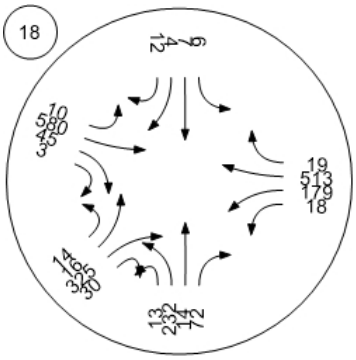
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	13	232	14	72	6	7	4	12	10	580	45	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	234	14	73	6	7	4	12	10	586	45	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	59	4	18	2	2	1	3	3	147	11	1
Total Analysis Volume [veh/h]	13	234	14	73	6	7	4	12	10	586	45	3
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.682

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	18	179	513	19	14	16	325	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	184	518	19	14	16	333	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	46	130	5	4	4	83	8
Total Analysis Volume [veh/h]	18	184	518	19	14	16	333	30
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	3	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lag	Lead	-	-	-	-	-	-

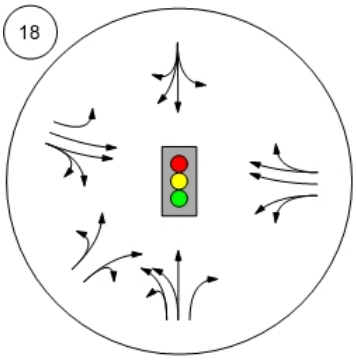
Movement, Approach, & Intersection Results

Intersection LOS	B
Intersection V/C	0.682

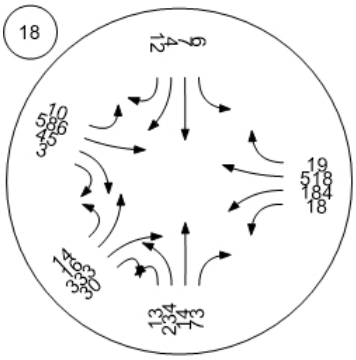
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	13	232	14	72	6	7	4	12	10	580	45	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	21	0	0	30	0	0	0	75	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	249	36	76	6	37	4	13	11	690	54	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	62	9	19	2	9	1	3	3	173	14	1
Total Analysis Volume [veh/h]	14	249	36	76	6	37	4	13	11	690	54	3
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.767

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	18	179	513	19	14	16	325	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	58	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	190	602	20	15	17	345	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	48	151	5	4	4	86	8
Total Analysis Volume [veh/h]	19	190	602	20	15	17	345	32
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	3	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lag	Lead	-	-	-	-	-	-

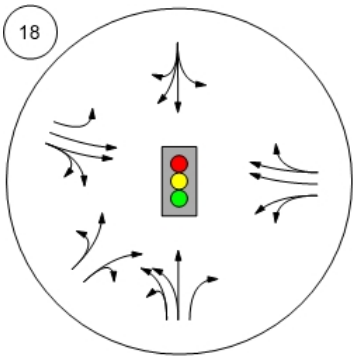
Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.767

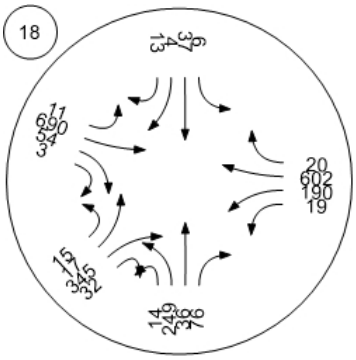
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 18: Commonwealth Ave at 1st St/Beverly Blvd

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	Circular 212 Planning	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left2	Left	Thru	Right	Left	Thru	Right	Right2	Left	Thru	Right	Right2
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00				30.00			
Grade [%]	0.00				0.00				0.00			
Crosswalk	Yes				Yes				No			

Volumes

Name	Commonwealth Ave				Commonwealth Ave				Beverly Blvd			
Base Volume Input [veh/h]	13	232	14	72	6	7	4	12	10	580	45	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	21	0	0	30	0	0	0	75	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	249	36	76	6	37	4	13	11	690	54	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	62	9	19	2	9	1	3	3	173	14	1
Total Analysis Volume [veh/h]	14	249	36	76	6	37	4	13	11	690	54	3
Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss
Signal group	0	0	7	0	0	8	0	0	0	6	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.772

Intersection Setup

Name	Beverly Blvd				1st St			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left2	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00				30.00			
Grade [%]	0.00				0.00			
Crosswalk	Yes				Yes			

Volumes

Name	Beverly Blvd				1st St			
Base Volume Input [veh/h]	18	179	513	19	14	16	325	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	58	0	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	193	602	20	15	17	350	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	48	151	5	4	4	88	8
Total Analysis Volume [veh/h]	19	193	602	20	15	17	350	32
Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Phasing & Timing

Control Type	Permissive	Protected	Permissive	Permissive	Split	Split	Split	Split
Signal group	3	5	2	0	0	1	3	0
Auxiliary Signal Groups								
Lead / Lag	Lag	Lead	-	-	-	-	-	-

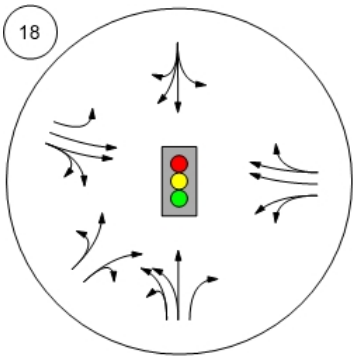
Movement, Approach, & Intersection Results

Intersection LOS	C
Intersection V/C	0.772

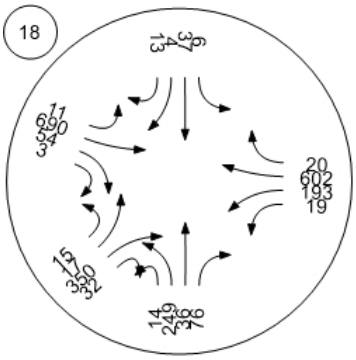
Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lane Configuration and Traffic Control



Traffic Volume - Future Total Volume



Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Rampart Blvd	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
19	East-West Street:	Beverly Blvd	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112	4	116	116	0	117	1	117	4	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	760	2	**380**	0	760	**380**	3	794	2	**397**	0	794	2	**397**	0	794	2	**397**
	Through-Right		0							0				0				0	
	Right	175	1	105	0	175	105	0	182	1	109	0	182	1	109	0	182	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	0	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	609	1	312	0	609	316	1	635	1	326	0	635	1	330	0	635	1	330
	Through-Right		1							1				1				1	
	Right	15	0	15	8	23	23	0	16	0	16	8	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	100	1	100	7	107	107	0	104	1	104	7	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1038	1	**558**	7	1045	**563**	30	1111	1	**596**	7	1118	1	**601**	0	1118	1	**601**
	Through-Right		1							1				1				1	
	Right	77	0	77	4	81	81	0	80	0	80	4	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	141	1	**141**	0	141	**141**	0	147	1	**147**	0	147	1	**147**	0	147	1	**147**
	Left-Through		0							0				0				0	
	Through	748	2	374	8	756	378	36	815	2	408	8	823	2	412	0	823	2	412
	Through-Right		0							0				0				0	
	Right	58	1	16	0	58	16	0	60	1	16	0	60	1	16	0	60	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	465		*North-South:*	465		*North-South:*		486		*North-South:*		486		*North-South:*		486
			East-West:	699		*East-West:*	704		*East-West:*		743		*East-West:*		748		*East-West:*		748
			SUM:	1164		*SUM:*	1169		*SUM:*		1229		*SUM:*		1234		*SUM:*		1234
VOLUME/CAPACITY *(V/C)* RATIO:				0.776			0.779				0.819				0.823				0.823
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.676**			**0.679**				**0.719**				**0.723**				**0.723**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	$\Delta v/c$ after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Rampart Blvd	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
19	East-West Street:	Beverly Blvd	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	107	1	107	0	107	107	0	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	994	2	**497**	0	994	**497**	2	1037	2	**519**	0	1037	2	**519**	0	1037	2	**519**
	Through-Right		0							0				0				0	
	Right	271	1	206	0	271	206	0	282	1	215	0	282	1	215	0	282	1	215
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	**75**	0	75	**75**	0	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	633	1	326	0	633	326	3	662	1	341	0	662	1	341	0	662	1	341
	Through-Right		1							1				1				1	
	Right	18	0	18	1	19	19	0	19	0	19	1	20	0	20	0	20	0	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	92	1	93	93	0	96	1	96	1	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	1070	1	**576**	1	1071	**577**	35	1149	1	**617**	1	1150	1	**618**	0	1150	1	**618**
	Through-Right		1							1				1				1	
	Right	81	0	81	1	82	82	0	84	0	84	1	85	0	85	0	85	0	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	**130**	0	130	**130**	0	135	1	**135**	0	135	1	**135**	0	135	1	**135**
	Left-Through		0							0				0				0	
	Through	888	2	444	1	889	445	27	952	2	476	1	953	2	477	0	953	2	477
	Through-Right		0							0				0				0	
	Right	77	1	40	0	77	40	0	80	1	41	0	80	1	41	0	80	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		572	*North-South:*		572	*North-South:*			597	*North-South:*			597	*North-South:*			597
		East-West:		706	*East-West:*		707	*East-West:*			752	*East-West:*			753	*East-West:*			753
		SUM:		1278	*SUM:*		1279	*SUM:*			1349	*SUM:*			1350	*SUM:*			1350
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.853				0.899				0.900				0.900
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.752**			**0.753**				**0.799**				**0.800**				**0.800**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	*Δv/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Rampart Blvd	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
20	East-West Street:	3rd St	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	78	1	**78**	4	82	**82**	6	87	1	**87**	4	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	588	2	294	0	588	294	6	618	2	309	0	618	2	309	0	618	2	309
	Through-Right		0							0				0				0	
	Right	121	1	68	0	121	68	5	131	1	75	0	131	1	75	0	131	1	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	100	0	100	100	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	742	2	**371**	0	742	**371**	2	775	2	**388**	0	775	2	**388**	0	775	2	**388**
	Through-Right		0							0				0				0	
	Right	70	1	0	0	70	0	0	73	1	0	0	73	1	0	0	73	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	220	1	220	0	220	220	0	229	1	229	0	229	1	229	0	229	1	229
	Left-Through		0							0				0				0	
	Through	1115	2	**558**	5	1120	**560**	12	1173	2	**587**	5	1178	2	**589**	0	1178	2	**589**
	Through-Right		0							0				0				0	
	Right	77	1	38	4	81	40	1	81	1	38	4	85	1	40	0	85	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	1	**106**	0	106	**106**	2	112	1	**112**	0	112	1	**112**	0	112	1	**112**
	Left-Through		0							0				0				0	
	Through	740	2	370	6	746	373	8	778	2	389	6	784	2	392	0	784	2	392
	Through-Right		0							0				0				0	
	Right	118	1	68	0	118	68	0	123	1	71	0	123	1	71	0	123	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		449	*North-South:*		453	*North-South:*			475	*North-South:*			479	*North-South:*			479
		East-West:		664	*East-West:*		666	*East-West:*			699	*East-West:*			701	*East-West:*			701
		SUM:		1113	*SUM:*		1119	*SUM:*			1174	*SUM:*			1180	*SUM:*			1180
	VOLUME/CAPACITY *(V/C)* RATIO:			0.742			0.746				0.783				0.787				0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.642**			**0.646**				**0.683**				**0.687**				**0.687**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Rampart Blvd	Year of Count:	2018	Ambient Growth: (%):	1.014	Conducted by:		Date:	
20	East-West Street:	3rd St	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	57	0	57	57	1	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	1035	2	**518**	0	1035	**518**	4	1082	2	**541**	0	1082	2	**541**	0	1082	2	**541**
	Through-Right		0							0				0				0	
	Right	61	1	9	0	61	9	3	67	1	11	0	67	1	11	0	67	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	1	**68**	0	68	**68**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	Left-Through		0							0				0				0	
	Through	634	2	317	0	634	317	6	666	2	333	0	666	2	333	0	666	2	333
	Through-Right		0							0				0				0	
	Right	72	1	0	0	72	0	0	75	1	0	0	75	1	0	0	75	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	231	1	**231**	0	231	**231**	0	241	1	**241**	0	241	1	**241**	0	241	1	**241**
	Left-Through		0							0				0				0	
	Through	1042	2	521	1	1043	522	16	1101	2	551	1	1102	2	551	0	1102	2	551
	Through-Right		0							0				0				0	
	Right	68	1	40	1	69	41	6	77	1	47	1	78	1	48	0	78	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	0	104	104	5	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	878	2	**439**	0	878	**439**	16	930	2	**465**	0	930	2	**465**	0	930	2	**465**
	Through-Right		0							0				0				0	
	Right	151	1	117	0	151	117	0	157	1	122	0	157	1	122	0	157	1	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		586	*North-South:*		586	*North-South:*			612	*North-South:*			612	*North-South:*			612
		East-West:		670	*East-West:*		670	*East-West:*			706	*East-West:*			706	*East-West:*			706
		SUM:		1256	*SUM:*		1256	*SUM:*			1318	*SUM:*			1318	*SUM:*			1318
VOLUME/CAPACITY *(V/C)* RATIO:				0.837			0.837				0.879				0.879				0.879
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.737**			**0.737**				**0.779**				**0.779**				**0.779**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Appendix D.
Los Angeles Department of Transportation Cumulative Project List

Appendices

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CLATS

Case Logging and Tracking System

Welcome eduardo [Log Out | Profile | Admin]

RELATED PROJECTS

Centroid Info
PROJ ID: 47554
Address: 3464 W 1ST ST
Los Angeles, CA 90004
Lat/Long: 34.0732, -118.29

Buffer Radius: 1.5 mile

Search

Column

Include NULL "Trip Info" ☐
Include NULL "FirstStudySubmittalDate" (latest) ☐
Include "Inactive" projects ☐
Include "Do not show as Related Project" ☐
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 80 | Record Per Page: All Records

Results generated since 9/18/2018 3:05:20 PM

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info

32147 Metro MTR 1 2005 2005-CEN-2347 — Zinc Apartments (Wilshire Coronado) (Est completion 2018) — 2525 W Wilshire Bl — 11/30/2005 — 1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	160								
Retail	S.F. Gross Area	7500	76	97	1160	16	60	61	36	Trip credit applied for transit/pedestrians
			76	**97**	**1160**		**16**	**60**	**61**	**36**

33710 Metro MTR 10 2006 Mixed-Use — 224 Condominium Units 7000 SF Retail — 805 S Catalina St — 06/11/2007 — 1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	300								
Retail	S.F. Gross Area	5000	137	167	1935	24	119	110	57	Trip totals reflects credits for existing uses
			137	**167**	**1935**		**24**	**119**	**110**	**57**

34045 Metro HWD 13 2007 Mixed-Use — 32 Apartments, 5870 SF Retail — 3200 W Beverly Bl — 06/18/2007 — 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	32								
Retail	S.F. Gross Area	5867	20	71	632	4	16	39	32	total net trips
			20	**71**	**632**		**4**	**16**	**39**	**32**

34142 Metro HWD 13 2010 Mixed-Use — 68 Apt & 51674 SF Retail, est. completion 2018 — 5245 W SANTA MONICA BLVD — 07/02/2007 — 1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	84								
Retail	S.F. Gross Area	10865								
Other	S.F. Gross Area	4665								Pharmacy
Office			32	73	857	3	29	45	28	Total net trips (Proj updated 2012)
			32	**73**	**857**		**3**	**29**	**45**	**28**

34651 Metro MTR 1 2008 Mixed-Use — 32 Condos, 4500 SF Retail — 820 S HOOVER ST — 05/08/2008 — 1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	32								
Retail	S.F. Gross Area	4500	22	32	414	7	15	18	14	Total reflects credit for existing office (1435 SF)
			22	**32**	**414**		**7**	**15**	**18**	**14**

34659 Metro HWD 13 2008 Alexan South Echo MU — 132 Hi-Rise, 73 Condos, 46 Apts, 19103SF Retail (Est completion 2019) — 1910 W Temple St — 06/06/2008 — 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	132								Hi-Rise Condo
Condominiums	Total Units	73								

35071	Metro	MTR	13	2009	Sunset Flats (Mixed-Use)	65 res. Condos & 15,550 gsf retail & restaurant	2225 W Sunset Bl	08/11/2009	1.4							
35185	Metro	HWD	13	2010	Restaurant/Theater		2139 W Sunset Bl	03/16/2010	1.5							
35311	Metro	MTR	4	2010	Western Galleria Market	Mixed-Use	100 N WESTERN AV	04/21/2010	1.1							
35368	Metro	MTR	10	2010	Wilshire Temple Master Plan	School & office Improvements	3663 W WILSHIRE BLVD	10/21/2010	1.2							
40843	Metro	HWD	13	2012	Hotel - Restaurant	26 Rm Hotel, 3784 SF Restaurant, 2497 SF Lounge	1629 N Griffith park bl	03/07/2013	1.4							
40861	Metro	HWD	10	2013	Residential	209 Apartments	3640 W Wilshire bl	04/22/2013	1.2							
40850	Metro	HWD	10	2012	Church	85308 SF Church	968 S Berendo St	05/02/2013	1.4							
41020	Metro	HWD	10	2013	Restaurants	11904 SF Restaurant	135 N WESTERN AVE done	09/17/2013	1.1							
41389	Metro	HWD	10	2013	Apartments	85 Apartment Units	535 S Kingsley dr	01/08/2014	1.0							
41427	Metro	MTR	1	2013	Mixed-Use	206 Apartments, 7500 SF Retail	2850 W 7th St	01/29/2014	1.0							

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	40								
Retail	S.F. Gross Area	19103	56	91	1187	-18	74	78	13	Total reflects credits for existing 50 KSF Light Industrial and retail pass-by credit (from MOU)
			56	**91**	**1187**		**-18**	**74**	**78**	**13**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	65								
Retail	S.F. Gross Area	7775								
Other	S.F. Gross Area	7775								restaurant
Other	Other		100	107	1283	44	56	65	42	net total trips
			100	**107**	**1283**		**44**	**56**	**65**	**42**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	5979	5	45	538	4	1	30	15	restaurant
			5	**45**	**538**		**4**	**1**	**30**	**15**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	70000	57	92	940	17	40	54	38	Supermarket Total reflects credit for existing
Apartments	Total Units	38								
			57	**92**	**940**		**17**	**40**	**54**	**38**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	55300								Temple Administration
School	Seats	216								Nursery School
School	Seats	420								Elem School K-6
Other	Other		138	23	825	94	44	20	3	Total Net Trips
			138	**23**	**825**	**94**	**44**	**20**	**3**	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	26								Hotel
Other	S.F. Gross Area	3784								Restaurant
Other	S.F. Gross Area	2497		38				25	13	Bar/Lounge
			0	**38**	**0**	**0**	**0**	**25**	**13**	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	209	90	113	1182	18	72	73	40	Net trips
			90	**113**	**1182**	**18**	**72**	**73**	**40**	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	85308	31	12	535	23	8	3	9	Church (weekday)
			31	**12**	**535**		**23**	**8**	**3**	**9**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	S.F. Gross Area	11904	4	38	457	2	2	25	13	Restaurant (total net trips)
			4	**38**	**457**		**2**	**2**	**25**	**13**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	85	39	55	543	8	31	36	19	
			39	**55**	**543**		**8**	**31**	**36**	**19**

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	160								Long Term Hotel

Other	Rooms	60							Short Term Hotel
Retail	S.F. Gross Area	3600	92	114	1057	20	72	72	42	Total includes credit for transit and internal
			92	114	1057		20	72	72	42

17	41467	Metro	HWD	10	2013	Apartments	131 Apts + 7ksf retail	800 S HARVARD BL	02/06/2014	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	131								
Retail	S.F. Gross Area	7000	46	77	827	14	32	44	33	Total net project trips
			46	77	827		14	32	44	33

18	41853	Metro	MTR	1	2014	Leeward Plaza - Residential	80 Condominiums (In construction 2017)	2929 W Leeward av	02/10/2014	1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	80	40	65	476	7	33	44	21	
			40	65	476		7	33	44	21

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19	42041	Metro	MTR	13	2014	AMCAL - Meridian Apts	100 apts & 5ksf retail	241 N VERMONT AV	08/11/2014	0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100								Affordable Housing
Retail	S.F. Gross Area	5000	45	49	510	7	38	33	16	Total net trips
			45	49	510		7	38	33	16

20	42168	Metro	HWD	10	2014	Hotel & Retail	173 Room Hotel & 2780 SF Retail	4110 W 3RD ST ✓	09/24/2014	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	174								Land use = hotel
Retail	Total Units	2780	80	86	1185	45	35	46	40	total includes existing uses credit.
			80	86	1185		45	35	46	40

21	42655	Metro	HWD	4	2014	Apartments	88 Apartments	525 N Wilton pl ✓	12/22/2014	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	88	34	41	449	6	28	27	14	Credit for transit and existing uses included.
			34	41	449		6	28	27	14

22	42694	Metro	HWD	10	2014	Apartments	120 Apartments	3350 W WILSHIRE BLVD	02/19/2015	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	121	54	72	728	11	43	47	25	credit applied for transit
			54	72	728		11	43	47	25

23	42737	Metro	MTR	1	2014	Residential	108 Apartments	1011 S PARK VIEW ST	03/03/2015	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	108	46	57	594	9	38	38	19	TOTAL NEW TRIPS
			46	57	594		9	38	38	19

24	42114	Metro	HWD	13	2014	Hotel & Restaurant	99 room hotel, 545 Sf Addition to restaurant	2965 W 6th St	03/13/2015	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	44	50	688	26	18	25	25	
			44	50	688		26	18	25	25

25	42808	Metro	MTR	1	2015	422 South Lake Apts	80 Apartment Units (Est completion 2018)	422 S LAKE ST	03/25/2015	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	80	41	50	532	8	33	33	17	
			41	50	532		8	33	33	17

26	34655	Metro	HWD	10	2015	NEW 3-STORY retail & office BUILDING	20.607ksf retail & 2.78ksf office	2789 W Olympic Bl	05/18/2015	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Gross Area	2781								Office
Retail	S.F. Gross Area	20607	24	51	612	16	8	25	29	Total net project trips
			24	54	612		16	8	25	29

27	43101	Metro	HWD	10	2015	Mixed-Use	100 Apartments, 9496 SF Retail	3100 W 8th St	07/02/2015	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	100	51	62	100	10	41	10	41	Existing restaurant to remain.
			51	62	100		10	41	10	41

28	43464	Metro	HWD	13	2015	Apartment & Child Care	40 Apartments, 4232 SF Child	3330 W BEVERLY BLVD	07/20/2015	0.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	40	63	67	495	29	34	35	32	Pass-by and

Care

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
										transit credit applied
Other	S.F. Gross Area	4237								Land Use: Day Care
			63	67	495		26	34	35	32

29 43366 Metro MTR 1 2015 Apartments — 65 Apartments — 326 S Reno st ✓ — 09/03/2015 — 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	65	25	30	326	5	20	20	11	Credit for existing units
			25	30	326		5	20	20	11

30 43536 Metro HWD 13 2015 Residential — 71 Apartments — 2335 W Temple St ✓ — 09/23/2015 — 1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	71	39	57	554	8	31	37	20	
			39	57	554		8	31	37	20

31 43062 Metro HWD 10 2015 Apartments — 85 Units — 427 S Berendo St ✓ — 10/02/2015 — 0.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	85	23	27	288	5	17	17	10	Credit for transit and existing applied
			23	27	288		5	17	17	10

32 43655 Metro MTR 1 2015 Mixed-Use — 144 Apartments, 4406 SF Retail — 2405 W 8TH ST — 10/26/2015 — 1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	144	28	27	333	-20	48	42	-15	Credits applied for existing uses transit and proximity
Retail	S.F. Gross Area	4406								
			28	27	333		-20	48	42	-15

33 43335 Metro MTR 1 2015 Apartments — 81 Apartments — 2659 W FRANCIS AV — 11/13/2015 — 1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	81	37	47	492	7	28	31	5	Total includes credit for existing use
			37	47	492		7	28	31	5

34 43289 Metro MTR 10 2015 Apartments — 411 S NORMANDIE AV — 11/18/2015 — 0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	224	108	134	1407	22	86	87	47	Transit credit applied
			108	134	1407		22	86	87	47

35 ~~43453 Metro MTR 10 2015 3525 W 8th St MU — 367 apts, 23ksf supermarket, & 16.5ksf retail — 3525 W 8TH ST~~ — 12/16/2015 — 1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	367								
Other	S.F. Gross Area	22906	129	108	1214	8	121	83	25	SUPERMARKET; Total net project trips
Retail	S.F. Gross Area	16513								
			129	108	1214		8	121	83	25

36 43944 Metro HWD 10 2015 Mixed-Use (Revised) — 433 Apartments, 49849 SF Retail — 3545 W WILSHIRE BLVD — 12/23/2015 — 1.0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	433	41	94	917	-42	83	84	10	Credit applied for transit & existing uses
Retail	S.F. Gross Area	49849								
			41	94	917		-42	83	84	10

37 43945 Metro HWD 10 2015 Mixed-Use Revised — 103 Apartments, 30937 SF Museum — 605 S Vermont av — 12/23/2015 — 0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	103	56	79	755	17	39	42	37	Total includes transit credit
Other	S.F. Gross Area	30937								land use: museum
			56	79	755		17	39	42	37

38 43787 Metro MTR 10 2015 Apartments — 90 Apartments — 825 S Kingsley dr — 01/25/2016 — 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	90	39	48	521	7	32	30	18	Credit for existing uses applied.
			39	48	521		7	32	30	18

39 43661 Metro HWD 13 2015 Apartments — 212 Apartments — 235 N HOOVER ST — 02/24/2016 — 0.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

Apartments	Total Units	214	109	133	1423	22	87	86	47	
			109	133	1423		22	87	86	47

40	43657	Metro	HWD	10	2015	2900 Wilshire Project MU	2900 Wilshire Project	2900 W WILSHIRE BLVD	03/09/2016	0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use			216	218	3482	81	135	137	81	Total net project trips
Retail	S.F. Gross Area	10000								
Other	S.F. Gross Area	5500								Fast food restaurant
Apartments	Total Units	644								Highrise apartments
			216	218	3482		81	135	137	81

41	43845	Metro	MTR	10	2015	616 S Westmoreland MU	77 apts, 2360sf restaurant & 745 sf ret	616 S WESTMORELAND AVE	03/22/2016	0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	77								
Other	S.F. Net Area	2360								RESTAURANT
Retail	S.F. Net Area	745	31	36	446	1	30	31	5	TOTAL NET PROJECT TRIPS
			31	36	446		1	30	31	5

42	43860	Metro	MTR	1	2015	2649 San Marino Apts	45 APTS	2649 W SAN MARINO AVE	03/30/2016	1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	19	23	246	4	15	15	8	Total net project trips
			19	23	246		4	15	15	8

43	44331	Metro	MTR	10	2016	Zion Market	4.4ksf office & 47.208ksf market	888 S VERMONT AVE	05/17/2016	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	S.F. Net Area	4400								
Mixed Use	S.F. Net Area	47208	64	340	2526	45	19	171	169	Total Net Project Trips with Credit
			64	340	2526		45	19	171	169

44	44295	Metro	HWD	13	2016	4121 Santa Monica Shopping Ctr	14,378 sf shopping ctr	4121 W SANTA MONICA BLVD	06/14/2016	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Net Area	14378	6	30	344	4	2	14	16	Total net project trips
			6	30	344		4	2	14	16

45	44279	Metro	MTR	10	2016	Mixed use	162 room hotel, 190 unit apartment+ retail, 355 unit apartment	3240 W Wilshire blvd	07/06/2016	0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	162	188	112	1353	15	173	89	23	Total Project trips, hotel
Apartments	Total Units	545								
Retail	S.F. Gross Area	5222								Shopping Center
			188	112	1353		15	173	89	23

46	44442	Metro	MTR	1	2016	1930 Wilshire MU	478 apts, 850 seat theater, 50 student classroom, & 220-rm hotel	1930 W WILSHIRE BLVD	07/19/2016	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	478	85	61	1355	-44	128	103	-41	Total includes credit for existing uses transit, pass-by and internal
Other	Seats	850								land use=theater
Other	Enrollment	50								land use=classroom
Other	Rooms	220								land use=hotel
			85	61	1355		-44	128	103	-41

47	44192	Metro	MTR	1	2016		236 apartment units, 60300 sf commercial space	1000 S VERMONT AV	08/11/2016	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	236	102	124	1334	20	82	81	43	net total count
Retail	S.F. Net Area	60300	31	115	1321	19	12	56	59	net total count
			133	239	2655		39	94	137	102

48	43874	Metro	MTR	10	2015	Mixed-Use	78 Hotel Rooms, 16384 SF Retail/Restaurant	2870 W OLYMPIC BL	08/19/2016	1.5

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	121	57	84	1178	34	23	44	40	Hotel, Credit applied for existing, transit, pass-by, and internal

									Retail	S.F. Gross Area	17560			
												57	84	1178
49	44619	Metro	HWD	13	2016	Mixed-Use	45 Live/Work units, 3760 SF Retail	4914 W Melrose av	09/02/2016	1.3	Land_Use	Unit_ID	size	Net_AM_Trips
											Apartments	Total Units	45	27
											Retail	S.F. Gross Area	3760	
														27
50	43907	Metro	MTR	13	2015	Postpartum Extended Care & retail	Postpartum Extended Care (140apts) & 3,496 sf retail	257 S MARIPOSA AVE	09/14/2016	0.6	Land_Use	Unit_ID	size	Net_AM_Trips
											Retail	S.F. Gross Area	3840	
											Apartments	Total Units	140	72
														72
51	44481	Metro	MTR	1	2016	Olympic & Hoover Mixed Use	173 apts & 36 18 ksf commercial/retail	2501 W OLYMPIC BLVD	09/14/2016	1.5	Land_Use	Unit_ID	size	Net_AM_Trips
											Apartments	Total Units	173	99
											Retail	S.F. Gross Area	36180	
														99
52	44901	Metro	MTR	10	2016	Wilshire Gate Project (Mixed-Use)	200-rm hotel, 250 condos, 49,277ksf office, & 21,320ksf retail	631 S VERMONT AV	09/30/2016	0.7	Land_Use	Unit_ID	size	Net_AM_Trips
											Mixed Use	Rooms	200	190
											Other	Total Units	250	
											Office	S.F. Gross Area	49277	
											Retail	S.F. Gross Area	21320	
														190
53	44184	Metro	MTR	10	2016	3700 W Wilshire Bl. Mixed-Use	VTT/74191, 506 condos, 40,323sf retail, & 21,712sf restaurant	3700 W WILSHIRE BL	10/05/2016	1.3	Land_Use	Unit_ID	size	Net_AM_Trips
											Retail	S.F. Gross Area	40323	201
											Other	S.F. Gross Area	6204	
											Other	S.F. Gross Area	12407	
											Other	S.F. Gross Area	3101	
											Condominiums	Total Units	506	
														201
54	44785	Metro	MTR	1	2016	Mixed-Use	122 Apartments & 1182 SF Retail	668 S CORONADO ST	10/20/2016	1.0	Land_Use	Unit_ID	size	Net_AM_Trips
											Apartments	Total Units	122	62
											Retail	S.F. Gross Area	1182	
														62
55	45127	Metro	HWD	10	2016	Apartments	67 Apartments	748 S Kingsley Dr	12/12/2016	1.3	Land_Use	Unit_ID	size	Net_AM_Trips
											Apartments	Total Units	67	31
														31
56	44880	Metro	MTR	10	2016	Mixed-Use	760 apartments, 10670 SF Retail	3600 W Wilshire bl	01/04/2017	1.1	Land_Use	Unit_ID	size	Net_AM_Trips
											Retail	S.F. Gross Area	10670	235
														235
57	45064	Metro	HWD	10	2016	Hotel	99 Hotel Rooms	966 S DEWEY AV	01/26/2017	1.4	Land_Use	Unit_ID	size	Net_AM_Trips

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
						Restaurant
84	1178		34	23	44	40

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
42	460	7	20	25	17	
42	460		7	20	25	17

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
94	1036	14	58	61	33	Total net project trips
94	1036		14	58	61	33

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
173	1911	27	72	100	73	Total net project trips 173 apts & 16180sf retail
173	1911		27	72	100	73

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
235	2599	95	95	115	120	Total Dist Project Trips, Hotel Rooms
						Condos
235	2599		95	95	115	120

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
258	3500	49	152	178	80	Total net project trips
						Quality restaurant
						Hi-turnover sit down restaurant
						Fast-food restaurant
258	3500		49	152	178	80

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
90	947	14	48	56	34	Transit and pass-by credit applied
90	947		14	48	56	34

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
38	406	6	25	24	14	Existing use credits applied
38	406		6	25	24	14

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
301	3264	34	201	202	99	Total includes existing use credits, transit, walk, internal and pass-by credit
301	3264		34	201	202	99

Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Rooms	99	43	48	677	28	15	24	24	(land use=hotel) total includes credits for existing use and transit.
			43	48	677		28	15	24	24

58	44399	Metro	MTR	10	2016	Harvard Boulevard Hotel	110 room hotel, 1000 sf commercial	679 S Harvard Blvd	02/21/2017	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Total Units	110	61	66	905	35	26	35	31	Total Trip
Retail	S.F. Net Area	1840								high turnover restaurant
			61	66	905		35	26	35	31

59	45578	Metro	HWD	13	2017	Mixed-Use	243 Apartments, 3500 SF Restaurant	1800 W Beverly bl	05/04/2017	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	222	129	143	1585	36	93	92	51	Total includes credits for transit internal, pass-by, and existing uses.
Other	Total Units	21								Affordable Housing
Retail	S.F. Gross Area	3500								land use=restaurant
			129	143	1585		36	93	92	51

60	45225	Metro	MTR	13	2016	Vermont Corridor MU (LA Co.)	3 sites w/ office, sr hsg, apts, & retail	510 S VERMONT AV	05/08/2017	0.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Office	Employees	2166	320	414	3215	216	104	121	293	
Retail	S.F. Net Area	17500								
Apartments	Total Units	72								senior housing
Other	S.F. Net Area	13200								community center
Apartments	Total Units	246								
			320	414	3215		216	104	121	293

61	45816	Metro	HWD	10	2017	Mixed-Use	44 Apts, 200 hotel rooms, 8 KSF Restaurant, 10 KSF retail	3751 W 6th st	05/11/2017	1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	44	70	57	1183	39	31	36	21	Total net project trips
Other	Rooms	200								Hotel rooms
Retail	S.F. Gross Area	10000								
Other	S.F. Gross Area	8000								Restaurant
			70	57	1183		39	31	36	21

62	45928	Metro	MTR	9	2017	Simone Pl Project	89 condos	500 S Oxford Av	05/26/2017	1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	89	33	39	439	6	27	26	13	Total Net Project trips
			33	39	439		6	27	26	13

63	45583	Metro	MTR	1	2017	Apartments	53 Apartments (incl. 8 affordable)	329 S Rampart bl	05/31/2017	0.8

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	45	23	26	279	6	17	17	9	Total includes credit for existing uses
Other	Total Units	8								land use=affordable housing
			23	26	279		6	17	17	9

64	45846	Metro	MTR	10	2017	635 Western MU	220 apts & 900sf retail	635 S WESTERN AV	06/22/2017	1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	220	50	62	672	10	40	40	22	Total net project trips
Retail	S.F. Gross Area	900								
			50	62	672		10	40	40	22

65	45860	Metro	MTR	10	2017	Apartments	68 Apartments	923 S KENMORE AV	06/28/2017	1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
			33	40	432		7	26	26	15

66	46011	Metro	HWD	13	2017	Mixed-Use	120 Apartments	600 N Vermont av	07/31/2017	0.6

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments

(23 affordable), 14.6 KSF retail

Apartments	Total Units	120	54	30	320	8	46	12	18	Existing use credit applied.
Retail	S.F. Gross Area	14600								
			54	30	320		8	46	12	18

67 46179 Metro HWD 13 2017 Mixed-Use (Revised Sunset Junction) | 199 Apartments, Health Club 4.5 KSF, High-Turnover Restaurant 15 KSF. | 4000 W Sunset bl | 08/02/2017 | 1.4

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	199	227	243	2922	91	130	149	94	Total includes credit for transit pass-by & internal.
Other	Total Units	4500								land use=health club
Other	S.F. Gross Area	15000								land use=high turnover restaurant
Other	Rooms	94								land use=hotel
			227	243	2922		91	130	149	94

68 46255 Metro HWD 10 2017 Residential | 61 Apartments | 689 S Catalina st | 10/10/2017 | 0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	61	28	34	365	5	23	22	12	
			28	34	365		5	23	22	12

69 46253 Metro HWD 10 2017 Mixed-Use | 192 Hotel Rooms, 23459 SF Retail, 122 Condominiums | 3800 W 6th St | 10/16/2017 | 1.1

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	122	84	124	1966	34	50	73	51	Total includes credits for existing uses, transit, internal, and pass-by.
Other	Rooms	192								land use=hotel
Retail	S.F. Gross Area	23459								
			84	124	1966		34	50	73	51

70 45785 Metro HWD 13 2017 Charter Elementary School | 650 student elementary school | 2515 W Beverly bl | 10/23/2017 | 0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Enrollment	650	257	62	527	131	126	40	22	land use = charter elementary school
			257	62	527		131	126	40	22

71 46254 Metro HWD 13 2017 District Maintenance Yard | Office staff 20 employees, fleet staff 80 employees, fleet vehicles | 611 N HOOVER ST | 11/13/2017 | 0.7

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Other	Employees	20								LADWP Yard 20 office employees
Office	Employees	80								80 employees fleet staff
Other	Vehicles/Exist Volume	40								40 Fleet Vehicles
Other	Other		-19	99	136	0	-19	0	99	Total net project trips.
			-19	99	136		0	-19	0	99

72 46564 Metro MTR 10 2017 3216 W 8th St MU | 8 condos, 80 hotel rms, 4808sf retail, & 2465 karaoke | 3216 W 8TH ST | 11/15/2017 | 1.2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Condominiums	Total Units	8	42	74	694	24	18	42	32	Total net project trips
Other	Rooms	80								Hotel rooms
Retail	S.F. Gross Area	4808								
Other	S.F. Gross Area	2465								Karaoke
			42	74	694		24	18	42	32

73 46320 Metro MTR 10 2017 Mariposa & Fedora | 2 Projects(Total 173 Apts) Mariposa w/98 & Fedora w/75 | 840 S MARIPOSA AV | 11/28/2017 | 1.3

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects
			75	92	978		15	60	61	31

74 46563 Metro MTR 1 2017 Mixed-Use (Revised) | 180 residential apt, 6.1k sf retail | 2972 W 7th St | 11/30/2017 | 0.9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	180	59	70	212	4	55	30	-2	

75	46534	Metro	MTR	10	2017	mixed use	193 residential apt, 24.2k sf retail	900 S VERMONT AV	03/14/2018	1.0	
76	46671	Metro	HWD	13	2017	4141 Santa Monica Blvd Hotel Project	54-room hotel & 1,863sf restaurant	4141 W SANTA MONICA BLVD	04/16/2018	1.4	
77	47037	Metro	MTR	1	2018	Westlake Housing Project	78 apts with 60 affordable, 17 perm supportive hsg, & 1 mgr unit	619 S WESTLAKE AV	06/01/2018	1.4	
78	47145	Metro	MTR	13	2018	418,422-430 N Alvarado St Apts	73 Apts	422 N ALVARADO ST	07/26/2018	1.3	
79	47227	Metro	HWD	10	2018	Residential	227 Apartments	3875 W WILSHIRE BLVD	07/31/2018	1.5	
80	47457	Metro	MTR	13	2018	Dillion Mixed Use	52 Unit in 3 Story with 18600 SF discount Store	609 N DILLON ST	09/14/2018	0.7	

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Retail	S.F. Gross Area	6150								
			59	28	212		4	55	30	-2

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	193	89	134	1642	24	65	79	55	low rise, ITE 10
Retail	S.F. Gross Area	24000								
			89	134	1642		24	65	79	55

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Mixed Use	Rooms	54	35	37	490	20	15	20	17	Total Net Project Trips; Hotel Rooms
Other	S.F. Gross Area	1863								1863 SF Restaurant
			35	37	490		20	15	20	17

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	1								Manager Unit
Other	Total Units	77	27	20	233	11	16	11	9	Affordable housing; Total Project Trips
			27	20	233		11	16	11	9

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Rooms	73	27	33	380	8	19	20	13	
			27	33	380		8	19	20	13

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	Total Units	227	88	108	1413	20	68	68	40	Transit credit applied.
			88	108	1413		20	68	68	40

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments
Apartments	S.F. Gross Area	52	37	95		17	20	50	45	
			37	95	0		17	20	50	45

Appendices

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Appendix E. Signal Warrant Calculation

Appendices

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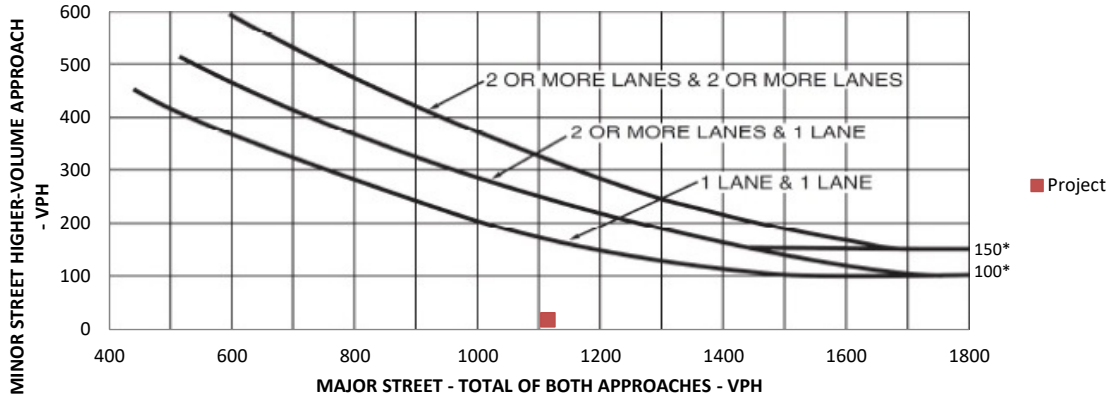
Warrant 3, Peak Hour

Traffic Conditions: Existing

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1114
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	18
	AM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

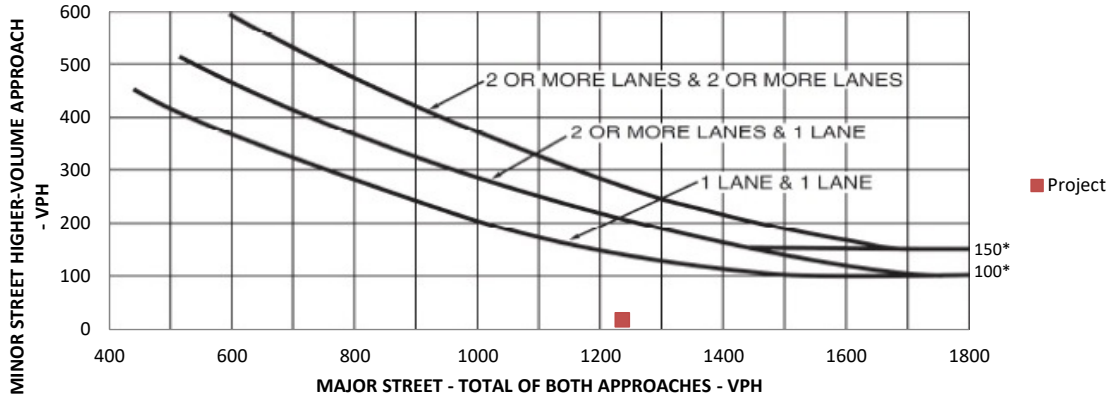
VPH - Vehicles Per Hour

Warrant 3, Peak Hour

Traffic Conditions: Existing

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1235
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	18
	PM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

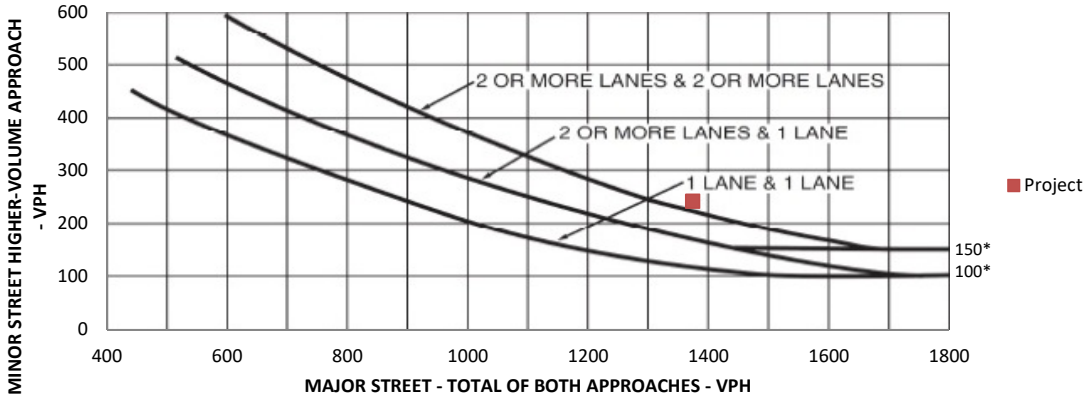
VPH - Vehicles Per Hour

Warrant 3, Peak Hour

Traffic Conditions: Existing Plus Project

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1374
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	242
	AM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

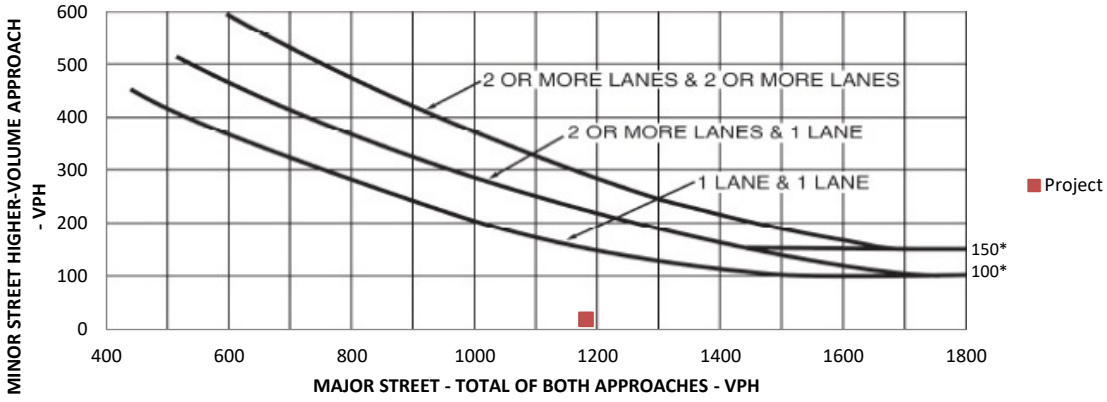
VPH - Vehicles Per Hour

Warrant 3, Peak Hour

Traffic Conditions: 2022 Project Buildout with No Project

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1181
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	19
	AM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

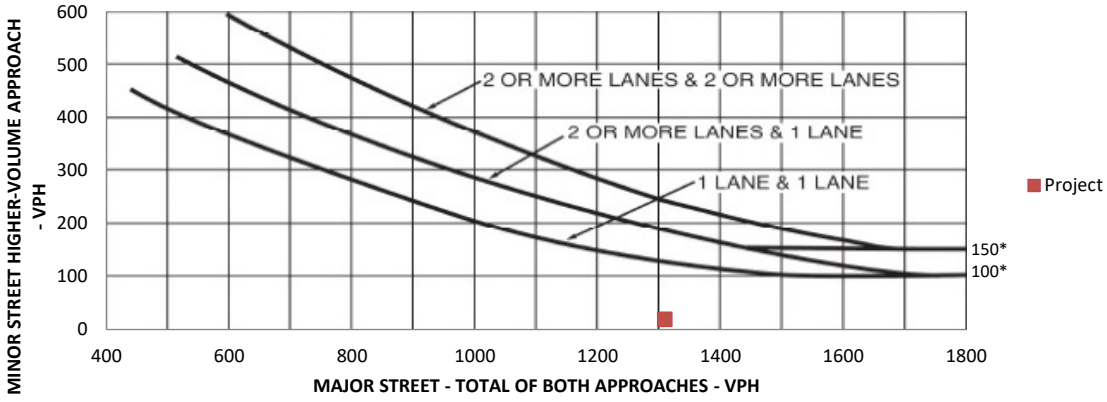
VPH - Vehicles Per Hour

Warrant 3, Peak Hour

Traffic Conditions: 2022 Project Buildout with No Project

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1309
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	19
	PM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

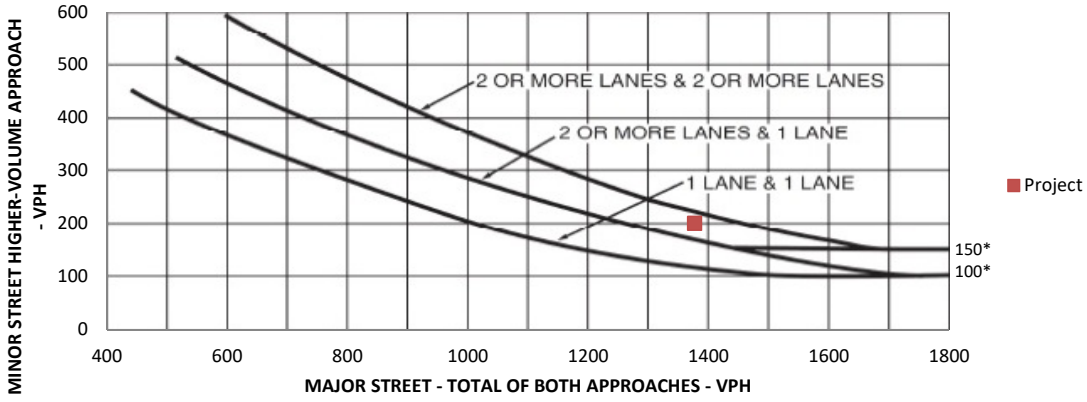
VPH - Vehicles Per Hour

Warrant 3, Peak Hour

Traffic Conditions: 2022 Project Buildout With Project

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1377
	AM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	200
	AM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

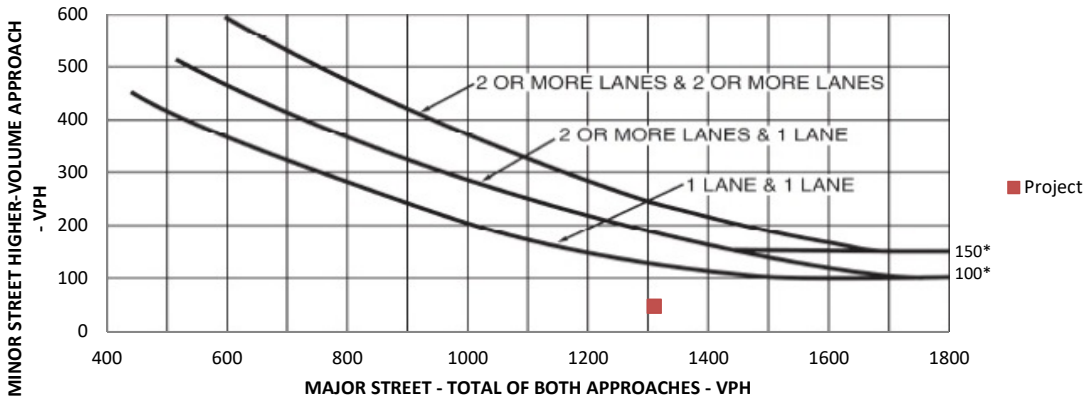
VPH - Vehicles Per Hour

Warrant 3, Peak Hour

Traffic Conditions: 2022 Project Buildout With Project

Major Street Name:	1st Street	Total of Both Approaches (VPH) =	1310
	PM	Number of Apporach Lanes =	2

Minor Street Name:	Madison Ave	High Volume Approach (VPH) =	47
	PM	Number of Apporach Lanes =	1



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Countrol Devices 2014 Edition

VPH - Vehicles Per Hour

Appendices

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Appendix F. Caltrans Freeway Analysis Screening Filter

Appendices

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Caltrans Freeway Analysis Screening Filter

PROJECT:

IMPACT CRITERIA	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 1% or more increase to a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to a freeway segment operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane); or		X

LOCATION	DIR	# of Lanes	Capacity	Project Trips* AM	Project Trips* PM	% INCREASE AM	% INCREASE PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)	WB	4	8,000	6	1	0.0%	0.0%
Hollywood Freeway (US 101) west of Vermont Avenue	EB	4	8,000	6	1	0.0%	0.0%
Hollywood Freeway (US 101)) east of Vermont Avenue	WB	4	8,000	6	1	0.0%	0.0%
	EB	4	8,000	6	1	0.0%	0.0%
Hollywood Freeway (US 101)) east of Silver Lake Boulevard	WB	4	8,000	6	1	0.0%	0.0%
	EB	4	8,000	6	1	0.0%	0.0%
OFF RAMP SEGMENT (850 vehicles per hour per lane)							
Hollywood Freeway (US 101) westbound off-ramp at Vermont Avenue	SB	2	1,700	6	1	0.0%	0.1%
Hollywood Freeway (US 101) eastbound off-ramp at Vermont Avenue	NB	1	850	6	1	0.1%	0.1%
Hollywood Freeway (US 101) westbound off-ramp of Silver Lake Boulevard	NB	1	850	6	1	0.1%	0.1%

Appendices

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