Appendix S

Transportation Study

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

OUR LADY OF MT. LEBANON PROJECT

City of Los Angeles, California
April 16, 2019

Prepared for:

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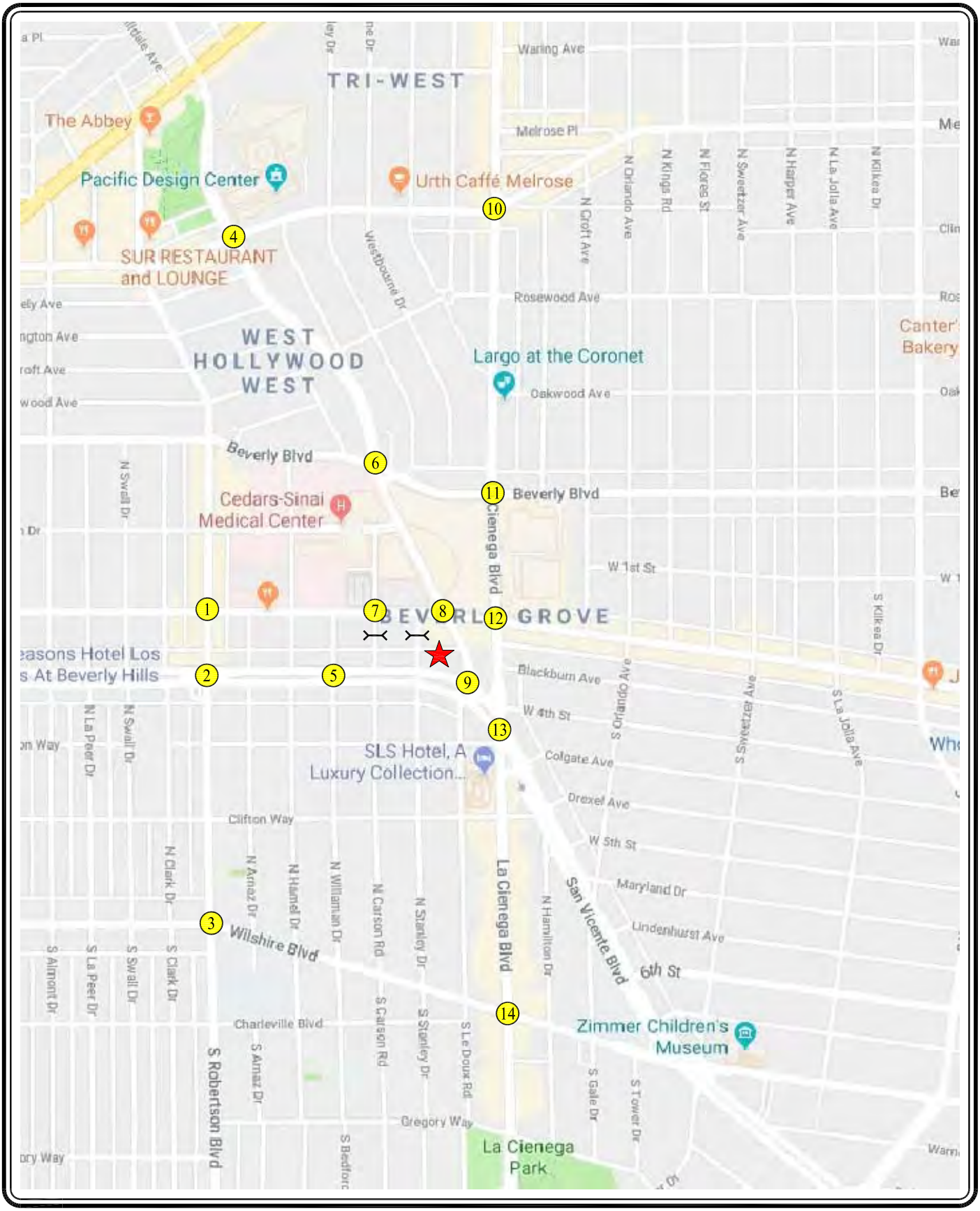
1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential construction and operational traffic impacts of the proposed Our Lady of Mt. Lebanon Project (the "Project") located at 333 S. San Vicente Boulevard in the City of Los Angeles. The Project applicant seeks to construct 153 residential apartments units and 31,342 square feet of church floor area. The Project site is bounded by an existing alleyway to the north, Burton Way to the south, S. San Vicente Boulevard to the east, and Holt Avenue to the west. The Project site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential Project-related impacts at 14 key intersections in the vicinity of the Project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity (*v/c*) ratios and corresponding Levels of Service (LOS) at the study intersections located within the City of Los Angeles. Additionally, a supplemental analysis utilizing the Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding LOS for the study intersections located within or shared with the City of Beverly Hills. Furthermore, a supplemental analysis utilizing the Highway Capacity Manual method was used to determine average control delays and corresponding LOS at the study intersections located within or shared with the City of West Hollywood. In addition, a review of potential impacts to local residential street segments was prepared for two residential street segments in the vicinity of the Project site. A review also was conducted of Los Angeles County Metropolitan Transportation Authority (Metro) freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed Project. This traffic analysis also includes a screening of the proposed Project's potential impacts on freeway mainline segments and off-ramps. Finally, the traffic impacts associated with the construction of the Project were assessed.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed Project, (iii) forecasts future cumulative baseline traffic volumes, (iv) forecasts future traffic volumes with the proposed Project, and (vi) determines future forecast with Project-related impacts.

[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, 2010.



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MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
(XX) STUDY INTERSECTION
STUDY STREET SEGMENT

FIGURE 1-1
VICINITY MAP

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OUR LADY OF MT. LEBANON PROJECT

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1.1 Study Area

Upon coordination with LADOT staff, 14 study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The study intersections were evaluated from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM on Thursday, May 17, 2018 to determine the respective peak commuter hours. The 14 study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 3.0.

The general location of the Project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed Project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the Project site;

b. In the vicinity of the Project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the Project site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, the peak-hour vehicle trip generation associated with the proposed Project, the anticipated distribution of Project vehicular trips, and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The Project site is located at 333 S. San Vicente Boulevard in the City of Los Angeles. The Project site is bounded by an existing alleyway to the north, Burton Way to the south, San Vicente Boulevard to the east, and Holt Avenue to the west. The Project site location and general vicinity are shown in *Figure 1–1*.

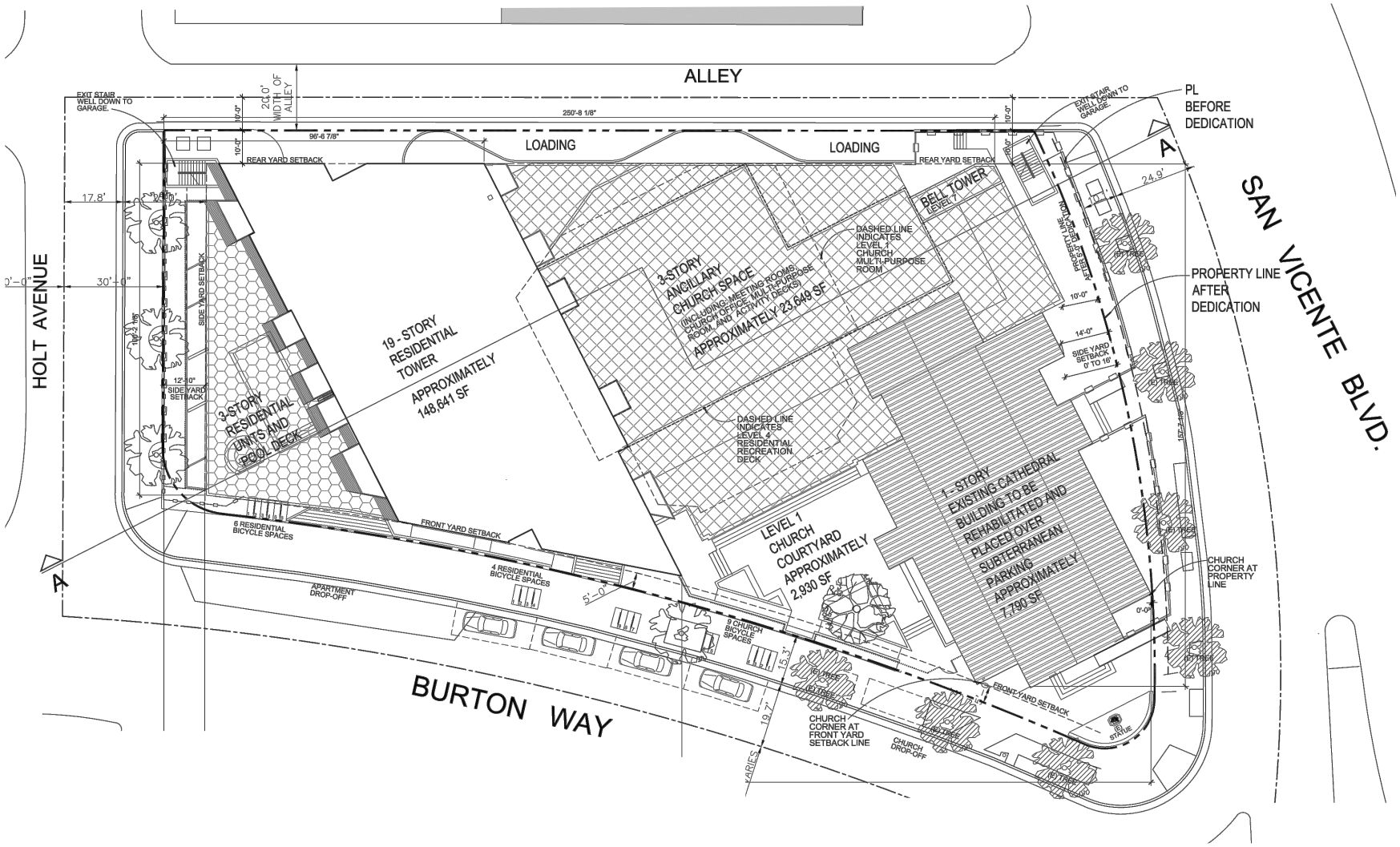
2.2 Existing Project Site

The Project site is currently owned by Our Lady of Mt. Lebanon – St. Peter Cathedral and is presently occupied by four buildings and a surface parking lot, the latter of which covers approximately half of the Project site. The four buildings include the cathedral building, a rectory, social hall, and chancery. Vehicular access to the Project site is currently provided via the adjacent alleyway located north of the Project site. In addition, two driveways are provided along the existing Project site's Burton Way frontage.

2.3 Project Description

The Project includes 153 residential apartments units and 31,342 square feet of church floor area. Construction and occupancy of the proposed Project is planned to be completed by the year 2024. The existing cathedral building will be retained and modified to increase the floor area from 6,848 square feet to 7,790 square feet. The other three existing buildings will be removed to accommodate development of the Project. The site plan for the Project is illustrated in ***Figure 2–1***.

Vehicular access to the Project site following development of the Project will be provided via the adjacent alleyway located north of the Project site. Further discussion of the Project site access and circulation schemes is provided in Section 3.0.



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MAP SOURCE: NADEL ARCHITECTURE + PLANNING

FIGURE 2-1
PROJECT SITE PLAN

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3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the Project is displayed in *Figure 2–1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Existing Vehicular Site Access

Existing vehicular access to the Project site is provided via one driveway along the south side of adjacent alley located on the northerly frontage of the Project site. In addition, two driveways are provided along the existing Project site's Burton Way frontage.

3.2 Vehicular Project Site Access

Vehicular access to the Project site will be provided via one point of access along the south side of adjacent alley located along the north edge of the Project site. The Project's alley access will provide vehicular access to the subterranean levels of the on-site parking garage. The alley access is proposed to accommodate left-turn and right-turn ingress and egress turning movements.

The existing curb cuts on Burton Way serving the parking area on the existing Project site will be closed in conjunction with the Project. The Project will accommodate passenger loading/unloading along the Project's Burton Way frontage.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Primary regional access to the Project Site is provided by the I-10 (Santa Monica) Freeway. A brief description of the I-10 Freeway is provided in the following paragraph.

I-10 (Santa Monica) Freeway is an east-west freeway that extends across Southern California. In the project vicinity, four mixed-free flow freeway lanes are provided on the I-10 Freeway. Eastbound and westbound ramps on the I-10 Freeway are provided at Robertson Boulevard and La Cienega Boulevard in the Project vicinity, and are located approximately three miles south of the Project site.

4.2 Local Roadway System

The study intersections were selected in consultation with LADOT staff. The following intersections were analyzed for potential traffic impacts due to the proposed Project:

1. Robertson Boulevard / 3rd Street (City of Los Angeles)
2. Robertson Boulevard / Burton Way (City of Los Angeles / City of Beverly Hills)
3. Robertson Boulevard / Wilshire Boulevard (City of Beverly Hills)
4. San Vicente Boulevard / Melrose Avenue (City of West Hollywood)
5. Willaman Drive / Burton Way (City of Los Angeles)
6. San Vicente Boulevard / Beverly Boulevard (City of Los Angeles / City of West Hollywood)
7. Sherbourne Drive / 3rd Street (City of Los Angeles)
8. San Vicente Boulevard / 3rd Street (City of Los Angeles)
9. San Vicente Boulevard – Le Doux Road / Burton Way (City of Los Angeles)
10. La Cienega Boulevard / Melrose Avenue (City of West Hollywood)
11. La Cienega Boulevard / Beverly Boulevard (City of Los Angeles)
12. La Cienega Boulevard / 3rd Street (City of Los Angeles)
13. La Cienega Boulevard / San Vicente Boulevard (City of Los Angeles / City of Beverly Hills)
14. La Cienega Boulevard / Wilshire Boulevard (City of Beverly Hills)

As noted above, Intersections No. 2, 3, 13, and 14 are located within or shared with the City of Beverly Hills, and Intersections No. 4, 6, and 10 are located within or shared with the City of West Hollywood. The 14 intersections selected for analysis are all presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 4–1***.

4.3 Roadway Descriptions

A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

Robertson Boulevard is a north-south oriented roadway located west of the Project site. Within the Project study area, Robertson Boulevard is designated as an Avenue II by the City of Los Angeles and as a Minor Arterial by the City of Beverly Hills. One through travel lane is provided in each direction on Robertson Boulevard north of Burton Way within the Project study area. Two through travel lanes are provided in each direction on Robertson Boulevard south of Burton Way within the Project study area. Separate exclusive left-turn lanes are provided on Robertson Boulevard at major intersections. North of Burton Way, Robertson Boulevard is posted for a speed limit of 30 miles per hour. South of Burton Way, Robertson Boulevard is posted for a speed limit of 25 miles per hour.

San Vicente Boulevard is a north-south oriented roadway that borders the Project site to the east. Within the Project study area, San Vicente Boulevard is designated as a Boulevard II by the City of Los Angeles, as a Principal Arterial by the City of Beverly Hills, and as an Arterial by the City of West Hollywood. North of Burton Way, two through travel lanes are provided in each direction on San Vicente Boulevard within the Project study area. South of Burton Way, three through travel lanes are provided in each direction on San Vicente Boulevard within the Project study area. Separate exclusive left-turn lanes are provided on San Vicente Boulevard at major intersections. San Vicente Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

Willaman Drive is a north-south oriented roadway located west of the Project site. Within the Project study area, Willaman Drive is designated as a Local Street by the City of Los Angeles. One through travel lane is provided in each direction on Willaman Drive within the Project study area. There is no speed limit posted on Willaman Drive within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Sherbourne Drive is a north-south oriented roadway located west of the Project site. Within the Project study area, Sherbourne Drive is designated as a Local Street by the City of Los Angeles. One through travel lane is provided in each direction on Sherbourne Drive within the Project study area. There is no speed limit posted on Sherbourne Drive within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

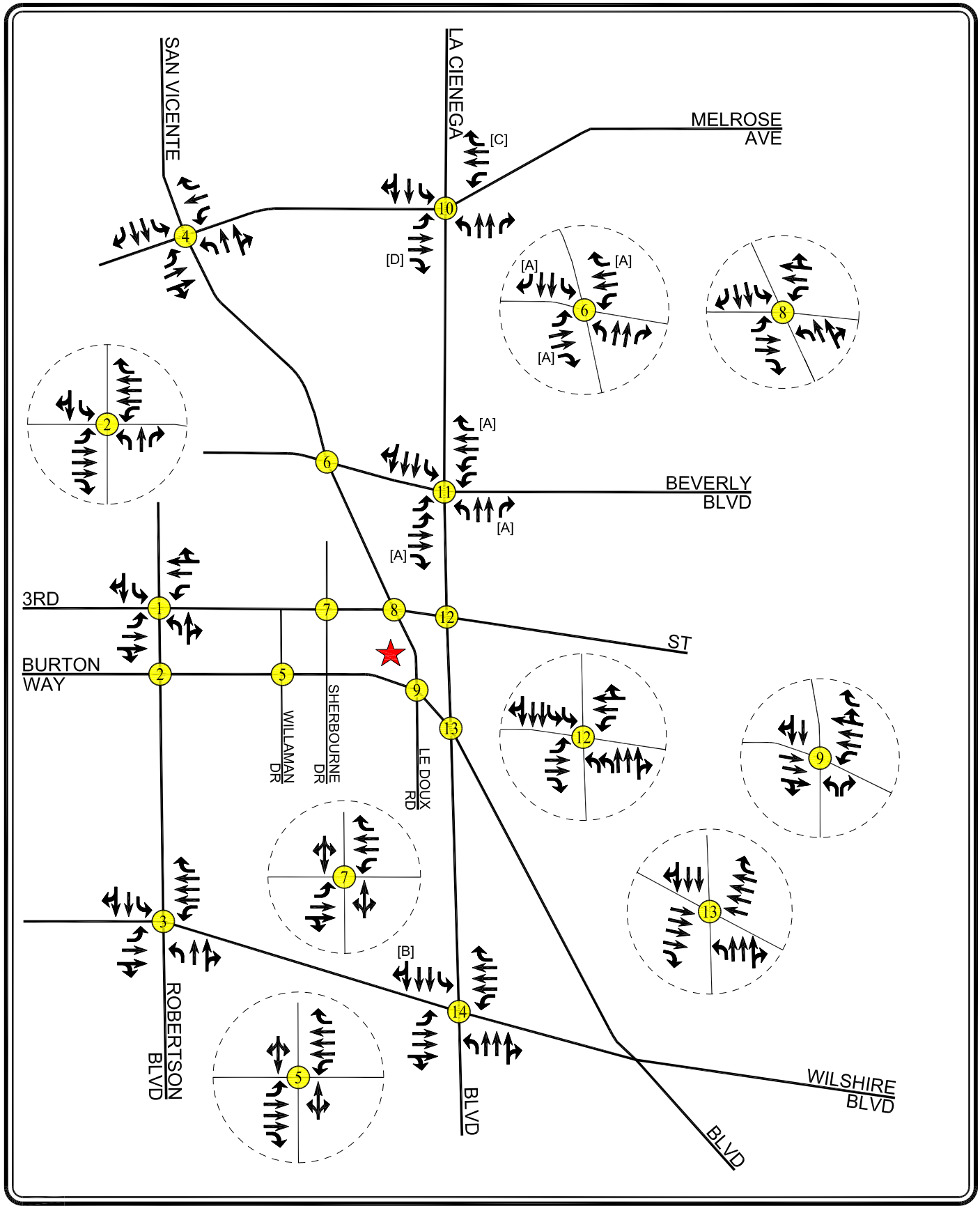

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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Holt Avenue is a north-south oriented roadway that borders the Project site to the west. Within the Project study area, Holt Avenue is designated as a Local Street by the City of Los Angeles. One through travel lane is provided in each direction on Holt Avenue within the Project study area. There is no speed limit posted on Holt Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Le Doux Road is a north-south oriented roadway located south of the Project site. Within the Project study area, Le Doux Road is designated as a Local Street by the City of Los Angeles. One through travel lane is provided in each direction on Le Doux Road within the Project study area. There is no speed limit posted on Le Doux Road within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

La Cienega Boulevard is a north-south oriented roadway located east of the Project site. Within the Project study area, La Cienega Boulevard is designated as an Avenue I by the City of Los Angeles and as a Principal Arterial by the City of Beverly Hills. North of Melrose Avenue, La Cienega Boulevard is designated as a Collector by the City of West Hollywood within the Project study area. South of Melrose Avenue, La Cienega Boulevard is designated as an Arterial by the City of West Hollywood within the Project study area. North of Melrose Avenue, two through travel lanes are provided on La Cienega Boulevard in each direction. South of Melrose Avenue, three through travel lanes are provided in each direction. Separate exclusive left-turn lanes are provided on La Cienega Boulevard at major intersections. La Cienega Boulevard is posted for a speed limit of 35 miles per hour within the Project area.

3rd Street is an east-west oriented roadway located north of the Project site. Within the Project study area, 3rd Street is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are provided in each direction on 3rd Street within the Project study area. Separate exclusive left-turn lanes are provided on 3rd Street at major intersections. 3rd Street is posted for a speed limit of 35 miles per hour within the Project study area.

Burton Way is an east-west oriented roadway that borders the Project site to the south. Within the Project study area, Burton Way is designated as an Avenue II by the City of Los Angeles and as a Principal Arterial by the City of Beverly Hills. Three through travel lanes are provided in each direction on Burton Way within the Project study area. Separate exclusive left-turn lanes are provided on Burton Way at major intersections. Burton Way is posted for a speed limit of 35 miles per hour within the Project study area.

Wilshire Boulevard is an east-west oriented roadway located south of the Project site. Within the Project study area, Wilshire Boulevard is designated as an Avenue I by the City of Los Angeles and as a Principal Arterial by the City of Beverly Hills. Three though travel lanes are provided in each direction on Wilshire Boulevard within the Project study area. Separate exclusive left-turn lanes are provided on Wilshire Boulevard at major intersections. Wilshire Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

Melrose Avenue is an east-west oriented roadway located north of the Project site. Within the project study area, Melrose Avenue is designated as an Avenue II by the City of Los Angeles and as a Collector by the City of West Hollywood. East of San Vicente Boulevard, two through travel lanes are provided in both directions on Melrose Avenue. West of San Vicente Boulevard, two through travel lanes are provided in the eastbound direction on Melrose Avenue, and one through travel lane is provided in the westbound direction on Melrose Avenue. Separate exclusive left-turn lanes are provided on Melrose Avenue at the major intersections. Melrose Avenue is posted for a speed limit of 35 miles within the Project study area.

Beverly Boulevard is an east-west oriented roadway located north of the Project site. Within the Project study area, Beverly Boulevard is designated as an Avenue I by the City of Los Angeles and as an Arterial by the City of West Hollywood. Two through travel lanes are generally provided in both directions on Beverly Boulevard within the Project study area. Separate exclusive left-turn lanes are provided on Beverly Boulevard at major intersections. Beverly Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

4.4 Public Transit Services

Public transit service within the Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro), the City of Los Angeles Department of Transportation (LADOT), the City of West Hollywood (CityLine), and the Antelope Valley Transit Authority. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–1***. The existing public transit routes in the Project site vicinity are illustrated in ***Figure 4–2***.

Table 4-1
EXISTING PUBLIC TRANSIT ROUTES [1]

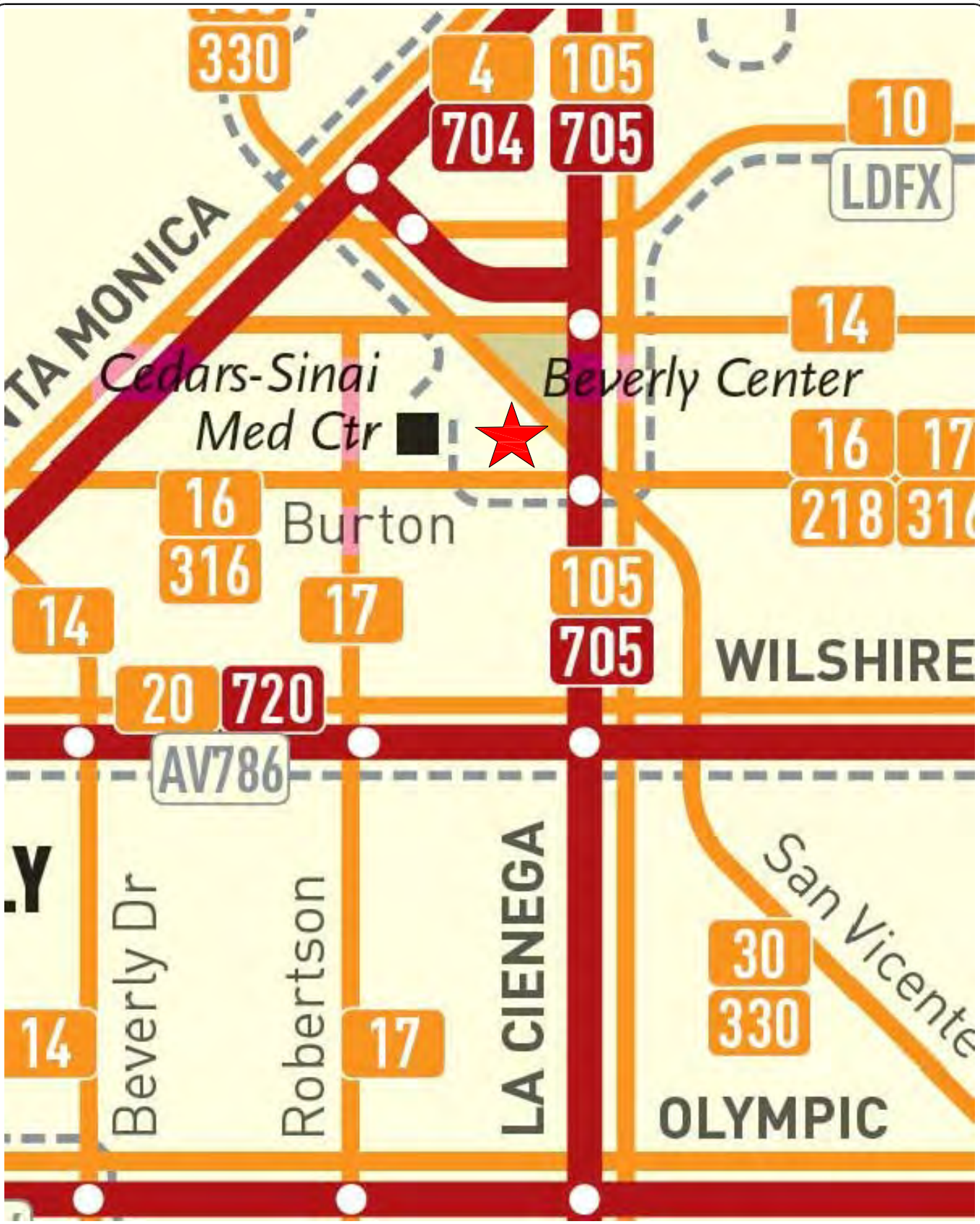
08-Mar-19

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 10	Downtown Los Angeles to West Hollywood (via Temple Street & Melrose Avenue)	Melrose Avenue	EB WB	12 18	8 14
Metro 14	Downtown Los Angeles to Beverly Hills (via Beverly Boulevard)	Beverly Boulevard	EB WB	14 23	26 22
Metro 16/17/316	Downtown Los Angeles to Century City/Culver City Expo Station (via 3rd Street & Robertson Boulevard)	3rd Street	EB WB	33 35	35 35
Metro 20	Downtown Los Angeles to Santa Monica (via Wilshire Boulevard)	Wilshire Boulevard	EB WB	16 17	17 17
Metro 30/330	East Los Angeles to West Hollywood (via San Vicente Boulevard, Pico Boulevard & East 1st Street)	San Vicente Boulevard	EB WB	5 6	5 5
Metro 105	Vernon to West Hollywood (via La Cienega Boulevard & Vernon Avenue)	La Cienega Boulevard	NB SB	11 9	11 11
Metro 218	Studio City to Beverly Hills (via Laurel Canyon Boulevard)	3rd Street	NB SB	6 5	5 5
Metro Rapid 705	West Hollywood to Vernon (via La Cienega Boulevard & Vernon Avenue)	La Cienega Boulevard	NB SB	15 6	11 12

Table 4-1 (Continued)
EXISTING PUBLIC TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro Rapid 720	Commerce to Santa Monica (via Wilshire Boulevard & Whittier Boulevard)	Wilshire Boulevard	EB WB	19 55	48 20
DASH Fairfax	Cedars-Sinai Medical Center to Park La Brea (via La Cienega Boulevard, Melrose Avenue, & Wilshire Boulevard)	La Cienega Boulevard	EB WB	7 6	7 6
West Hollywood CityLine	Cedars-Sinai Medical Center to La Brea (via San Vicente Boulevard & Santa Monica Boulevard)	San Vicente Boulevard	EB WB	3 1	4 6
West Hollywood CityLine X	Cedars-Sinai Medical Center to La Brea (via San Vicente Boulevard & Santa Monica Boulevard)	San Vicente Boulevard	EB WB	7 6	1 0
AVTA 786	Century City/West Los Angeles to Lancaster (via Santa Monica Boulevard & Wilshire Boulevard)	Wilshire Boulevard	NB SB	0 3	3 0
			Total	**338**	**334**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2018.
Los Angeles Department of Transportation (DASH) website, 2018.
West Hollywood Transit Services (CityLine) website, 2018.
Antelope Valley Transit Authority (AVTA) website, 2018.



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★ MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY
PROJECT SITE

FIGURE 4-2
EXISTING LANE CONFIGURATIONS

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5.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements were conducted on Thursday, May 17, 2018 at each of the study intersections during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commuter hours.

The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in ***Table 5–1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5–1*** and ***5–2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]

08-Mar-19

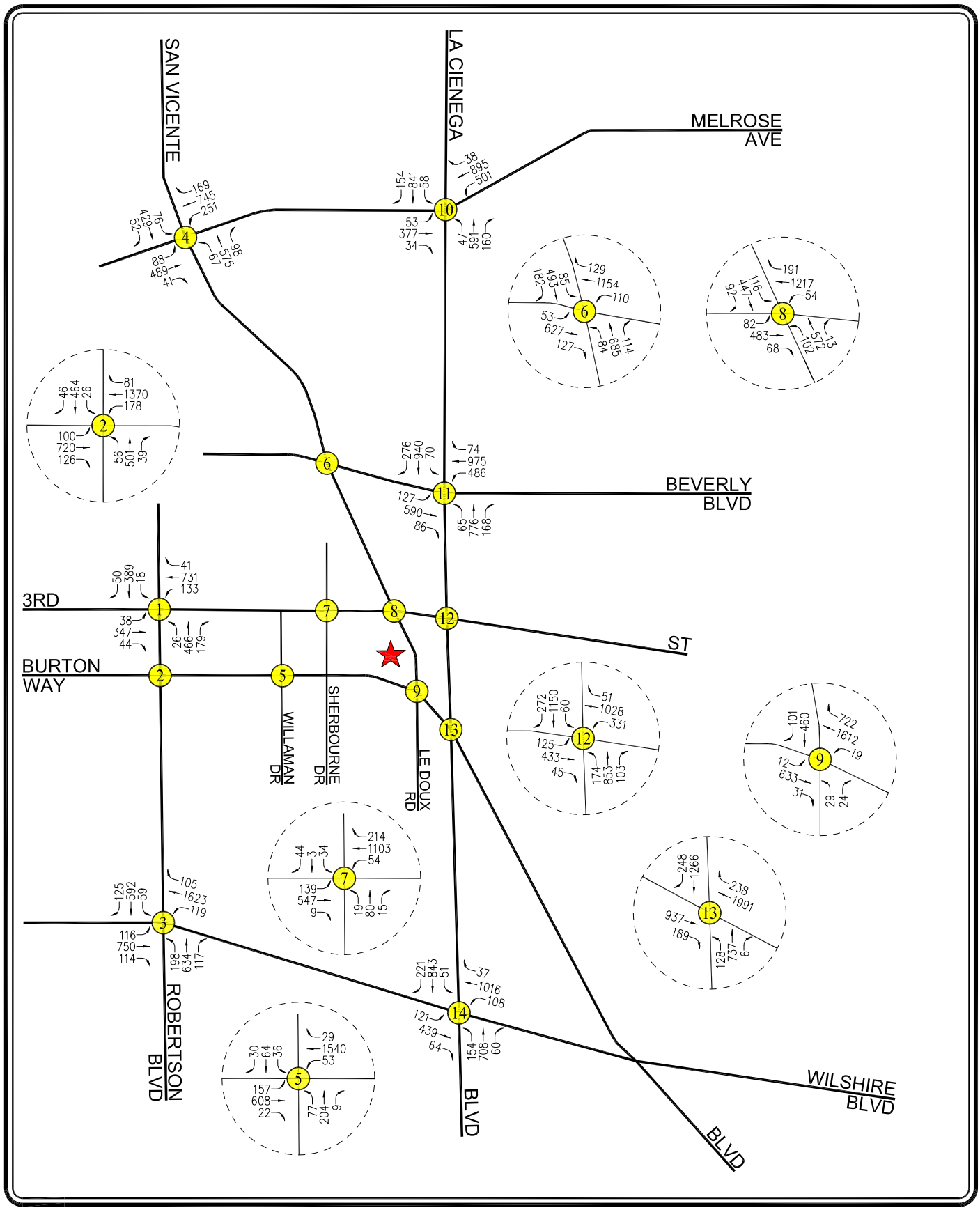
NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	Robertson Boulevard / 3rd Street	05/17/2018	NB	8:00	671	4:45	705
			SB		457		477
			EB		429		482
			WB		905		660
2	Robertson Boulevard / Burton Way	05/17/2018	NB	8:30	596	5:00	661
			SB		536		616
			EB		946		1,683
			WB		1,629		1,083
3	Robertson Boulevard / Wilshire Boulevard	05/17/2018	NB	8:00	949	4:30	774
			SB		776		778
			EB		980		1,694
			WB		1,847		1,031
4	San Vicente Boulevard / Melrose Ave	05/17/2018	NB	8:15	740	5:00	912
			SB		557		687
			EB		618		786
			WB		1,165		774
5	Willaman Drive / Burton Way	05/17/2018	NB	8:15	290	4:45	210
			SB		130		325
			EB		787		1,809
			WB		1,622		1,010
6	San Vicente Boulevard / Beverly Boulevard	05/17/2018	NB	8:45	883	5:00	1,245
			SB		760		823
			EB		807		971
			WB		1,393		985
7	Sherbourne Drive / 3rd Street	05/17/2018	NB	8:00	114	3:45	84
			SB		81		391
			EB		695		773
			WB		1,371		696
8	San Vicente Boulevard / 3rd Street	05/17/2018	NB	8:15	687	3:30	533
			SB		655		1,045
			EB		633		863
			WB		1,462		692
9	San Vicente Boulevard-Le Doux Road / Burton Way	05/17/2018	NB	8:15	53	5:00	105
			SB		561		475
			EB		676		1,888
			WB		2,353		1,392
10	La Cienega Boulevard / Melrose Avenue	05/17/2018	NB	7:30	798	5:00	1,376
			SB		1,053		981
			EB		464		1,044
			WB		1,434		933
11	La Cienega Boulevard / Beverly Boulevard	05/17/2018	NB	8:45	1,009	5:00	1,550
			SB		1,286		1,189
			EB		803		1,450
			WB		1,535		1,207
12	La Cienega Boulevard / 3rd Street	05/17/2018	NB	8:15	1,130	5:00	1,402
			SB		1,482		1,282
			EB		603		1,090
			WB		1,410		827

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]

08-Mar-19

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
13	La Cienega Boulevard / San Vicente Boulevard	05/17/2018	NB	8:15	871	5:00	1,386
			SB		1,514		1,317
			EB		1,126		2,308
			WB		2,229		1,427
14	La Cienega Boulevard / Wilshire Boulevard	05/17/2018	NB	8:00	922	5:00	1,162
			SB		1,115		1,115
			EB		624		852
			WB		1,161		854

[1] National Data & Surveying Services



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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
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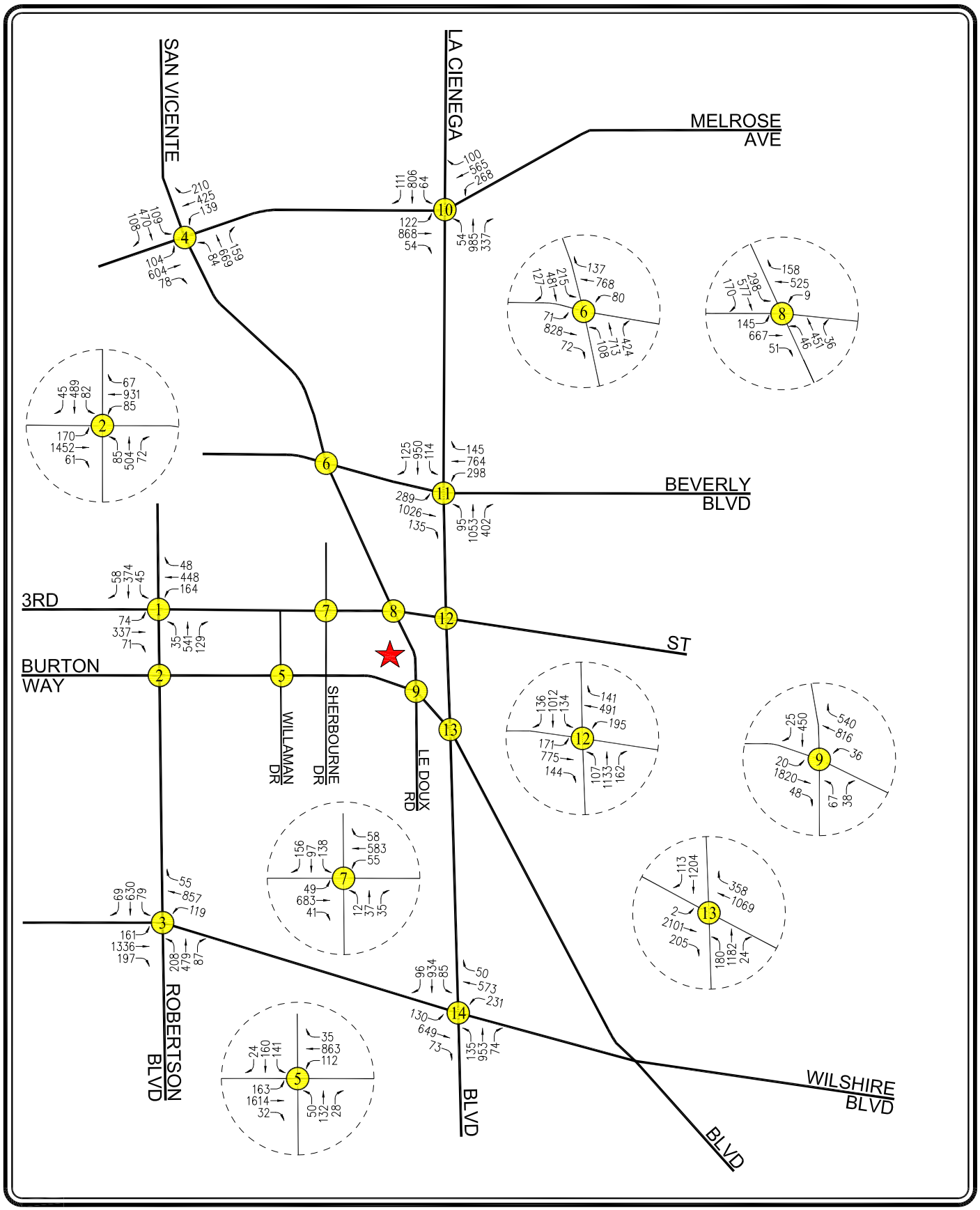

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-Project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-Project traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT, the City of Los Angeles Department of Planning, the City of Beverly Hills Community Development Department, and the City of West Hollywood Community Development Department. The list of related projects in the Project site area is presented in ***Table 6–1***. The location of the related projects is shown in ***Figure 6–1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[3]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6–1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6–2*** and ***6–3***, respectively.

[3] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

08-Mar-19

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	Four Seasons Residences	Under Construction	300 S. Wetherly Drive	Condominiums	140 DU		270	3	17	20	16	6	22
LA2	Cedars-Sinai Medical Center Project West Tower	Proposed	8723 W. Alden Drive	Hospital	100 Beds		1,181	79	34	113	47	83	130
LA3	S. La Cienega Boulevard Eldercare Facility	Proposed	1022 S. La Cienega Boulevard	Assisted Living Skilled Nursing Apartments	183 Beds 22 DU (36) DU		242	14	(6)	8	6	16	22
LA4	6535 Wilshire Boulevard Mixed-Use Project	Proposed	6535 Wilshire Boulevard	Office Apartments Retail	62,000 GSF 22 DU 5,603 GSF		786	61	17	78	20	63	86
LA5	Beverly & Fairfax Mixed-Use Project	Approved	7901 W. Beverly Boulevard	Apartments Retail	71 DU 11,454 GSF		493	7	29	36	30	16	46
LA6	333 La Cienega Boulevard Project	Under Construction	333 S. La Cienega Boulevard	Apartments Supermarket Restaurant	145 DU 27,685 GSF 3,370 GSF	[3]	2,020	35	71	106	114	77	191
LA7	6399 W. Wilshire Boulevard Mixed-Use Hotel	Under Construction	6399 W. Wilshire Boulevard	Hotel Restaurant Lounge	176 Rooms 871 GSF 860 GSF		377	(64)	19	(45)	26	(48)	(22)
LA8	Unified Elder Care Facility/ Mixed-Use	Proposed	8052 W. Beverly Boulevard	Synagogue Apartments Medical Office Retail	5,000 GSF 102 DU 15,000 GSF 1,000 GSF		725	19	26	45	21	49	70
LA9	8000 W. Beverly Boulevard Mixed-Use Project	Proposed	8000 W. Beverly Boulevard	Apartments Retail	48 DU 7,400 GSF		774	21	36	57	42	17	59
LA10	Edin Park	Proposed	8001 W. Beverly Boulevard	Restaurant Office	22,600 GSF 11,358 GSF		3,248	142	118	260	157	106	263
LA11	488 S. San Vicente Boulevard Mixed-Use Project	Proposed	488 S. San Vicente Boulevard	Apartments Retail	53 DU 6,585 GSF		281	1	20	21	18	9	27
LA12	Solstice	Proposed	431 N. La Cienega Boulevard	Apartments Car Wash Retail	72 DU (7,373) GSF (5,310) GSF	[4]	(409)	(9)	10	1	(12)	(22)	(34)

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
LA13	Third Street Mixed-Use Project	Proposed	8000 W. 3rd Street	Apartments Affordable Housing Retail	45 DU 5 DU 7,251 GSF		428	9	17	26	23	13	36
LA14	7951 W. Beverly Boulevard Mixed-Use Project	Proposed	7951 W. Beverly Boulevard	Apartments Affordable Housing Retail Restaurant	51 DU 6 DU 1,142 GSF 6,294 GSF		782	30	32	62	40	26	66
City of Beverly Hills													
BH1	Beverly Hills Media Center Project	Proposed	100 N. Crescent Drive	Office Restaurant Office	156,825 GSF 4,330 GSF (106,085) GSF	[5] [6] [5]	1,527 486 (1,033)	157 24 (106)	25 19 (17)	182 43 (123)	29 26 (20)	151 16 (102)	180 42 (122)
BH2	55 N. La Cienega Boulevard Mixed-Use Hotel Project	Proposed	55 N. La Cienega Boulevard	Hotel Retail Restaurant Restaurant	200 Rooms 10,222 GSF 3,346 GSF (13,500) GSF	[7] [8] [6] [6]	1,672 386 375 (1,514)	55 6 18 (74)	39 4 15 (60)	94 10 33 (134)	61 19 20 (82)	59 20 13 (50)	120 39 33 (132)
BH3	168 N. La Peer Drive Residential Project	Under Construction	154-168 N. La Peer Drive	Condominiums Condominiums	16 DU (6) DU	[9] [9]	117 (44)	2 (1)	5 (2)	7 (3)	6 (2)	3 (1)	9 (3)
BH4	457 N. Oakhurst Drive Residential Project	Proposed	457 N. Oakhurst Drive	Condominiums Condominiums	8 DU (2) DU	[9] [9]	59 (15)	1 0	3 (1)	4 (1)	3 (1)	1 0	4 (1)
BH5	425 N. Palm Drive Residential Project	Proposed	425 N. Palm Drive	Condominiums Condominiums	20 DU (18) DU	[9] [9]	146 (132)	2 (2)	7 (6)	9 (8)	7 (6)	4 (4)	11 (10)
BH6	Gardenhouse Mixed-Use Project	Under Construction	8600 Wilshire Boulevard	Apartments Retail	18 DU 6,355 GSF	[9] [8]	132 240	2 4	6 2	8 6	6 12	4 12	10 24
BH7	9000 Wilshire Boulevard Office Project	Approved	9000 Wilshire Boulevard	Retail Office	(4,820) GSF 31,702 GSF	[8] [5]	(182) 309	(3) 32	(2) 5	(5) 37	(9) 6	(9) 30	(18) 36
BH8	9145 Wilshire Boulevard Project	Proposed	9145 Wilshire Boulevard	Religious Facility	8,269 GSF	[10]	240	13	7	20	14	10	24
BH9	9200 Wilshire Boulevard Mixed-Use Project	Approved	9200 Wilshire Boulevard	Apartments Retail	54 DU 14,000 GSF	[9] [8]	395 529	6 8	19 5	25 13	19 25	11 28	30 53
City of West Hollywood													
WH1	8816 Beverly Boulevard Mixed-Use Project	Proposed	8816 Beverly Boulevard	Apartments Retail Restaurant Office	10 DU 19,493 GSF 1,860 GSF 25,575 GSF	[11]	959	47	18	65	31	54	85

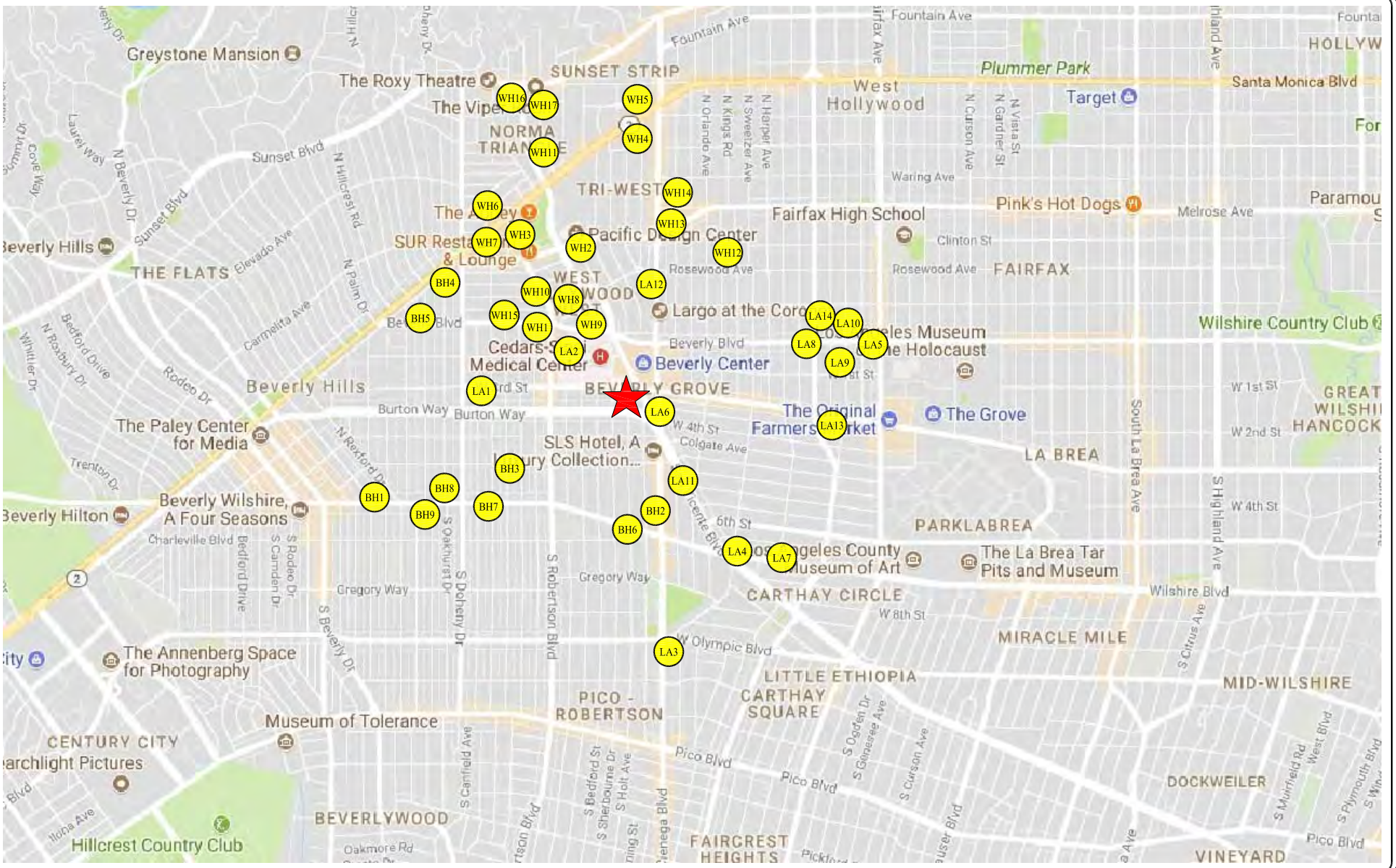
Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
WH2	8650 Melrose Avenue Mixed-Use Project	Proposed	8650 Melrose Avenue	Apartments Retail	7 DU 14,571 GSF	[9] [8]	51 550	1 9	2 5	3 14	3 27	1 29	4 56
WH3	Robertson Lane Hotel	Approved	645-681 Roberston Boulevard & 648-668 La Peer Drive	Hotel Restaurant Specialtay Retail Design Showroom Nightclub	241 Rooms 22,615 GSF 18,130 GSF 10,325 GSF 3,780 GSF	[12]	2,390	77	51	128	80	77	157
WH4	Sprouts - 8550 Santa Monica Boulevard Project	Under Construction	8550 Santa Monica Boulevard	Grocery Store Restaurant Office Health/Fitness Club Specialty Retail	25,000 GSF 1,319 GSF 3,998 GSF 8,000 GSF 4,000 GSF	[13]	1,989	48	29	77	92	89	181
WH5	8555 Santa Monica Boulevard Mixed-Use Project	Proposed	8555 Santa Monica Boulevard	Apartments Live-Work Condominiums Office Specialty Retail Restaurant	97 DU 12 DU 6,080 GSF 19,400 GSF 2,820 GSF	[14]	809	11	40	51	42	24	66
WH6	9001 Santa Monica Boulevard Mixed-Use Project	Proposed	9001 Santa Monica Boulevard	Condominiums Retail Restaurant	42 DU 9,850 GSF 9,800 GSF	[12]	829	16	(8)	8	31	16	47
WH7	Melrose Triangle	Under Construction	9040-9048 Santa Monica Boulevard	General Retail Art Gallery Design Showroom Restaurant Apartments General Office	45,112 GSF 16,404 GSF 12,303 GSF 8,202 GSF 76 DU 137,064 GSF	[15]	3,578	193	67	260	123	180	303
WH8	8763 Rosewood Avenue Mixed-Use Project	Proposed	8763 Rosewood Avenue	Retail	4,945 GSF	[8]	187	3	2	5	9	10	19
WH9	8713 Beverly Boulevard Mixed-Use Project	Proposed	8713 Beverly Boulevard	Apartments Office Retail Gallery	30 DU 3,416 GSF 5,475 GSF 500 GSF	[11]	303	9	15	24	22	20	42
WH10	417 Robertson Boulevard Showroom Project	Proposed	417 Robertson Boulevard	Retail	7,558 GSF	[8]	285	4	3	7	14	15	29
WH11	829 Larrabee Street Residential Project	Proposed	829 Larrabee Street	Apartments	13 DU	[9]	95	1	5	6	4	3	7

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
WH12	511 N. Flores Street Residential Project	Proposed	511 N. Flores Street	Apartments	10 DU	[9]	73	1	4	5	4	2	6
WH13	600 N. La Cienega Boulevard Mixed-Use Project	Proposed	600 N. La Cienega Boulevard	Apartments	5 DU	[9]	37	0	2	2	2	1	3
				Showroom	15,727 GSF	[8]	594	9	6	15	29	31	60
				Mechanical	2,776 GSF	[8]	105	2	1	3	5	6	11
				Retail	5,355 GSF	[8]	202	3	2	5	10	10	20
				Restaurant	7,094 GSF	[6]	796	39	32	71	43	26	69
WH14	624 N. La Cienega Boulevard Mixed-Use Project	Proposed	624 N. La Cienega Boulevard	Apartments	6 DU	[9]	44	1	2	3	2	1	3
				Retail	54,209 GSF	[8]	2,046	32	19	51	99	108	207
WH15	8899 Beverly Boulevard Mixed-Use Project	Approved	8899 Beverly Boulevard	Apartments	12 DU	[16]	(129)	(69)	21	(48)	17	(54)	(37)
				Condominiums	56 DU								
				Townhomes	13 DU								
				Office	10,562 GSF								
				Retail	19,875 GSF								
				Restaurant	4,394 GSF								
WH16	8950 Sunset Boulevard Hotel Project	Proposed	8950 Sunset Boulevard	Hotel	165 Rooms	[17]	2,539	63	49	112	121	89	210
				Apartments	4 DU								
				Specialty Dining	7,697 GSF								
				Restaurant	5,578 GSF								
				Whiskey Bar	2,002 GSF								
				Day Spa	9,230 GSF								
				3-Meal Restaurant	2,505 GSF								
				Lounge	3,685 GSF								
WH17	The Arts Club	Proposed	8920 Sunset Boulevard	Private Club	7,000 Members	[18]	1,961	103	19	122	68	91	159
				Museum	2,192 GSF								
				Office	46,009 GSF								
				Specialty Retail	11,933 GSF								
TOTAL							35,184	1,095	899	1,994	1,559	1,436	2,995

[1] Source: City of Los Angeles Department of Transportation Related Projects List, City of Beverly Hills Community Development Deparment Related Project List, and City of West Hollywood Community Development Department Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: 333 La Cienega Boulevard Traffic Study, prepared by The Mobility Group, March 2015.
[4] Source: Traffic Analysis Addendum - Proposed Residential Project at 431 N. La Cienega Boulevard, prepared by Linscott, Law & Greenspan, Engineers, May 2018
[5] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[6] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
[7] ITE Land Use Code 310 (Hotel) trip generation average rates.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[9] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[10] ITE Land Use Code 561 (Synagogue) trip generation average rates.
[11] Source: Draft Transportation Study for the 8713 Beverly Boulevard Mixed-Use Project, prepared by Fehr & Peers, January 2016.
[12] Source: Traffic Impact Study for Robertson Lane Hotel Project, prepared by KOA Corporation, January 2017.
[13] Source: Transportation Study for the Sprouts - 8550 Santa Monica Boulevard Project, prepared by Fehr & Peers, June 2014.
[14] Source: Transportation Analysis Report for the 8555 Santa Monica Boulevard Mixed-Use Project, prepared by Fehr & Peers, January 2018.
[15] Source: Revised Traffic Impact Analysis for the Melrose Triangle Project, prepared by LSA Associates, Inc., December 2013.
[16] Source: Draft Transportation Study for the 8899 Beverly Boulevard Project, prepared by Gibson Transportation Consulting, Inc., November 2013.
[17] Source: Traffic Impact Assessment for the 8950 Sunset Boulevard Hotel Project, prepared by Linscott, Law & Greenspan, Engineers, September 2014.
[18] Source: Transportation Study for The Arts Club West Hollywood Project, prepared by Gibson Transportation Consulting, Inc., September 2017.



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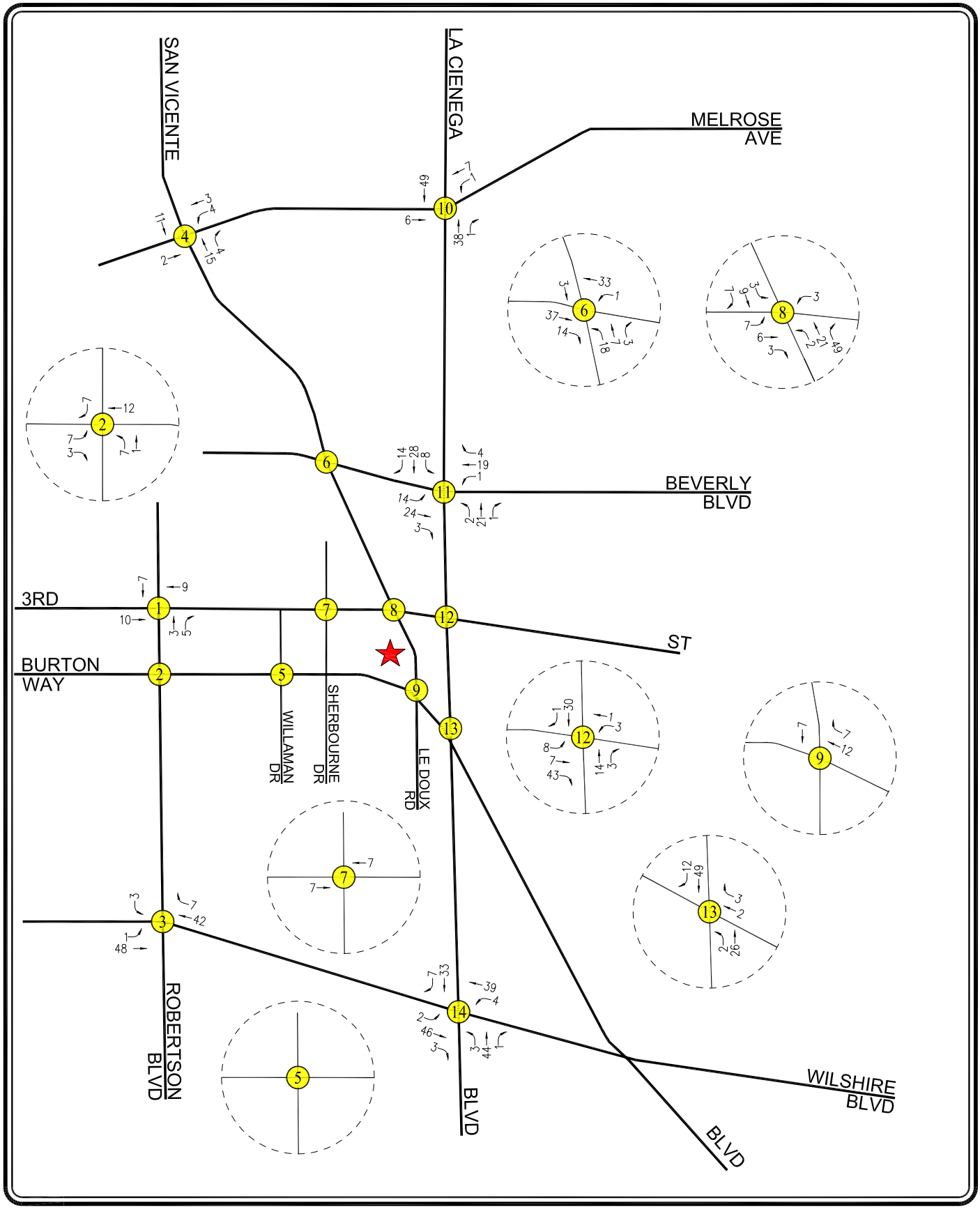
MAP SOURCE: GOOGLE MAPS
PROJECT SITE
(XX) RELATED PROJECT

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

OUR LADY OF MT. LEBANON PROJECT



PROJECT SITE
XX STUDY INTERSECTION

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FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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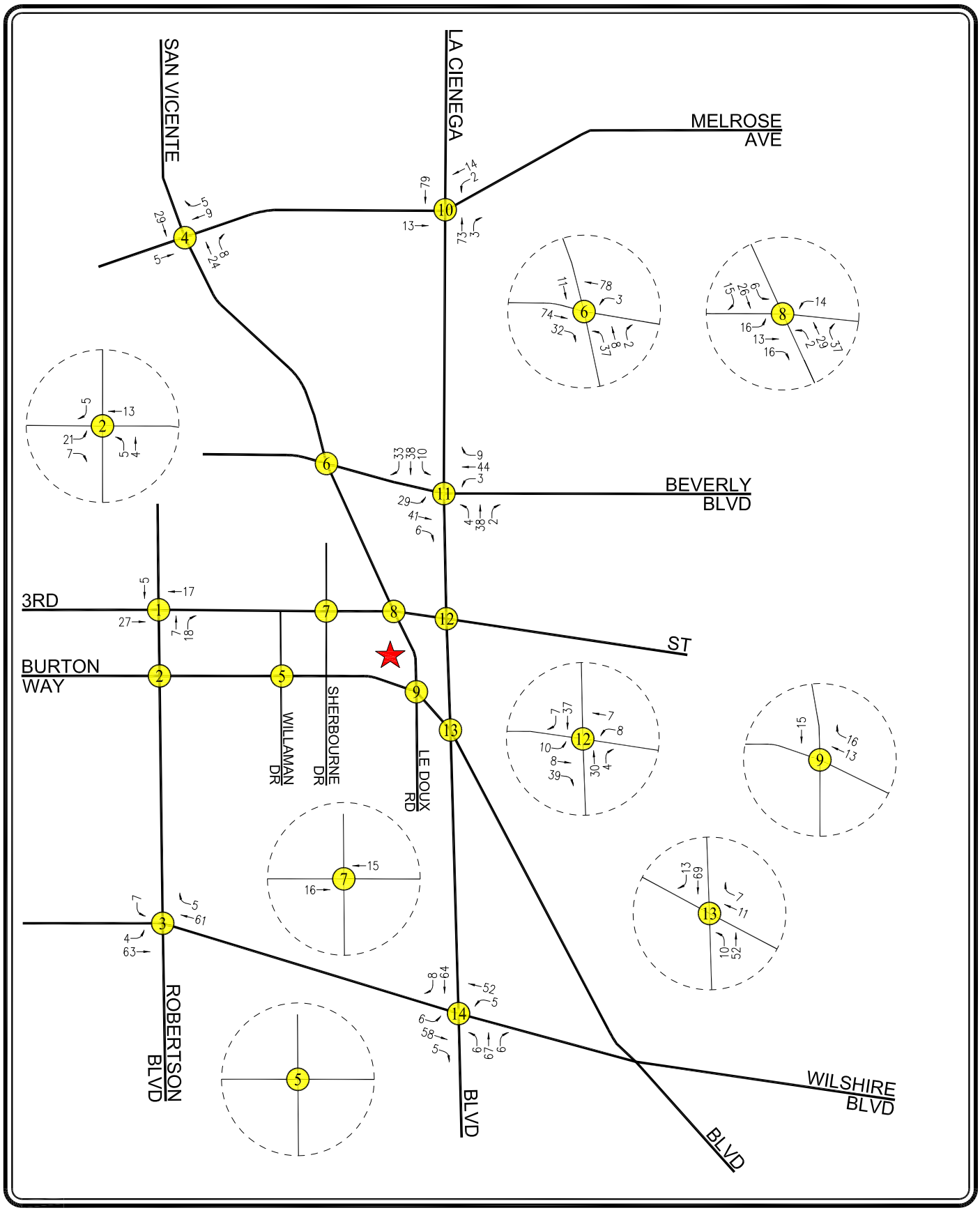

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★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.2 Ambient Traffic Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to and including the year 2024 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the West/Central Los Angeles area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 0.17% per year between the years 2015 and 2024. Thus, application of an annual growth factor of 1.0% annual growth provides a very conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an extremely conservative estimate of future traffic volumes at the study intersections.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project land use components:

- Apartments: ITE Land Use Code 222 (Multifamily Residential [High-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential component of the Project.

- Church: ITE Land Use Code 560 (Church) trip generation average rates were used to forecast the traffic volumes expected to be generated by the church component of the Project.

In addition to the trip generation forecasts for the Project's land use components (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project site access points), an adjustment was made to reduce the overall trip generation forecast based on the existing church use. The Project includes the removal of three of the existing church buildings and the retention and rehabilitation of the cathedral building. The three existing buildings that will be removed include 12,370 square feet of floor area. The floor area of the

existing cathedral building is 6,848 square feet. This results in an aggregate of 19,218 square feet of existing church floor area. ITE Land Use Code 560 (Church) trip generation average rates were used to estimate the trips generated by the existing church buildings.

Furthermore, a forecast was also made of transit trips. The transit reduction is based on the Project site's proximity to the various bus lines, as well as the land use characteristics of the Project. As shown in *Table 4–1* and *Figure 4–2*, the Project site is well served by public transit. Specifically, the Project site is located within a quarter-mile walking distance to the Metro Rapid stop at the La Cienega Boulevard / 3rd Street intersection. Thus, as stipulated in the LADOT *Transportation Impact Study Guidelines*, a transit adjustment of 15% has been utilized based on the Project site's proximity to the Metro Rapid stop.

It is also noted that one of Metro's priority projects, the Purple Line Extension, is currently under construction in the Project area. From the current terminus at the Wilshire / Western station, the Purple Line Extension will extend westward for about nine miles and add seven new stations, providing easier access to the Westside, the region's second-largest job center. Travel time between downtown Los Angeles and Westwood is expected to be about 25 minutes. The project is being built in three sections. The first section between the Wilshire / Western station and the Wilshire / La Cienega station is currently under construction and is scheduled for completion in 2023. The Wilshire / La Cienega station will be located approximately 0.6 miles south of the Project site and will enhance transit options for Project residents and church officials, parishioners and guests. The Purple Line Extension will enhance the Project study area's transit areas, thus further justifying the 15% transit adjustment.

The trip generation forecast for the proposed Project was submitted for review and approval by LADOT staff. As presented in ***Table 7–1***, the proposed Project is expected to generate 43 net new vehicle trips (increase in 11 inbound trips and 32 outbound trips) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate 53 net new vehicle trips (increase in 32 inbound trips and 21 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate 650 daily trips ends (approximately 325 inbound trips and 325 outbound trips) during a typical weekday.

Table 7-1
PROJECT TRIP GENERATION [1]

02-Apr-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	153 DU	681	11	36	47	34	21	55
Church [4]	31,342 GSF	218	6	4	10	7	8	15
Subtotal		899	17	40	57	41	29	70
Transit Trips [5]								
Apartments (15%)		(102)	(2)	(5)	(7)	(5)	(3)	(8)
Church (15%)		(33)	(1)	(1)	(2)	(1)	(1)	(2)
Subtotal		(135)	(3)	(6)	(9)	(6)	(4)	(10)
Subtotal Project Driveway Trips		**764**	**14**	**34**	**48**	**35**	**25**	**60**
Existing Site								
Church [4]	(19,218) GSF	(134)	(4)	(2)	(6)	(4)	(5)	(9)
Transit Trips [5]								
Church (15%)		20	1	0	1	1	1	2
Subtotal Existing Driveway Trips		**(114)**	**(3)**	**(2)**	**(5)**	**(3)**	**(4)**	**(7)**
NET INCREASE DRIVEWAY TRIPS		**650**	**11**	**32**	**43**	**32**	**21**	**53**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 222 (Multifamily Housing [High-Rise]) trip generation average rates.
- Daily Trip Rate: 4.45 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.31 trips/dwelling unit; 24% inbound/76% outbound
- PM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 61% inbound/39% outbound

[4] ITE Land Use Code 560 (Church) trip generation average rates.
- Daily Trip Rate: 6.95 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.33 trips/1,000 SF of floor area; 60% inbound/40% outbound
- PM Peak Hour Trip Rate: 0.49 trips/1,000 SF of floor area; 45% inbound/55% outbound

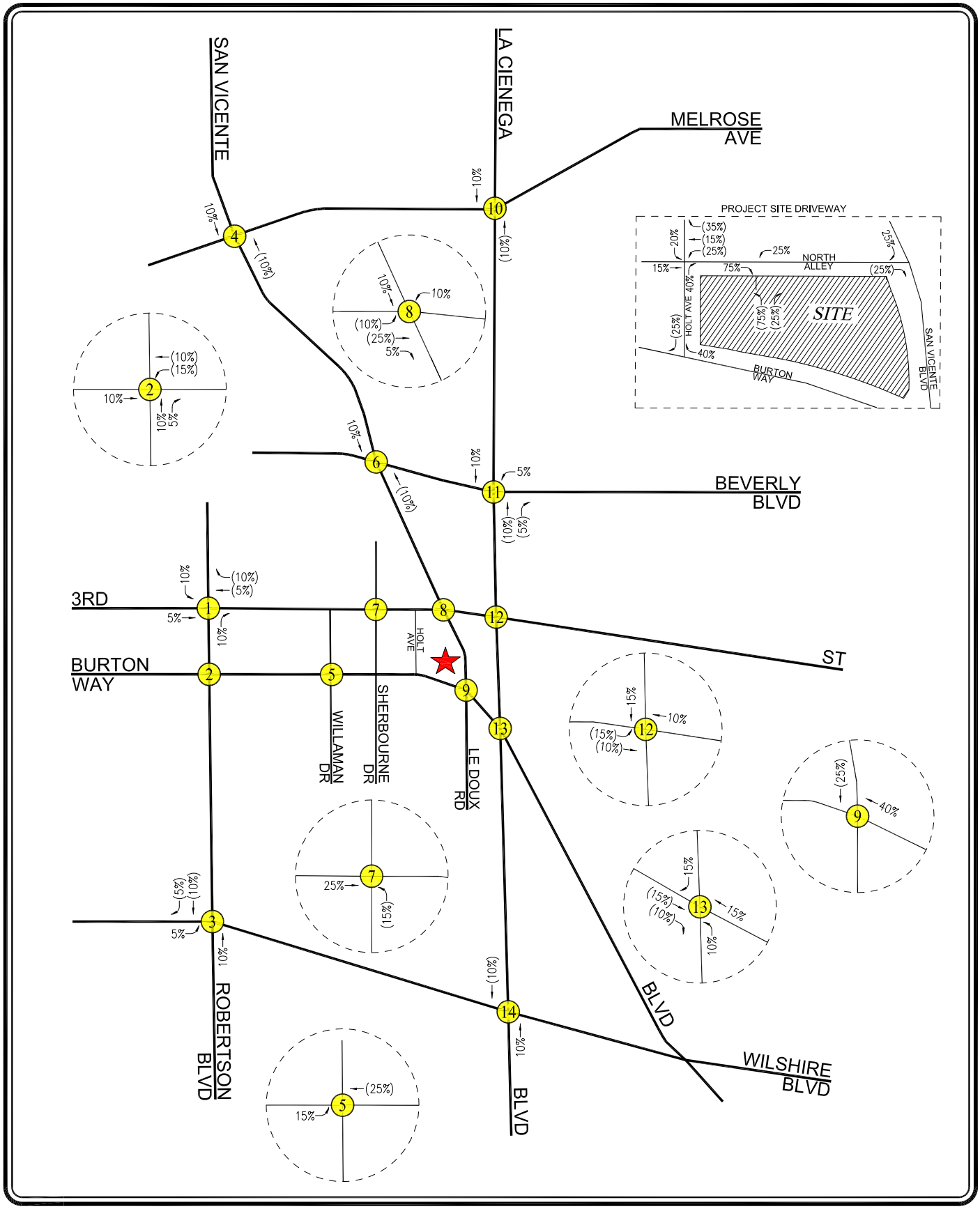
[5] The Project site is located within 1/4 mile of a Metro Rapid bus stop. The trip reduction for transit trips has been applied to all components of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a RapidBus stop.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes that will enter and exit the Project site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., San Vicente Boulevard, Burton Way, La Cienega Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project site assuming the site access and circulation scheme described in Section 3.0;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the proposed Project are presented in ***Figure 7–1***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figures 7–2*** and ***7–3***, respectively. The traffic volume assignments presented in *Figures 7–2* and *7–3* reflect the traffic distribution characteristics shown in *Figure 7–1* and the Project traffic generation forecast presented in *Table 7–1*.



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★ PROJECT SITE
(XX) STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

OUR LADY OF MT. LEBANON PROJECT

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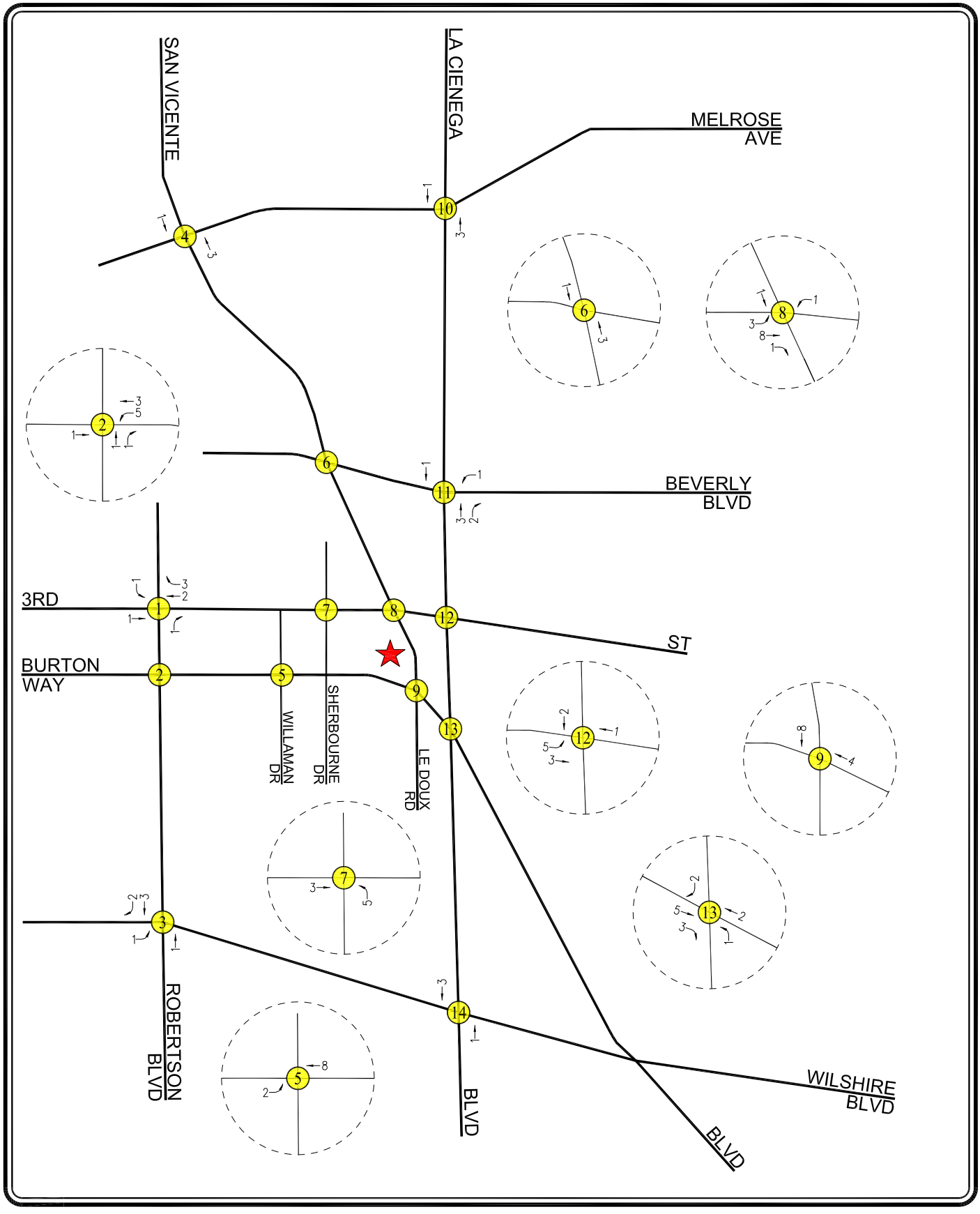

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★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 7-2
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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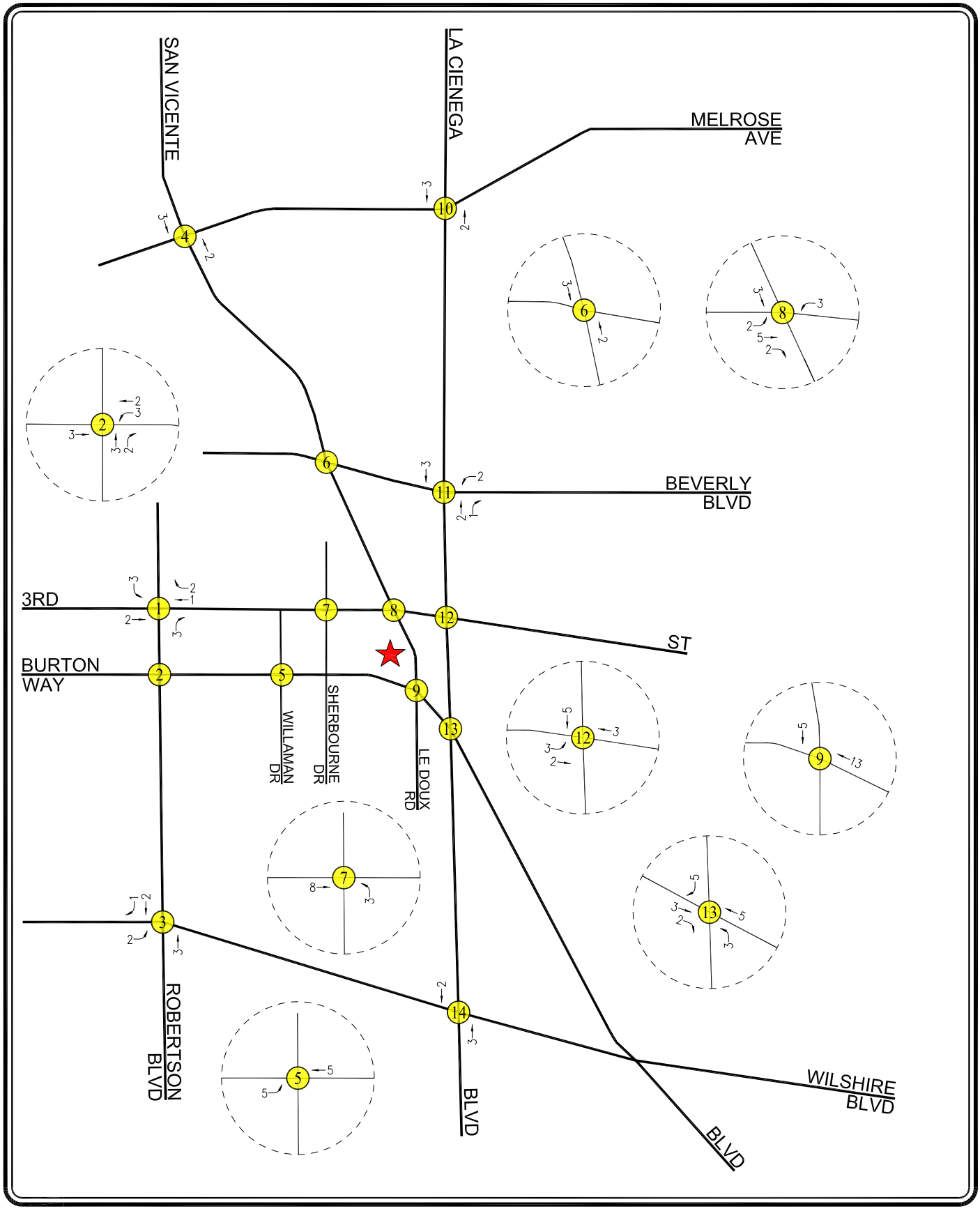

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★ PROJECT SITE
(XX) STUDY INTERSECTION

FIGURE 7-3
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

Ten of the 14 study intersections are located within or shared with the City of Los Angeles, and therefore were evaluated using LADOT's Critical Movement Analysis (CMA) method of analysis that determines *v/c* ratios based on a critical lane basis.

A supplemental traffic analysis was prepared using the Intersection Capacity Utilization (ICU) method for the four study intersections located within or shared with the City of Beverly Hills. Specifically, the ICU method was used to determine *v/c* ratios and corresponding Levels of Service at the two study intersections as the ICU method is used for traffic analysis purposes in the City of Beverly Hills. The ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each CMA and ICU Level of Service calculation.

Additionally, a supplemental traffic analysis was prepared using the Highway Capacity Manual (HCM 2010) method for the three study intersections located within or shared with the City of West Hollywood, as the HCM 2010 methodology is used for traffic analysis purposes in the City of West Hollywood.

For the CMA, ICU, and HCM 2010 methodologies, the overall intersection *v/c* ratio is subsequently assigned a LOS value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA, ICU, and HCM 2010 methods and corresponding Levels of Service are provided in ***Appendix B***, ***C***, and ***D***, respectively.

8.1 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes to be generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed Project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of Project-generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines,* December 2016. According to the respective published guidelines, a traffic impact is considered significant if the Project-related increase in the *v/c* ratio is equal to or exceeds the thresholds presented in ***Table 8–1*** for intersections located within the City of Los Angeles.

Table 8-1 CITY OF LOS ANGELES INTERSECTION IMPACT THRESHOLD CRITERIA		
Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

For the study intersections located partially or completely within the Cities of Beverly Hills and West Hollywood, the relative traffic impacts were assessed based on the thresholds of significance adopted by these cities for intersections located within their respective jurisdictions. ***Tables 8–2*** and ***8–3*** provide the thresholds of significance related to potential traffic impacts for intersections located within the Cities of Beverly Hills and West Hollywood, respectively.

Table 8-2 CITY OF BEVERLY HILLS SIGNALIZED INTERSECTION IMPACT THRESHOLD CRITERIA		
Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.800 - 0.900	D	equal to or greater than 0.030
> 0.900	E or F	equal to or greater than 0.020

Table 8-3 CITY OF WEST HOLLYWOOD INTERSECTION IMPACT THRESHOLD CRITERIA	
Level of Service	**Project Increase in Delay** **Commercial Corridor Intersection**
D	12 seconds
E	8 seconds
F	8 seconds

As required by the City of Los Angeles, City of Beverly Hills, and City of West Hollywood, mitigation of Project traffic impacts are required whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 LADOT ATSAC/ATCS

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical *v/c* ratios by seven percent (0.07). An ATCS system upgrade further reduces the critical *v/c* ratios by three percent (0.03) for a total of 10 percent (0.10). ATSAC system upgrades for the study intersections have been implemented as part of the LADOT ATSAC/ATCS system. Accordingly, for intersections located within the City of Los Angeles, the Level of Service calculations reflect a 0.10 adjustment for all analysis scenarios evaluated.

8.3 Traffic Impact Analysis Scenarios

8.3.1 *City of Los Angeles Transportation Impact Analysis Scenarios*

Pursuant to LADOT traffic study guidelines, LOS calculations have been prepared for the following scenarios for the 10 study intersections located within or shared with the City of Los Angeles:

(a) Existing (2018) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (b) with implementation of Project mitigation measures where necessary.

(d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(e) Condition (d) with completion and occupancy of the Project.

(f) Condition (e) with implementation of Project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

8.3.2 *City of Beverly Hills Transportation Impact Analysis Scenarios*

Pursuant to City of Beverly Hills' traffic impact analysis guidelines, Level of Service calculations have been prepared for the following scenarios for the four study intersections located within or shared with the City of Beverly Hills:

(a) Existing (2018) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (b) with implementation of Project mitigation measures, where necessary.

(d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(e) Condition (d) with completion and occupancy of the Project.

(f) Condition (e) with implementation of Project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

8.3.3 *City of West Hollywood Traffic Impact Analysis Scenarios*

Pursuant to the City of West Hollywood's traffic study guidelines, Level of Service calculations have been prepared for the following scenarios for the three study intersections located within or shared with the City of West Hollywood:

(a) Existing (2018) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (b) with implementation of Project mitigation measures where necessary.

(d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(e) Condition (d) with completion and occupancy of the Project.

(f) Condition (e) with implementation of Project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 CITY OF LOS ANGELES TRAFFIC ANALYSIS

The traffic impact analysis prepared for the 10 study intersections located within or shared with the City of Los Angeles using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 9–1.*** The CMA data worksheets for the analyzed intersections are contained in *Appendix B.*

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, the 10 study intersections located within or shared with the City of Los Angeles are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the Project would not result in a significant impact at any of the 10 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing With Project" conditions. The existing with Project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.2 Future Conditions

9.2.1 *Future Cumulative Baseline Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

As presented in column [3] of *Table 9–1,* nine of the 10 study intersections located within or shared with the City of Los Angeles are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The following intersection is expected to operate at LOS E during the peak hours shown below under the future cumulative baseline conditions:

- Int. No. 11: La Cienega Boulevard / Beverly Boulevard — PM Peak Hour: v/c = 0.954, LOS E

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

08-Mar-19

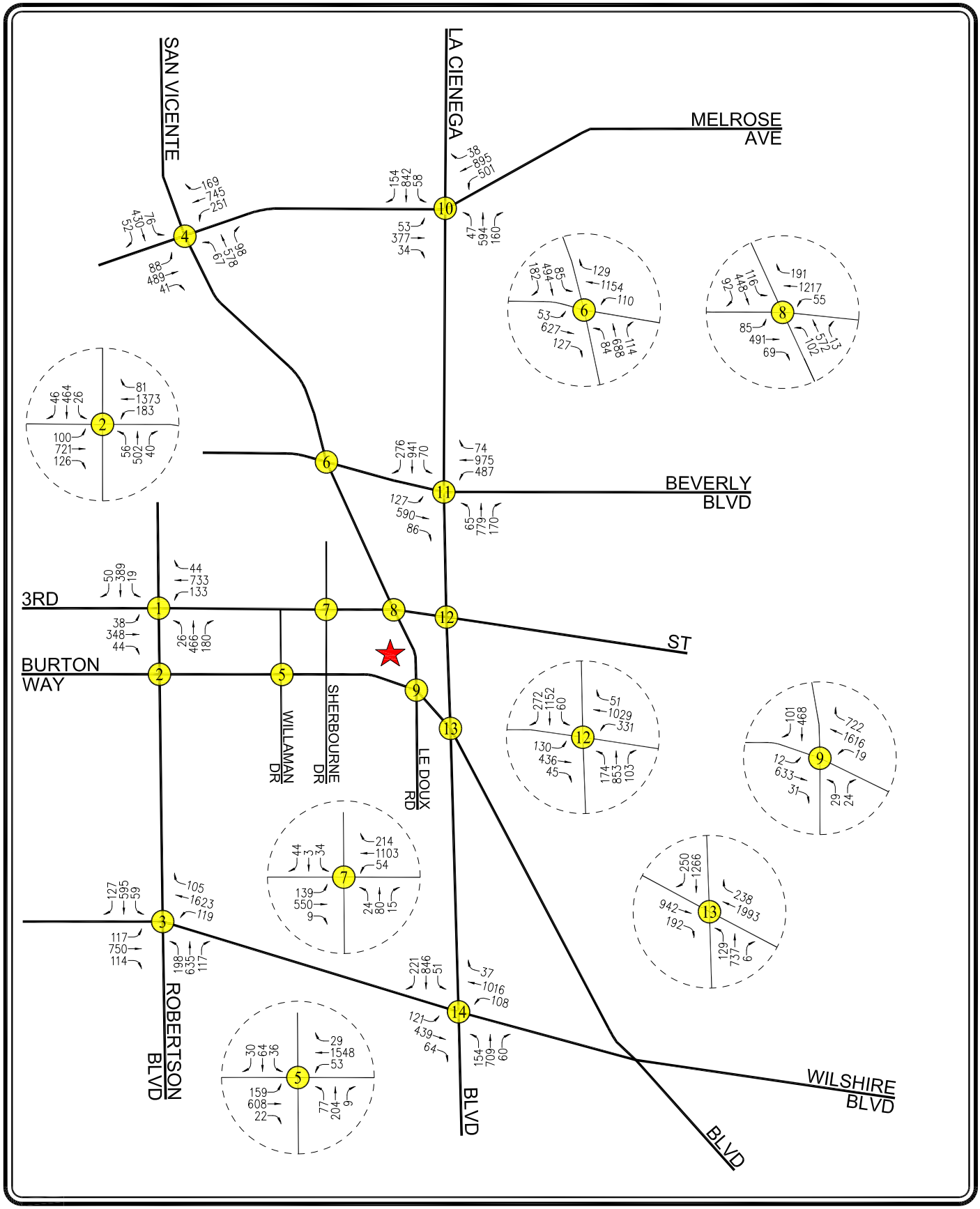
NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Robertson Boulevard / 3rd Street	AM	0.625	B	0.628	B	0.003	NO	0.678	B	0.681	B	0.003	NO
		PM	0.622	B	0.627	B	0.005	NO	0.692	B	0.697	B	0.005	NO
2	Robertson Boulevard / Burton Way	AM	0.688	B	0.689	B	0.001	NO	0.754	C	0.755	C	0.001	NO
		PM	0.734	C	0.736	C	0.002	NO	0.792	C	0.795	C	0.003	NO
5	Willaman Drive / Burton Way	AM	0.599	A	0.602	B	0.003	NO	0.643	B	0.647	B	0.004	NO
		PM	0.619	B	0.619	B	0.000	NO	0.664	B	0.664	B	0.000	NO
6	San Vicente Boulevard / Beverly Boulevard	AM	0.669	B	0.670	B	0.001	NO	0.731	C	0.732	C	0.001	NO
		PM	0.695	B	0.695	B	0.000	NO	0.773	C	0.773	C	0.000	NO
7	Sherbourne Drive / 3rd Street	AM	0.459	A	0.463	A	0.004	NO	0.496	A	0.499	A	0.003	NO
		PM	0.447	A	0.451	A	0.004	NO	0.486	A	0.491	A	0.005	NO
8	San Vicente Boulevard / 3rd Street	AM	0.697	B	0.699	B	0.002	NO	0.776	C	0.778	C	0.002	NO
		PM	0.586	A	0.587	A	0.001	NO	0.665	B	0.666	B	0.001	NO

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
9	San Vicente Boulevard-Le Doux Road /	AM	0.527	A	0.531	A	0.004	NO	0.571	A	0.574	A	0.003	NO
	Burton Way	PM	0.576	A	0.578	A	0.002	NO	0.623	B	0.625	B	0.002	NO
11	La Cienega Boulevard /	AM	0.651	B	0.652	B	0.001	NO	0.717	C	0.719	C	0.002	NO
	Beverly Boulevard	PM	0.859	D	0.860	D	0.001	NO	0.954	E	0.956	E	0.002	NO
12	La Cienega Boulevard /	AM	0.798	C	0.803	D	0.005	NO	0.867	D	0.872	D	0.005	NO
	3rd Street	PM	0.692	B	0.693	B	0.001	NO	0.757	C	0.758	C	0.001	NO
13	La Cienega Boulevard /	AM	0.654	B	0.655	B	0.001	NO	0.715	C	0.717	C	0.002	NO
	San Vicente Boulevard	PM	0.663	B	0.667	B	0.004	NO	0.735	C	0.738	C	0.003	NO

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010



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PROJECT SITE
STUDY INTERSECTION

FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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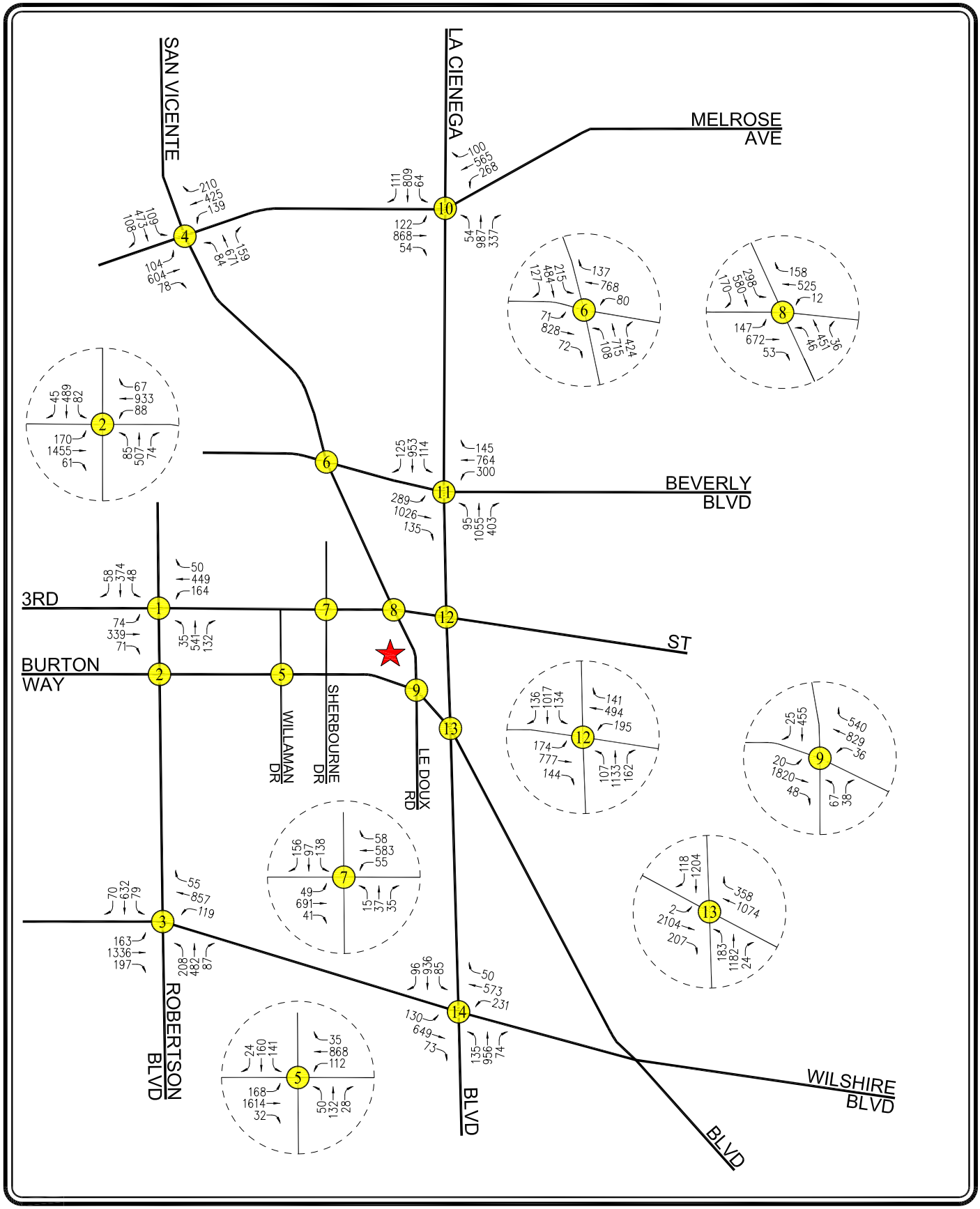

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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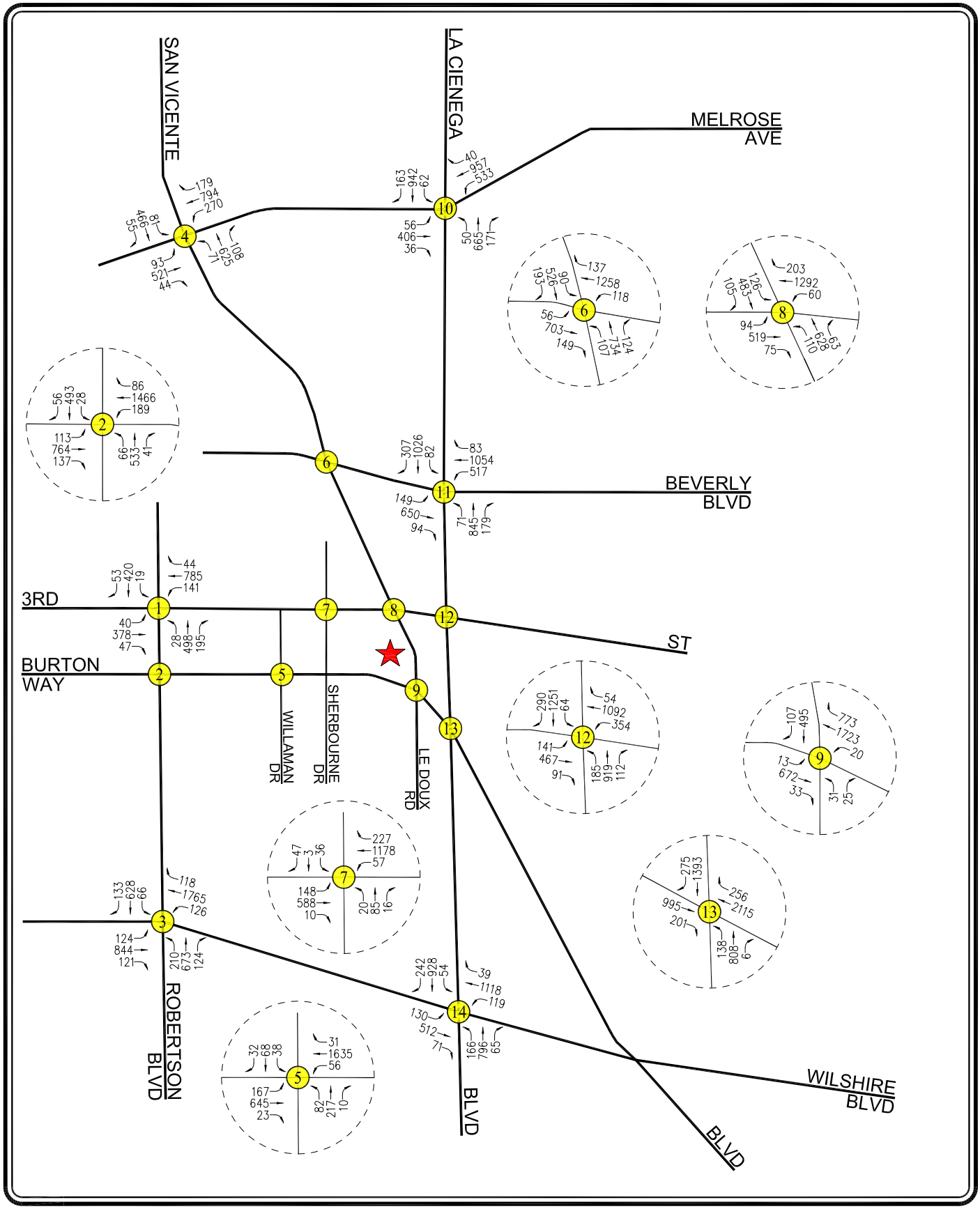
The future cumulative baseline (existing, ambient growth and related Projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–3*** and ***9–4***, respectively.

9.2.2 *Future Cumulative With Project Conditions*

The future cumulative with Project conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 9–1*, application of the City's threshold criteria to the "Future With Project" scenario indicates that the proposed Project would not result in a significant impact at any of the 10 study intersections. Incremental, but not significant impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative With Project" conditions. The future cumulative with Project (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5*** and ***9–6***, respectively.



PROJECT SITE

XX STUDY INTERSECTION

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FIGURE 9-3
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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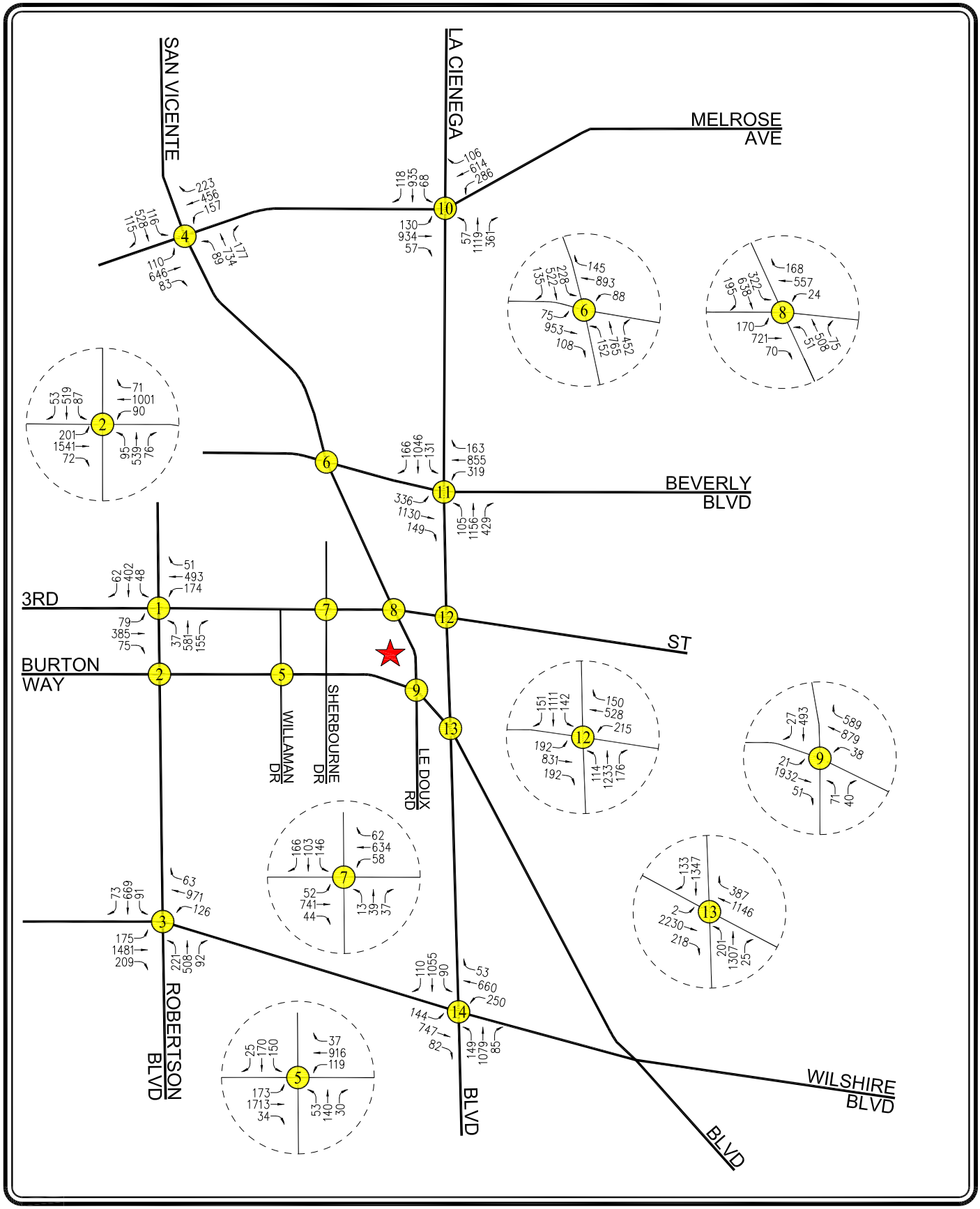

FIGURE 9-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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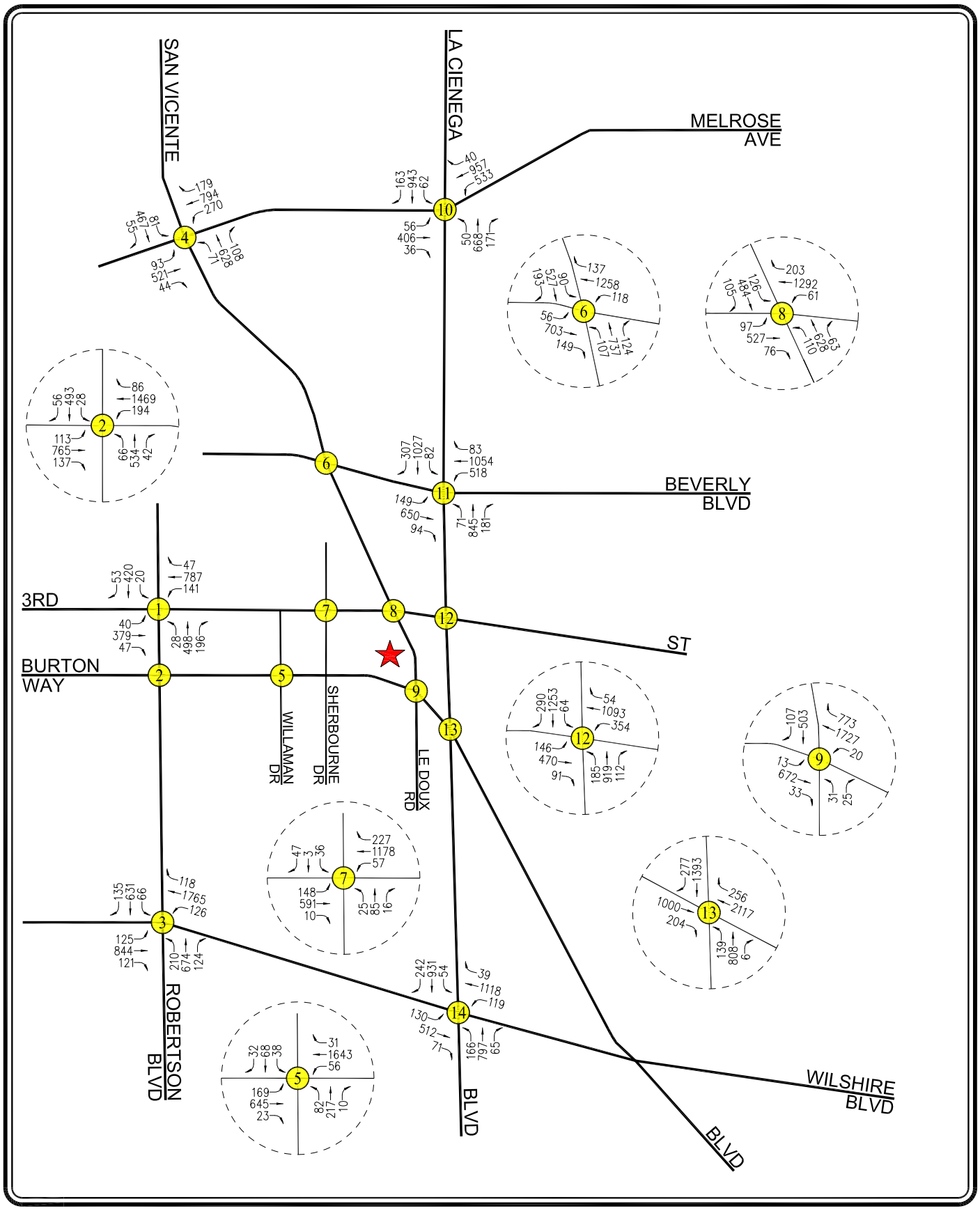

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 9-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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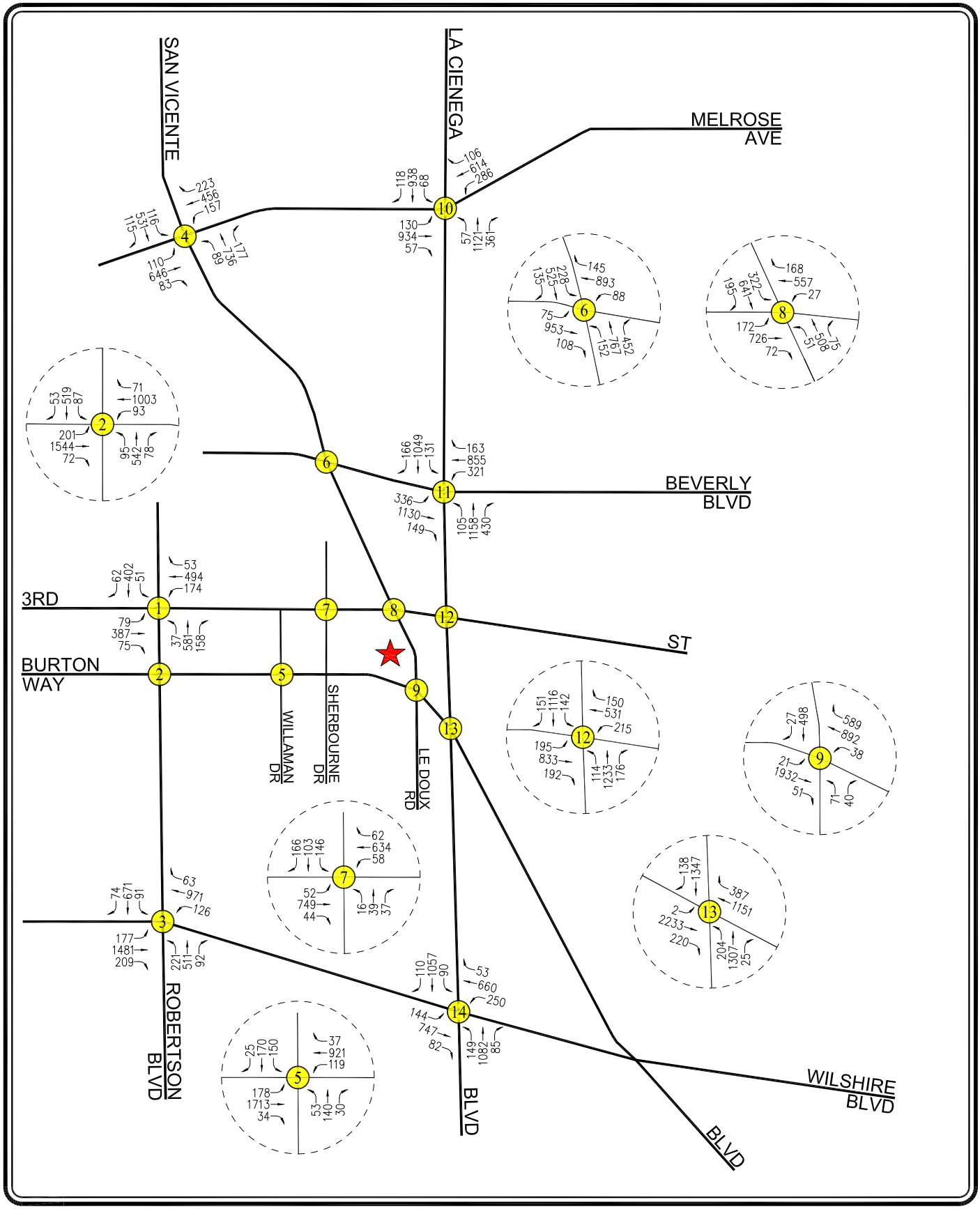

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 9-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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10.0 CITY OF BEVERLY HILLS TRAFFIC ANALYSIS

The traffic impact analysis prepared for the four study intersections located within or shared with the City of Beverly Hills using the ICU methodology and application of the City of Beverly Hills significant traffic impact criteria is summarized in ***Table 10–1.*** The ICU data worksheets for the analyzed intersections are contained in *Appendix C*.

10.1 Existing Conditions

10.1.1 *Existing Conditions*

As indicated in column [1] of *Table 10–1*, the four study intersections located within or shared with the City of Beverly Hills are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

10.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 10–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the Project would not result in a significant impact at any of the four study intersections. Incremental, but not significant, impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing With Project" conditions. The existing with Project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–1* and *9–2*, respectively.

10.2 Future Conditions

10.2.1 *Future Cumulative Baseline Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

As presented in column [3] of *Table 10–1*, three of the four study intersections located within or shared with the City of Beverly Hills are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The following intersection is expected to operate at LOS E during the peak hours shown below under the future cumulative baseline conditions:

- Int. No. 3: Robertson Boulevard / Wilshire Boulevard — AM Peak Hour: v/c = 0.914, LOS E; PM Peak Hour: v/c = 0.901, LOS E

Table 10-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
CITY OF BEVERLY HILLS INTERSECTIONS

02-Apr-19

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING DELAY OR V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT DELAY OR V/C	LOS	CHANGE IN DELAY OR V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT DELAY OR V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT DELAY OR V/C	LOS	CHANGE IN DELAY OR V/C [(4)-(3)]	SIGNIF. IMPACT [a]
2	Robertson Boulevard / Burton Way	AM	0.802	D	0.802	D	0.000	NO	0.860	D	0.861	D	0.001	NO
		PM	0.843	D	0.845	D	0.002	NO	0.894	D	0.897	D	0.003	NO
3	Robertson Boulevard / Wilshire Boulevard	AM	0.858	D	0.861	D	0.003	NO	0.914	E	0.916	E	0.002	NO
		PM	0.842	D	0.843	D	0.001	NO	0.901	E	0.902	E	0.001	NO
13	La Cienega Boulevard / San Vicente Boulevard	AM	0.807	D	0.808	D	0.001	NO	0.864	D	0.865	D	0.001	NO
		PM	0.815	D	0.819	D	0.004	NO	0.883	D	0.886	D	0.003	NO
14	La Cienega Boulevard / Wilshire Boulevard	AM	0.713	C	0.714	C	0.001	NO	0.770	C	0.771	C	0.001	NO
		PM	0.694	B	0.694	B	0.000	NO	0.765	C	0.765	C	0.000	NO

[a] According to the City of Beverly Hills' "Traffic Thresholds of Significance", Adopted October 2010, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Final V/C	Project-Related Increase in V/C
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

The future cumulative baseline (existing, ambient growth and related Projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 9–3* and *9–4*, respectively.

10.2.2 *Future Cumulative With Project Conditions*

The future cumulative with Project conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 10–1*, application of the City's threshold criteria to the "Future With Project" scenario indicates that the proposed Project would not result in a significant impact at any of the four study intersections. As indicated in *Table 10–1*, no significant impacts would occur at the four study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative With Project" conditions. The future cumulative with Project (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–5 and 9–6*, respectively.

11.0 CITY OF WEST HOLLYWOOD TRAFFIC ANALYSIS

The traffic impact analysis prepared for the three study intersections located within or shared with the City of West Hollywood using the HCM 2010 methodology and application of the City of West Hollywood significant traffic impact criteria is summarized in ***Table 11–1.*** The HCM 2010 data worksheets for the analyzed intersections are contained in *Appendix D.*

11.1 Existing Conditions

11.1.1 *Existing Conditions*

As indicated in column [1] of *Table 11–1*, the three study intersections located within or shared with the City of West Hollywood are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

11.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 11–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the Project would not result in a significant impact at any of the three study intersections. Incremental, but not significant, impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing With Project" conditions. The existing with Project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–1* and *9–2*, respectively.

11.2 Future Conditions

11.2.1 *Future Cumulative Baseline Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The delay value at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

As presented in column [3] of *Table 11–1*, the three study intersections located within or shared with the City of West Hollywood are expected to operate at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The future cumulative baseline (existing, ambient growth and related Projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 9–3* and *9–4*, respectively.

Table 11-1
SUMMARY OF DELAY VALUES
AND LEVELS OF SERVICE [A]
AM AND PM PEAK HOURS
CITY OF WEST HOLLYWOOD INTERSECTIONS

11-Mar-19

NO.	INTERSECTION	INTERSECTION TYPE	PEAK HOUR	[1] YEAR 2018 EXISTING DELAY [B]	[1] YEAR 2018 EXISTING LOS [C]	[2] YEAR 2018 EXISTING PLUS PROPOSED PROJECT DELAY	[2] YEAR 2018 EXISTING PLUS PROPOSED PROJECT LOS	[2] CHANGE DELAY [(2)-(1)]	[2] SIGNIF. IMPACT [D]	[3] YEAR 2024 FUTURE DELAY [B]	[3] YEAR 2024 FUTURE LOS [C]	[4] YEAR 2024 FUTURE PLUS PROPOSED PROJECT DELAY	[4] YEAR 2024 FUTURE PLUS PROPOSED PROJECT LOS	[4] CHANGE DELAY [(4)-(3)]	[4] SIGNIF. IMPACT [D]
4	San Vicente Boulevard / Melrose Avenue	Commercial Corridor	AM	18.6	B	18.6	B	0.0	NO	19.6	B	19.6	B	0.0	NO
			PM	18.4	B	18.4	B	0.0	NO	19.0	B	19.0	B	0.0	NO
6	San Vicente Boulevard / Beverly Boulevard	Commercial Corridor	AM	24.0	C	24.0	C	0.0	NO	25.3	C	25.3	C	0.0	NO
			PM	26.5	C	26.5	C	0.0	NO	31.4	C	31.4	C	0.0	NO
10	La Cienega Boulevard / Melrose Avenue	Commercial Corridor	AM	20.4	C	20.4	C	0.0	NO	22.0	C	22.0	C	0.0	NO
			PM	21.7	C	21.7	C	0.0	NO	23.8	C	23.9	C	0.1	NO

[A] Intersection analysis based on the Highway Capacity Manual 2010 operational analysis methodologies, per the City of West Hollywood.
[B] Control delay reported in seconds per vehicle.
[C] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[D] According to the City of West Hollywood, a transportation impact on an intersection shall be deemed significant in accordance with the following criteria:

	Project Related Increase in Delay		
LOS	Commercial Corridor	Signalized	Two-Way Stop
D	12 seconds	8 seconds	5 seconds
E	8 seconds	5 seconds	5 seconds
F	8 seconds	5 seconds	5 seconds

11.2.2 *Future Cumulative With Project Conditions*

The future cumulative with Project conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 11–1*, application of the City's threshold criteria to the "Future With Project" scenario indicates that the proposed Project would not result in a significant impact at any of the three study intersections. As indicated in *Table 11–1*, no significant impacts would occur at the three study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative With Project" conditions. The future cumulative with Project (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–5 and 9–6*, respectively.

12.0 RESIDENTIAL STREET SEGMENT ANALYSIS

A residential street segment analysis was prepared to evaluate Project-related traffic using local streets to access the Project site. Two residential street segments located near the Project site have been analyzed for potential impacts:

- Sherbourne Drive, south of 3rd Street; and
- Holt Avenue, south of 3rd Street.

The potential impacts of Project-generated traffic at the study street segments were identified using criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, a transportation impact on a local residential street shall be deemed significant based on an increase in the Project "Average Daily Traffic (ADT) volumes" as shown in ***Table 12–1***.

Table 12-1
CITY OF LOS ANGELES
LOCAL RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA

Projected Average Daily Traffic With Project (Final ADT)	**Project Related Increase in ADT**
0 to 999	120 or more
1,000 to 1,999	12 percent or more of final ADT
2,000 or 2,999	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Automatic 24-hour machine traffic counts were conducted on Thursday, May 17, 2018 for the analyzed street segments. Copies of the 24-hour machine counts are contained in *Appendix A*.

The forecast traffic conditions at the analyzed street segments for existing, existing with Project, future cumulative baseline, and future cumulative with Project scenarios are summarized in ***Table 12–2***. As presented in column [1] of *Table 12–2,* the actual 24-hour count data was utilized to evaluate existing conditions on the roadway. Additionally, as shown in column [1] of *Table 12–2*, a 1.0 percent (1.0%) annual ambient growth rate through the year 2024 was conservatively added to the existing ADT volume in order to estimate the future cumulative baseline traffic volumes.

As presented in column [4] of *Table 12–2*, the Project daily trips would increase traffic volumes on Sherbourne Drive, south of 3rd Street by 2.2% and 2.1%, under existing with Project and future cumulative with Project conditions, respectively. The Project daily trips would increase traffic volumes on Holt Avenue, south of 3rd Street by 9.0% and 8.5%, under existing with Project and future cumulative with Project conditions, respectively. Therefore, based on the applicable 10% significance threshold presented in *Table 12–1*, and as indicated in *Table 12–2*, no significant impact would occur on either of the two analyzed street segments.

Table 12-2
RESIDENTIAL STREET SEGMENT ANALYSIS SUMMARY

08-Mar-19

NO.	STREET SEGMENT	SCENARIO [a]	[1] 24-HOUR VOLUME W/O PROJECT	[2] PROPOSED PROJECT DISTRIBUTION [b] IN	[2] PROPOSED PROJECT DISTRIBUTION [b] OUT	[3] DAILY PROJECT BUILD-OUT TRIP ENDS [c]	[4] PROJECTED ADT WITH PROJECT (FINAL ADT) [(1)+(3)]	[4] ADT % INCREASE WITH PROJECT	[4] SEGMENT IMPACT [d]
1	Sherbourne Drive south of 3rd Street (west of Project Site)	Existing 2018	2,239	0.0%	15.0%	49	2,288	2.2%	NO
		Future 2024	2,373	0.0%	15.0%	49	2,422	2.1%	NO
2	Holt Avenue south of 3rd Street (west of Project Site)	Existing 2018	1,979	20.0%	35.0%	179	2,158	9.0%	NO
		Future 2024	2,098	20.0%	35.0%	179	2,277	8.5%	NO

[a] Future 2024 traffic volumes estimated by applying a 1% annual growth factor to Existing 2018 traffic volumes.
[b] See Figure 7-1, Project Trip Distribution for the forecast assignment of Project trips to Sherbourne Drive and Holt Avenue south of 3rd Street.
[c] Forecast daily trips (325 inbound trips, 325 outbound trips) per Table 7-1 applied to forecast assignment of trips on street segment in Column [2].
[d] According to LADOT's "Transportation Impact Study Guidelines, " December 2016, page 9: "A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes."

Projected ADT with Project (Final ADT)	Project-Related Increase in ADT
0 to 999	120 or more
1,000 to 1,999	12 percent or more of final ADT
2,000 to 2,999	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

13.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed Project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

13.1 Intersections

The following CMP intersection monitoring locations in the Project vicinity have been identified:

CMP Station	Intersection
No. 5	Santa Monica Boulevard / Wilshire Boulevard (2.0 miles west of Project Site)
No. 6	La Cienega Boulevard / Wilshire Boulevard (Study Int. No. 14) (0.6 miles south of Project Site)
No. 160	Doheny Drive / Santa Monica Boulevard (1.1 miles northwest of Project Site)
No. 160	La Cienega Boulevard / Santa Monica Boulevard (1.1 miles north of Project Site)

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. Based on extrapolations of the traffic volume forecasts provided in *Figure 7–2* and *Figure 7–3*, the proposed Project would not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring locations. Specifically, the proposed Project is forecast to add the following peak hour traffic volumes to the CMP intersection monitoring locations:

- Santa Monica Boulevard / Wilshire Boulevard:
    - 3 AM peak hour trips, 4 PM peak hour trips
- La Cienega Boulevard / Wilshire Boulevard
    - 7 AM peak hour trips, 8 PM peak hour trips
- Doheny Drive / Santa Monica Boulevard
    - 3 AM peak hour trips, 4 PM peak hour trips
- La Cienega Boulevard / Santa Monica Boulevard
    - 7 AM peak hour trips, 8 PM peak hour trips

Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

13.2 Freeways

The following CMP freeway monitoring locations have been identified in the Project vicinity:

CMP Station	Location
No. 1011	I-10 Freeway east of Overland Avenue
No. 1012	I-10 Freeway east of La Brea Avenue

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations, which number of trips is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Specifically, the proposed Project would add the following peak hour traffic volumes to the CMP freeway monitoring locations[4]:

- I-10 Freeway east of Overland Avenue
    - 5 AM peak hour trips, 6 PM peak hour trips
- I-10 Freeway east of La Brea Avenue
    - 6 AM peak hour trips, 5 PM peak hour trips

[4] See Exhibit A contained within Appendix E for the detailed forecast assignment of Project trips to I-10.

Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

13.3 Transit Impact Review

A review has been made of the potential impacts of the Project on transit service based on the procedures outlined in the *2010 Congestion Management Program for Los Angeles County*. As discussed in Section 4.4 herein, existing transit service is provided in the vicinity of the proposed Project.

The Project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., a person trip equals 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecast to generate demand for 2 transit trips during the AM peak hour and 3 transit trips during the PM peak hour. Over a 24-hour period, the proposed Project is forecast to generate demand for 32 daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = $43 \times 1.4 \times 0.035 = 2$ Transit Trips
- PM Peak Hour = $53 \times 1.4 \times 0.035 = 3$ Transit Trips
- Daily Trips = $650 \times 1.4 \times 0.035 = 32$ Transit Trips

As shown in *Table 4–1*, 13 bus transit lines and routes are provided adjacent to or in close proximity the Project site. As outlined in *Table 4–1*, under the "No. of Buses/Trains During Peak Hour" column, these 13 public transit lines provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) 338 buses during the AM peak hour and 334 buses during the PM peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to an insignificant number of additional Project-generated transit trips per bus. It is anticipated that the existing transit service in the Project area will adequately accommodate the increase of Project-generated transit trips.

14.0 CONSTRUCTION IMPACT ASSESSMENT

14.1 Construction Assumptions

There are two phases related to construction of the Project, each with separate trip generation characteristics. First is the shoring/excavation phase, which generally results in the highest number of truck trips per day as compared to other phases of project construction. Second is the building construction phase, which typically generates the highest number of construction workers on site as compared to other phases of construction.

Shoring/Excavation

The shoring/excavation phase of the Project would result in the need to export approximately 110,000 cubic yards of material from the Project site. During this phase, hauling of material from the Project site would occur on weekdays between 7:00 AM and 4:00 PM (i.e., a 9-hour period), and on Saturdays between 8:00 AM and 3:00 PM (i.e., a 7-hour period). A total of 63 truck round-trips per day (i.e., 63 inbound and 63 outbound) carrying approximately 14 cubic yards of material per truck are expected on weekdays (i.e., 7 trucks per hour). Similarly, a total of 49 truck round-trips per day (i.e., 49 inbound and 49 outbound) carrying approximately 14 cubic yards of material per truck are expected based on Saturdays (i.e., 7 trucks per hour). Based on the estimated removal of 882 cubic yards of material on each weekday, and 686 cubic yards of material on each Saturday, it is expected that the materials would be removed from the Project site over a period of approximately 129 work days.

The precise route of haul trucks arriving to and departing from the Project site will be determined by the City's Advisory Agency in connection with this consideration of the proposed vesting tentative map for the Project. It is reasonable to assume, however, that the primary route to be used by haul trucks traveling to and from the Project site will include S. La Cienega Boulevard to and from the I-10 (Santa Monica) Freeway.

In addition to the trips by hauling trucks, approximately 60 round-trips per day by construction workers (30 inbound and 30 outbound) are expected related to the shoring/excavation phase during peak activity.

Building Construction

Building construction is estimated to occur over an approximate 28-month period. During peak construction activity, it is estimated that approximately 175 construction worker round-trips per day would be generated (175 inbound and 175 outbound), as well as 32 round-trips by miscellaneous delivery trucks (32 inbound and 32 outbound). Building construction is permitted in the City of Los Angeles on weekdays between 7:00 AM and 9:00 PM, as well as on Saturdays from 8:00 AM to 6:00 PM.

Construction Worker Parking and Roadway/Sidewalk Closures

Parking for construction workers will be provided in a lot in proximity to the Project site. Street parking by construction workers will not be permitted.

The construction of the Project would not require the closure of any vehicle travel lanes. This is due primarily to the availability of parking "lanes" adjacent to the Project site on San Vicente Boulevard, Burton Way and Holt Avenue, so that the use of the adjacent travel lanes should not be required. The street parking spaces adjacent to the Project site on Burton Way and/or Holt Avenue may be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing uses on the Project site (which will be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause any adverse effect.

Temporary closures of the sidewalks adjacent to the Project site on San Vicente Boulevard, Burton Way, and Holt Avenue may be required during portions of the construction period, and the sidewalk along Burton Way could be closed for the duration of the Project construction. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes (e.g., if the sidewalk on the west side of San Vicente Boulevard adjacent to the Project site is temporarily closed, a sign or signs would direct pedestrians to use the sidewalk on the east side of San Vicente Boulevard as an alternative route). The Project applicant would prepare and submit a work site traffic control plan to LADOT prior to the start of construction. That plan would show the location of any temporary street parking or sidewalk closures, warning signs and access to abutting properties.

14.2 Vehicle Trip Generation

The potential traffic impacts of the Project at build-out and occupancy are assessed in Sections 9.0, 10.0 and 11.0 herein based on the evaluation of operations at local intersections during the weekday morning (AM) and afternoon (PM) commuter peak hours. Set forth below is a similar forecast of trip generation related to Project construction, which is provided for the AM and PM peak hours for comparison purposes to the Project at build-out. Also provided for informational purposes is a forecast of the weekday daily (24-hour) trip generation related to construction of the Project.

In addition to the construction assumptions outlined in the prior section, the following additional assumptions are made relative to vehicular trip generation during the construction period:

- Typically, most construction workers arrive and depart the worksite outside of the commuter peak hours. For this analysis, it has been conservatively assumed that 10% of the inbound daily trips would arrive at the Project site during the AM peak hour and that 10% of the outbound daily trips would depart the Project site during the PM peak hour.

- Trucks utilize more of the physical roadway as compared to passenger cars and small trucks. Thus, for trips generated by trucks, a passenger car equivalency (PCE) factor of 2.0 has been assumed based on factors provided in the *Highway Capacity Manual* published by the Transportation Research Board.

Table 14–1 provides the trip generation forecast related to construction of the Project. As shown in *Table 14–1*, and based on the preceding assumptions, the forecast trip generation by phase of construction is as follows:

- Shoring/Excavation
  - 312 daily trips (156 inbound / 156 outbound)
  - 34 AM peak hour trips (20 inbound / 14 outbound)
  - 14 PM peak hour trips (30 inbound / 20 outbound)
- Building Construction
  - 478 daily trips (239 inbound / 239 outbound)
  - 63 AM peak hour trips (49 inbound/ 14 outbound)
  - 63 PM peak hour trips (14 inbound / 49 outbound)

14.3 Traffic Assessment

Table 7–1 provides the trip generation forecast for the Project at build-out. As shown in *Table 7–1*, the Project is forecast to generate 650 net new trips during a typical weekday, including 43 net new AM peak hour trips and 53 net new PM peak hour trips. By comparison, the shoring/excavation phase is estimated to generate 312 daily trips, 34 AM peak hour trips and 34 PM peak hour trips while the building construction phase is estimated to generate 478 daily trips, 63 AM peak hour trips and 63 PM peak hour trips. Thus, construction activity at the Project site during the shoring/excavation phase would generate fewer trips than the operation of the Project following its completion. Activity at the Project site during the building construction phase would generate fewer daily trips, 20 more AM peak hour trips, and 10 more PM peak hour trips than the operation of the Project following its completion.

Tables 9–1, 10–1 and *11–1* show that following construction, the Project's operational traffic impacts would be less than significant at all of the study intersections based on the City of Los Angeles thresholds of significance (and City of Beverly Hills and City of West Hollywood thresholds of significance for the four study intersections and three study intersections located therein, respectively). Accordingly, it is reasonable to conclude that construction activity at the Project site during the shoring/excavation phase of the Project would also result in traffic impacts that are less than significant. As shown in *Table 14–1*, the building construction phase is expected to generate 10 more trips during the AM peak hour and 20 more trips during the PM peak hour as compared to the operation of the Project following its completion. However, as shown on *Tables 9–1, 10–1,* and *11–1,* the operation of the Project would not come close to causing a significant impact at any of the study intersections. Therefore, the addition on 10 more AM peak hour trips and 20 more PM peak hour trips would not result in a significant impact at any of the study intersections. Moreover, the construction traffic impact is temporary and would

Table 14-1
CONSTRUCTION TRIP GENERATION [1]

01-Apr-19

PHASE	DAILY TRIP ENDS VOLUMES	AM PEAK HOUR VOLUMES			PM PEAK HOUR VOLUMES		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Shoring / Excavation							
Construction Workers	60	6	0	6	0	6	6
Trucks	126	7	7	14	7	7	14
PCE (2.0) Adjusted [2]	252	14	14	28	14	14	28
Phase Subtotal (PCE Adjusted)	**312**	**20**	**14**	**34**	**14**	**20**	**34**
Building Construction							
Construction Workers	350	35	0	35	0	35	35
Trucks	64	7	7	14	7	7	14
PCE (2.0) Adjusted [2]	128	14	14	28	14	14	28
Phase Subtotal (PCE Adjusted)	**478**	**49**	**14**	**63**	**14**	**49**	**63**

[1] Source: KPFF
[2] A Passenger Car Equivalent (PCE) factor of 2.0 was applied to all trucks based on standard traffic engineering practice to conservatively estimate the equivalent number of vehicles associated with the trucks.

and at the completion of construction. Therefore, no additional analysis of traffic impacts relating to the construction of the Project is required.

15.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential impacts to the local street system resulting from the development of the proposed Our Lady of Mt. Lebanon Project. Fourteen intersections were identified and analyzed in order to determine changes in operations following construction and occupancy of the proposed Project. Application of the impact threshold criteria from the City of Los Angeles, City of Beverly Hills, and the City of West Hollywood indicate that none of the 14 study intersections would be significantly impacted by the forecast Project traffic. Incremental, but not significant, impacts are noted at the 14 study intersections evaluated in this analysis. As the Project is not expected to result in any significant traffic impacts, no traffic mitigation measures are required or recommended.

Additionally, a residential street segment analysis has been prepared to evaluate Project-related traffic using local streets to access the Project site. Two residential street segments were identified and analyzed in order to determine increases in Average Daily Traffic volumes following construction and occupancy of the Project. Application of the residential street segment impact threshold criteria from the City of Los Angeles indicate that neither of the analyzed street segments would be significantly impacted by the forecast Project traffic.

Furthermore, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the Congestion Management Program (CMP) highway system based on the procedures outlined in the 2010 CMP for Los Angeles County. Application of the impact threshold criteria outlined in the CMP manual indicate that none of the intersection and freeway monitoring locations within the Project's vicinity would be significantly impacted by the forecast Project traffic. In addition, a review of the potential impacts of the Project on transit service indicates that an insignificant number of additional transit trips per bus would be generated by the Project. It is anticipated that the existing transit service in the Project area would adequately accommodate the increase of Project-generated transit trips.

Finally, a Construction Impact Assessment has been prepared to determine the potential impacts of construction-related traffic to the local street system. It has been determined that trips generated during the shoring/excavation phase of the Project's construction would be fewer than the operation of the Project following its completion. The building construction phase is expected to generate slightly more AM and PM peak hour trips as compared to the operation of the Project following its completion. However, as the Project would not come close to causing a significant operational traffic impact on any of the 14 analyzed study intersections, the trips related to the building construction phase of the Project, which is temporary in duration, would not have a significant impact on any of the study intersections.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Robertson Blvd

East/West 3rd St

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	66	47	29	34
BIKES	9	7	14	13
BUSES	34	0	1	35

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	184	9.15	130	8.00	119	9.15	253	7.30
PM PK 15 MIN	191	17.15	128	15.15	129	16.30	189	17.00
AM PK HOUR	687	7.30	492	7.15	445	8.30	905	8.00
PM PK HOUR	723	17.00	489	16.30	490	16.30	677	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	415	186	628
8-9	26	466	179	671
9-10	29	499	150	678
15-16	30	483	135	648
16-17	30	461	125	616
17-18	38	557	128	723
TOTAL	180	2881	903	3964

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	421	40	482
8-9	18	389	50	457
9-10	17	372	41	430
15-16	48	395	40	483
16-17	48	384	46	478
17-18	42	382	52	476
TOTAL	194	2343	269	2806

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1110	10	1	21	0
1128	25	2	29	0
1108	18	0	35	0
1131	55	2	57	5
1094	36	0	54	1
1199	40	0	46	7
6770	184	5	242	13

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	260	26	314
8-9	38	347	44	429
9-10	38	322	52	412
15-16	70	285	69	424
16-17	74	316	76	466
17-18	79	335	76	490
TOTAL	327	1865	343	2535

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	145	624	48	817
8-9	133	731	41	905
9-10	102	548	61	711
15-16	133	415	75	623
16-17	169	440	45	654
17-18	156	413	48	617
TOTAL	838	3171	318	4327

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1131	22	1	26	0
1334	28	0	28	1
1123	14	0	36	2
1047	48	0	57	8
1120	40	1	66	1
1107	52	2	66	2
6862	204	4	279	14

Prepared by National Data & Surveying Services

Robertson Blvd & 3rd St

Peak Hour Turning Movement Count

ID: 18-05338-001
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

SOUTHBOUND — Robertson Blvd

AM	50	389	18	0	544	AM
NOON	0	0	0	0	0	NOON
PM	58	374	45	0	663	PM

EASTBOUND — 3rd St

AM	NOON	PM	
808	0	541	⇦
1	0	0	0
37	0	74	1
347	0	337	2
44	0	71	0
AM	NOON	PM	

WESTBOUND — 3rd St

PM	NOON	AM	
48	0	41	0
448	0	731	2
164	0	133	1
0	0	0	0
511	0	544	⇨
PM	NOON	AM	

NORTHBOUND — Robertson Blvd

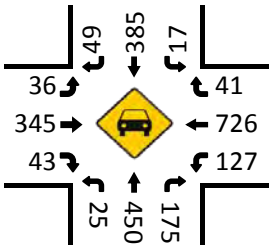
PM	609	0	35	541	129	PM
NOON	0	0	0	0	0	NOON
AM	566	0	26	466	179	AM

CONTROL

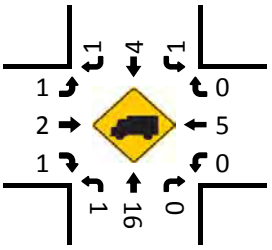
Signalized

TEV	2462 AM	0 NOON	2324 PM
PHF	0.97		0.97

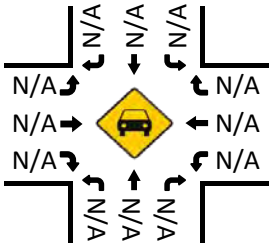
Cars (AM)



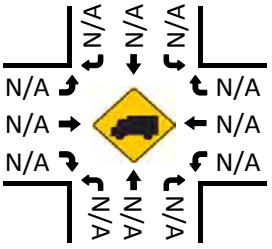
HT (AM)



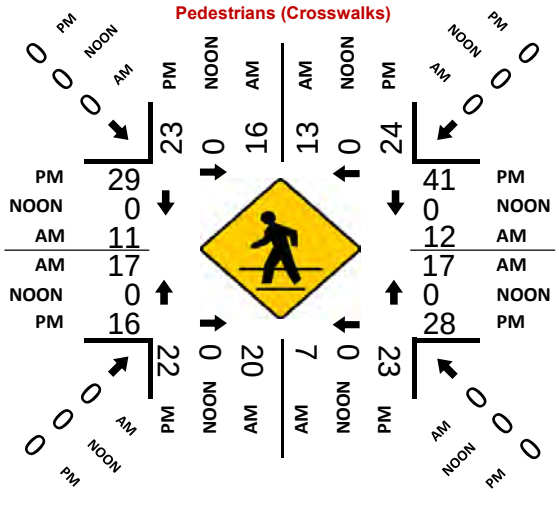
Cars (NOON)



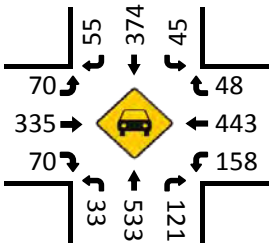
HT (NOON)



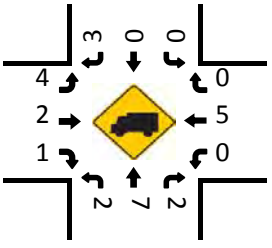
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Robertson Blvd & 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05338-001
Date: 5/17/2018

Total

NS/EW Streets:	Robertson Blvd				Robertson Blvd				3rd St				3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	82	45	0	5	111	4	0	5	50	4	0	31	115	9	0	468
7:15 AM	8	93	48	0	7	103	10	0	10	69	12	0	40	152	17	0	569
7:30 AM	6	122	45	0	2	109	12	0	6	64	3	0	37	203	13	0	622
7:45 AM	6	118	48	0	7	98	14	0	7	77	7	0	37	154	9	0	582
8:00 AM	9	129	43	0	5	114	11	0	7	83	7	0	24	170	3	0	605
8:15 AM	9	110	42	0	3	91	15	0	13	86	16	0	38	186	10	0	619
8:30 AM	4	105	47	0	6	100	12	0	8	81	9	1	38	178	14	0	603
8:45 AM	4	122	47	0	4	84	12	0	9	97	12	0	33	197	14	0	635
9:00 AM	7	109	33	0	2	89	10	0	12	87	10	0	24	150	15	0	548
9:15 AM	7	137	40	0	5	100	14	0	13	94	12	0	24	146	12	0	604
9:30 AM	9	119	38	0	4	98	8	0	7	79	13	0	22	119	19	0	535
9:45 AM	6	134	39	0	6	85	9	0	6	62	17	0	32	133	15	0	544
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	1380	515	0	56	1182	131	0	103	929	122	1	380	1903	150	0	6934
APPROACH %'s :	4.15%	69.80%	26.05%	0.00%	4.09%	86.34%	9.57%	0.00%	8.92%	80.43%	10.56%	0.09%	15.62%	78.22%	6.17%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	26	466	179	0	18	389	50	0	37	347	44	1	133	731	41	0	2462
PEAK HR FACTOR :	0.722	0.903	0.952	0.000	0.750	0.853	0.833	0.000	0.712	0.894	0.688	0.250	0.875	0.928	0.732	0.000	0.969
	0.927				0.879				0.909				0.927				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	7	122	37	0	12	103	9	0	13	78	17	0	35	103	20	0	556
3:15 PM	6	110	41	0	14	104	10	0	14	63	14	0	26	104	20	0	526
3:30 PM	9	123	27	0	12	99	10	0	21	71	17	0	34	96	16	0	535
3:45 PM	8	128	30	0	10	89	11	0	22	73	21	0	38	112	19	0	561
4:00 PM	10	118	35	0	19	97	10	0	20	68	21	0	51	102	13	0	564
4:15 PM	6	116	25	0	6	78	18	0	14	76	27	0	40	109	11	0	526
4:30 PM	9	113	25	0	13	111	3	0	22	87	20	0	37	104	7	0	551
4:45 PM	5	114	40	0	10	98	15	0	18	85	8	0	41	125	14	0	573
5:00 PM	3	131	31	0	9	93	14	0	17	90	21	0	45	130	14	0	598
5:15 PM	15	148	28	0	16	92	15	0	21	83	18	0	35	102	10	0	583
5:30 PM	12	148	30	0	10	91	14	0	18	79	24	0	43	91	10	0	570
5:45 PM	8	130	39	0	7	106	9	0	23	83	13	0	33	90	14	0	555
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	1501	388	0	138	1161	138	0	223	936	221	0	458	1268	168	0	6698
APPROACH %'s :	4.93%	75.54%	19.53%	0.00%	9.60%	80.79%	9.60%	0.00%	16.16%	67.83%	16.01%	0.00%	24.18%	66.95%	8.87%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	35	541	129	0	45	374	58	0	74	337	71	0	164	448	48	0	2324
PEAK HR FACTOR :	0.583	0.914	0.806	0.000	0.703	0.954	0.967	0.000	0.881	0.936	0.740	0.000	0.911	0.862	0.857	0.000	0.972
	0.923				0.970				0.941				0.873				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Robertson Blvd

East/West Burton Way

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	58	49	51	82
BIKES	14	5	26	20
BUSES	13	35	22	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	160	7.30	156	7.15	261	9.15	440	8.30
PM PK 15 MIN	192	17.30	174	16.30	437	17.15	288	17.15
AM PK HOUR	622	7.30	596	7.15	966	9.00	1630	8.00
PM PK HOUR	662	16.45	631	16.00	1683	17.00	1083	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	479	37	575
8-9	67	502	43	612
9-10	43	499	42	584
15-16	77	447	46	570
16-17	79	441	71	591
17-18	85	504	72	661
TOTAL	410	2872	311	3593

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	515	51	587
8-9	35	491	53	579
9-10	34	446	46	526
15-16	76	469	59	604
16-17	105	497	29	631
17-18	82	489	45	616
TOTAL	353	2907	283	3543

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1162	8	0	5	0
1191	30	0	17	0
1110	19	1	10	1
1174	20	0	13	0
1222	19	0	20	0
1277	20	0	28	0
7136	116	1	93	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	82	344	93	519
8-9	95	618	113	826
9-10	113	704	149	966
15-16	152	1179	109	1440
16-17	154	1334	91	1579
17-18	170	1452	61	1683
TOTAL	766	5631	616	7013

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	161	1104	59	1324
8-9	182	1363	85	1630
9-10	165	1188	95	1448
15-16	112	816	66	994
16-17	99	763	56	918
17-18	85	931	67	1083
TOTAL	804	6165	428	7397

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1843	8	1	22	1
2456	21	0	35	1
2414	9	2	30	7
2434	36	1	39	0
2497	36	0	33	0
2766	43	1	28	0
14410	153	5	187	9

Prepared by National Data & Surveying Services

Robertson Blvd & Burton Way

Peak Hour Turning Movement Count

ID: 18-05338-002
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS

AM	08:30 AM - 09:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

SOUTHBOUND — Robertson Blvd

AM	46	464	26	0	671	AM
NOON	0	0	0	0	0	NOON
PM	45	489	82	0	731	PM

EASTBOUND — Burton Way

AM	NOON	PM		
1483	0	1071		
11	0	10	0	
89	0	160	1	
720	0	1452	3	
126	0	61	1	
AM	NOON	PM		

WESTBOUND — Burton Way

PM	NOON	AM		
67	0	81	0	
931	0	1370	4	
69	0	167	1	
16	0	11	0	
1622	0	796		
PM	NOON	AM		

NORTHBOUND — Robertson Blvd

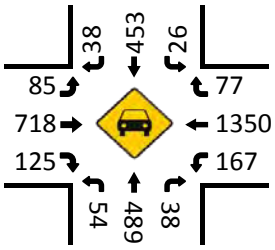
PM	619	0	85	504	72	PM
NOON	0	0	0	0	0	NOON
AM	757	0	56	501	39	AM

CONTROL

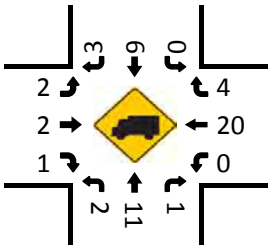
Signalized

TEV	3707 AM	0 NOON	4043 PM
PHF	0.98		0.97

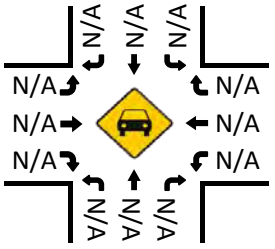
Cars (AM)



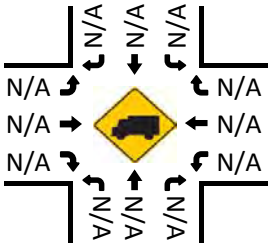
HT (AM)



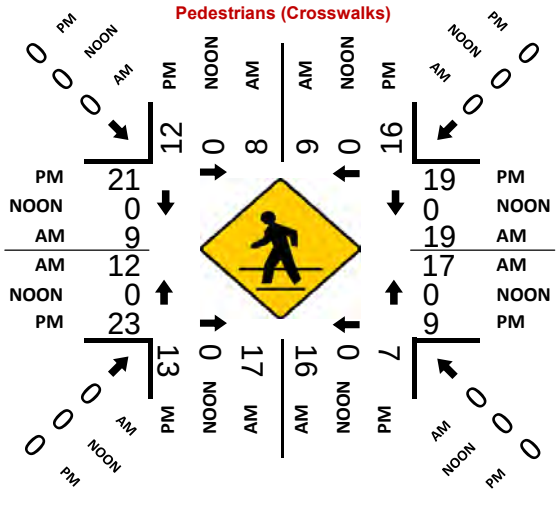
Cars (NOON)



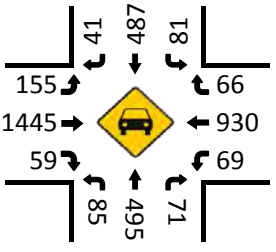
HT (NOON)



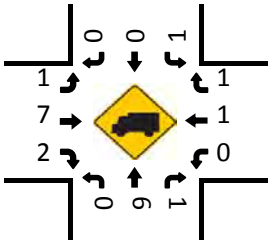
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Robertson Blvd & Burton Way
City: Los Angeles
Control: Signalized

Project ID: 18-05338-002
Date: 5/17/2018

Total

NS/EW Streets:	Robertson Blvd				Robertson Blvd				Burton Way				Burton Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	1	0	1	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	100	10	0	2	122	13	0	23	61	11	1	20	231	12	1	621
7:15 AM	19	116	6	0	7	135	14	0	16	71	22	1	41	258	15	1	722
7:30 AM	17	133	10	0	3	132	15	0	21	99	27	1	56	336	15	2	867
7:45 AM	9	130	11	0	9	126	9	0	18	113	33	1	39	279	17	1	795
8:00 AM	16	131	13	0	11	122	13	0	24	132	24	0	43	336	33	3	901
8:15 AM	17	121	14	0	10	122	14	0	24	154	28	0	40	330	16	3	893
8:30 AM	15	119	11	0	4	128	14	0	18	157	39	1	44	374	21	1	946
8:45 AM	19	131	5	0	10	119	12	0	27	175	22	1	45	323	15	3	907
9:00 AM	10	118	16	0	3	103	12	0	21	198	26	0	44	334	17	2	904
9:15 AM	12	133	7	0	9	114	8	0	23	190	39	9	34	339	28	5	950
9:30 AM	8	120	13	0	14	118	10	0	22	153	46	3	36	272	30	4	849
9:45 AM	13	128	6	0	8	111	16	0	32	163	38	3	36	243	20	4	821
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	169	1480	122	0	90	1452	150	0	269	1666	355	21	478	3655	239	30	10176
APPROACH %'s :	9.54%	83.57%	6.89%	0.00%	5.32%	85.82%	8.87%	0.00%	11.64%	72.09%	15.36%	0.91%	10.86%	83.03%	5.43%	0.68%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	56	501	39	0	26	464	46	0	89	720	126	11	167	1370	81	11	3707
PEAK HR FACTOR :	0.737	0.942	0.609	0.000	0.650	0.906	0.821	0.000	0.824	0.909	0.808	0.306	0.928	0.916	0.723	0.550	0.976
	0.961				0.918				0.906				0.926				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	1	0	0	1	3	1	0	1	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	21	114	15	0	20	115	16	0	32	271	28	6	28	225	20	5	916
3:15 PM	17	116	14	0	21	119	14	0	36	293	33	0	16	195	8	10	892
3:30 PM	23	102	8	0	21	116	18	0	33	312	29	2	23	199	21	5	912
3:45 PM	16	115	9	0	14	119	11	0	40	303	19	3	22	197	17	3	888
4:00 PM	16	117	16	0	23	144	6	0	34	329	21	3	23	183	12	2	929
4:15 PM	27	101	16	0	25	107	5	0	40	325	29	0	23	192	11	2	903
4:30 PM	21	109	16	0	31	133	10	0	30	330	22	3	20	199	17	4	945
4:45 PM	15	114	23	0	26	113	8	0	43	350	19	1	23	189	16	2	942
5:00 PM	18	120	10	0	24	129	6	0	38	362	18	2	22	235	9	4	997
5:15 PM	16	142	12	0	12	126	10	0	40	382	14	1	12	249	19	8	1043
5:30 PM	25	138	29	0	29	109	15	0	29	359	9	6	19	210	19	4	1000
5:45 PM	26	104	21	0	17	125	14	0	53	349	20	1	16	237	20	0	1003
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	241	1392	189	0	263	1455	133	0	448	3965	261	28	247	2510	189	49	11370
APPROACH %'s :	13.23%	76.40%	10.37%	0.00%	14.21%	78.61%	7.19%	0.00%	9.53%	84.33%	5.55%	0.60%	8.25%	83.81%	6.31%	1.64%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	85	504	72	0	82	489	45	0	160	1452	61	10	69	931	67	16	4043
PEAK HR FACTOR :	0.817	0.887	0.621	0.000	0.707	0.948	0.750	0.000	0.755	0.950	0.763	0.417	0.784	0.935	0.838	0.500	0.969
	0.861				0.969				0.963				0.940				

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Robertson Blvd

East/West Wilshire Blvd

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	65	49	81	102
BIKES	15	17	31	29
BUSES	13	12	100	109

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	255	9.30	216	9.30	285	8.15	525	8.45
PM PK 15 MIN	217	15.15	212	16.00	468	16.00	277	17.15
AM PK HOUR	985	8.45	785	7.45	980	8.00	1847	8.00
PM PK HOUR	834	15.00	791	16.00	1744	17.00	1031	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	196	608	93	897
8-9	198	634	117	949
9-10	194	652	112	958
15-16	212	528	94	834
16-17	202	453	91	746
17-18	205	518	78	801
TOTAL	1207	3393	585	5185

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	558	109	719
8-9	59	592	125	776
9-10	62	580	112	754
15-16	79	586	98	763
16-17	80	637	74	791
17-18	70	579	65	714
TOTAL	402	3532	583	4517

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1616	24	0	49	2
1725	30	0	49	3
1712	35	0	48	0
1597	53	8	43	3
1537	56	1	45	2
1515	68	2	53	0
9702	266	11	287	10

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	597	83	756
8-9	116	750	114	980
9-10	88	720	145	953
15-16	111	1153	185	1449
16-17	149	1364	194	1707
17-18	184	1337	223	1744
TOTAL	724	5921	944	7589

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	104	1283	73	1460
8-9	119	1623	105	1847
9-10	132	1282	111	1525
15-16	137	710	87	934
16-17	124	801	57	982
17-18	117	844	38	999
TOTAL	733	6543	471	7747

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2216	28	0	30	3
2827	26	2	34	7
2478	26	0	36	0
2383	37	13	57	13
2689	39	1	51	0
2743	60	0	49	1
15336	216	16	257	24

Prepared by National Data & Surveying Services

Robertson Blvd & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 18-05338-003
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	07:00 AM - 10:00 AM
NONE	NONE
04:30 PM - 05:30 PM	03:00 PM - 06:00 PM

SOUTHBOUND (Robertson Blvd)

AM	125	592	58	1	856	AM
NOON	0	0	0	0	0	NOON
PM	69	630	79	0	695	PM
	0	2	1	0		

EASTBOUND (Wilshire Blvd)

AM	NOON	PM	
1946	0	1134	
0	0	0	0
116	0	161	1
750	0	1336	2
114	0	197	0
AM	NOON	PM	

WESTBOUND (Wilshire Blvd)

PM	NOON	AM	
55	0	105	1
857	0	1623	3
119	0	119	1
0	0	0	0
1502	0	925	
PM	NOON	AM	

NORTHBOUND (Robertson Blvd)

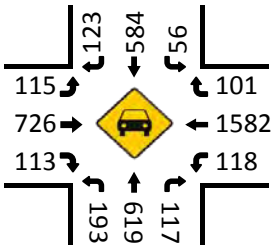
PM	946	0	208	479	87	PM
NOON	0	0	0	0	0	NOON
AM	825	0	198	634	117	AM
		0	1	2	0	

CONTROL

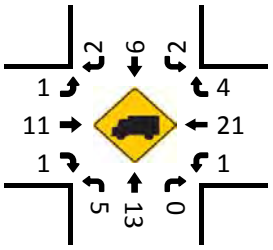
Signalized

TEV	4552	0	4277
	AM	NOON	PM
PHF	0.94		0.97

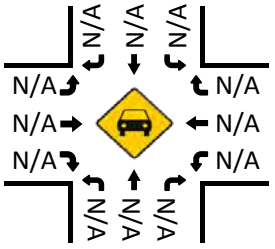
Cars (AM)



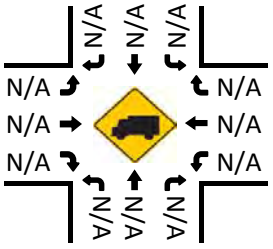
HT (AM)



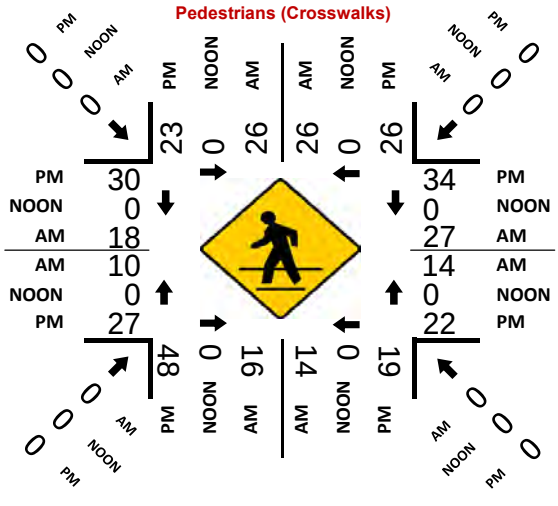
Cars (NOON)



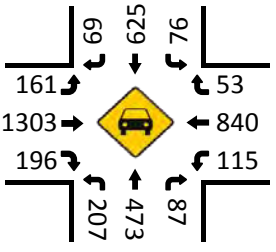
HT (NOON)



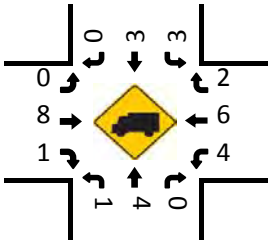
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Robertson Blvd & Wilshire Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05338-003
Date: 5/17/2018

Total

NS/EW Streets:	Robertson Blvd				Robertson Blvd				Wilshire Blvd				Wilshire Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	52	138	17	0	11	115	22	0	14	117	16	0	22	212	13	0	749
7:15 AM	53	145	22	0	8	147	31	0	16	127	20	0	21	323	14	0	927
7:30 AM	44	161	21	0	10	135	31	0	26	157	23	0	35	368	24	0	1035
7:45 AM	47	164	33	0	23	161	25	0	20	196	24	0	26	380	22	0	1121
8:00 AM	39	154	31	0	14	131	38	1	22	183	23	0	26	377	27	0	1066
8:15 AM	55	159	35	0	16	146	29	0	36	219	30	0	20	389	23	0	1157
8:30 AM	51	171	18	0	16	158	27	0	23	157	34	0	30	406	24	0	1115
8:45 AM	53	150	33	0	12	157	31	0	35	191	27	0	43	451	31	0	1214
9:00 AM	53	172	21	0	21	130	31	0	22	163	29	0	20	324	35	0	1021
9:15 AM	48	171	29	0	14	141	25	0	30	189	39	0	38	346	28	0	1098
9:30 AM	48	176	31	0	15	173	28	0	20	187	35	0	40	340	20	0	1113
9:45 AM	45	133	31	0	12	136	28	0	16	181	42	0	34	272	28	0	958
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	588	1894	322	0	172	1730	346	1	280	2067	342	0	355	4188	289	0	12574
APPROACH %'s :	20.97%	67.55%	11.48%	0.00%	7.65%	76.92%	15.38%	0.04%	10.41%	76.87%	12.72%	0.00%	7.35%	86.67%	5.98%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	198	634	117	0	58	592	125	1	116	750	114	0	119	1623	105	0	4552
PEAK HR FACTOR :	0.900	0.927	0.836	0.000	0.906	0.937	0.822	0.250	0.806	0.856	0.838	0.000	0.692	0.900	0.847	0.000	0.937
	0.953				0.965				0.860				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	55	114	24	0	25	147	32	0	24	285	46	0	30	187	19	0	988
3:15 PM	53	143	21	0	21	133	32	0	39	264	46	0	36	175	27	0	990
3:30 PM	51	139	23	0	13	161	18	0	26	314	46	0	42	172	20	0	1025
3:45 PM	53	132	26	0	20	145	16	0	22	290	47	0	29	176	21	0	977
4:00 PM	52	115	19	0	23	174	15	0	33	383	52	0	25	200	14	0	1105
4:15 PM	51	122	27	0	19	139	21	0	32	311	49	0	40	190	12	1	1014
4:30 PM	45	106	24	0	24	169	18	0	33	334	44	0	28	204	17	0	1046
4:45 PM	54	110	21	0	14	155	20	0	51	336	49	0	30	207	14	0	1061
5:00 PM	57	130	22	0	19	157	19	0	34	318	59	0	31	209	14	0	1069
5:15 PM	52	133	20	0	22	149	12	0	43	348	45	0	30	237	10	0	1101
5:30 PM	55	120	16	0	14	136	11	0	56	338	57	0	33	194	9	0	1039
5:45 PM	41	135	20	0	15	137	23	0	51	333	62	0	23	204	5	0	1049
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	619	1499	263	0	229	1802	237	0	444	3854	602	0	377	2355	182	1	12464
APPROACH %'s :	26.00%	62.96%	11.05%	0.00%	10.10%	79.45%	10.45%	0.00%	9.06%	78.65%	12.29%	0.00%	12.93%	80.79%	6.24%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	208	479	87	0	79	630	69	0	161	1336	197	0	119	857	55	0	4277
PEAK HR FACTOR :	0.912	0.900	0.906	0.000	0.823	0.932	0.863	0.000	0.789	0.960	0.835	0.000	0.960	0.904	0.809	0.000	0.971
	0.926				0.922				0.971				0.931				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South San Vicente Blvd

East/West Melrose Ave

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	84	87	53	50
BIKES	27	25	15	29
BUSES	90	62	1	28

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	211	8.45	163	8.15	182	9.15	319	8.15
PM PK 15 MIN	244	17.00	240	15.00	211	17.45	203	17.30
AM PK HOUR	802	8.45	578	9.00	678	9.00	1227	7.45
PM PK HOUR	912	17.00	799	15.00	786	17.00	774	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	438	49	537
8-9	56	569	101	726
9-10	74	615	102	791
15-16	62	558	141	761
16-17	51	625	113	789
17-18	84	669	159	912
TOTAL	377	3474	665	4516

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	247	78	379
8-9	85	419	58	562
9-10	71	444	63	578
15-16	119	608	72	799
16-17	117	528	88	733
17-18	109	470	108	687
TOTAL	555	2716	467	3738

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
916	17	0	28	3
1288	22	0	40	3
1369	18	0	44	4
1560	69	6	72	2
1522	48	2	85	3
1599	38	4	83	2
8254	212	12	352	17

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	228	23	297
8-9	77	471	35	583
9-10	117	493	68	678
15-16	78	581	68	727
16-17	110	534	77	721
17-18	104	604	78	786
TOTAL	532	2911	349	3792

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	155	816	147	1118
8-9	283	753	170	1206
9-10	185	664	173	1022
15-16	120	424	181	725
16-17	125	354	208	687
17-18	139	425	210	774
TOTAL	1007	3436	1089	5532

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1415	22	0	11	1
1789	29	0	24	0
1700	31	0	31	0
1452	73	1	45	1
1408	49	0	23	1
1560	37	4	37	3
9324	241	5	171	6

Prepared by National Data & Surveying Services

San Vicente Blvd & Melrose Ave

Peak Hour Turning Movement Count

ID: 18-05338-004
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS

AM	08:15 AM - 09:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

SOUTHBOUND — San Vicente Blvd

AM	52	429	76	0	832	AM
NOON	0	0	0	0	0	NOON
PM	108	470	109	0	983	PM
	1	2	1	0		

EASTBOUND — Melrose Ave

AM	NOON	PM	
864	0	617	
0	0	0	0
88	0	104	1
489	0	604	2
41	0	78	0
AM	NOON	PM	

WESTBOUND — Melrose Ave

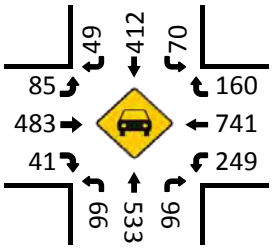
PM	NOON	AM	
210	0	169	1
425	0	745	1
139	0	251	1
0	0	0	0
872	0	663	
PM	NOON	AM	

NORTHBOUND — San Vicente Blvd

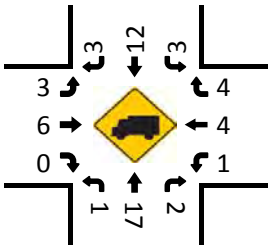
	0	1	2	0		
PM	687	0	84	669	159	PM
NOON	0	0	0	0	0	NOON
AM	721	0	67	575	98	AM

CONTROL			
Signalized			
TEV	3080 AM	0 NOON	3159 PM
PHF	0.96		0.97

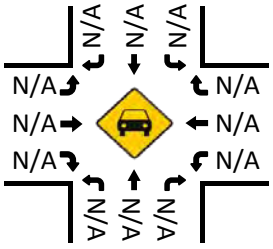
Cars (AM)



HT (AM)



Cars (NOON)



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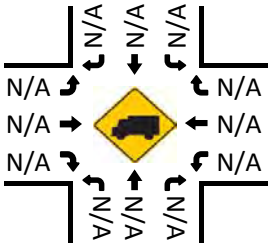
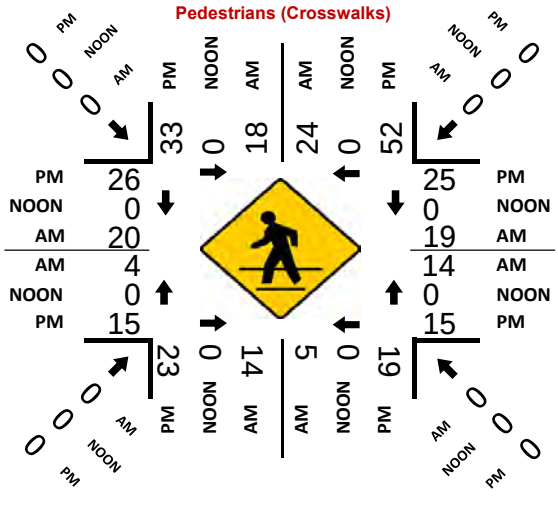
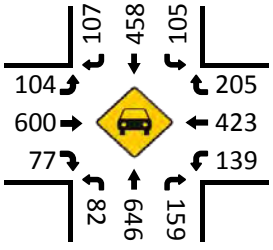


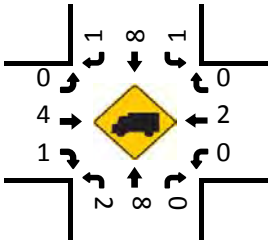
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: San Vicente Blvd & Melrose Ave
City: Los Angeles
Control: Signalized

Project ID: 18-05338-004
Date: 5/17/2018

Total

NS/EW Streets:	San Vicente Blvd				San Vicente Blvd				Melrose Ave				Melrose Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	98	9	0	11	48	20	0	9	29	4	0	25	211	25	0	499
7:15 AM	18	80	13	0	14	56	22	0	10	52	4	0	30	210	42	0	551
7:30 AM	10	96	11	0	12	68	15	0	12	71	6	0	45	195	32	0	573
7:45 AM	12	164	16	0	17	75	21	0	15	76	9	0	55	200	48	0	708
8:00 AM	7	152	24	0	22	101	21	0	22	94	6	0	86	177	41	0	753
8:15 AM	18	115	24	0	31	121	11	0	12	139	12	0	79	200	40	0	802
8:30 AM	10	136	29	0	18	108	14	0	26	110	8	0	66	187	48	0	760
8:45 AM	21	166	24	0	14	89	12	0	17	128	9	0	52	189	41	0	762
9:00 AM	18	158	21	0	13	111	15	0	33	112	12	0	54	169	40	0	756
9:15 AM	20	162	27	0	24	112	13	0	31	136	15	0	46	160	44	0	790
9:30 AM	18	141	26	0	16	114	18	0	34	111	17	0	47	170	51	0	763
9:45 AM	18	154	28	0	18	107	17	0	19	134	24	0	38	165	38	0	760
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	180	1622	252	0	210	1110	199	0	240	1192	126	0	623	2233	490	0	8477
APPROACH %'s :	8.76%	78.97%	12.27%	0.00%	13.82%	73.07%	13.10%	0.00%	15.40%	76.51%	8.09%	0.00%	18.62%	66.74%	14.64%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	67	575	98	0	76	429	52	0	88	489	41	0	251	745	169	0	3080
PEAK HR FACTOR :	0.798	0.866	0.845	0.000	0.613	0.886	0.867	0.000	0.667	0.879	0.854	0.000	0.794	0.931	0.880	0.000	0.960
	0.877				0.854				0.948				0.913				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	1	2	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	136	46	0	38	187	15	0	28	138	13	0	28	110	37	0	792
3:15 PM	15	127	31	0	24	150	23	0	11	155	23	0	30	114	56	0	759
3:30 PM	14	144	22	0	25	138	15	0	23	112	17	0	33	100	44	0	687
3:45 PM	17	151	42	0	32	133	19	0	16	176	15	0	29	100	44	0	774
4:00 PM	13	170	24	0	29	159	18	0	29	148	24	0	30	90	45	0	779
4:15 PM	12	141	36	0	35	135	24	0	19	126	21	0	32	89	56	0	726
4:30 PM	18	155	26	0	30	131	23	0	30	131	17	0	33	79	58	0	731
4:45 PM	8	159	27	0	23	103	23	0	32	129	15	0	30	96	49	0	694
5:00 PM	22	172	50	0	29	123	31	0	27	143	25	0	31	104	60	0	817
5:15 PM	26	179	35	0	26	141	22	0	40	129	19	0	37	102	57	0	813
5:30 PM	16	164	39	0	30	95	30	0	24	150	18	0	38	113	52	0	769
5:45 PM	20	154	35	0	24	111	25	0	13	182	16	0	33	106	41	0	760
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	197	1852	413	0	345	1606	268	0	292	1719	223	0	384	1203	599	0	9101
APPROACH %'s :	8.00%	75.22%	16.77%	0.00%	15.55%	72.37%	12.08%	0.00%	13.07%	76.95%	9.98%	0.00%	17.57%	55.03%	27.40%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	84	669	159	0	109	470	108	0	104	604	78	0	139	425	210	0	3159
PEAK HR FACTOR :	0.808	0.934	0.795	0.000	0.908	0.833	0.871	0.000	0.650	0.830	0.780	0.000	0.914	0.940	0.875	0.000	0.967
	0.934				0.909				0.931				0.953				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Willaman Dr

East/West Burton Way

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	28	21	55	160
BIKES	29	5	29	27
BUSES	0	0	0	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	76	8.15	42	8.30	214	8.45	420	8.30
PM PK 15 MIN	67	16.00	93	17.15	464	17.30	278	17.30
AM PK HOUR	290	7.45	142	8.30	826	8.45	1622	8.15
PM PK HOUR	244	15.30	343	16.30	1809	16.45	1018	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	135	6	189
8-9	80	197	8	285
9-10	65	179	14	258
15-16	61	136	16	213
16-17	46	153	20	219
17-18	52	133	35	220
TOTAL	352	933	99	1384

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	17	37	31	85
8-9	33	62	39	134
9-10	27	69	31	127
15-16	89	112	43	244
16-17	129	140	24	293
17-18	114	167	33	314
TOTAL	409	587	201	1197

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
274	14	0	10	1
419	19	0	7	1
385	5	0	2	0
457	20	0	20	0
512	18	1	30	0
534	17	0	28	1
2581	93	1	97	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	322	11	427
8-9	140	578	24	742
9-10	164	612	27	803
15-16	179	1174	40	1393
16-17	167	1428	16	1611
17-18	159	1595	36	1790
TOTAL	903	5709	154	6766

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	1284	18	1332
8-9	51	1520	30	1601
9-10	50	1306	21	1377
15-16	90	825	44	959
16-17	114	725	27	866
17-18	98	889	31	1018
TOTAL	433	6549	171	7153

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1759	21	1	9	1
2343	38	2	10	1
2180	14	0	1	0
2352	43	1	16	0
2477	35	2	29	2
2808	37	2	27	3
13919	188	8	92	7

Prepared by National Data & Surveying Services

Willaman Dr & Burton Way

Peak Hour Turning Movement Count

ID: 18-05338-005
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

SOUTHBOUND — Willaman Dr

AM	30	64	36	0	366	AM
NOON	0	0	0	0	0	NOON
PM	24	160	141	0	314	PM

EASTBOUND — Burton Way

AM	NOON	PM	
1671	0	953	
24	0	16	0
133	0	147	1
608	0	1614	4
22	0	32	0
AM	NOON	PM	

WESTBOUND — Burton Way

PM	NOON	AM	
35	0	29	0
863	0	1540	4
79	0	48	1
33	0	5	0
1816	0	658	
PM	NOON	AM	

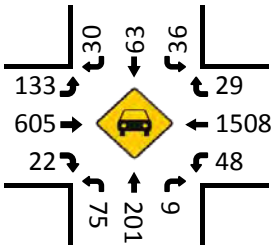
NORTHBOUND — Willaman Dr

PM	271	0	50	132	28	PM
NOON	0	0	0	0	0	NOON
AM	134	0	77	204	9	AM

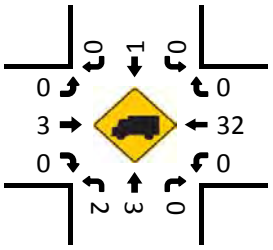
CONTROL: Signalized

TEV	2829 AM	0 NOON	3354 PM
PHF	0.99		0.97

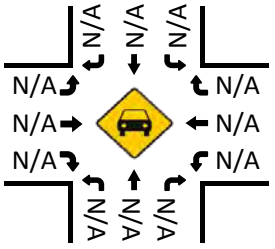
Cars (AM)



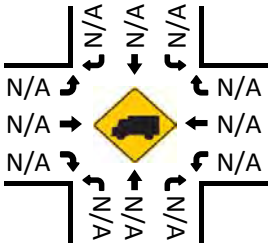
HT (AM)



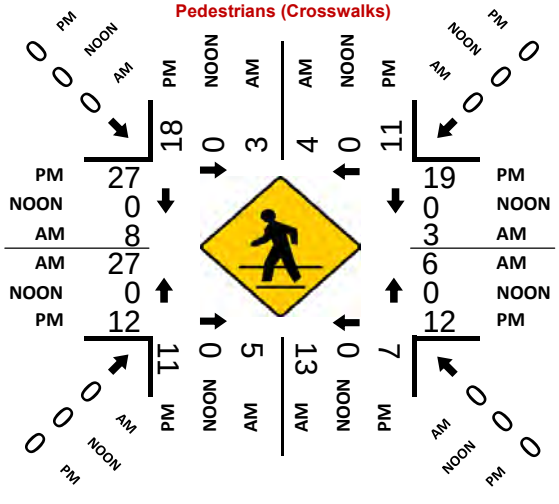
Cars (NOON)



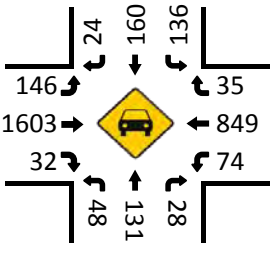
HT (NOON)



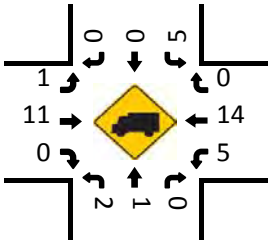
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Willaman Dr & Burton Way
City: Los Angeles
Control: Signalized

Project ID: 18-05338-005
Date: 5/17/2018

Total

NS/EW Streets:	Willaman Dr				Willaman Dr				Burton Way				Burton Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	4	0	0	1	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	19	2	0	5	7	5	0	15	56	1	2	7	256	3	1	387
7:15 AM	11	29	2	0	4	4	7	0	14	70	3	2	9	305	6	0	466
7:30 AM	14	30	0	0	4	8	9	0	22	88	0	4	6	399	4	0	588
7:45 AM	15	57	2	0	4	18	10	0	31	108	7	4	5	324	5	2	592
8:00 AM	19	51	1	0	5	17	14	0	24	119	5	10	11	365	3	0	644
8:15 AM	24	48	4	0	11	11	5	0	31	153	4	6	11	389	8	0	705
8:30 AM	20	49	0	0	10	22	10	0	28	140	6	2	13	394	10	3	707
8:45 AM	17	49	3	0	7	12	10	0	29	166	9	10	12	372	9	1	706
9:00 AM	16	58	2	0	8	19	5	0	45	149	3	6	12	385	2	1	711
9:15 AM	13	46	2	0	8	20	11	0	41	151	5	7	13	348	3	2	670
9:30 AM	18	41	4	0	5	14	8	0	31	161	8	5	10	293	4	1	603
9:45 AM	18	34	6	0	6	16	7	0	23	151	11	6	8	280	12	3	581
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	193	511	28	0	77	168	101	0	334	1512	62	64	117	4110	69	14	7360
APPROACH %'s :	26.37%	69.81%	3.83%	0.00%	22.25%	48.55%	29.19%	0.00%	16.94%	76.67%	3.14%	3.25%	2.71%	95.36%	1.60%	0.32%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	77	204	9	0	36	64	30	0	133	608	22	24	48	1540	29	5	2829
PEAK HR FACTOR :	0.802	0.879	0.563	0.000	0.818	0.727	0.750	0.000	0.739	0.916	0.611	0.600	0.923	0.977	0.725	0.417	0.995
	0.954				0.774				0.919				0.965				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	4	0	0	1	4	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	14	33	4	0	19	22	11	1	36	261	10	2	17	240	11	2	683
3:15 PM	9	31	5	0	14	21	13	0	42	291	7	6	22	192	4	6	663
3:30 PM	23	37	2	0	30	27	8	0	40	310	9	7	7	200	15	9	724
3:45 PM	15	35	5	0	25	42	11	0	39	312	14	7	22	193	14	5	739
4:00 PM	12	49	6	0	24	35	6	0	37	338	3	5	27	169	4	9	724
4:15 PM	13	40	7	0	23	41	6	0	44	326	2	5	16	173	5	5	706
4:30 PM	10	36	5	0	37	34	9	0	34	379	8	7	18	198	10	7	792
4:45 PM	11	28	2	0	45	30	3	0	32	385	3	3	25	185	8	7	767
5:00 PM	13	30	10	0	35	47	10	0	36	413	6	5	21	222	9	9	866
5:15 PM	16	37	10	0	42	45	6	0	39	407	11	5	16	216	9	5	864
5:30 PM	10	37	6	0	19	38	5	0	40	409	12	3	17	240	9	12	857
5:45 PM	13	29	9	0	18	37	12	0	29	366	7	2	10	211	4	8	755
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	159	422	71	0	331	419	100	1	448	4197	92	57	218	2439	102	84	9140
APPROACH %'s :	24.39%	64.72%	10.89%	0.00%	38.90%	49.24%	11.75%	0.12%	9.35%	87.55%	1.92%	1.19%	7.67%	85.79%	3.59%	2.95%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	50	132	28	0	141	160	24	0	147	1614	32	16	79	863	35	33	3354
PEAK HR FACTOR :	0.781	0.892	0.700	0.000	0.783	0.851	0.600	0.000	0.919	0.977	0.667	0.800	0.790	0.899	0.972	0.688	0.968
	0.833				0.874				0.975				0.908				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South San Vicente Blvd

East/West Beverly Blvd

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	126	78	86	76
BIKES	31	24	14	25
BUSES	78	38	63	59

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	228	9.15	209	8.30	245	7.45	382	7.30
PM PK 15 MIN	341	17.15	246	15.15	297	15.00	277	16.00
AM PK HOUR	883	8.45	789	9.00	870	7.45	1459	7.15
PM PK HOUR	1245	17.00	913	15.00	1082	15.00	1027	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	480	94	639
8-9	89	616	121	826
9-10	92	672	113	877
15-16	105	564	263	932
16-17	95	666	363	1124
17-18	108	713	424	1245
TOTAL	554	3711	1378	5643

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	333	146	531
8-9	80	524	159	763
9-10	108	506	175	789
15-16	164	647	102	913
16-17	174	569	107	850
17-18	215	481	127	823
TOTAL	793	3060	816	4669

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1170	31	0	33	2
1589	27	1	42	3
1666	14	0	26	1
1845	42	1	38	3
1974	75	0	59	2
2068	44	0	72	7
10312	233	2	270	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	510	102	641
8-9	50	681	112	843
9-10	47	638	128	813
15-16	76	887	119	1082
16-17	59	839	94	992
17-18	71	828	72	971
TOTAL	332	4383	627	5342

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	131	1193	95	1419
8-9	91	1119	144	1354
9-10	103	1124	130	1357
15-16	86	788	134	1008
16-17	67	770	130	967
17-18	80	768	137	985
TOTAL	558	5762	770	7090

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2060	106	2	24	0
2197	108	5	38	0
2170	54	3	23	0
2090	109	0	19	0
1959	154	3	14	2
1956	100	10	53	0
12432	631	23	171	2

Prepared by National Data & Surveying Services

San Vicente Blvd & Beverly Blvd

Peak Hour Turning Movement Count

ID: 18-05338-006
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:45 AM - 09:45 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

SOUTHBOUND (San Vicente Blvd)

AM	182	493	85	0	867	AM
NOON	0	0	0	0	0	NOON
PM	127	481	215	0	921	PM
	1	2	1	0		

EASTBOUND (Beverly Blvd)

AM	NOON	PM	
1420	0	1003	
0	0	0	0
53	0	71	1
627	0	828	2
127	0	72	1
AM	NOON	PM	

WESTBOUND (Beverly Blvd)

PM	NOON	AM	
137	0	129	1
768	0	1154	2
80	0	110	1
0	0	0	0
1467	0	826	
PM	NOON	AM	

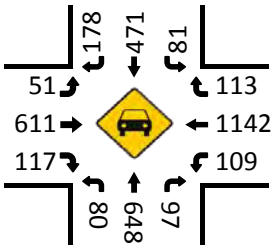
CONTROL: Signalized

TEV	3843	0	4024
	AM	NOON	PM
PHF	0.97		0.93

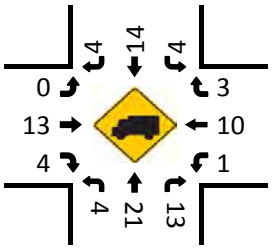
NORTHBOUND (San Vicente Blvd)

PM	633	0	108	713	424	PM
NOON	0	0	0	0	0	NOON
AM	730	0	84	685	114	AM
		0	1	2	1	

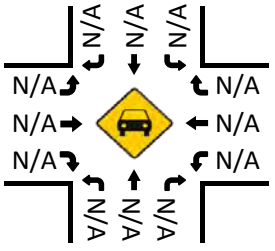
Cars (AM)



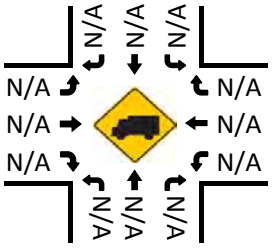
HT (AM)



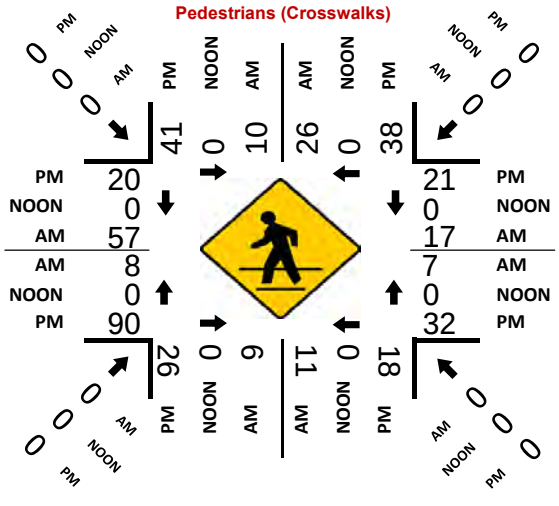
Cars (NOON)



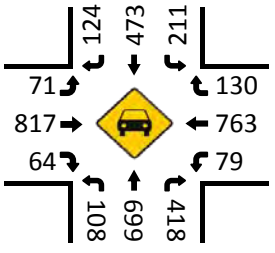
HT (NOON)



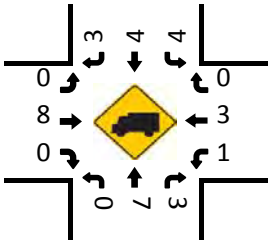
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: San Vicente Blvd & Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05338-006
Date: 5/17/2018

Total

NS/EW Streets:	San Vicente Blvd				San Vicente Blvd				Beverly Blvd				Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	105	16	0	8	69	30	0	5	67	20	0	25	258	24	0	647
7:15 AM	16	107	11	0	10	69	29	0	8	93	15	0	41	325	15	0	739
7:30 AM	17	103	29	0	15	87	36	0	2	155	31	0	29	325	28	0	857
7:45 AM	12	165	38	0	19	108	51	0	14	195	36	0	36	285	28	0	987
8:00 AM	24	156	35	0	29	120	41	0	9	170	25	0	19	284	44	0	956
8:15 AM	27	134	34	0	20	141	40	0	11	191	27	0	19	264	27	0	935
8:30 AM	21	155	26	0	17	151	41	0	12	155	25	0	23	274	38	0	938
8:45 AM	17	171	26	0	14	112	37	0	18	165	35	0	30	297	35	0	957
9:00 AM	23	174	28	0	27	110	53	0	14	146	33	0	25	284	31	0	948
9:15 AM	24	171	33	0	21	137	48	0	12	162	27	0	32	295	28	0	990
9:30 AM	20	169	27	0	23	134	44	0	9	154	32	0	23	278	35	0	948
9:45 AM	25	158	25	0	37	125	30	0	12	176	36	0	23	267	36	0	950
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	246	1768	328	0	240	1363	480	0	126	1829	342	0	325	3436	369	0	10852
APPROACH %'s :	10.50%	75.49%	14.01%	0.00%	11.52%	65.43%	23.04%	0.00%	5.49%	79.63%	14.89%	0.00%	7.87%	83.20%	8.93%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	84	685	114	0	85	493	182	0	53	627	127	0	110	1154	129	0	3843
PEAK HR FACTOR :	0.875	0.984	0.864	0.000	0.787	0.900	0.858	0.000	0.736	0.950	0.907	0.000	0.859	0.971	0.921	0.000	0.970
	0.968				0.922				0.925				0.962				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	31	132	41	0	46	170	19	0	22	237	38	0	23	203	32	0	994
3:15 PM	21	116	64	0	37	177	32	0	20	214	32	0	15	206	30	0	964
3:30 PM	31	141	86	0	41	149	22	0	12	229	24	0	24	194	30	0	983
3:45 PM	22	175	72	0	40	151	29	0	22	207	25	0	24	185	42	0	994
4:00 PM	30	158	97	0	39	152	28	0	14	221	28	0	21	227	29	0	1044
4:15 PM	19	170	85	0	39	149	27	0	21	188	20	0	19	182	31	0	950
4:30 PM	29	161	100	0	51	149	25	0	8	193	21	0	15	179	33	0	964
4:45 PM	17	177	81	0	45	119	27	0	16	237	25	0	12	182	37	0	975
5:00 PM	31	180	102	0	66	130	27	0	20	191	24	0	16	173	38	0	998
5:15 PM	25	201	115	0	62	134	39	0	18	207	13	0	19	208	42	0	1083
5:30 PM	22	157	100	0	44	108	29	0	16	207	19	0	22	191	35	0	950
5:45 PM	30	175	107	0	43	109	32	0	17	223	16	0	23	196	22	0	993
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	308	1943	1050	0	553	1697	336	0	206	2554	285	0	233	2326	401	0	11892
APPROACH %'s :	9.33%	58.86%	31.81%	0.00%	21.38%	65.62%	12.99%	0.00%	6.77%	83.88%	9.36%	0.00%	7.87%	78.58%	13.55%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	108	713	424	0	215	481	127	0	71	828	72	0	80	768	137	0	4024
PEAK HR FACTOR :	0.871	0.887	0.922	0.000	0.814	0.897	0.814	0.000	0.888	0.928	0.750	0.000	0.870	0.923	0.815	0.000	0.929
	0.913				0.876				0.948				0.915				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Sherbourne Dr

East/West 3rd St

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	16	26	36	82
BIKES	9	6	43	12
BUSES	0	0	33	94

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	39	8.15	36	9.45	204	9.30	365	7.30
PM PK 15 MIN	23	15.45	130	17.00	203	16.30	205	15.45
AM PK HOUR	132	7.30	119	9.00	730	8.45	1371	8.00
PM PK HOUR	84	15.45	432	16.30	773	15.45	726	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	86	15	104
8-9	19	80	15	114
9-10	9	54	21	84
15-16	11	27	27	65
16-17	10	29	34	73
17-18	8	18	37	63
TOTAL	60	294	149	503

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	4	40	65
8-9	34	3	44	81
9-10	34	17	68	119
15-16	104	56	118	278
16-17	138	94	166	398
17-18	120	111	156	387
TOTAL	451	285	592	1328

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
169	15	3	39	5
195	40	1	90	5
203	58	4	112	8
343	87	4	121	12
471	78	7	118	16
450	97	2	120	11
1831	375	21	600	57

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	132	427	6	565
8-9	139	547	9	695
9-10	127	563	35	725
15-16	63	643	32	738
16-17	46	687	38	771
17-18	61	651	24	736
TOTAL	568	3518	144	4230

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	946	228	1204
8-9	54	1103	214	1371
9-10	42	901	163	1106
15-16	58	592	76	726
16-17	52	565	48	665
17-18	60	562	53	675
TOTAL	296	4669	782	5747

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1769	23	5	12	2
2066	34	1	24	2
1831	34	2	36	0
1464	52	0	41	1
1436	35	3	28	1
1411	53	2	45	2
9977	231	13	186	8

Prepared by National Data & Surveying Services

Sherbourne Dr & 3rd St

Peak Hour Turning Movement Count

ID: 18-05338-007
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	03:45 PM - 04:45 PM

COUNT PERIODS	
AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Sherbourne Dr — SOUTHBOUND

AM	44	3	34	0	432	AM
NOON	0	0	0	0	0	NOON
PM	156	97	138	0	144	PM

3rd St — EASTBOUND

AM	NOON	PM		
1167	0	751	⇦	
1	0	0	↶	0
138	0	49	↱	1
547	0	683	→	1
9	0	41	↳	0
AM	NOON	PM		

WESTBOUND — 3rd St

PM	NOON	AM		
58	0	214	↰	1
583	0	1103	←	2
54	0	54	↰	1
1	0	0	↶	0
857	0	596	⇨	
PM	NOON	AM		

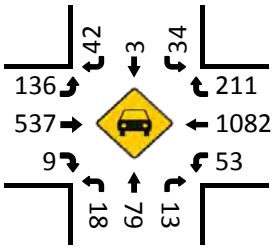
CONTROL: Signalized

TEV	2261 AM	0 NOON	1944 PM
PHF	0.98		0.98

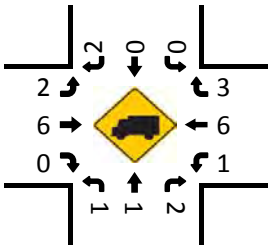
NORTHBOUND — Sherbourne Dr

PM	192	0	12	37	35	PM
NOON	0	0	0	0	0	NOON
AM	66	0	19	80	15	AM

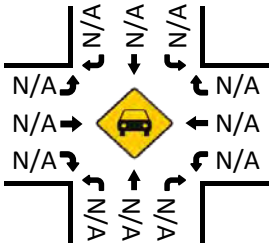
Cars (AM)



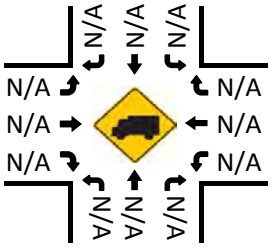
HT (AM)



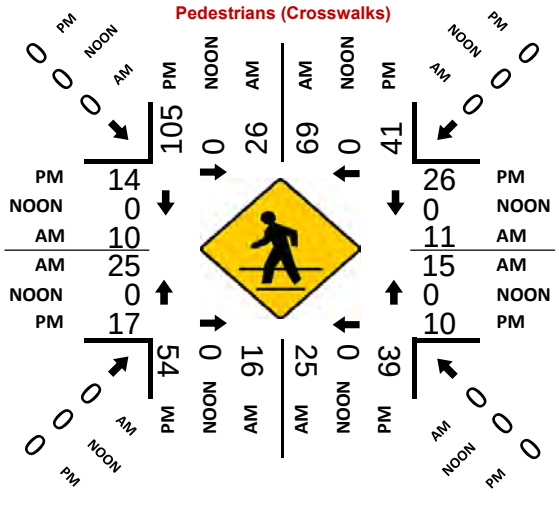
Cars (NOON)



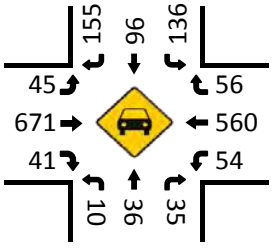
HT (NOON)



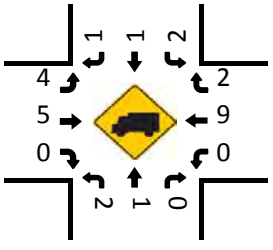
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Sherbourne Dr & 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05338-007
Date: 5/17/2018

Total

NS/EW Streets:	Sherbourne Dr				Sherbourne Dr				3rd St				3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	15	5	0	2	0	2	0	25	71	0	0	4	205	48	0	378
7:15 AM	0	14	2	0	3	0	9	0	37	80	2	0	8	223	62	0	440
7:30 AM	1	25	3	0	8	2	18	0	27	138	2	0	11	293	61	0	589
7:45 AM	1	32	5	0	8	2	11	0	43	138	2	0	7	225	57	0	531
8:00 AM	2	22	2	0	7	0	8	0	33	136	1	0	14	269	61	0	555
8:15 AM	6	26	7	0	7	1	10	0	41	133	6	1	11	264	56	0	569
8:30 AM	1	16	3	0	10	1	10	0	26	149	0	0	15	297	50	0	578
8:45 AM	10	16	3	0	10	1	16	0	38	129	2	0	14	273	47	0	559
9:00 AM	1	17	5	0	9	0	10	0	31	139	3	0	9	279	45	0	548
9:15 AM	3	16	7	0	6	8	17	0	38	134	11	1	15	221	37	0	514
9:30 AM	2	11	3	0	9	6	18	0	26	166	12	0	11	191	46	1	502
9:45 AM	3	10	6	0	10	3	23	0	29	124	9	2	6	210	35	0	470
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	31	220	51	0	89	24	152	0	394	1537	50	4	125	2950	605	1	6233
APPROACH %'s :	10.26%	72.85%	16.89%	0.00%	33.58%	9.06%	57.36%	0.00%	19.85%	77.43%	2.52%	0.20%	3.40%	80.14%	16.44%	0.03%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	19	80	15	0	34	3	44	0	138	547	9	1	54	1103	214	0	2261
PEAK HR FACTOR :	0.475	0.769	0.536	0.000	0.850	0.750	0.688	0.000	0.841	0.918	0.375	0.250	0.900	0.928	0.877	0.000	0.978
	0.731				0.750				0.960				0.947				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	3	11	0	24	10	38	0	15	162	7	2	10	140	20	0	443
3:15 PM	4	6	4	0	23	16	21	0	14	168	6	0	14	151	15	0	442
3:30 PM	2	4	7	0	32	12	31	0	18	152	10	0	17	137	17	0	439
3:45 PM	4	14	5	0	25	18	28	0	14	161	9	0	17	164	24	0	483
4:00 PM	6	7	8	0	37	27	45	0	15	165	11	0	12	145	10	0	488
4:15 PM	0	13	10	0	40	23	34	0	11	173	11	0	13	137	13	1	479
4:30 PM	2	3	12	0	36	29	49	0	9	184	10	0	12	137	11	0	494
4:45 PM	2	6	4	0	25	15	38	0	11	165	6	0	14	146	14	0	446
5:00 PM	4	3	8	0	42	39	49	0	9	177	7	0	12	144	10	0	504
5:15 PM	2	5	13	0	35	29	46	0	14	154	8	1	20	139	11	0	477
5:30 PM	0	4	13	0	26	31	32	0	14	160	3	0	14	145	20	0	462
5:45 PM	2	6	3	0	17	12	29	0	23	160	6	0	14	134	12	0	418
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	74	98	0	362	261	440	0	167	1981	94	3	169	1719	177	1	5575
APPROACH %'s :	14.43%	36.82%	48.76%	0.00%	34.05%	24.55%	41.39%	0.00%	7.44%	88.24%	4.19%	0.13%	8.18%	83.20%	8.57%	0.05%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	12	37	35	0	138	97	156	0	49	683	41	0	54	583	58	1	1944
PEAK HR FACTOR :	0.500	0.661	0.729	0.000	0.863	0.836	0.796	0.000	0.817	0.928	0.932	0.000	0.794	0.889	0.604	0.250	0.984
	0.913				0.857				0.952				0.849				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South San Vicente Blvd

East/West 3rd St

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	90	167	41	87
BIKES	17	18	26	25
BUSES	51	79	33	117

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	188	7.45	195	9.15	183	9.30	385	7.30
PM PK 15 MIN	151	17.30	276	15.00	247	16.15	194	17.00
AM PK HOUR	724	7.45	688	8.45	654	9.00	1462	8.15
PM PK HOUR	579	17.00	1048	15.00	919	16.15	720	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	99	468	5	572
8-9	108	594	15	717
9-10	97	602	9	708
15-16	56	440	34	530
16-17	41	415	37	493
17-18	53	489	37	579
TOTAL	454	3008	137	3599

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	272	66	436
8-9	113	444	92	649
9-10	131	449	105	685
15-16	264	615	169	1048
16-17	302	497	145	944
17-18	342	401	126	869
TOTAL	1250	2678	703	4631

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1008	27	0	50	1
1366	36	2	61	1
1393	54	0	58	0
1578	93	2	116	3
1437	121	2	82	2
1448	141	0	86	1
8230	472	6	453	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	344	79	481
8-9	91	470	59	620
9-10	88	499	67	654
15-16	135	600	52	787
16-17	129	726	58	913
17-18	117	704	47	868
TOTAL	618	3343	362	4323

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	1089	135	1254
8-9	39	1222	186	1447
9-10	54	946	180	1180
15-16	12	532	147	691
16-17	12	529	158	699
17-18	22	525	173	720
TOTAL	169	4843	979	5991

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1735	27	0	24	2
2067	18	2	24	2
1834	27	0	35	0
1478	47	0	46	3
1612	40	0	44	3
1588	56	1	49	1
10314	215	3	222	11

Prepared by National Data & Surveying Services

San Vicente Blvd & 3rd St

Peak Hour Turning Movement Count

ID: 18-05338-008
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
03:30 PM - 04:30 PM	03:00 PM - 06:00 PM

SOUTHBOUND — San Vicente Blvd

AM	92	447	116	0	844	AM
NOON	0	0	0	0	0	NOON
PM	170	577	298	0	754	PM
	1	2	1	0		

EASTBOUND — 3rd St

AM	NOON	PM	
1412	0	741	
1	0	0	0
81	0	145	1
483	0	667	2
68	0	51	1
AM	NOON	PM	

WESTBOUND — 3rd St

PM	NOON	AM	
158	0	191	0
525	0	1217	2
7	0	54	1
2	0	0	0
1003	0	612	
PM	NOON	AM	

NORTHBOUND — San Vicente Blvd

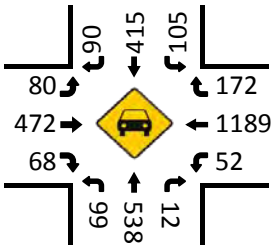
PM	635	0	46	451	36	PM
NOON	0	0	0	0	0	NOON
AM	569	0	102	572	13	AM
		0	1	2	0	

CONTROL

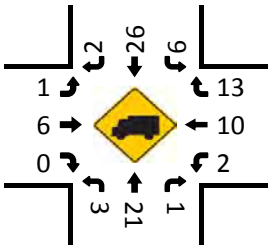
Signalized

TEV	3437 AM	0 NOON	3133 PM
PHF	0.96		0.98

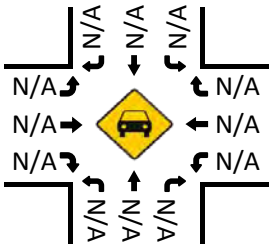
Cars (AM)



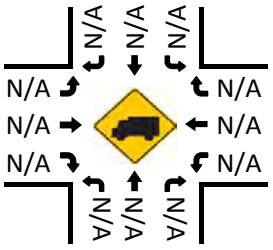
HT (AM)



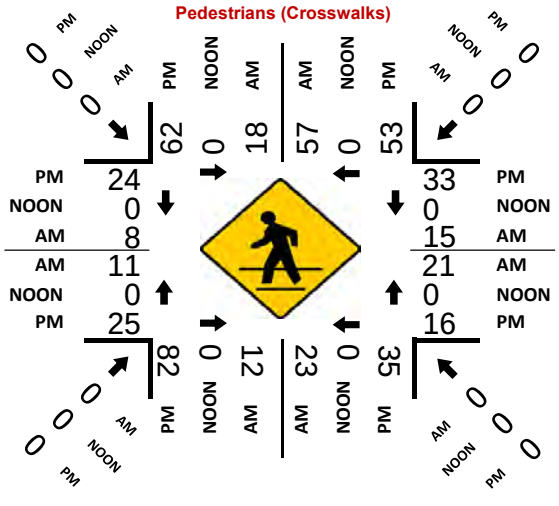
Cars (NOON)



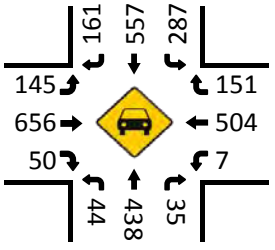
HT (NOON)



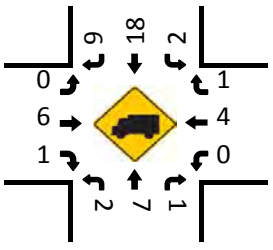
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: San Vicente Blvd & 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05338-008
Date: 5/17/2018

Total

NS/EW Streets:	San Vicente Blvd				San Vicente Blvd				3rd St				3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	112	1	0	22	47	12	0	7	60	15	0	2	230	27	0	556
7:15 AM	26	102	2	0	15	51	9	0	11	62	7	0	7	274	27	0	593
7:30 AM	22	98	0	0	27	85	18	0	18	114	29	0	9	334	42	0	796
7:45 AM	30	156	2	0	34	89	27	0	22	108	28	0	12	251	39	0	798
8:00 AM	30	155	3	0	26	91	19	0	29	99	15	1	10	302	48	0	828
8:15 AM	33	139	5	0	26	124	27	0	20	118	19	0	7	304	39	0	861
8:30 AM	24	145	2	0	22	116	27	0	22	133	14	1	12	328	45	0	891
8:45 AM	21	155	5	0	39	113	19	0	18	120	11	0	10	288	54	0	853
9:00 AM	24	133	1	0	29	94	19	0	21	112	24	0	25	297	53	0	832
9:15 AM	26	156	4	0	36	128	31	0	30	117	14	0	7	237	39	0	825
9:30 AM	20	163	2	0	34	116	30	0	19	149	15	0	13	202	49	0	812
9:45 AM	27	150	2	0	32	111	25	0	18	121	14	0	9	210	39	0	758
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	304	1664	29	0	342	1165	263	0	235	1313	205	2	123	3257	501	0	9403
APPROACH %'s :	15.22%	83.32%	1.45%	0.00%	19.32%	65.82%	14.86%	0.00%	13.39%	74.81%	11.68%	0.11%	3.17%	83.92%	12.91%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	102	572	13	0	116	447	92	0	81	483	68	1	54	1217	191	0	3437
PEAK HR FACTOR :	0.773	0.923	0.650	0.000	0.744	0.901	0.852	0.000	0.920	0.908	0.708	0.250	0.540	0.928	0.884	0.000	0.964
	0.949				0.925				0.931				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	1	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	14	108	11	0	55	195	25	1	22	144	24	0	6	139	42	1	787
3:15 PM	15	87	10	0	62	146	38	0	40	160	8	0	2	130	26	0	724
3:30 PM	11	120	8	0	70	150	48	0	43	151	11	0	1	131	38	1	783
3:45 PM	16	125	5	0	76	124	58	0	30	145	9	0	1	132	41	0	762
4:00 PM	9	107	16	0	76	141	42	0	37	180	10	0	1	123	49	1	792
4:15 PM	10	99	7	0	76	162	22	0	35	191	21	0	4	139	30	0	796
4:30 PM	13	109	4	0	64	121	34	0	26	186	16	0	4	132	36	0	745
4:45 PM	9	100	10	0	86	73	47	0	31	169	11	0	2	135	43	0	716
5:00 PM	12	117	10	0	85	77	36	0	32	185	16	0	4	131	57	2	764
5:15 PM	17	118	10	0	92	121	42	0	30	167	8	0	1	121	45	0	772
5:30 PM	15	127	9	0	100	85	36	0	25	171	7	0	7	140	26	2	750
5:45 PM	9	127	8	0	65	118	12	0	30	181	16	0	6	133	45	0	750
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	150	1344	108	0	907	1513	440	1	381	2030	157	0	39	1586	478	7	9141
APPROACH %'s :	9.36%	83.90%	6.74%	0.00%	31.70%	52.88%	15.38%	0.03%	14.84%	79.05%	6.11%	0.00%	1.85%	75.17%	22.65%	0.33%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	46	451	36	0	298	577	170	0	145	667	51	0	7	525	158	2	3133
PEAK HR FACTOR :	0.719	0.902	0.563	0.000	0.980	0.890	0.733	0.000	0.843	0.873	0.607	0.000	0.438	0.944	0.806	0.500	0.984
	0.913				0.975				0.873				0.994				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South San Vicente Blvd/Le Doux Rd

East/West Burton Way/San Vicente Blvd

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	13	130	53	226
BIKES	0	17	18	39
BUSES	0	33	0	51

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	19	9.00	149	9.15	187	9.15	600	8.45
PM PK 15 MIN	34	17.00	224	15.00	536	17.15	386	17.45
AM PK HOUR	57	9.00	568	8.30	712	8.45	2353	8.15
PM PK HOUR	105	17.00	681	15.00	1932	16.45	1392	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	15	0	11	26
8-9	23	0	17	40
9-10	36	0	21	57
15-16	62	0	36	98
16-17	58	0	31	89
17-18	67	0	38	105
TOTAL	261	0	154	415

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	299	0	75	374
8-9	436	0	97	533
9-10	465	0	101	566
15-16	619	0	62	681
16-17	542	0	33	575
17-18	450	0	25	475
TOTAL	2811	0	393	3204

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
400	9	0	3	0
573	6	0	7	0
623	31	2	9	0
779	26	1	15	0
664	40	2	8	0
580	41	2	10	1
3619	153	7	52	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	343	15	362
8-9	9	613	26	648
9-10	17	647	47	711
15-16	21	1289	56	1366
16-17	16	1603	49	1668
17-18	20	1820	48	1888
TOTAL	87	6315	241	6643

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	1360	562	1926
8-9	14	1595	724	2333
9-10	19	1278	727	2024
15-16	32	786	496	1314
16-17	31	659	471	1161
17-18	36	816	540	1392
TOTAL	136	6494	3520	10150

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2288	11	0	0	0
2981	18	0	9	0
2735	25	1	9	0
2680	12	0	15	0
2829	29	0	9	0
3280	22	1	9	0
16793	117	2	51	0

Prepared by National Data & Surveying Services

San Vicente Blvd/Le Doux Rd & Burton Way/San Vicente Blvd

Peak Hour Turning Movement Count

ID: 18-05338-009
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

SOUTHBOUND — San Vicente Blvd/Le Doux Rd

AM	101	0	460	0	722	AM
NOON	0	0	0	0	0	NOON
PM	25	0	450	0	540	PM
	0.5	1.5	0	0		

EASTBOUND — Burton Way/San Vicente Blvd

AM	NOON	PM	
1754	0	928	
12	0	20	0
0	0	0	0
633	0	1820	4
31	0	48	0
AM	NOON	PM	

WESTBOUND — Burton Way/San Vicente Blvd

PM	NOON	AM	
540	0	722	1.5
816	0	1612	0
28	0	6	3.5
8	0	13	0
2316	0	1130	
PM	NOON	AM	

NORTHBOUND — San Vicente Blvd/Le Doux Rd

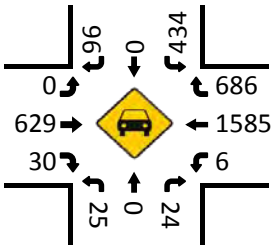
PM	76	0	67	0	38	PM
NOON	0	0	0	0	0	NOON
AM	37	0	29	0	24	AM
	0	0	1	1		

CONTROL

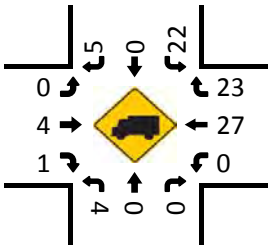
Signalized

TEV	3643 AM	0 NOON	3860 PM
PHF	0.99		0.93

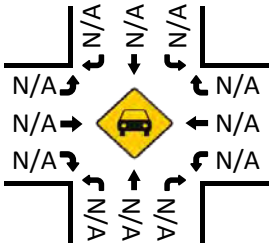
Cars (AM)



HT (AM)



Cars (NOON)



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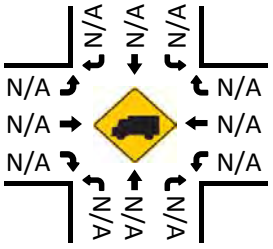
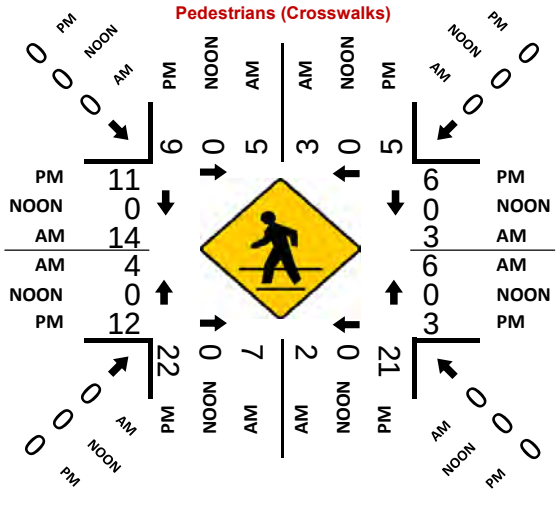
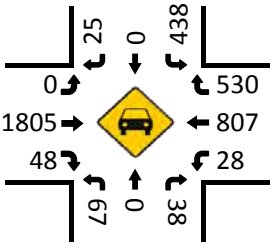


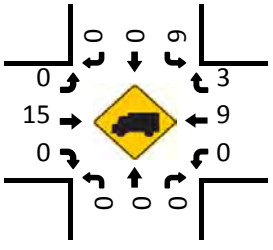
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: San Vicente Blvd/Le Doux Rd & Burton Way/San Vicente Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05338-009
Date: 5/17/2018

Total

NS/EW Streets:	San Vicente Blvd/Le Doux Rd				San Vicente Blvd/Le Doux Rd				Burton Way/San Vicente Blvd				Burton Way/San Vicente Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1.5	0.5	0	0	4	0	0	3.5	0	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	2	0	58	0	11	0	0	63	4	0	1	336	114	0	592
7:15 AM	3	0	3	0	44	0	16	0	0	69	3	2	2	302	135	0	579
7:30 AM	6	0	3	0	96	0	23	0	0	94	3	1	0	369	130	0	725
7:45 AM	3	0	3	0	101	0	25	0	0	117	5	1	1	353	183	0	792
8:00 AM	4	0	2	0	99	0	21	0	0	134	4	2	0	367	180	1	814
8:15 AM	6	0	4	0	119	0	23	0	0	159	8	4	1	400	192	1	917
8:30 AM	5	0	5	0	117	0	31	0	0	145	7	2	2	414	174	1	903
8:45 AM	8	0	6	0	101	0	22	0	0	175	7	1	2	414	178	6	920
9:00 AM	10	0	9	0	123	0	25	0	0	154	9	5	1	384	178	5	903
9:15 AM	6	0	3	0	120	0	29	0	0	172	13	2	5	336	177	0	863
9:30 AM	9	0	5	0	122	0	21	0	0	164	9	1	1	286	190	4	812
9:45 AM	11	0	4	0	100	0	26	0	0	157	16	9	0	272	182	3	780
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	74	0	49	0	1200	0	273	0	0	1603	88	30	16	4233	2013	21	9600
APPROACH %'s :	60.16%	0.00%	39.84%	0.00%	81.47%	0.00%	18.53%	0.00%	0.00%	93.14%	5.11%	1.74%	0.25%	67.37%	32.04%	0.33%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	29	0	24	0	460	0	101	0	0	633	31	12	6	1612	722	13	3643
PEAK HR FACTOR :	0.725	0.000	0.667	0.000	0.935	0.000	0.815	0.000	0.000	0.904	0.861	0.600	0.750	0.973	0.940	0.542	0.990
	0.697				0.948				0.923				0.980				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0	1.5	0.5	0	0	4	0	0	3.5	0	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	18	0	12	0	196	0	28	0	0	276	8	2	9	210	101	2	862
3:15 PM	14	0	11	0	143	0	17	0	0	329	16	6	5	182	114	7	844
3:30 PM	11	0	8	0	163	0	14	0	0	328	18	3	3	181	128	0	857
3:45 PM	19	0	5	0	117	0	3	0	0	356	14	10	5	213	153	1	896
4:00 PM	13	0	10	0	179	0	7	0	0	333	12	4	4	155	114	4	835
4:15 PM	18	0	7	0	149	0	13	0	0	396	12	1	5	151	123	3	878
4:30 PM	15	0	5	0	147	0	10	0	0	403	9	6	4	167	108	2	876
4:45 PM	12	0	9	0	67	0	3	0	0	471	16	5	7	186	126	2	904
5:00 PM	22	0	12	0	101	0	5	0	0	442	10	3	10	198	118	1	922
5:15 PM	15	0	5	0	114	0	5	0	0	519	11	6	8	200	149	4	1036
5:30 PM	13	0	13	0	101	0	2	0	0	429	16	4	4	194	117	3	896
5:45 PM	17	0	8	0	134	0	13	0	0	430	11	7	6	224	156	0	1006
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	187	0	105	0	1611	0	120	0	0	4712	153	57	70	2261	1507	29	10812
APPROACH %'s :	64.04%	0.00%	35.96%	0.00%	93.07%	0.00%	6.93%	0.00%	0.00%	95.73%	3.11%	1.16%	1.81%	58.47%	38.97%	0.75%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	67	0	38	0	450	0	25	0	0	1820	48	20	28	816	540	8	3860
PEAK HR FACTOR :	0.761	0.000	0.731	0.000	0.840	0.000	0.481	0.000	0.000	0.877	0.750	0.714	0.700	0.911	0.865	0.500	0.931
	0.772				0.808				0.881				0.902				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Blvd

East/West Melrose Ave

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	106	81	54	60
BIKES	19	16	20	21
BUSES	32	43	28	40

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	247	9.00	296	8.00	158	8.15	403	7.15
PM PK 15 MIN	398	16.30	291	17.00	293	16.15	252	17.15
AM PK HOUR	945	9.00	1074	8.45	546	8.00	1545	7.00
PM PK HOUR	1453	16.30	991	16.15	1049	16.15	933	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	463	111	612
8-9	56	639	190	885
9-10	45	709	191	945
15-16	71	924	313	1308
16-17	66	977	374	1417
17-18	54	985	337	1376
TOTAL	330	4697	1516	6543

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	826	139	1002
8-9	50	877	139	1066
9-10	40	858	143	1041
15-16	66	778	82	926
16-17	61	796	90	947
17-18	64	806	111	981
TOTAL	318	4941	704	5963

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1614	35	1	67	0
1951	53	10	69	2
1986	39	1	66	2
2234	70	19	95	14
2364	83	18	106	14
2357	68	6	160	4
12506	348	55	563	36

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	249	31	315
8-9	67	437	42	546
9-10	85	388	63	536
15-16	139	731	52	922
16-17	111	860	62	1033
17-18	122	868	54	1044
TOTAL	559	3533	304	4396

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	514	1001	30	1545
8-9	465	705	39	1209
9-10	416	734	70	1220
15-16	226	550	89	865
16-17	238	457	75	770
17-18	268	565	100	933
TOTAL	2127	4012	403	6542

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1860	35	0	25	0
1755	45	2	35	1
1756	63	1	35	0
1787	84	7	78	16
1803	101	9	64	8
1977	122	4	62	9
10938	450	23	299	34

Prepared by National Data & Surveying Services

La Cienega Blvd & Melrose Ave

Peak Hour Turning Movement Count

ID: 18-05338-010
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

SOUTHBOUND (La Cienega Blvd)

AM	154	841	58	0	681	AM
NOON	0	0	0	0	0	NOON
PM	111	806	64	0	1207	PM
	0	2	1	0		

EASTBOUND (Melrose Ave)

AM	NOON	PM	
1096	0	728	
1	0	0	0
52	0	122	1
377	0	868	2
34	0	54	0
AM	NOON	PM	

WESTBOUND (Melrose Ave)

PM	NOON	AM	
100	0	38	0.5
565	0	895	1.5
268	0	501	1
0	0	0	0
1269	0	595	
PM	NOON	AM	

NORTHBOUND (La Cienega Blvd)

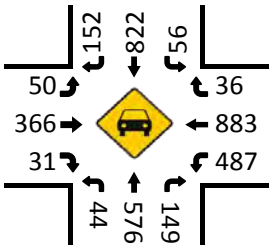
PM	1130	2	52	985	337	PM
NOON	0	0	0	0	0	NOON
AM	1377	1	46	591	160	AM
		0	1	2	1	

CONTROL

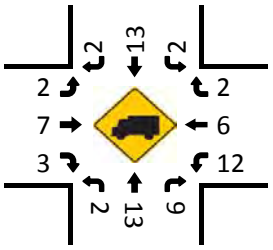
Signalized

TEV	3749 AM	0 NOON	4334 PM
PHF	0.96		0.97

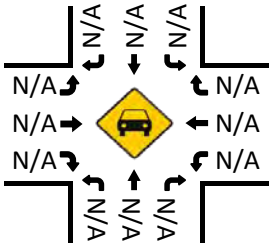
Cars (AM)



HT (AM)



Cars (NOON)



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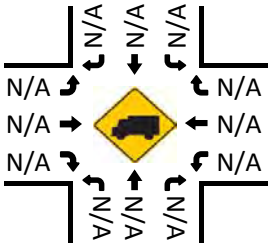
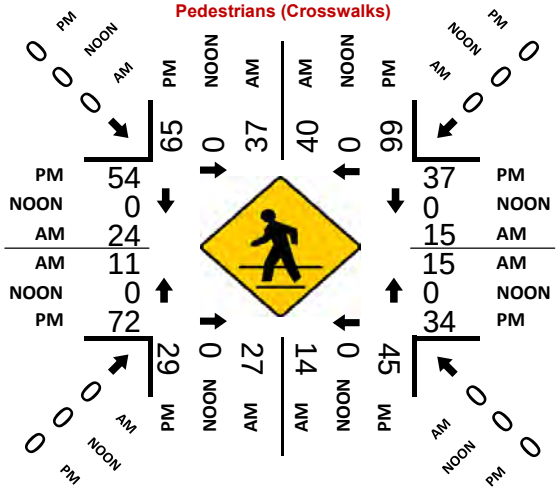
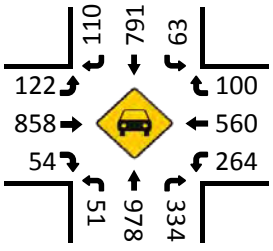


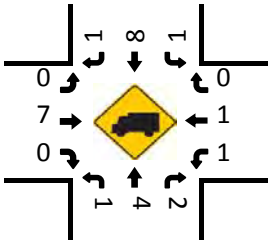
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Melrose Ave
City: Los Angeles
Control: Signalized

Project ID: 18-05338-010
Date: 5/17/2018

Total

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Melrose Ave				Melrose Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	99	28	0	4	217	30	0	4	44	5	0	103	245	5	1	793
7:15 AM	11	84	14	0	7	191	27	0	5	50	11	0	142	253	8	0	803
7:30 AM	6	159	32	0	16	233	41	0	18	67	7	1	144	247	9	0	980
7:45 AM	13	121	37	0	10	185	41	0	7	88	8	0	124	256	8	0	898
8:00 AM	16	175	36	1	20	229	47	0	13	89	8	0	113	200	10	0	957
8:15 AM	11	136	55	0	12	194	25	0	14	133	11	0	120	192	11	0	914
8:30 AM	14	170	52	0	13	242	29	0	14	97	11	0	131	187	6	0	966
8:45 AM	13	158	47	1	5	212	38	0	26	118	12	0	101	126	12	0	869
9:00 AM	9	187	51	0	11	228	44	0	18	74	14	0	113	158	16	0	923
9:15 AM	12	160	56	0	6	202	34	0	20	115	16	0	117	184	17	0	939
9:30 AM	13	185	41	0	15	242	37	0	19	89	15	0	92	188	18	0	954
9:45 AM	11	177	43	0	8	186	28	0	28	110	18	0	94	204	19	0	926
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	137	1811	492	2	127	2561	421	0	186	1074	136	1	1394	2440	139	1	10922
APPROACH %'s :	5.61%	74.16%	20.15%	0.08%	4.08%	82.37%	13.54%	0.00%	13.31%	76.88%	9.74%	0.07%	35.08%	61.40%	3.50%	0.03%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	46	591	160	1	58	841	154	0	52	377	34	1	501	895	38	0	3749
PEAK HR FACTOR :	0.719	0.844	0.727	0.250	0.725	0.902	0.819	0.000	0.722	0.709	0.773	0.250	0.870	0.874	0.864	0.000	0.956
	0.875				0.889				0.734				0.896				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	2	0	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	236	95	0	20	187	22	0	45	176	13	0	51	130	19	0	1010
3:15 PM	23	228	80	0	13	179	18	0	39	185	11	0	58	165	27	1	1027
3:30 PM	15	247	65	0	16	215	25	0	23	169	14	0	59	129	17	1	995
3:45 PM	17	213	73	0	17	197	17	0	32	201	14	0	55	126	26	1	989
4:00 PM	11	245	94	0	17	209	21	0	29	184	18	0	62	128	22	0	1040
4:15 PM	20	224	76	0	14	206	24	0	29	251	13	0	67	116	20	0	1060
4:30 PM	20	269	109	0	17	211	20	0	26	209	13	0	55	104	17	0	1070
4:45 PM	14	239	95	1	13	170	25	0	27	216	18	0	54	109	16	0	997
5:00 PM	8	274	89	1	16	242	33	0	27	207	13	0	58	119	25	0	1112
5:15 PM	15	228	91	0	17	180	26	0	39	211	15	0	66	153	33	0	1074
5:30 PM	16	268	83	1	17	216	25	0	28	201	14	0	69	150	22	0	1110
5:45 PM	13	215	74	0	14	168	27	0	28	249	12	0	75	143	20	0	1038
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	188	2886	1024	3	191	2380	283	0	372	2459	168	0	729	1572	264	3	12522
APPROACH %'s :	4.58%	70.37%	24.97%	0.07%	6.69%	83.39%	9.92%	0.00%	12.40%	81.99%	5.60%	0.00%	28.39%	61.21%	10.28%	0.12%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	52	985	337	2	64	806	111	0	122	868	54	0	268	565	100	0	4334
PEAK HR FACTOR :	0.813	0.899	0.926	0.500	0.941	0.833	0.841	0.000	0.782	0.871	0.900	0.000	0.893	0.923	0.758	0.000	0.974
	0.925				0.843				0.903				0.926				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Blvd

East/West Beverly Blvd

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	106	92	125	93
BIKES	22	21	15	30
BUSES	50	54	55	53

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	287	7.45	340	8.45	217	9.30	430	7.45
PM PK 15 MIN	426	17.45	319	17.00	391	17.00	325	17.15
AM PK HOUR	1047	9.00	1330	8.30	841	9.00	1649	7.15
PM PK HOUR	1550	17.00	1200	16.15	1450	17.00	1207	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	593	149	812
8-9	65	747	169	981
9-10	61	806	180	1047
15-16	112	976	331	1419
16-17	83	996	345	1424
17-18	95	1053	402	1550
TOTAL	486	5171	1576	7233

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	1020	167	1218
8-9	46	988	274	1308
9-10	78	952	250	1280
15-16	115	891	139	1145
16-17	109	924	127	1160
17-18	114	950	125	1189
TOTAL	493	5725	1082	7300

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2030	26	5	24	4
2289	41	5	40	6
2327	63	1	31	5
2564	127	14	36	4
2584	167	5	62	2
2739	174	0	70	4
14533	598	30	263	25

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	419	29	548
8-9	132	571	82	785
9-10	142	607	92	841
15-16	245	930	126	1301
16-17	315	911	112	1338
17-18	289	1026	135	1450
TOTAL	1223	4464	576	6263

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	394	1154	53	1601
8-9	489	900	65	1454
9-10	416	952	81	1449
15-16	285	722	160	1167
16-17	261	668	153	1082
17-18	298	764	145	1207
TOTAL	2143	5160	657	7960

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2149	35	5	33	5
2239	52	12	55	6
2290	62	9	87	3
2468	106	4	141	9
2420	122	9	121	5
2657	129	1	161	2
14223	506	40	598	30

Prepared by National Data & Surveying Services

La Cienega Blvd & Beverly Blvd

Peak Hour Turning Movement Count

ID: 18-05338-011
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:45 AM - 09:45 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

La Cienega Blvd — SOUTHBOUND

AM	276	940	70	0	977	AM
NOON	0	0	0	0	0	NOON
PM	125	950	114	0	1487	PM
	0	3	1	0		

Beverly Blvd — EASTBOUND

AM	NOON	PM	
1316	0	984	
0	0	0	0
127	0	289	2
590	0	1026	2
86	0	135	1
AM	NOON	PM	

CONTROL

Signalized

TEV	4633 AM	0 NOON	5396 PM
PHF	0.99		0.98

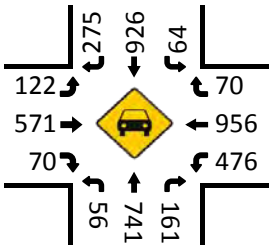
WESTBOUND — Beverly Blvd

PM	NOON	AM	
145	0	74	1
764	0	975	2
298	0	486	2
0	0	0	0
1542	0	828	
PM	NOON	AM	

	0	1	2	1		
PM	1383	0	95	1053	402	PM
NOON	0	0	0	0	0	NOON
AM	1512	0	65	776	168	AM

NORTHBOUND — La Cienega Blvd

Cars (AM)



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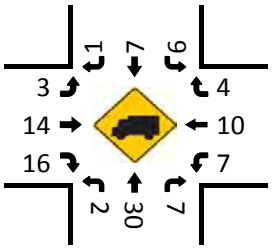
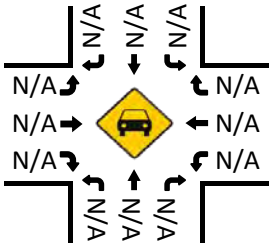
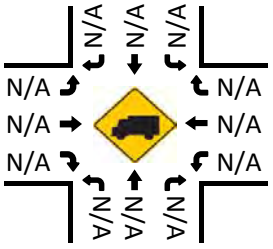


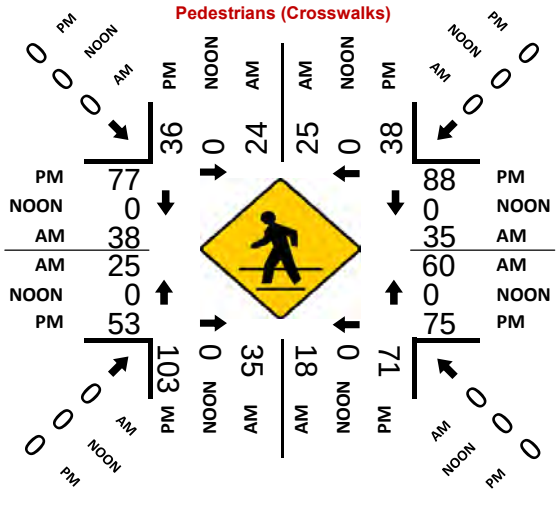
Cars (NOON)



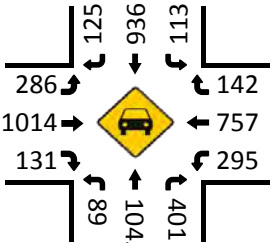
HT (NOON)



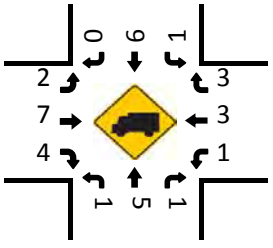
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05338-011
Date: 5/17/2018

Total

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Beverly Blvd				Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	0	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	23	121	12	0	3	252	35	0	13	67	6	0	57	252	13	0	854
7:15 AM	13	125	27	0	8	246	42	0	7	81	5	0	91	319	12	0	976
7:30 AM	12	151	41	0	7	275	47	0	45	131	11	0	108	303	16	0	1147
7:45 AM	22	196	69	0	13	247	43	0	35	140	7	0	138	280	12	0	1202
8:00 AM	16	183	45	0	14	243	60	0	38	143	25	0	132	226	12	0	1137
8:15 AM	16	190	46	0	15	231	66	0	33	144	20	0	127	216	21	0	1125
8:30 AM	15	194	36	0	9	263	67	0	38	153	17	0	81	210	14	0	1097
8:45 AM	18	180	42	0	8	251	81	0	23	131	20	0	149	248	18	0	1169
9:00 AM	16	205	44	0	30	228	72	0	34	150	30	0	117	227	19	0	1172
9:15 AM	14	212	39	0	12	241	68	0	38	146	14	0	120	242	14	0	1160
9:30 AM	17	179	43	0	20	220	55	0	32	163	22	0	100	258	23	0	1132
9:45 AM	14	210	54	0	16	263	55	0	38	148	26	0	79	225	25	0	1153
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	196	2146	498	0	155	2960	691	0	374	1597	203	0	1299	3006	199	0	13324
APPROACH %'s :	6.90%	75.56%	17.54%	0.00%	4.07%	77.77%	18.16%	0.00%	17.20%	73.46%	9.34%	0.00%	28.84%	66.74%	4.42%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	65	776	168	0	70	940	276	0	127	590	86	0	486	975	74	0	4633
PEAK HR FACTOR :	0.903	0.915	0.955	0.000	0.583	0.936	0.852	0.000	0.836	0.905	0.717	0.000	0.815	0.945	0.804	0.000	0.988
	0.952				0.946				0.925				0.925				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	0	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	23	233	75	0	32	216	42	0	70	246	33	0	75	185	36	0	1266
3:15 PM	22	247	93	0	25	205	35	0	58	233	22	0	85	185	45	0	1255
3:30 PM	35	241	74	0	29	223	33	0	62	240	40	0	60	171	38	0	1246
3:45 PM	32	255	89	0	29	247	29	0	55	211	31	0	65	181	41	0	1265
4:00 PM	25	232	72	0	25	225	29	0	77	239	31	0	59	191	34	0	1239
4:15 PM	17	258	86	0	27	252	22	0	82	184	31	0	72	156	43	0	1230
4:30 PM	13	254	89	0	29	215	38	0	82	258	26	0	63	143	38	0	1248
4:45 PM	28	252	98	0	28	232	38	0	74	230	24	0	67	178	38	0	1287
5:00 PM	26	240	100	0	41	247	31	0	96	240	55	0	69	168	40	0	1353
5:15 PM	19	280	96	0	21	231	41	0	70	259	28	0	77	207	41	0	1370
5:30 PM	23	246	94	0	23	226	28	0	65	274	28	0	60	195	30	0	1292
5:45 PM	27	287	112	0	29	246	25	0	58	253	24	0	92	194	34	0	1381
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	290	3025	1078	0	338	2765	391	0	849	2867	373	0	844	2154	458	0	15432
APPROACH %'s :	6.60%	68.86%	24.54%	0.00%	9.67%	79.14%	11.19%	0.00%	20.76%	70.11%	9.12%	0.00%	24.42%	62.33%	13.25%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	95	1053	402	0	114	950	125	0	289	1026	135	0	298	764	145	0	5396
PEAK HR FACTOR :	0.880	0.917	0.897	0.000	0.695	0.962	0.762	0.000	0.753	0.936	0.614	0.000	0.810	0.923	0.884	0.000	0.977
	0.910				0.932				0.927				0.928				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Blvd

East/West 3rd St

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	112	151	50	65
BIKES	21	27	32	18
BUSES	51	76	80	86

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	314	8.45	405	8.00	192	9.30	378	7.30
PM PK 15 MIN	373	17.30	370	17.00	286	17.00	243	15.15
AM PK HOUR	1133	8.45	1536	7.30	649	8.45	1438	8.00
PM PK HOUR	1412	16.45	1288	16.15	1106	16.45	921	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	693	60	820
8-9	145	830	95	1070
9-10	111	900	107	1118
15-16	69	1083	178	1330
16-17	81	1130	153	1364
17-18	107	1133	162	1402
TOTAL	580	5769	755	7104

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	1083	264	1376
8-9	60	1172	276	1508
9-10	59	1092	198	1349
15-16	117	937	128	1182
16-17	142	950	131	1223
17-18	134	1012	136	1282
TOTAL	541	6246	1133	7920

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2196	31	2	44	4
2578	52	2	85	4
2467	53	6	107	7
2512	143	2	193	1
2587	134	3	201	0
2684	151	5	224	5
15024	564	20	854	21

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	306	49	441
8-9	120	418	47	585
9-10	138	458	47	643
15-16	159	659	112	930
16-17	169	776	124	1069
17-18	171	775	144	1090
TOTAL	843	3392	523	4758

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	297	943	57	1297
8-9	340	1041	57	1438
9-10	273	863	76	1212
15-16	230	513	178	921
16-17	211	484	161	856
17-18	195	491	141	827
TOTAL	1546	4335	670	6551

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1738	34	0	40	4
2023	66	0	60	3
1855	76	4	65	2
1851	180	1	166	3
1925	213	4	161	1
1917	193	13	156	2
11309	762	22	648	15

Prepared by National Data & Surveying Services

La Cienega Blvd & 3rd St

Peak Hour Turning Movement Count

ID: 18-05338-012
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS

AM	08:15 AM - 09:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

La Cienega Blvd

SOUTHBOUND

AM	272	1150	60	0	1029	AM
NOON	0	0	0	0	0	NOON
PM	136	1012	134	0	1445	PM

EASTBOUND

AM	NOON	PM		
1474	0	734		
0	0	0	0	
125	0	171	1	
433	0	775	2	
45	0	144	1	
AM	NOON	PM		

WESTBOUND

	PM	NOON	AM
0	141	0	51
2	491	0	1028
1	195	0	331
0	0	0	0
	1071	0	596
	PM	NOON	AM

CONTROL

Signalized

TEV	4625 AM	0 NOON	4601 PM
PHF	0.96		0.96

NORTHBOUND

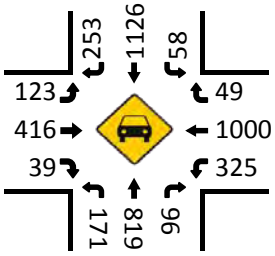
PM	1351	0	107	1133	162	PM
NOON	0	0	0	0	0	NOON
AM	1526	0	174	853	103	AM

La Cienega Blvd

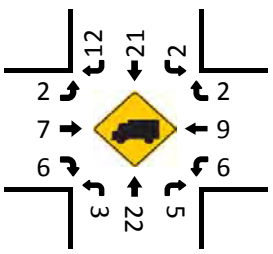
3rd St

3rd St

Cars (AM)



HT (AM)



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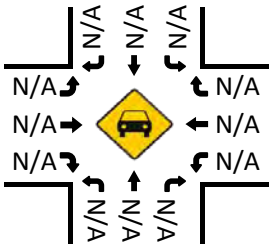
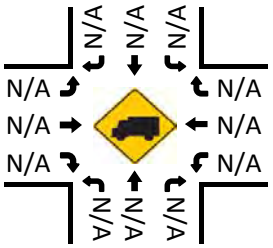
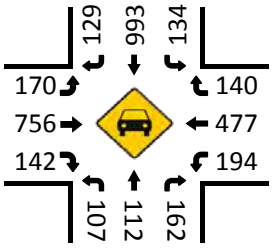


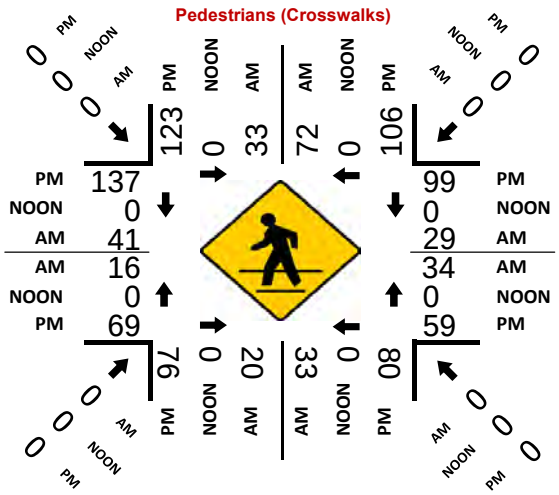
HT (NOON)



Cars (PM)



Pedestrians (Crosswalks)



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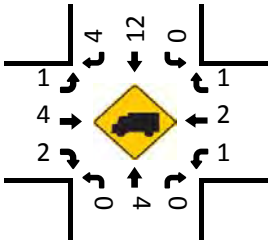


National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & 3rd St
City: Los Angeles
Control: Signalized

Project ID: 18-05338-012
Date: 5/17/2018

Total

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				3rd St				3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	0	0	2	3	0	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	128	11	0	4	256	44	0	13	58	8	0	56	198	15	0	806
7:15 AM	18	134	14	0	9	240	72	0	16	53	12	0	74	240	15	0	897
7:30 AM	15	181	14	0	7	296	73	0	19	105	13	0	80	288	10	0	1101
7:45 AM	19	250	21	0	9	291	75	0	38	90	16	0	87	217	17	0	1130
8:00 AM	17	194	19	0	17	320	68	0	27	93	9	0	79	264	21	0	1128
8:15 AM	37	216	25	0	8	308	64	0	25	103	10	0	81	261	14	0	1152
8:30 AM	35	195	18	0	17	250	77	0	41	105	13	0	91	267	13	0	1122
8:45 AM	56	225	33	0	18	294	67	0	27	117	15	0	89	249	9	0	1199
9:00 AM	46	217	27	0	17	298	64	0	32	108	7	0	70	251	15	0	1152
9:15 AM	27	223	29	0	12	266	40	0	31	108	12	0	68	225	12	0	1053
9:30 AM	17	212	21	0	14	264	47	0	45	133	14	0	73	197	17	0	1054
9:45 AM	21	248	30	0	16	264	47	0	30	109	14	0	62	190	32	0	1063
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	323	2423	262	0	148	3347	738	0	344	1182	143	0	910	2847	190	0	12857
APPROACH %'s :	10.74%	80.55%	8.71%	0.00%	3.50%	79.07%	17.43%	0.00%	20.61%	70.82%	8.57%	0.00%	23.06%	72.13%	4.81%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	174	853	103	0	60	1150	272	0	125	433	45	0	331	1028	51	0	4625
PEAK HR FACTOR :	0.777	0.948	0.780	0.000	0.833	0.933	0.883	0.000	0.762	0.925	0.750	0.000	0.909	0.963	0.850	0.000	0.964
	0.900				0.975				0.948				0.950				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	3	0	0	2	3	0	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	19	275	44	0	32	243	43	1	37	158	21	0	52	130	40	0	1095
3:15 PM	16	243	45	0	30	201	32	0	42	173	24	0	61	127	55	0	1049
3:30 PM	14	281	43	0	30	260	27	0	36	175	31	0	63	119	38	0	1117
3:45 PM	20	284	46	0	24	233	26	0	44	153	36	0	54	137	45	0	1102
4:00 PM	19	273	41	1	32	241	31	1	36	199	27	0	56	121	43	0	1121
4:15 PM	20	276	42	0	38	265	31	0	44	207	32	0	54	130	24	0	1163
4:30 PM	15	284	37	0	36	241	33	0	41	189	26	0	47	116	51	0	1116
4:45 PM	26	297	33	0	35	203	36	0	47	181	39	1	54	117	43	0	1112
5:00 PM	20	282	41	0	33	297	40	0	42	208	36	0	38	128	33	0	1198
5:15 PM	34	263	43	0	31	208	25	0	39	191	37	0	52	128	39	0	1090
5:30 PM	24	314	35	0	36	272	34	0	43	193	49	0	48	108	34	0	1190
5:45 PM	29	274	43	0	34	235	37	0	47	183	22	0	57	127	35	0	1123
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	256	3346	493	1	391	2899	395	2	498	2210	380	1	636	1488	480	0	13476
APPROACH %'s :	6.25%	81.69%	12.04%	0.02%	10.60%	78.63%	10.71%	0.05%	16.12%	71.54%	12.30%	0.03%	24.42%	57.14%	18.43%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	107	1133	162	0	134	1012	136	0	171	775	144	0	195	491	141	0	4601
PEAK HR FACTOR :	0.787	0.902	0.942	0.000	0.931	0.852	0.850	0.000	0.910	0.931	0.735	0.000	0.855	0.959	0.904	0.000	0.960
	0.940				0.866				0.953				0.944				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Blvd

East/West San Vicente Blvd

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	132	132	164	209
BIKES	14	29	32	47
BUSES	80	46	34	21

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	243	9.00	429	8.15	325	9.15	617	9.00
PM PK 15 MIN	370	17.00	369	16.15	673	17.15	402	15.00
AM PK HOUR	906	9.00	1566	7.30	1157	8.45	2229	8.15
PM PK HOUR	1386	17.00	1320	15.30	2308	17.00	1470	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	129	544	8	681
8-9	121	724	9	854
9-10	147	751	8	906
15-16	143	991	21	1155
16-17	148	1067	22	1237
17-18	180	1182	24	1386
TOTAL	868	5259	92	6219

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1182	190	1372
8-9	0	1311	251	1562
9-10	0	1202	208	1410
15-16	0	1129	122	1251
16-17	0	1147	108	1255
17-18	0	1204	113	1317
TOTAL	0	7175	992	8167

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2053	6	1	13	2
2416	5	0	28	0
2316	7	0	22	0
2406	18	0	31	0
2492	23	1	34	2
2703	22	1	27	0
14386	81	3	155	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	513	138	651
8-9	0	896	173	1069
9-10	0	946	189	1135
15-16	1	1739	223	1963
16-17	5	1976	194	2175
17-18	2	2101	205	2308
TOTAL	8	8171	1122	9301

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1545	228	1773
8-9	0	1927	247	2174
9-10	0	1744	307	2051
15-16	0	1063	407	1470
16-17	0	930	360	1290
17-18	0	1069	358	1427
TOTAL	0	8278	1907	10185

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2424	49	2	4	1
3243	50	0	17	0
3186	45	1	16	1
3433	70	0	26	3
3465	74	1	36	0
3735	60	3	25	1
19486	348	7	124	6

Prepared by National Data & Surveying Services

La Cienega Blvd & San Vicente Blvd

Peak Hour Turning Movement Count

ID: 18-05338-013
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

La Cienega Blvd — SOUTHBOUND

AM	248	1266	0	0	975	AM
NOON	0	0	0	0	0	NOON
PM	113	1204	0	0	1542	PM
	0.5	2.5	0	0		

San Vicente Blvd — EASTBOUND

AM	NOON	PM	
2367	0	1362	
0	0	0	0
0	0	2	0
937	0	2101	4
189	0	205	1

CONTROL

Signalized

TEV	5740	0	6438
	AM	NOON	PM
PHF	0.98		0.94

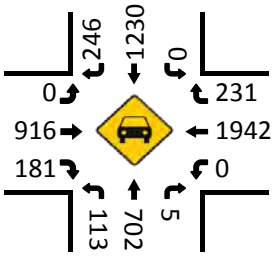
San Vicente Blvd — WESTBOUND

PM	NOON	AM	
358	0	238	0
1069	0	1991	5
0	0	0	0
0	0	0	0
2125	0	943	
0	1	2.5	0.5

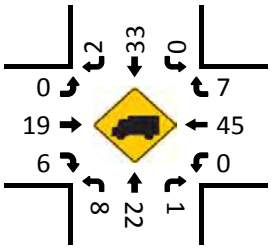
La Cienega Blvd — NORTHBOUND

PM	1409	0	180	1182	24	PM
NOON	0	0	0	0	0	NOON
AM	1455	0	128	737	6	AM

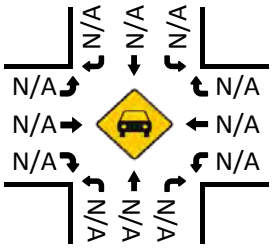
Cars (AM)



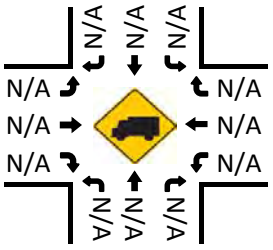
HT (AM)



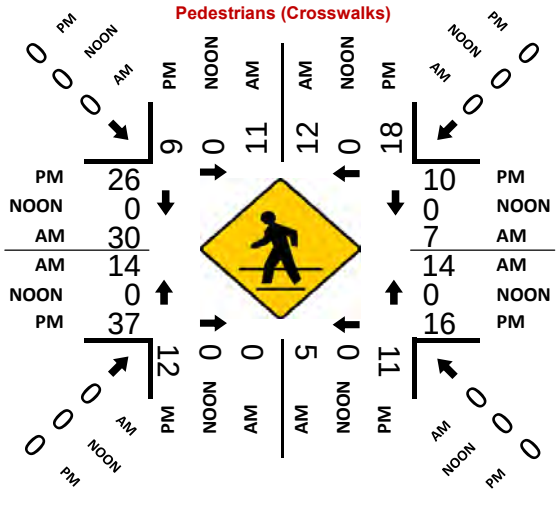
Cars (NOON)



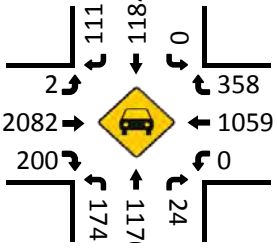
HT (NOON)



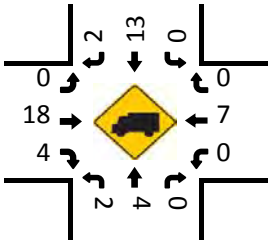
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & San Vicente Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05338-013
Date: 5/17/2018

Total

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				San Vicente Blvd				San Vicente Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	0	2.5	0.5	0	0	4	1	0	0	5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	38	116	1	0	0	273	22	0	0	85	32	0	0	361	42	0	970
7:15 AM	35	109	3	0	0	282	47	0	0	101	25	0	0	307	38	0	947
7:30 AM	31	151	2	0	0	283	64	0	0	122	39	0	0	446	57	0	1195
7:45 AM	25	168	2	0	0	344	57	0	0	205	42	0	0	431	91	0	1365
8:00 AM	28	194	4	0	0	332	57	0	0	177	31	0	0	484	78	0	1385
8:15 AM	37	156	3	0	0	367	62	0	0	250	50	0	0	457	61	0	1443
8:30 AM	31	199	0	0	0	275	56	0	0	204	41	0	0	528	56	0	1390
8:45 AM	25	175	2	0	0	337	76	0	0	265	51	0	0	458	52	0	1441
9:00 AM	35	207	1	0	0	287	54	0	0	218	47	0	0	548	69	0	1466
9:15 AM	31	179	1	0	0	329	56	0	0	282	43	0	0	422	87	0	1430
9:30 AM	43	176	2	0	0	280	47	0	0	209	42	0	0	425	74	0	1298
9:45 AM	38	189	4	0	0	306	51	0	0	237	57	0	0	349	77	0	1308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	397	2019	25	0	0	3695	649	0	0	2355	500	0	0	5216	782	0	15638
APPROACH %'s :	16.26%	82.71%	1.02%	0.00%	0.00%	85.06%	14.94%	0.00%	0.00%	82.49%	17.51%	0.00%	0.00%	86.96%	13.04%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	128	737	6	0	0	1266	248	0	0	937	189	0	0	1991	238	0	5740
PEAK HR FACTOR :	0.865	0.890	0.500	0.000	0.000	0.862	0.816	0.000	0.000	0.884	0.926	0.000	0.000	0.908	0.862	0.000	0.979
	0.896				0.882				0.891				0.903				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2.5	0.5	0	0	2.5	0.5	0	0	4	1	0	0	5	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	32	276	8	0	0	294	19	0	0	387	72	0	0	303	99	0	1490
3:15 PM	35	217	3	0	0	258	30	0	1	460	58	0	0	228	112	0	1402
3:30 PM	37	263	6	0	0	285	36	0	0	403	50	0	0	265	100	0	1445
3:45 PM	39	235	4	0	0	292	37	0	0	489	43	0	0	267	96	0	1502
4:00 PM	39	291	4	0	0	267	34	0	0	432	50	0	0	242	81	0	1440
4:15 PM	32	252	7	0	0	343	26	0	1	525	52	0	0	202	98	0	1538
4:30 PM	43	283	5	0	0	259	21	0	0	475	52	0	0	237	93	0	1468
4:45 PM	34	241	6	0	0	278	27	0	4	544	40	0	0	249	88	0	1511
5:00 PM	45	320	5	0	0	287	32	0	0	459	47	0	0	242	76	0	1513
5:15 PM	46	287	4	0	0	316	24	0	1	619	53	0	0	276	86	0	1712
5:30 PM	46	306	5	0	0	284	22	0	1	487	41	0	0	276	101	0	1569
5:45 PM	43	269	10	0	0	317	35	0	0	536	64	0	0	275	95	0	1644
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	471	3240	67	0	0	3480	343	0	8	5816	622	0	0	3062	1125	0	18234
APPROACH %'s :	12.47%	85.76%	1.77%	0.00%	0.00%	91.03%	8.97%	0.00%	0.12%	90.23%	9.65%	0.00%	0.00%	73.13%	26.87%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	180	1182	24	0	0	1204	113	0	2	2101	205	0	0	1069	358	0	6438
PEAK HR FACTOR :	0.978	0.923	0.600	0.000	0.000	0.950	0.807	0.000	0.500	0.849	0.801	0.000	0.000	0.968	0.886	0.000	0.940
	0.936				0.935				0.857				0.946				

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Blvd

East/West Wilshire Blvd

Day: Thursday Date: 05/17/2018 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	135	148	50	73
BIKES	19	24	37	36
BUSES	81	56	100	110

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	257	9.45	298	8.00	175	7.45	311	7.30
PM PK 15 MIN	302	17.15	298	16.15	236	15.15	239	17.30
AM PK HOUR	958	9.00	1121	7.45	640	8.15	1161	8.00
PM PK HOUR	1167	16.45	1115	17.00	852	17.00	857	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	139	598	31	768
8-9	154	708	60	922
9-10	130	763	65	958
15-16	92	760	67	919
16-17	116	884	66	1066
17-18	135	953	74	1162
TOTAL	766	4666	363	5795

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	838	143	1004
8-9	51	843	221	1115
9-10	52	784	198	1034
15-16	83	743	124	950
16-17	86	885	118	1089
17-18	85	934	96	1115
TOTAL	380	5027	900	6307

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1772	43	0	40	0
2037	87	6	43	1
1992	65	1	59	2
1869	84	4	42	4
2155	71	0	46	4
2277	77	0	50	1
12102	427	11	280	12

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	125	355	84	564
8-9	121	439	64	624
9-10	127	389	100	616
15-16	124	607	110	841
16-17	119	629	90	838
17-18	130	649	73	852
TOTAL	746	3068	521	4335

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	969	28	1091
8-9	108	1016	37	1161
9-10	143	827	58	1028
15-16	178	501	72	751
16-17	183	541	39	763
17-18	231	573	50	854
TOTAL	937	4427	284	5648

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1655	56	0	23	0
1785	55	0	44	0
1644	91	1	50	0
1592	77	4	45	8
1601	74	4	39	1
1706	93	1	47	0
9983	446	10	248	9

Prepared by National Data & Surveying Services

La Cienega Blvd & Wilshire Blvd

Peak Hour Turning Movement Count

ID: 18-05338-014
City: Los Angeles

Day: Thursday
Date: 05/17/2018

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

La Cienega Blvd — SOUTHBOUND

AM	221	843	51	0	866	AM
NOON	0	0	0	0	0	NOON
PM	96	934	85	0	1133	PM
	0	3	1	0		

Wilshire Blvd — EASTBOUND

AM	NOON	PM	
1391	0	804	
0	0	0	0
121	0	130	0.5
439	0	649	1
64	0	73	0.5
AM	NOON	PM	

CONTROL

Signalized

TEV	3822	0	3983
	AM	NOON	PM
PHF	0.97		0.97

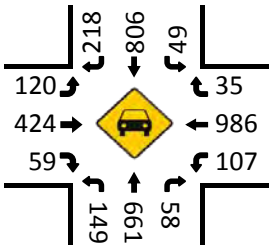
Wilshire Blvd — WESTBOUND

PM	NOON	AM	
50	0	37	0.5
573	0	1016	1
231	0	108	0.5
0	0	0	0
808	0	550	
PM	NOON	AM	

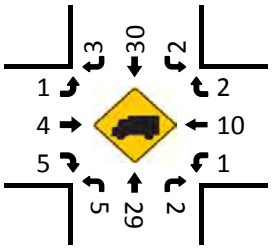
La Cienega Blvd — NORTHBOUND

PM	1238	0	135	953	74	PM
NOON	0	0	0	0	0	NOON
AM	1015	0	154	708	60	AM
		0	1	2	1	

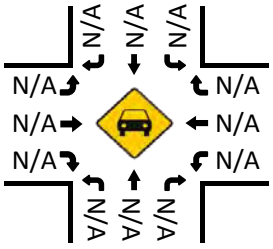
Cars (AM)



HT (AM)



Cars (NOON)



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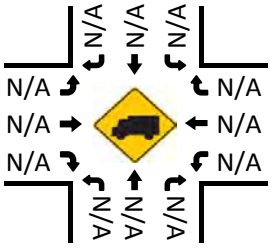
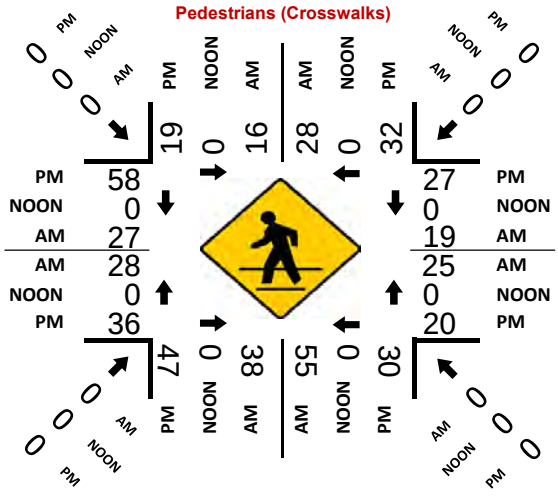
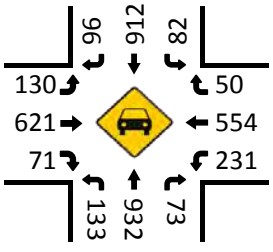


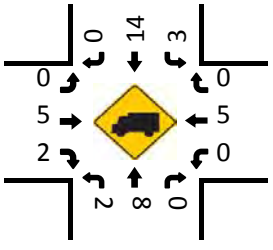
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: La Cienega Blvd & Wilshire Blvd
City: Los Angeles
Control: Signalized

Project ID: 18-05338-014
Date: 5/17/2018

Total

NS/EW Streets:	La Cienega Blvd				La Cienega Blvd				Wilshire Blvd				Wilshire Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	0	0	0.5	1	0.5	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	36	135	5	0	9	217	21	0	23	68	19	0	25	205	8	0	771
7:15 AM	37	144	7	0	7	214	26	0	25	97	27	0	29	242	6	0	861
7:30 AM	26	146	6	0	3	197	43	0	32	72	26	0	15	288	8	0	862
7:45 AM	40	173	13	0	4	210	53	0	45	118	12	0	25	234	6	0	933
8:00 AM	39	160	12	0	18	225	55	0	24	104	9	0	20	269	13	0	948
8:15 AM	33	188	20	0	7	236	55	0	34	119	18	0	26	245	6	0	987
8:30 AM	38	180	11	0	15	202	41	0	18	106	18	0	29	272	4	0	934
8:45 AM	44	180	17	0	11	180	70	0	45	110	19	0	33	230	14	0	953
9:00 AM	29	182	17	0	7	188	56	0	35	92	26	0	44	235	9	0	920
9:15 AM	38	186	15	0	13	211	45	0	34	100	18	0	30	206	15	0	911
9:30 AM	34	183	17	0	17	174	51	0	25	93	20	0	33	219	20	0	886
9:45 AM	29	212	16	0	15	211	46	0	33	104	36	0	36	167	14	0	919
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	423	2069	156	0	126	2465	562	0	373	1183	248	0	345	2812	123	0	10885
APPROACH %'s :	15.97%	78.13%	5.89%	0.00%	4.00%	78.18%	17.82%	0.00%	20.68%	65.58%	13.75%	0.00%	10.52%	85.73%	3.75%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	154	708	60	0	51	843	221	0	121	439	64	0	108	1016	37	0	3822
PEAK HR FACTOR :	0.875	0.941	0.750	0.000	0.708	0.893	0.789	0.000	0.672	0.922	0.842	0.000	0.818	0.934	0.661	0.000	0.968
	0.956				0.935				0.897				0.952				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	3	0	0	0.5	1	0.5	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	32	176	20	0	21	177	26	0	30	141	32	0	56	127	22	0	860
3:15 PM	8	172	19	0	19	180	38	0	37	174	25	0	36	135	16	0	859
3:30 PM	25	196	12	0	27	180	29	0	24	135	18	0	47	129	17	0	839
3:45 PM	27	216	16	0	16	206	31	0	33	157	35	0	39	110	17	0	903
4:00 PM	33	205	21	0	23	204	32	0	32	146	24	0	55	139	9	0	923
4:15 PM	23	212	18	0	21	250	27	0	26	168	27	0	41	124	11	0	948
4:30 PM	32	217	20	0	24	212	29	0	19	141	24	0	36	143	12	0	909
4:45 PM	28	250	7	0	18	219	30	0	42	174	15	0	51	135	7	0	976
5:00 PM	29	236	32	0	23	226	21	0	29	149	14	0	50	155	14	0	978
5:15 PM	41	242	19	0	23	247	23	0	40	173	15	0	52	145	9	0	1029
5:30 PM	40	234	9	0	22	219	24	0	28	149	21	0	81	140	18	0	985
5:45 PM	25	241	14	0	17	242	28	0	33	178	23	0	48	133	9	0	991
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	343	2597	207	0	254	2562	338	0	373	1885	273	0	592	1615	161	0	11200
APPROACH %'s :	10.90%	82.52%	6.58%	0.00%	8.05%	81.23%	10.72%	0.00%	14.74%	74.48%	10.79%	0.00%	25.00%	68.20%	6.80%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	135	953	74	0	85	934	96	0	130	649	73	0	231	573	50	0	3983
PEAK HR FACTOR :	0.823	0.985	0.578	0.000	0.924	0.945	0.857	0.000	0.813	0.912	0.793	0.000	0.713	0.924	0.694	0.000	0.968
	0.962				0.951				0.910				0.893				

Prepared by NDS/ATD

VOLUME

Holt Ave S/O 3rd St

Day: Thursday
Date: 5/17/2018

City: Los Angeles
Project #: CA18_5352_002

DAILY TOTALS	NB	SB	EB	WB	Total
	977	1,002	0	0	1,979

AM Period	NB		SB		EB		WB		TOTAL	
00:00	1		2						3	
00:15	1		1						2	
00:30	2		2						4	
00:45	1	5	0	5					1	10
01:00	0		1						1	
01:15	2		2						4	
01:30	1		0						1	
01:45	0	3	1	4					1	7
02:00	3		2						5	
02:15	1		1						2	
02:30	3		1						4	
02:45	0	7	0	4					0	11
03:00	0		0						0	
03:15	0		0						0	
03:30	1		0						1	
03:45	3	4	0						3	4
04:00	1		1						2	
04:15	0		0						0	
04:30	2		0						2	
04:45	5	8	0	1					5	9
05:00	8		1						9	
05:15	3		2						5	
05:30	7		0						7	
05:45	8	26	3	6					11	32
06:00	10		5						15	
06:15	3		7						10	
06:30	7		11						18	
06:45	8	28	14	37					22	65
07:00	6		15						21	
07:15	2		15						17	
07:30	7		22						29	
07:45	8	23	18	70					26	93
08:00	7		18						25	
08:15	7		25						32	
08:30	10		17						27	
08:45	6	30	14	74					20	104
09:00	14		21						35	
09:15	13		16						29	
09:30	13		16						29	
09:45	13	53	24	77					37	130
10:00	11		13						24	
10:15	17		17						34	
10:30	13		20						33	
10:45	9	50	15	65					24	115
11:00	8		16						24	
11:15	21		12						33	
11:30	19		17						36	
11:45	16	64	14	59					30	123
TOTALS		301		402						703
SPLIT %		42.8%		57.2%						35.5%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	9		10						19	
12:15	23		15						38	
12:30	18		17						35	
12:45	19	69	12	54					31	123
13:00	17		14						31	
13:15	24		24						48	
13:30	15		16						31	
13:45	13	69	17	71					30	140
14:00	22		13						35	
14:15	25		15						40	
14:30	16		20						36	
14:45	20	83	15	63					35	146
15:00	19		18						37	
15:15	18		22						40	
15:30	15		20						35	
15:45	19	71	16	76					35	147
16:00	16		13						29	
16:15	22		16						38	
16:30	11		27						38	
16:45	19	68	21	77					40	145
17:00	14		15						29	
17:15	9		15						24	
17:30	13		25						38	
17:45	24	60	15	70					39	130
18:00	13		17						30	
18:15	16		14						30	
18:30	15		14						29	
18:45	24	68	11	56					35	124
19:00	22		12						34	
19:15	22		12						34	
19:30	25		9						34	
19:45	12	81	20	53					32	134
20:00	13		11						24	
20:15	6		16						22	
20:30	6		10						16	
20:45	10	35	6	43					16	78
21:00	10		4						14	
21:15	6		7						13	
21:30	1		7						8	
21:45	15	32	5	23					20	55
22:00	9		6						15	
22:15	7		1						8	
22:30	8		3						11	
22:45	5	29	1	11					6	40
23:00	2		0						2	
23:15	1		2						3	
23:30	5		1						6	
23:45	3	11	0	3					3	14
TOTALS		676		600						1276
SPLIT %		53.0%		47.0%						64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	977	1,002	0	0	1,979

AM Peak Hour	11:30	07:30			09:00
AM Pk Volume	67	83			130
Pk Hr Factor	0.728	0.830			0.878
7 - 9 Volume	53	144	0	0	197
7 - 9 Peak Hour	07:45	07:30			07:30
7 - 9 Pk Volume	32	83	0	0	112
Pk Hr Factor	0.800	0.830	0.000	0.000	0.875

PM Peak Hour	18:45	16:15			14:15
PM Pk Volume	93	79			148
Pk Hr Factor	0.930	0.731			0.925
4 - 6 Volume	128	147	0	0	275
4 - 6 Peak Hour	16:00	16:15			16:00
4 - 6 Pk Volume	68	79	0	0	145
Pk Hr Factor	0.773	0.731	0.000	0.000	0.906

Prepared by NDS/ATD

VOLUME

Sherbourne Dr S/O 3rd St

Day: Thursday
Date: 5/17/2018

City: Los Angeles
Project #: CA18_5352_001

DAILY TOTALS	NB	SB	EB	WB	Total
	857	1,382	0	0	2,239

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	10		18				28	
00:15	0		0				0		12:15	16		21				37	
00:30	0		4				4		12:30	10		22				32	
00:45	2	2	2	6			4	8	12:45	24	60	19	80			43	140
01:00	0		0				0		13:00	13		26				39	
01:15	0		0				0		13:15	19		24				43	
01:30	0		0				0		13:30	18		25				43	
01:45	1	1	2	2			3	3	13:45	20	70	23	98			43	168
02:00	0		0				0		14:00	25		28				53	
02:15	0		2				2		14:15	19		23				42	
02:30	0		1				1		14:30	13		28				41	
02:45	0		0	3			0	3	14:45	10	67	32	111			42	178
03:00	1		0				1		15:00	11		28				39	
03:15	1		0				1		15:15	13		34				47	
03:30	0		1				1		15:30	8		31				39	
03:45	0	2	1	2			1	4	15:45	18	50	34	127			52	177
04:00	2		2				4		16:00	19		42				61	
04:15	0		1				1		16:15	11		43				54	
04:30	3		0				3		16:30	13		45				58	
04:45	2	7	2	5			4	12	16:45	10	53	34	164			44	217
05:00	3		0				3		17:00	7		49				56	
05:15	0		0				0		17:15	9		42				51	
05:30	0		2				2		17:30	10		43				53	
05:45	4	7	1	3			5	10	17:45	8	34	27	161			35	195
06:00	3		1				4		18:00	7		23				30	
06:15	6		4				10		18:15	10		27				37	
06:30	10		3				13		18:30	16		21				37	
06:45	7	26	11	19			18	45	18:45	8	41	23	94			31	135
07:00	20		3				23		19:00	4		17				21	
07:15	17		8				25		19:15	5		21				26	
07:30	22		14				36		19:30	8		25				33	
07:45	30	89	9	34			39	123	19:45	13	30	17	80			30	110
08:00	28		11				39		20:00	4		18				22	
08:15	29		16				45		20:15	8		13				21	
08:30	19		15				34		20:30	1		11				12	
08:45	19	95	13	55			32	150	20:45	2	15	7	49			9	64
09:00	21		9				30		21:00	1		7				8	
09:15	17		26				43		21:15	5		6				11	
09:30	15		26				41		21:30	2		6				8	
09:45	14	67	15	76			29	143	21:45	5	13	3	22			8	35
10:00	23		28				51		22:00	2		7				9	
10:15	19		16				35		22:15	0		4				4	
10:30	10		26				36		22:30	4		1				5	
10:45	22	74	29	99			51	173	22:45	2	8	1	13			3	21
11:00	14		17				31		23:00	2		3				5	
11:15	12		13				25		23:15	1		2				3	
11:30	9		22				31		23:30	0		1				1	
11:45	8	43	21	73			29	116	23:45	0	3	0	6			0	9
TOTALS		413		377				790	TOTALS		444		1005				1449
SPLIT %		52.3%		47.7%				35.3%	SPLIT %		30.6%		69.4%				64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	857	1,382	0	0	2,239

AM Peak Hour	07:30	10:00					10:00	PM Peak Hour	13:15	16:15					15:45
AM Pk Volume	109	99					173	PM Pk Volume	82	171					225
Pk Hr Factor	0.908	0.853					0.848	Pk Hr Factor	0.820	0.872					0.922
7 - 9 Volume	184	89	0	0			273	4 - 6 Volume	87	325	0	0			412
7 - 9 Peak Hour	07:30	08:00					07:30	4 - 6 Peak Hour	16:00	16:15					16:00
7 - 9 Pk Volume	109	55	0	0			159	4 - 6 Pk Volume	53	171	0	0			217
Pk Hr Factor	0.908	0.859	0.000	0.000			0.883	Pk Hr Factor	0.697	0.872	0.000	0.000			0.889

APPENDIX B

CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA01	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	466	0	**645**	0	466	**646**	3	498	0	**693**	0	498	0	**694**	0	498	0	**694**
	Through-Right		1							1				1				1	
	Right	179	0	0	1	180	0	5	195	0	0	1	196	0	0	0	196	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	1	**18**	1	19	**19**	0	19	1	**19**	1	20	1	**20**	0	20	1	**20**
	Left-Through		0							0				0				0	
	Through	389	0	439	0	389	439	7	420	0	473	0	420	0	473	0	420	0	473
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	1	**38**	0	38	**38**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	347	1	196	1	348	196	10	378	1	213	1	379	1	213	0	379	1	213
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	133	1	133	0	133	133	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	731	1	**386**	2	733	**389**	9	785	1	**415**	2	787	1	**417**	0	787	1	**417**
	Through-Right		1							1				1				1	
	Right	41	0	41	3	44	44	0	44	0	44	3	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		663	*North-South:*		665	*North-South:*			712	*North-South:*			714	*North-South:*			714
		East-West:		424	*East-West:*		427	*East-West:*			455	*East-West:*			457	*East-West:*			457
		SUM:		1087	*SUM:*		1092	*SUM:*			1167	*SUM:*			1171	*SUM:*			1171
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.728				0.778				0.781				0.781
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.625**			**0.628**				**0.678**				**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:	0.003	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA01	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	541	0	**670**	0	541	**673**	7	581	0	**736**	0	581	0	**739**	0	581	0	**739**
	Through-Right		1							1				1				1	
	Right	129	0	0	3	132	0	18	155	0	0	3	158	0	0	0	158	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	**45**	3	48	**48**	0	48	1	**48**	3	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	374	0	432	0	374	432	5	402	0	464	0	402	0	464	0	402	0	464
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	0	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	1	74	0	74	74	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	337	1	**204**	2	339	**205**	27	385	1	**230**	2	387	1	**231**	0	387	1	**231**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	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	164	1	**164**	0	164	**164**	0	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	Left-Through		0							0				0				0	
	Through	448	1	248	1	449	250	17	493	1	272	1	494	1	274	0	494	1	274
	Through-Right		1							1				1				1	
	Right	48	0	48	2	50	50	0	51	0	51	2	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		715	*North-South:*		721	*North-South:*			784	*North-South:*			790	*North-South:*			790
		East-West:		368	*East-West:*		369	*East-West:*			404	*East-West:*			405	*East-West:*			405
		SUM:		1083	*SUM:*		1090	*SUM:*			1188	*SUM:*			1195	*SUM:*			1195
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.727				0.792				0.797				0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.627**				**0.692**				**0.697**				**0.697**
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:	0.005	$\Delta v/c$ after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA02	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 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	56	1	**56**	0	56	**56**	7	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	501	1	501	1	502	502	1	533	1	533	1	534	1	534	0	534	1	534
	Through-Right		0							0				0				0	
	Right	39	1	0	1	40	0	0	41	1	0	1	42	1	0	0	42	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	464	0	**510**	0	464	**510**	0	493	0	**549**	0	493	0	**549**	0	493	0	**549**
	Through-Right		1							1				1				1	
	Right	46	0	0	0	46	0	7	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	100	1	**100**	0	100	**100**	7	113	1	**113**	0	113	1	**113**	0	113	1	**113**
	Left-Through		0							0				0				0	
	Through	720	3	240	1	721	240	0	764	3	255	1	765	3	255	0	765	3	255
	Through-Right		0							0				0				0	
	Right	126	1	98	0	126	98	3	137	1	104	0	137	1	104	0	137	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	5	183	183	0	189	1	189	5	194	1	194	0	194	1	194
	Left-Through		0							0				0				0	
	Through	1370	3	**457**	3	1373	**458**	12	1466	3	**489**	3	1469	3	**490**	0	1469	3	**490**
	Through-Right		0							0				0				0	
	Right	81	1	68	0	81	68	0	86	1	72	0	86	1	72	0	86	1	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		566	*North-South:*		566	*North-South:*			615	*North-South:*			615	*North-South:*			615
		East-West:		557	*East-West:*		558	*East-West:*			602	*East-West:*			603	*East-West:*			603
		SUM:		1123	*SUM:*		1124	*SUM:*			1217	*SUM:*			1218	*SUM:*			1218
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.789				0.854				0.855				0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.688**			**0.689**				**0.754**				**0.755**				**0.755**
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:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA02	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 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	85	1	**85**	0	85	**85**	5	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	504	1	504	3	507	507	4	539	1	539	3	542	1	542	0	542	1	542
	Through-Right		0							0				0				0	
	Right	72	1	30	2	74	30	0	76	1	31	2	78	1	32	0	78	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	489	0	**534**	0	489	**534**	0	519	0	**572**	0	519	0	**572**	0	519	0	**572**
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	5	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	170	1	170	0	170	170	21	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	1452	3	**484**	3	1455	**485**	0	1541	3	**514**	3	1544	3	**515**	0	1544	3	**515**
	Through-Right		0							0				0				0	
	Right	61	1	19	0	61	19	7	72	1	25	0	72	1	25	0	72	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	**85**	3	88	**88**	0	90	1	**90**	3	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	931	3	310	2	933	311	13	1001	3	334	2	1003	3	334	0	1003	3	334
	Through-Right		0							0				0				0	
	Right	67	1	26	0	67	26	0	71	1	28	0	71	1	28	0	71	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		619	*North-South:*		619	*North-South:*			667	*North-South:*			667	*North-South:*			667
		East-West:		569	*East-West:*		573	*East-West:*			604	*East-West:*			608	*East-West:*			608
		SUM:		1188	*SUM:*		1192	*SUM:*			1271	*SUM:*			1275	*SUM:*			1275
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.836				0.892				0.895				0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.736**				**0.792**				**0.795**				**0.795**
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:	0.003	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Willaman Drive	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA05	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 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	77	0	77	0	77	77	0	82	0	82	0	82	0	82	0	82	0	82
	Left-Through		0							0				0				0	
	Through	204	0	**290**	0	204	**290**	0	217	0	**309**	0	217	0	**309**	0	217	0	**309**
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	0	**36**	0	36	**36**	0	38	0	**38**	0	38	0	**38**	0	38	0	**38**
	Left-Through		0							0				0				0	
	Through	64	0	130	0	64	130	0	68	0	138	0	68	0	138	0	68	0	138
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	157	1	**157**	2	159	**159**	0	167	1	**167**	2	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	608	3	203	0	608	203	0	645	3	215	0	645	3	215	0	645	3	215
	Through-Right		0							0				0				0	
	Right	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	1540	3	**513**	8	1548	**516**	0	1635	3	**545**	8	1643	3	**548**	0	1643	3	**548**
	Through-Right		0							0				0				0	
	Right	29	1	29	0	29	29	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		326	*North-South:*		326	*North-South:*			347	*North-South:*			347	*North-South:*			347
		East-West:		670	*East-West:*		675	*East-West:*			712	*East-West:*			717	*East-West:*			717
		SUM:		996	*SUM:*		1001	*SUM:*			1059	*SUM:*			1064	*SUM:*			1064
VOLUME/CAPACITY *(V/C)* RATIO:				0.699			0.702				0.743				0.747				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.599**			**0.602**				**0.643**				**0.647**				**0.647**
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:	0.004	Δ*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:	Willaman Drive	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA05	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 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	50	0	**50**	0	50	**50**	0	53	0	**53**	0	53	0	**53**	0	53	0	**53**
	Left-Through		0							0				0				0	
	Through	132	0	210	0	132	210	0	140	0	223	0	140	0	223	0	140	0	223
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	141	0	141	0	141	141	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		0							0				0				0	
	Through	160	0	**325**	0	160	**325**	0	170	0	**345**	0	170	0	**345**	0	170	0	**345**
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	163	1	163	5	168	168	0	173	1	173	5	178	1	178	0	178	1	178
	Left-Through		0							0				0				0	
	Through	1614	3	**538**	0	1614	**538**	0	1713	3	**571**	0	1713	3	**571**	0	1713	3	**571**
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	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	112	1	**112**	0	112	**112**	0	119	1	**119**	0	119	1	**119**	0	119	1	**119**
	Left-Through		0							0				0				0	
	Through	863	3	288	5	868	289	0	916	3	305	5	921	3	307	0	921	3	307
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	375		*North-South:*	375		*North-South:*		398		*North-South:*		398		*North-South:*		398
			East-West:	650		*East-West:*	650		*East-West:*		690		*East-West:*		690		*East-West:*		690
			SUM:	1025		*SUM:*	1025		*SUM:*		1088		*SUM:*		1088		*SUM:*		1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.719			0.719				0.764				0.764				0.764
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.619**			**0.619**				**0.664**				**0.664**				**0.664**
	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:	0.000	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:	San Vicente Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA06	East-West Street:	Beverly Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3		EB-- 3	WB--	3		EB-- 3	WB--	3	
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	84	1	84	0	84	84	18	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	685	2	**343**	3	688	**344**	7	734	2	**367**	3	737	2	**369**	0	737	2	**369**
	Through-Right		0							0				0				0	
	Right	114	1	59	0	114	59	3	124	1	65	0	124	1	65	0	124	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	0	90	1	**90**	0	90	1	**90**	0	90	1	**90**
	Left-Through		0							0				0				0	
	Through	493	2	247	1	494	247	3	526	2	263	1	527	2	264	0	527	2	264
	Through-Right		0							0				0				0	
	Right	182	1	129	0	182	129	0	193	1	137	0	193	1	137	0	193	1	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	**53**	0	53	**53**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	627	2	314	0	627	314	37	703	2	352	0	703	2	352	0	703	2	352
	Through-Right		0							0				0				0	
	Right	127	1	43	0	127	43	14	149	1	42	0	149	1	42	0	149	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	110	1	110	0	110	110	1	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	1154	2	**577**	0	1154	**577**	33	1258	2	**629**	0	1258	2	**629**	0	1258	2	**629**
	Through-Right		0							0				0				0	
	Right	129	1	44	0	129	44	0	137	1	47	0	137	1	47	0	137	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		428	*North-South:*		429	*North-South:*			457	*North-South:*			459	*North-South:*			459
		East-West:		630	*East-West:*		630	*East-West:*			685	*East-West:*			685	*East-West:*			685
		SUM:		1058	*SUM:*		1059	*SUM:*			1142	*SUM:*			1144	*SUM:*			1144
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.770				0.831				0.832				0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.669**			**0.670**				**0.731**				**0.732**				**0.732**
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:	0.001	∆*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:	San Vicente Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA06	East-West Street:	Beverly Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 0	SB--	3	NB-- 0	SB--	3	NB-- 0	SB--	3		NB-- 0	SB--	3		NB-- 0	SB--	3	
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3		EB-- 3	WB--	3		EB-- 3	WB--	3	
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	108	1	108	0	108	108	37	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	713	2	357	2	715	358	8	765	2	383	2	767	2	384	0	767	2	384
	Through-Right		0							0				0				0	
	Right	424	1	**384**	0	424	**384**	2	452	1	**408**	0	452	1	**408**	0	452	1	**408**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	215	1	**215**	0	215	**215**	0	228	1	**228**	0	228	1	**228**	0	228	1	**228**
	Left-Through		0							0				0				0	
	Through	481	2	241	3	484	242	11	522	2	261	3	525	2	263	0	525	2	263
	Through-Right		0							0				0				0	
	Right	127	1	56	0	127	56	0	135	1	60	0	135	1	60	0	135	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	71	0	71	71	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	828	2	**414**	0	828	**414**	74	953	2	**477**	0	953	2	**477**	0	953	2	**477**
	Through-Right		0							0				0				0	
	Right	72	1	0	0	72	0	32	108	1	0	0	108	1	0	0	108	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	80	1	**80**	0	80	**80**	3	88	1	**88**	0	88	1	**88**	0	88	1	**88**
	Left-Through		0							0				0				0	
	Through	768	2	384	0	768	384	78	893	2	447	0	893	2	447	0	893	2	447
	Through-Right		0							0				0				0	
	Right	137	1	0	0	137	0	0	145	1	0	0	145	1	0	0	145	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		599	*North-South:*		599	*North-South:*			636	*North-South:*			636	*North-South:*			636
		East-West:		494	*East-West:*		494	*East-West:*			565	*East-West:*			565	*East-West:*			565
		SUM:		1093	*SUM:*		1093	*SUM:*			1201	*SUM:*			1201	*SUM:*			1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.795				0.873				0.873				0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.695**			**0.695**				**0.773**				**0.773**				**0.773**
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:	0.000	∆*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:	Sherbourne Drive	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA07	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	19	0	19	5	24	24	0	20	0	20	5	25	0	25	0	25	0	25
	Left-Through		0							0				0				0	
	Through	80	0	**114**	0	80	**119**	0	85	0	**121**	0	85	0	**126**	0	85	0	**126**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	0	**34**	0	34	**34**	0	36	0	**36**	0	36	0	**36**	0	36	0	**36**
	Left-Through		0							0				0				0	
	Through	3	0	81	0	3	81	0	3	0	86	0	3	0	86	0	3	0	86
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	139	1	**139**	0	139	**139**	0	148	1	**148**	0	148	1	**148**	0	148	1	**148**
	Left-Through		0							0				0				0	
	Through	547	1	278	3	550	280	7	588	1	299	3	591	1	301	0	591	1	301
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54	0	54	54	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1103	2	**552**	0	1103	**552**	7	1178	2	**589**	0	1178	2	**589**	0	1178	2	**589**
	Through-Right		0							0				0				0	
	Right	214	1	214	0	214	214	0	227	1	227	0	227	1	227	0	227	1	227
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		148	*North-South:*		153	*North-South:*			157	*North-South:*			162	*North-South:*			162
		East-West:		691	*East-West:*		691	*East-West:*			737	*East-West:*			737	*East-West:*			737
		SUM:		839	*SUM:*		844	*SUM:*			894	*SUM:*			899	*SUM:*			899
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.563				0.596				0.599				0.599
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.459**			**0.463**				**0.496**				**0.499**				**0.499**
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:	0.003	$\Delta v/c$ after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Sherbourne Drive	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA07	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	12	0	**12**	3	15	**15**	0	13	0	**13**	3	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	37	0	84	0	37	87	0	39	0	89	0	39	0	92	0	39	0	92
	Through-Right		0							0				0				0	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	0	138	0	138	138	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through		0							0				0				0	
	Through	97	0	**391**	0	97	**391**	0	103	0	**415**	0	103	0	**415**	0	103	0	**415**
	Through-Right		0							0				0				0	
	Right	156	0	0	0	156	0	0	166	0	0	0	166	0	0	0	166	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	49	1	49	0	49	49	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	683	1	**362**	8	691	**366**	16	741	1	**393**	8	749	1	**397**	0	749	1	**397**
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	**55**	0	55	**55**	0	58	1	**58**	0	58	1	**58**	0	58	1	**58**
	Left-Through		0							0				0				0	
	Through	583	2	292	0	583	292	15	634	2	317	0	634	2	317	0	634	2	317
	Through-Right		0							0				0				0	
	Right	58	1	58	0	58	58	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		403	*North-South:*		406	*North-South:*			428	*North-South:*			431	*North-South:*			431
		East-West:		417	*East-West:*		421	*East-West:*			451	*East-West:*			455	*East-West:*			455
		SUM:		820	*SUM:*		827	*SUM:*			879	*SUM:*			886	*SUM:*			886
	VOLUME/CAPACITY *(V/C)* RATIO:			0.547			0.551				0.586				0.591				0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.447**			**0.451**				**0.486**				**0.491**				**0.491**
	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:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA08	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	102	1	102	0	102	102	2	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	572	1	**293**	0	572	**293**	21	628	1	**346**	0	628	1	**346**	0	628	1	**346**
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	49	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	1	**116**	0	116	**116**	3	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	447	2	224	1	448	224	9	483	2	242	1	484	2	242	0	484	2	242
	Through-Right		0							0				0				0	
	Right	92	1	51	0	92	50	7	105	1	58	0	105	1	57	0	105	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	82	1	**82**	3	85	**85**	7	94	1	**94**	3	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	483	2	242	8	491	246	6	519	2	260	8	527	2	264	0	527	2	264
	Through-Right		0							0				0				0	
	Right	68	1	17	1	69	18	3	75	1	20	1	76	1	21	0	76	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54	1	55	55	3	60	1	60	1	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1217	1	**704**	0	1217	**704**	0	1292	1	**748**	0	1292	1	**748**	0	1292	1	**748**
	Through-Right		1							1				1				1	
	Right	191	0	191	0	191	191	0	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		409	*North-South:*		409	*North-South:*			472	*North-South:*			472	*North-South:*			472
		East-West:		786	*East-West:*		789	*East-West:*			842	*East-West:*			845	*East-West:*			845
		SUM:		1195	*SUM:*		1198	*SUM:*			1314	*SUM:*			1317	*SUM:*			1317
VOLUME/CAPACITY *(V/C)* RATIO:				0.797			0.799				0.876				0.878				0.878
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.697**			**0.699**				**0.776**				**0.778**				**0.778**
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:	0.002	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA08	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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			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--	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB--	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	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	46	1	46	0	46	46	2	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	451	1	**244**	0	451	**244**	29	508	1	**292**	0	508	1	**292**	0	508	1	**292**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	37	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	298	1	**298**	0	298	**298**	6	322	1	**322**	0	322	1	**322**	0	322	1	**322**
	Left-Through		0							0				0				0	
	Through	577	2	289	3	580	290	26	638	2	319	3	641	2	321	0	641	2	321
	Through-Right		0							0				0				0	
	Right	170	1	98	0	170	97	15	195	1	110	0	195	1	109	0	195	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	145	1	**145**	2	147	**147**	16	170	1	**170**	2	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	667	2	334	5	672	336	13	721	2	361	5	726	2	363	0	726	2	363
	Through-Right		0							0				0				0	
	Right	51	1	28	2	53	30	16	70	1	45	2	72	1	47	0	72	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	1	9	3	12	12	14	24	1	24	3	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	525	1	**342**	0	525	**342**	0	557	1	**363**	0	557	1	**363**	0	557	1	**363**
	Through-Right		1							1				1				1	
	Right	158	0	158	0	158	158	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		542	North-South:		542	North-South:			614	North-South:			614	North-South:			614
		East-West:		487	East-West:		489	East-West:			533	East-West:			535	East-West:			535
		SUM:		1029	SUM:		1031	SUM:			1147	SUM:			1149	SUM:			1149
VOLUME/CAPACITY (*V/C*) RATIO:				0.686			0.687				0.765				0.766				0.766
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.586**			**0.587**				**0.665**				**0.666**				**0.666**
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:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard-Le Doux Roa	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA09	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	29	1	**29**	0	29	**29**	0	31	1	**31**	0	31	1	**31**	0	31	1	**31**
	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	24	1	15	0	24	15	0	25	1	15	0	25	1	15	0	25	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
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	460	1	**281**	8	468	**285**	7	495	1	**301**	8	503	1	**305**	0	503	1	**305**
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	0	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	0	**0**	0	12	**0**	0	13	0	**0**	0	13	0	**0**	0	13	0	**0**
	Left-Through		0							0				0				0	
	Through	633	2	221	0	633	221	0	672	2	235	0	672	2	235	0	672	2	235
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	33	0	33	0	33	0	33	0	33	0	33
	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	1612	2	**584**	4	1616	**585**	12	1723	2	**624**	4	1727	2	**625**	0	1727	2	**625**
	Through-Right		1							1				1				1	
	Right	722	1	0	0	722	0	7	773	1	0	0	773	1	0	0	773	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		310	North-South:		314	North-South:			332	North-South:			336	North-South:			336
		East-West:		584	East-West:		585	East-West:			624	East-West:			625	East-West:			625
		SUM:		894	SUM:		899	SUM:			956	SUM:			961	SUM:			961
VOLUME/CAPACITY (*V/C*) RATIO:				0.627			0.631				0.671				0.674				0.674
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.531**				**0.571**				**0.574**				**0.574**
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:	0.003	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:	San Vicente Boulevard-Le Doux Roa	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA09	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	67	1	**67**	0	67	**67**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	38	1	20	0	38	20	0	40	1	21	0	40	1	21	0	40	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
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	450	1	**238**	5	455	**240**	15	493	1	**260**	5	498	1	**263**	0	498	1	**263**
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through		0							0				0				0	
	Through	1820	2	**623**	0	1820	**623**	0	1932	2	**661**	0	1932	2	**661**	0	1932	2	**661**
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	0	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	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	816	2	339	13	829	342	13	879	2	367	13	892	2	370	0	892	2	370
	Through-Right		1							1				1				1	
	Right	540	1	0	0	540	0	16	589	1	0	0	589	1	0	0	589	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		305	*North-South:*		307	*North-South:*			331	*North-South:*			334	*North-South:*			334
		East-West:		659	*East-West:*		659	*East-West:*			699	*East-West:*			699	*East-West:*			699
		SUM:		964	*SUM:*		966	*SUM:*			1030	*SUM:*			1033	*SUM:*			1033
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.678				0.723				0.725				0.725
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.578**				**0.623**				**0.625**				**0.625**
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	$\Delta v/c$ after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA11	East-West Street:	Beverly Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 3 SB--		0	NB-- 3 SB--		0	NB-- 3 SB--		0		NB-- 3 SB--		0		NB-- 3 SB--		0	
		EB-- 3 WB--		3	EB-- 3 WB--		3	EB-- 3 WB--		3		EB-- 3 WB--		3		EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	65	1	**65**	0	65	**65**	2	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	Left-Through		0							0				0				0	
	Through	776	2	388	3	779	390	21	845	2	423	3	848	2	424	0	848	2	424
	Through-Right		0							0				0				0	
	Right	168	1	0	2	170	0	1	179	1	0	2	181	1	0	0	181	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	70	1	70	0	70	70	8	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	940	2	**405**	1	941	**406**	28	1026	2	**444**	1	1027	2	**445**	0	1027	2	**445**
	Through-Right		1							1				1				1	
	Right	276	0	276	0	276	276	14	307	0	307	0	307	0	307	0	307	0	307
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	2	70	0	127	70	14	149	2	82	0	149	2	82	0	149	2	82
	Left-Through		0							0				0				0	
	Through	590	2	**295**	0	590	**295**	24	650	2	**325**	0	650	2	**325**	0	650	2	**325**
	Through-Right		0							0				0				0	
	Right	86	1	21	0	86	21	3	94	1	23	0	94	1	23	0	94	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	486	2	**267**	1	487	**268**	1	517	2	**284**	1	518	2	**285**	0	518	2	**285**
	Left-Through		0							0				0				0	
	Through	975	2	488	0	975	488	19	1054	2	527	0	1054	2	527	0	1054	2	527
	Through-Right		0							0				0				0	
	Right	74	1	4	0	74	4	4	83	1	1	0	83	1	1	0	83	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		470	*North-South:*		471	*North-South:*			515	*North-South:*			516	*North-South:*			516
		East-West:		562	*East-West:*		563	*East-West:*			609	*East-West:*			610	*East-West:*			610
		SUM:		1032	*SUM:*		1034	*SUM:*			1124	*SUM:*			1126	*SUM:*			1126
	VOLUME/CAPACITY *(V/C)* RATIO:			0.751			0.752				0.817				0.819				0.819
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.651**			**0.652**				**0.717**				**0.719**				**0.719**
	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:	0.002	Δ*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:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA11	East-West Street:	Beverly Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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-- 3 SB--		0	NB-- 3 SB--		0	NB-- 3 SB--		0		NB-- 3 SB--		0		NB-- 3 SB--		0	
		EB-- 3 WB--		3	EB-- 3 WB--		3	EB-- 3 WB--		3		EB-- 3 WB--		3		EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	95	1	95	0	95	95	4	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	1053	2	527	2	1055	528	38	1156	2	578	2	1158	2	579	0	1158	2	579
	Through-Right		0							0				0				0	
	Right	402	1	238	1	403	238	2	429	1	254	1	430	1	253	0	430	1	253
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	114	0	114	114	10	131	1	131	0	131	1	131	0	131	1	131
	Left-Through		0							0				0				0	
	Through	950	2	358	3	953	359	38	1046	2	404	3	1049	2	405	0	1049	2	405
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	33	166	0	166	0	166	0	166	0	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	289	2	159	0	289	159	29	336	2	185	0	336	2	185	0	336	2	185
	Left-Through		0							0				0				0	
	Through	1026	2	513	0	1026	513	41	1130	2	565	0	1130	2	565	0	1130	2	565
	Through-Right		0							0				0				0	
	Right	135	1	40	0	135	40	6	149	1	44	0	149	1	44	0	149	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	298	2	164	2	300	165	3	319	2	175	2	321	2	177	0	321	2	177
	Left-Through		0							0				0				0	
	Through	764	2	382	0	764	382	44	855	2	428	0	855	2	428	0	855	2	428
	Through-Right		0							0				0				0	
	Right	145	1	31	0	145	31	9	163	1	32	0	163	1	32	0	163	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		641	North-South:		642	North-South:			709	North-South:			710	North-South:			710
		East-West:		677	East-West:		678	East-West:			740	East-West:			742	East-West:			742
		SUM:		1318	SUM:		1320	SUM:			1449	SUM:			1452	SUM:			1452
	VOLUME/CAPACITY (*V/C*) RATIO:			0.959			0.960				1.054				1.056				1.056
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.859			0.860				0.954				0.956				0.956
	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	Δ*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:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA12	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	174	2	**96**	0	174	**96**	0	185	2	**102**	0	185	2	**102**	0	185	2	**102**
	Left-Through		0							0				0				0	
	Through	853	2	319	0	853	319	14	919	2	344	0	919	2	344	0	919	2	344
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	3	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	2	33	0	60	33	0	64	2	35	0	64	2	35	0	64	2	35
	Left-Through		0							0				0				0	
	Through	1150	2	**474**	2	1152	**475**	30	1251	2	**514**	2	1253	2	**514**	0	1253	2	**514**
	Through-Right		1							1				1				1	
	Right	272	0	272	0	272	272	1	290	0	290	0	290	0	290	0	290	0	290
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	125	1	**125**	5	130	**130**	8	141	1	**141**	5	146	1	**146**	0	146	1	**146**
	Left-Through		0							0				0				0	
	Through	433	2	217	3	436	218	7	467	2	234	3	470	2	235	0	470	2	235
	Through-Right		0							0				0				0	
	Right	45	1	0	0	45	0	43	91	1	40	0	91	1	40	0	91	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	331	1	331	0	331	331	3	354	1	354	0	354	1	354	0	354	1	354
	Left-Through		0							0				0				0	
	Through	1028	1	**540**	1	1029	**540**	1	1092	1	**573**	1	1093	1	**574**	0	1093	1	**574**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		570	*North-South:*		571	*North-South:*			616	*North-South:*			616	*North-South:*			616
		East-West:		665	*East-West:*		670	*East-West:*			714	*East-West:*			720	*East-West:*			720
		SUM:		1235	*SUM:*		1241	*SUM:*			1330	*SUM:*			1336	*SUM:*			1336
VOLUME/CAPACITY *(V/C)* RATIO:				0.898			0.903				0.967				0.972				0.972
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.798**			**0.803**				**0.867**				**0.872**				**0.872**
LEVEL OF SERVICE (LOS):				**C**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA12	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	107	2	59	0	107	59	0	114	2	63	0	114	2	63	0	114	2	63
	Left-Through		0							0				0				0	
	Through	1133	2	**432**	0	1133	**432**	30	1233	2	**470**	0	1233	2	**470**	0	1233	2	**470**
	Through-Right		1							1				1				1	
	Right	162	0	162	0	162	162	4	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	2	**74**	0	134	**74**	0	142	2	**78**	0	142	2	**78**	0	142	2	**78**
	Left-Through		0							0				0				0	
	Through	1012	2	383	5	1017	384	37	1111	2	421	5	1116	2	422	0	1116	2	422
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	7	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	171	1	171	3	174	174	10	192	1	192	3	195	1	195	0	195	1	195
	Left-Through		0							0				0				0	
	Through	775	2	**388**	2	777	**389**	8	831	2	**416**	2	833	2	**417**	0	833	2	**417**
	Through-Right		0							0				0				0	
	Right	144	1	115	0	144	115	39	192	1	161	0	192	1	161	0	192	1	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	195	1	**195**	0	195	**195**	8	215	1	**215**	0	215	1	**215**	0	215	1	**215**
	Left-Through		0							0				0				0	
	Through	491	1	316	3	494	318	7	528	1	339	3	531	1	341	0	531	1	341
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		506	*North-South:*		506	*North-South:*			548	*North-South:*			548	*North-South:*			548
		East-West:		583	*East-West:*		584	*East-West:*			631	*East-West:*			632	*East-West:*			632
		SUM:		1089	*SUM:*		1090	*SUM:*			1179	*SUM:*			1180	*SUM:*			1180
VOLUME/CAPACITY *(V/C)* RATIO:				0.792			0.793				0.857				0.858				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.692**			**0.693**				**0.757**				**0.758**				**0.758**
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:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA13	East-West Street:	San Vicente Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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	128	1	**128**	1	129	**129**	2	138	1	**138**	1	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	737	2	248	0	737	248	26	808	2	271	0	808	2	271	0	808	2	271
	Through-Right		1							1				1				1	
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
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	1266	2	**505**	0	1266	**505**	49	1393	2	**556**	0	1393	2	**557**	0	1393	2	**557**
	Through-Right		1							1				1				1	
	Right	248	0	248	2	250	250	12	275	0	275	2	277	0	277	0	277	0	277
	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	937	4	234	5	942	236	0	995	4	249	5	1000	4	250	0	1000	4	250
	Through-Right		0							0				0				0	
	Right	189	1	125	3	192	128	0	201	1	132	3	204	1	135	0	204	1	135
	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	1991	4	**498**	2	1993	**498**	2	2115	4	**529**	2	2117	4	**529**	0	2117	4	**529**
	Through-Right		0							0				0				0	
	Right	238	1	238	0	238	238	3	256	1	256	0	256	1	256	0	256	1	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		633	*North-South:*		634	*North-South:*			694	*North-South:*			696	*North-South:*			696
		East-West:		498	*East-West:*		498	*East-West:*			529	*East-West:*			529	*East-West:*			529
		SUM:		1131	*SUM:*		1132	*SUM:*			1223	*SUM:*			1225	*SUM:*			1225
	VOLUME/CAPACITY *(V/C)* RATIO:			0.754			0.755				0.815				0.817				0.817
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.654**			**0.655**				**0.715**				**0.717**				**0.717**
	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:	0.002	Δ*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:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	3/8/2019
CMA13	East-West Street:	San Vicente Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon 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
NORTHBOUND																		
Left	180	1	**180**	3	183	**183**	10	201	1	**201**	3	204	1	**204**	0	204	1	**204**
Left-Through		0							0				0				0	
Through	1182	2	402	0	1182	402	52	1307	2	444	0	1307	2	444	0	1307	2	444
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
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	1204	2	**439**	0	1204	**441**	69	1347	2	**493**	0	1347	2	**495**	0	1347	2	**495**
Through-Right		1							1				1				1	
Right	113	0	113	5	118	118	13	133	0	133	5	138	0	138	0	138	0	138
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
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	2101	4	**525**	3	2104	**526**	0	2230	4	**558**	3	2233	4	**558**	0	2233	4	**558**
Through-Right		0							0				0				0	
Right	205	1	115	2	207	116	0	218	1	118	2	220	1	118	0	220	1	118
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	1069	4	267	5	1074	269	11	1146	4	287	5	1151	4	288	0	1151	4	288
Through-Right		0							0				0				0	
Right	358	1	358	0	358	358	7	387	1	387	0	387	1	387	0	387	1	387
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		619	*North-South:*		624	*North-South:*			694	*North-South:*			699	*North-South:*			699
	East-West:		525	*East-West:*		526	*East-West:*			558	*East-West:*			558	*East-West:*			558
	SUM:		1144	*SUM:*		1150	*SUM:*			1252	*SUM:*			1257	*SUM:*			1257
VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.767				0.835				0.838				0.838
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.667**				**0.735**				**0.738**				**0.738**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

	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
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

APPENDIX C

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Burton Way

N-S St: Robertson Boulevard
E-W St: Burton Way
Project: 5-17-0315-1/ Our Lady of Mt. Lebanon
File: ICU-2

Peak hr: AM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 03/08/2019
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	56	1600	0.035 *	0	56	1600	0.035 *	7	66	1600	0.041 *	0	66	1600	0.041 *
Nb Thru	501	1600	0.313	1	502	1600	0.314	1	533	1600	0.333	1	534	1600	0.334
Nb Right	39	1600	0.024	1	40	1600	0.025	0	41	1600	0.026	1	42	1600	0.026
Sb Left	26	1600	0.016	0	26	1600	0.016	0	28	1600	0.017	0	28	1600	0.017
Sb Thru	464	1600	0.319 *	0	464	1600	0.319 *	0	493	1600	0.343 *	0	493	1600	0.343 *
Sb Right	46	0	-	0	46	0	-	7	56	0	-	0	56	0	-
Eb Left	100	1600	0.063 *	0	100	1600	0.063 *	7	113	1600	0.071 *	0	113	1600	0.071 *
Eb Thru	720	4800	0.150	1	721	4800	0.150	0	764	4800	0.159	1	765	4800	0.159
Eb Right	126	1600	0.079	0	126	1600	0.079	3	137	1600	0.085	0	137	1600	0.085
Wb Left	178	1600	0.111	5	183	1600	0.114	0	189	1600	0.118	5	194	1600	0.121
Wb Thru	1370	4800	0.285 *	3	1373	4800	0.286 *	12	1466	4800	0.305 *	3	1469	4800	0.306 *
Wb Right	81	1600	0.051	0	81	1600	0.051	0	86	1600	0.054	0	86	1600	0.054
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.802				0.802				0.860				0.861
LOS			D				D				D				D

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Burton Way

N-S St: Robertson Boulevard
E-W St: Burton Way
Project: 5-17-0315-1/ Our Lady of Mt. Lebanon
File: ICU-2

Peak hr: PM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 03/08/2019
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	85	1600	0.053 *	0	85	1600	0.053 *	5	95	1600	0.059 *	0	95	1600	0.059 *
Nb Thru	504	1600	0.315	3	507	1600	0.317	4	539	1600	0.337	3	542	1600	0.339
Nb Right	72	1600	0.045	2	74	1600	0.046	0	76	1600	0.048	2	78	1600	0.049
Sb Left	82	1600	0.051	0	82	1600	0.051	0	87	1600	0.054	0	87	1600	0.054
Sb Thru	489	1600	0.334 *	0	489	1600	0.334 *	0	519	1600	0.357 *	0	519	1600	0.357 *
Sb Right	45	0	-	0	45	0	-	5	53	0	-	0	53	0	-
Eb Left	170	1600	0.106	0	170	1600	0.106	21	201	1600	0.126	0	201	1600	0.126
Eb Thru	1452	4800	0.303 *	3	1455	4800	0.303 *	0	1541	4800	0.321 *	3	1544	4800	0.322 *
Eb Right	61	1600	0.038	0	61	1600	0.038	7	72	1600	0.045	0	72	1600	0.045
Wb Left	85	1600	0.053 *	3	88	1600	0.055 *	0	90	1600	0.056 *	3	93	1600	0.058 *
Wb Thru	931	4800	0.194	2	933	4800	0.194	13	1001	4800	0.209	2	1003	4800	0.209
Wb Right	67	1600	0.042	0	67	1600	0.042	0	71	1600	0.044	0	71	1600	0.044
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.843				0.845				0.894				0.897
LOS			D				D				D				D

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Wilshire Boulevard

N-S St: Robertson Boulevard
E-W St: Wilshire Boulevard
Project: 5-17-0315-1 / Our Lady of Mt. Lebanon
File: ICU-3

Peak hr: AM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 03/08/2019
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	198	1600	0.124 *	0	198	1600	0.124 *	0	210	1600	0.131 *	0	210	1600	0.131 *
Nb Thru	634	3200	0.235	1	635	3200	0.235	0	673	3200	0.249	1	674	3200	0.249
Nb Right	117	0	-	0	117	0	-	0	124	0	-	0	124	0	-
Sb Left	59	1600	0.037	0	59	1600	0.037	3	66	1600	0.041	0	66	1600	0.041
Sb Thru	592	3200	0.224 *	3	595	3200	0.226 *	0	628	3200	0.238 *	3	631	3200	0.239 *
Sb Right	125	0	-	2	127	0	-	0	133	0	-	2	135	0	-
Eb Left	116	1600	0.073 *	1	117	1600	0.073 *	1	124	1600	0.077 *	1	125	1600	0.078 *
Eb Thru	750	4800	0.180	0	750	4800	0.180	48	844	4800	0.201	0	844	4800	0.201
Eb Right	114	0	-	0	114	0	-	0	121	0	-	0	121	0	-
Wb Left	119	1600	0.074	0	119	1600	0.074	0	126	1600	0.079	0	126	1600	0.079
Wb Thru	1623	4800	0.338 *	0	1623	4800	0.338 *	42	1765	4800	0.368 *	0	1765	4800	0.368 *
Wb Right	105	1600	0.066	0	105	1600	0.066	7	118	1600	0.074	0	118	1600	0.074
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.858				0.861				0.914				0.916
LOS			D				D				E				E

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Wilshire Boulevard

N-S St: Robertson Boulevard
E-W St: Wilshire Boulevard
Project: 5-17-0315-1 / Our Lady of Mt. Lebanon
File: ICU-3

Peak hr: PM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 03/08/2019
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	208	1600	0.130 *	0	208	1600	0.130 *	0	221	1600	0.138 *	0	221	1600	0.138 *
Nb Thru	479	3200	0.177	3	482	3200	0.178	0	508	3200	0.187	3	511	3200	0.188
Nb Right	87	0	-	0	87	0	-	0	92	0	-	0	92	0	-
Sb Left	79	1600	0.049	0	79	1600	0.049	7	91	1600	0.057	0	91	1600	0.057
Sb Thru	630	3200	0.218 *	2	632	3200	0.219 *	0	669	3200	0.232 *	2	671	3200	0.233 *
Sb Right	69	0	-	1	70	0	-	0	73	0	-	1	74	0	-
Eb Left	161	1600	0.101	2	163	1600	0.102	4	175	1600	0.109	2	177	1600	0.110
Eb Thru	1336	4800	0.319 *	0	1336	4800	0.319 *	63	1481	4800	0.352 *	0	1481	4800	0.352 *
Eb Right	197	0	-	0	197	0	-	0	209	0	-	0	209	0	-
Wb Left	119	1600	0.074 *	0	119	1600	0.074 *	0	126	1600	0.079 *	0	126	1600	0.079 *
Wb Thru	857	4800	0.179	0	857	4800	0.179	61	971	4800	0.202	0	971	4800	0.202
Wb Right	55	1600	0.034	0	55	1600	0.034	5	63	1600	0.040	0	63	1600	0.040
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.842				0.843				0.901				0.902
LOS			D				D				E				E

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ San Vicente Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	AM	Date:	03/08/2019
E-W St:	San Vicente Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-13	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	128	1600	0.080 *	1	129	1600	0.081 *	2	138	1600	0.086 *	1	139	1600	0.087 *
Nb Thru	737	4800	0.155	0	737	4800	0.155	26	808	4800	0.170	0	808	4800	0.170
Nb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1266	4800	0.315 *	0	1266	4800	0.316 *	49	1393	4800	0.347 *	0	1393	4800	0.348 *
Sb Right	248	0	-	2	250	0	-	12	275	0	-	2	277	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	937	6400	0.146	5	942	6400	0.147	0	995	6400	0.155	5	1000	6400	0.156
Eb Right	189	1600	0.118	3	192	1600	0.120	0	201	1600	0.126	3	204	1600	0.128
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1991	6400	0.311 *	2	1993	6400	0.311 *	2	2115	6400	0.330 *	2	2117	6400	0.331 *
Wb Right	238	1600	0.149	0	238	1600	0.149	3	256	1600	0.160	0	256	1600	0.160
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.807				0.808				0.864				0.865
LOS			D				D				D				D

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ San Vicente Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	PM	Date:	03/08/2019
E-W St:	San Vicente Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-13	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	180	1600	0.113 *	3	183	1600	0.114 *	10	201	1600	0.126 *	3	204	1600	0.127 *
Nb Thru	1182	4800	0.251	0	1182	4800	0.251	52	1307	4800	0.278	0	1307	4800	0.278
Nb Right	24	0	-	0	24	0	-	0	25	0	-	0	25	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1204	4800	0.274 *	0	1204	4800	0.275 *	69	1347	4800	0.308 *	0	1347	4800	0.309 *
Sb Right	113	0	-	5	118	0	-	13	133	0	-	5	138	0	-
Eb Left	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
Eb Thru	2101	6400	0.329 *	3	2104	6400	0.329 *	0	2230	6400	0.349 *	3	2233	6400	0.349 *
Eb Right	205	1600	0.128	2	207	1600	0.129	0	218	1600	0.136	2	220	1600	0.138
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	1069	6400	0.167	5	1074	6400	0.168	11	1146	6400	0.179	5	1151	6400	0.180
Wb Right	358	1600	0.224	0	358	1600	0.224	7	387	1600	0.242	0	387	1600	0.242
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.815				0.819				0.883				0.886
LOS			D				D				D				D

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ Wilshire Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	AM	Date:	03/08/2019
E-W St:	Wilshire Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-14	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	154	1600	0.096 *	0	154	1600	0.096 *	3	166	1600	0.104 *	0	166	1600	0.104 *
Nb Thru	708	4800	0.160	1	709	4800	0.160	44	796	4800	0.179	1	797	4800	0.180
Nb Right	60	0	-	0	60	0	-	1	65	0	-	0	65	0	-
Sb Left	51	1600	0.032	0	51	1600	0.032	0	54	1600	0.034	0	54	1600	0.034
Sb Thru	843	4800	0.222 *	3	846	4800	0.222 *	33	928	4800	0.244 *	3	931	4800	0.244 *
Sb Right	221	0	-	0	221	0	-	7	242	0	-	0	242	0	-
Eb Left	121	1600	0.076 *	0	121	1600	0.076 *	2	130	1600	0.081 *	0	130	1600	0.081 *
Eb Thru	439	4800	0.105	0	439	4800	0.105	46	512	4800	0.121	0	512	4800	0.121
Eb Right	64	0	-	0	64	0	-	3	71	0	-	0	71	0	-
Wb Left	108	1600	0.068	0	108	1600	0.068	4	119	1600	0.074	0	119	1600	0.074
Wb Thru	1016	4800	0.219 *	0	1016	4800	0.219 *	39	1118	4800	0.241 *	0	1118	4800	0.241 *
Wb Right	37	0	-	0	37	0	-	0	39	0	-	0	39	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.713				0.714				0.770				0.771
LOS			C				C				C				C

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ Wilshire Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	PM	Date:	03/08/2019
E-W St:	Wilshire Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-14	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	135	1600	0.084 *	0	135	1600	0.084 *	6	149	1600	0.093 *	0	149	1600	0.093 *
Nb Thru	953	4800	0.214	3	956	4800	0.215	67	1079	4800	0.243	3	1082	4800	0.243
Nb Right	74	0	-	0	74	0	-	6	85	0	-	0	85	0	-
Sb Left	85	1600	0.053	0	85	1600	0.053	0	90	1600	0.056	0	90	1600	0.056
Sb Thru	934	4800	0.215 *	2	936	4800	0.215 *	64	1055	4800	0.243 *	2	1057	4800	0.243 *
Sb Right	96	0	-	0	96	0	-	8	110	0	-	0	110	0	-
Eb Left	130	1600	0.081	0	130	1600	0.081	6	144	1600	0.090	0	144	1600	0.090
Eb Thru	649	4800	0.150 *	0	649	4800	0.150 *	58	747	4800	0.173 *	0	747	4800	0.173 *
Eb Right	73	0	-	0	73	0	-	5	82	0	-	0	82	0	-
Wb Left	231	1600	0.144 *	0	231	1600	0.144 *	5	250	1600	0.156 *	0	250	1600	0.156 *
Wb Thru	573	4800	0.130	0	573	4800	0.130	52	660	4800	0.149	0	660	4800	0.149
Wb Right	50	0	-	0	50	0	-	0	53	0	-	0	53	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.694				0.694				0.765				0.765
LOS			B				B				C				C

**** Key conflicting movement as a part of ICU***
1 Counts conducted by: NDS
2 Capacity expressed in veh/hour of green

APPENDIX D

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service 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 values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

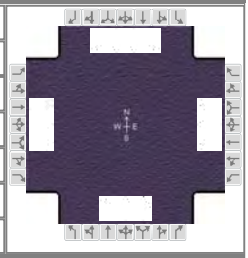
LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	489	41	251	745	169	67	575	98	76	429	52

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

								1	2	3	4	
Green	55.2	26.8	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

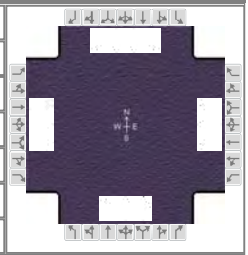
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		59.2		59.2		30.8		30.8
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						16.1		24.4
Green Extension Time (g_e), s		0.0		0.0		3.0		2.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.26

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	88	268	262	251	745	169	67	344	329	76	429	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	727	1900	1848	887	1900	1610	974	1900	1803	777	1809	1610
Queue Service Time (g_s), s	7.9	5.7	5.7	16.0	22.4	4.1	5.3	14.0	14.1	8.4	8.5	2.1
Cycle Queue Clearance Time (g_c), s	30.4	5.7	5.7	21.8	22.4	4.1	13.7	14.0	14.1	22.4	8.5	2.1
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Capacity (*c*), veh/h	344	1166	1134	567	1166	988	278	565	536	190	1076	479
Volume-to-Capacity Ratio (*X*)	0.256	0.230	0.231	0.442	0.639	0.171	0.241	0.610	0.613	0.400	0.399	0.109
Back of Queue (*Q*), ft/ln (95 th percentile)	65.3	98.5	96.8	146	344.8	60.2	54.9	255.4	246.3	70.7	159.1	35.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	3.9	3.9	5.8	13.8	2.4	2.2	10.2	9.9	2.8	6.4	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.7	7.8	7.8	12.7	11.0	7.5	30.7	27.1	27.2	36.8	25.2	23.0
Incremental Delay (d_2), s/veh	1.8	0.5	0.5	2.5	2.7	0.4	0.2	0.4	0.4	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.5	8.3	8.3	15.2	13.7	7.9	30.8	27.5	27.6	37.3	25.3	23.0
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	10.3	B		13.2	B		27.9	C		26.7	C	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.00	A	2.41	B	1.10	A	0.95	A

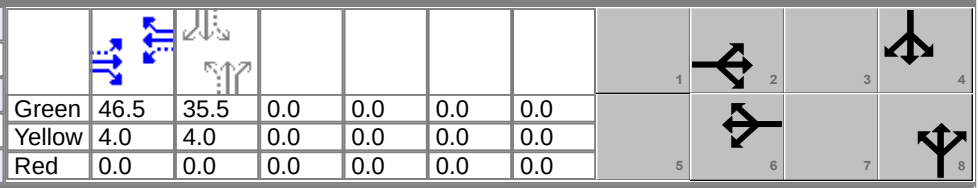
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	604	78	139	425	210	84	669	159	109	470	108

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



Green	46.5	35.5	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

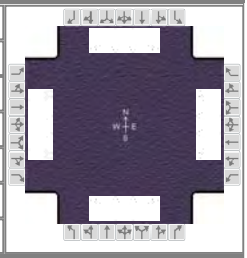
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		50.5		50.5		39.5		39.5
Change Period, (*Y+R c*), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						17.9		31.6
Green Extension Time (*g e*), s		0.0		0.0		4.4		4.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.01		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	347	335	139	425	210	84	428	400	109	470	108
Adjusted Saturation Flow Rate (*s*), veh/h/ln	978	1900	1823	771	1900	1610	938	1900	1773	673	1809	1610
Queue Service Time (*g s*), s	6.6	9.7	9.7	11.7	12.5	6.5	6.2	15.9	15.9	13.7	8.2	3.9
Cycle Queue Clearance Time (*g c*), s	19.2	9.7	9.7	21.4	12.5	6.5	14.3	15.9	15.9	29.6	8.2	3.9
Green Ratio (*g/C*)	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	452	987	947	397	987	836	363	745	695	225	1418	631
Volume-to-Capacity Ratio (*X*)	0.230	0.352	0.353	0.351	0.431	0.251	0.232	0.575	0.576	0.485	0.332	0.171
Back of Queue (*Q*), ft/ln (95 th percentile)	71.6	182.4	176.6	100.8	225.3	104.4	60.1	274.8	260.7	98.4	147.6	63.4
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	7.3	7.1	4.0	9.0	4.2	2.4	11.0	10.4	3.9	5.9	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	19.3	12.7	12.7	19.1	13.4	12.0	24.1	21.5	21.5	33.1	19.1	17.8
Incremental Delay (*d 2*), s/veh	1.2	1.0	1.0	2.4	1.4	0.7	0.1	0.3	0.3	0.6	0.1	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.5	13.7	13.8	21.5	14.8	12.7	24.2	21.7	21.8	33.7	19.2	17.9
Level of Service (LOS)	C	B	B	C	B	B	C	C	C	C	B	B
Approach Delay, s/veh / LOS	14.6	B		15.4	B		22.0	C		21.3	C	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.40	B	2.27	B	2.10	B
Bicycle LOS Score / LOS	1.14	A	1.76	B	1.24	A	1.05	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	627	127	110	1154	129	84	685	114	85	493	182

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

							1	2	3	4
Green	7.1	31.6	4.4	5.5	21.5	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	4.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

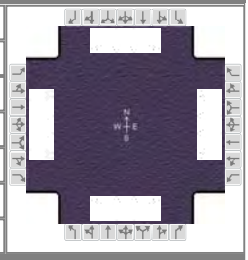
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.4	44.0	11.1	46.6	9.5	25.5	9.5	25.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.6		7.4		6.1	18.0	6.2	12.8
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.1	3.5	0.0	3.7
Phase Call Probability	0.73		0.94		0.88	1.00	0.88	1.00
Max Out Probability	1.00		0.00		0.00	0.04	0.37	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	627	127	110	1154	129	84	685	114	85	493	182
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.6	10.5	3.8	5.4	22.2	3.6	4.1	16.0	5.2	4.2	10.8	8.2
Cycle Queue Clearance Time (g_c), s	2.6	10.5	3.8	5.4	22.2	3.6	4.1	16.0	5.2	4.2	10.8	8.2
Green Ratio (*g/C*)	0.05	0.44	0.51	0.08	0.47	0.53	0.06	0.24	0.24	0.06	0.24	0.29
Capacity (*c*), veh/h	89	1607	813	142	1714	861	110	864	385	110	863	463
Volume-to-Capacity Ratio (*X*)	0.598	0.390	0.156	0.775	0.673	0.150	0.763	0.793	0.296	0.774	0.571	0.393
Back of Queue (*Q*), ft/ln (95 th percentile)	53.4	190.9	61.5	111.1	348.6	30.9	86.3	277.3	88.5	87.7	202	96.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	7.6	2.5	4.4	13.9	1.2	3.5	11.1	3.5	3.5	8.1	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	16.8	12.0	40.7	18.3	1.2	41.6	32.2	28.1	41.7	30.2	1.4
Incremental Delay (d_2), s/veh	2.4	0.7	0.4	3.4	2.1	0.4	4.1	0.6	0.2	4.3	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.3	17.5	12.4	44.1	20.4	1.6	45.7	32.8	28.2	46.0	30.4	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	18.5	B		20.6	C		33.4	C		25.3	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.15	A	1.64	B	1.22	A	1.11	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	828	72	80	768	137	108	713	424	215	481	127

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

Green	5.0	18.2	5.5	6.9	1.9	28.6	1	2	3	4		
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	5	6	7	8		
Red	0.0	0.0	0.0	0.0	0.0	0.0						

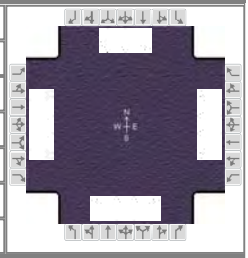
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.0	31.2	9.5	31.7	10.9	32.6	16.8	38.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.5		5.9		7.3	24.0	12.4	10.5
Green Extension Time (g_e), s	0.1	0.0	0.4	0.0	0.1	4.6	0.4	4.8
Phase Call Probability	0.83		0.86		0.93	1.00	1.00	1.00
Max Out Probability	0.00		1.00		0.02	0.02	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	71	828	72	80	768	137	108	713	424	215	481	127
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.5	4.3
Cycle Queue Clearance Time (g_c), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.5	4.3
Green Ratio (*g/C*)	0.06	0.30	0.38	0.06	0.31	0.45	0.08	0.32	0.32	0.14	0.38	0.44
Capacity (*c*), veh/h	100	1094	610	110	1113	724	138	1149	511	256	1385	706
Volume-to-Capacity Ratio (*X*)	0.709	0.757	0.118	0.729	0.690	0.189	0.783	0.621	0.829	0.838	0.347	0.180
Back of Queue (*Q*), ft/ln (95 th percentile)	72.5	330.1	28.8	88.4	298.7	76.8	109.6	258.2	267.6	205.7	154.4	68
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	13.2	1.2	3.5	11.9	3.1	4.4	10.3	10.7	8.2	6.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	28.4	2.2	41.5	27.4	14.9	40.8	26.1	3.3	37.6	19.8	15.4
Incremental Delay (d_2), s/veh	3.4	4.9	0.4	8.5	3.5	0.6	3.6	0.2	1.4	2.8	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.2	33.3	2.6	50.0	30.9	15.5	44.5	26.3	4.7	40.4	19.8	15.5
Level of Service (LOS)	D	C	A	D	C	B	D	C	A	D	B	B
Approach Delay, s/veh / LOS	31.9	C		30.3	C		20.5	C		24.5	C	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.42	B
Bicycle LOS Score / LOS	1.29	A	1.30	A	1.51	B	1.17	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	377	34	501	895	38	47	591	160	58	841	154

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

							1	2	3	4
Green	19.8	24.3	33.9	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

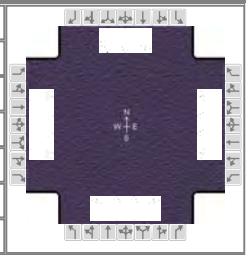
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		28.3	23.8	52.1		37.9		37.9
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			18.8			29.3		22.7
Green Extension Time (g_e), s		0.0	1.0	0.0		4.8		5.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.08		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	377	34	501	895	38	47	591	160	58	511	484
Adjusted Saturation Flow Rate (*s*), veh/h/ln	632	1809	1610	1810	1809		575	1809	1610	839	1900	1797
Queue Service Time (g_s), s	6.0	7.6	1.4	16.8	13.7		6.8	11.0	6.2	5.0	20.7	20.7
Cycle Queue Clearance Time (g_c), s	6.2	7.6	1.4	16.8	13.7		27.3	11.0	6.2	15.8	20.7	20.7
Green Ratio (*g/C*)	0.27	0.27	0.27	0.51	0.53		0.38	0.38	0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	249	978	435	666	1936		165	1360	605	294	714	675
Volume-to-Capacity Ratio (*X*)	0.212	0.385	0.078	0.752	0.462		0.284	0.435	0.264	0.197	0.716	0.716
Back of Queue (*Q*), ft/ln (95 th percentile)	45.6	150.3	25.5	262.7	226		42.6	196.8	100.2	43.9	342.8	327.6
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.0	1.0	10.5	9.0		1.7	7.9	4.0	1.8	13.7	13.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.3	26.7	24.5	15.8	12.9		35.6	21.0	19.5	26.8	24.0	24.0
Incremental Delay (d_2), s/veh	1.9	1.1	0.4	0.7	0.8		0.3	0.1	0.1	0.1	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.2	27.9	24.8	16.5	13.7	0.0	35.9	21.0	19.6	26.9	24.5	24.5
Level of Service (LOS)	C	C	C	B	B	A	D	C	B	C	C	C
Approach Delay, s/veh / LOS	27.7	C		14.3	B		21.6	C		24.6	C	
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.87	A	1.67	B	1.15	A	1.36	A

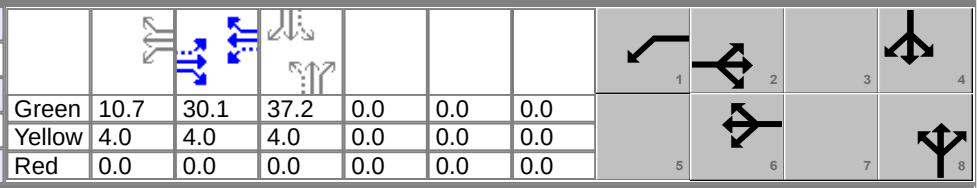
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	868	54	268	565	100	54	985	337	64	806	111

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



Green	10.7	30.1	37.2	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

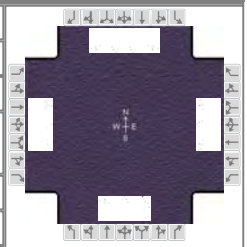
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		34.1	14.7	48.8		41.2		41.2
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			10.2			25.9		30.7
Green Extension Time (g_e), s		0.0	0.5	0.0		7.2		6.7
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.15		0.23

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	122	868	54	268	565	100	54	985	337	64	468	449
Adjusted Saturation Flow Rate (*s*), veh/h/ln	859	1809	1610	1810	1809		619	1809	1610	580	1900	1819
Queue Service Time (g_s), s	9.9	18.9	2.1	8.2	8.3		6.7	19.8	14.0	9.0	17.3	17.3
Cycle Queue Clearance Time (g_c), s	10.0	18.9	2.1	8.2	8.3		23.9	19.8	14.0	28.7	17.3	17.3
Green Ratio (*g/C*)	0.33	0.33	0.33	0.48	0.50		0.41	0.41	0.41	0.41	0.41	0.41
Capacity (*c*), veh/h	368	1214	541	375	1804		217	1492	664	192	783	750
Volume-to-Capacity Ratio (*X*)	0.332	0.715	0.100	0.714	0.313		0.249	0.660	0.508	0.333	0.598	0.598
Back of Queue (*Q*), ft/ln (95 th percentile)	97.6	326	36.4	145.2	147.1		44.2	312	215.8	56.1	291.8	281.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	13.0	1.5	5.8	5.9		1.8	12.5	8.6	2.2	11.7	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.2	26.1	20.5	18.6	13.4		29.9	21.4	19.7	32.9	20.6	20.6
Incremental Delay (d_2), s/veh	2.4	3.6	0.4	1.0	0.5		0.2	0.2	0.2	0.4	0.3	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.6	29.7	20.9	19.5	13.9	0.0	30.1	21.5	19.9	33.3	20.9	20.9
Level of Service (LOS)	C	C	C	B	B	A	C	C	B	C	C	C
Approach Delay, s/veh / LOS	28.8	C		14.0	B		21.5	C		21.7	C	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.35	A	1.26	A	1.62	B	1.30	A

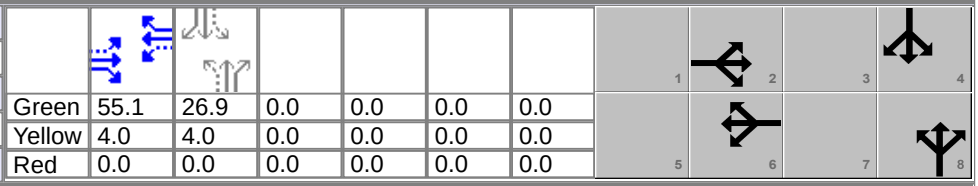
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	489	41	251	745	169	67	578	98	76	430	52

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



Green	55.1	26.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	

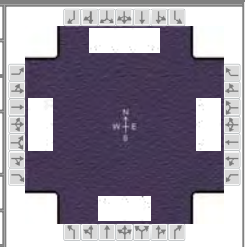
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		59.1		59.1		30.9		30.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						16.1		24.5
Green Extension Time (g_e), s		0.0		0.0		3.0		2.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.27

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	88	268	262	251	745	169	67	346	330	76	430	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	727	1900	1848	887	1900	1610	973	1900	1804	775	1809	1610
Queue Service Time (g_s), s	7.9	5.7	5.8	16.0	22.5	4.1	5.3	14.1	14.1	8.4	8.5	2.1
Cycle Queue Clearance Time (g_c), s	30.5	5.7	5.8	21.9	22.5	4.1	13.8	14.1	14.1	22.5	8.5	2.1
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Capacity (*c*), veh/h	343	1164	1133	566	1164	987	279	567	538	190	1079	480
Volume-to-Capacity Ratio (*X*)	0.256	0.230	0.231	0.443	0.640	0.171	0.240	0.611	0.613	0.400	0.399	0.108
Back of Queue (*Q*), ft/ln (95 th percentile)	65.6	98.8	97.2	146.7	345.6	60.4	54.9	256	246.9	70.7	159.2	35.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	4.0	3.9	5.9	13.8	2.4	2.2	10.2	9.9	2.8	6.4	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.8	7.9	7.9	12.8	11.1	7.5	30.6	27.1	27.1	36.7	25.2	22.9
Incremental Delay (d_2), s/veh	1.8	0.5	0.5	2.5	2.7	0.4	0.2	0.4	0.4	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.6	8.3	8.3	15.3	13.8	7.9	30.8	27.5	27.5	37.3	25.2	22.9
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	10.4	B		13.3	B		27.8	C		26.7	C	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.00	A	2.41	B	1.10	A	0.95	A

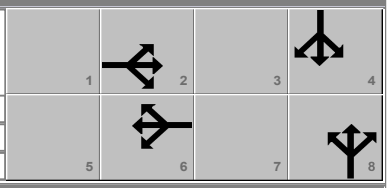
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	604	78	139	425	210	84	671	159	109	473	108

Signal Information					EB		WB		NB		SB	
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	46.4	35.6	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



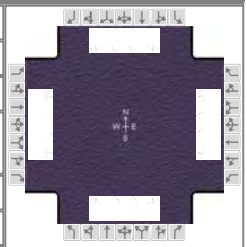
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		50.4		50.4		39.6		39.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						18.0		31.6
Green Extension Time (g_e), s		0.0		0.0		4.5		4.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.01		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	347	335	139	425	210	84	429	401	109	473	108
Adjusted Saturation Flow Rate (*s*), veh/h/ln	978	1900	1823	771	1900	1610	935	1900	1773	671	1809	1610
Queue Service Time (g_s), s	6.7	9.7	9.7	11.7	12.5	6.5	6.2	15.9	16.0	13.7	8.2	3.9
Cycle Queue Clearance Time (g_c), s	19.2	9.7	9.7	21.5	12.5	6.5	14.4	15.9	16.0	29.6	8.2	3.9
Green Ratio (*g/C*)	0.52	0.52	0.52	0.52	0.52	0.52	0.40	0.40	0.40	0.40	0.40	0.40
Capacity (*c*), veh/h	451	985	945	396	985	835	362	746	696	225	1420	632
Volume-to-Capacity Ratio (*X*)	0.231	0.353	0.354	0.351	0.431	0.252	0.232	0.575	0.576	0.485	0.333	0.171
Back of Queue (*Q*), ft/ln (95 th percentile)	71.7	183.3	177.1	101	225.7	104.7	60.2	274.9	260.9	98.3	148.3	63.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	7.3	7.1	4.0	9.0	4.2	2.4	11.0	10.4	3.9	5.9	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	19.4	12.8	12.8	19.1	13.4	12.0	24.1	21.4	21.4	33.0	19.1	17.8
Incremental Delay (d_2), s/veh	1.2	1.0	1.0	2.4	1.4	0.7	0.1	0.3	0.3	0.6	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.6	13.8	13.8	21.6	14.8	12.7	24.2	21.7	21.7	33.6	19.1	17.8
Level of Service (LOS)	C	B	B	C	B	B	C	C	C	C	B	B
Approach Delay, s/veh / LOS	14.7	B		15.5	B		21.9	C		21.2	C	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.40	B	2.27	B	2.10	B
Bicycle LOS Score / LOS	1.14	A	1.76	B	1.24	A	1.06	A

HCS7 Signalized Intersection Results Summary

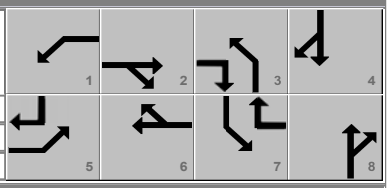
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	627	127	110	1154	129	84	688	114	85	494	182

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

Green	7.1	31.5	4.4	5.5	21.6	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



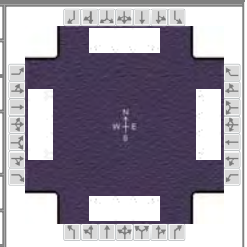
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.4	43.9	11.1	46.6	9.5	25.6	9.5	25.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.6		7.4		6.1	18.1	6.2	12.8
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.1	3.5	0.0	3.7
Phase Call Probability	0.73		0.94		0.88	1.00	0.88	1.00
Max Out Probability	1.00		0.00		0.00	0.04	0.37	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	627	127	110	1154	129	84	688	114	85	494	182
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.6	10.5	3.8	5.4	22.2	3.7	4.1	16.1	5.2	4.2	10.8	8.2
Cycle Queue Clearance Time (g_c), s	2.6	10.5	3.8	5.4	22.2	3.7	4.1	16.1	5.2	4.2	10.8	8.2
Green Ratio (*g/C*)	0.05	0.44	0.50	0.08	0.47	0.53	0.06	0.24	0.24	0.06	0.24	0.29
Capacity (*c*), veh/h	89	1604	812	142	1711	859	110	867	386	110	866	464
Volume-to-Capacity Ratio (*X*)	0.598	0.391	0.156	0.775	0.675	0.150	0.763	0.793	0.295	0.774	0.570	0.392
Back of Queue (*Q*), ft/ln (95 th percentile)	53.4	190.9	61.6	111.1	349.7	30.9	86.3	278	88.4	87.7	202.1	96.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	7.6	2.5	4.4	14.0	1.2	3.5	11.1	3.5	3.5	8.1	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	16.9	12.0	40.7	18.4	1.2	41.6	32.1	28.0	41.7	30.1	1.4
Incremental Delay (d_2), s/veh	2.4	0.7	0.4	3.4	2.1	0.4	4.1	0.6	0.2	4.3	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.3	17.6	12.4	44.1	20.5	1.6	45.7	32.8	28.2	46.0	30.4	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	18.5	B		20.6	C		33.4	C		25.2	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.15	A	1.64	B	1.22	A	1.12	A

HCS7 Signalized Intersection Results Summary

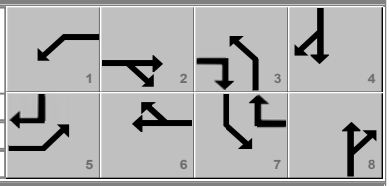
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	828	72	80	768	137	108	715	424	215	484	127

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

Green	5.0	18.2	5.5	6.9	1.9	28.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



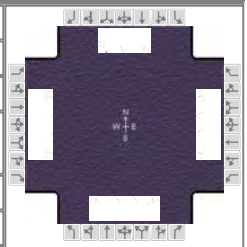
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.0	31.2	9.5	31.7	10.9	32.6	16.8	38.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.5		5.9		7.3	24.0	12.4	10.6
Green Extension Time (g_e), s	0.1	0.0	0.4	0.0	0.1	4.6	0.4	4.8
Phase Call Probability	0.83		0.86		0.93	1.00	1.00	1.00
Max Out Probability	0.00		1.00		0.02	0.02	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	71	828	72	80	768	137	108	715	424	215	484	127
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.6	4.3
Cycle Queue Clearance Time (g_c), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.6	4.3
Green Ratio (*g/C*)	0.06	0.30	0.38	0.06	0.31	0.45	0.08	0.32	0.32	0.14	0.38	0.44
Capacity (*c*), veh/h	100	1093	609	110	1112	723	138	1149	511	256	1386	706
Volume-to-Capacity Ratio (*X*)	0.709	0.757	0.118	0.729	0.690	0.189	0.783	0.622	0.829	0.838	0.349	0.180
Back of Queue (*Q*), ft/ln (95 th percentile)	72.5	330.1	28.8	88.4	298.7	76.8	109.6	258.7	267.6	205.7	155.4	68
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	13.2	1.2	3.5	11.9	3.1	4.4	10.3	10.7	8.2	6.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	28.4	2.2	41.5	27.4	14.9	40.8	26.1	3.3	37.6	19.8	15.4
Incremental Delay (d_2), s/veh	3.4	4.9	0.4	8.5	3.5	0.6	3.6	0.2	1.3	2.8	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.2	33.3	2.6	50.0	30.9	15.5	44.5	26.3	4.7	40.4	19.8	15.4
Level of Service (LOS)	D	C	A	D	C	B	D	C	A	D	B	B
Approach Delay, s/veh / LOS	31.9	C		30.3	C		20.5	C		24.5	C	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.42	B
Bicycle LOS Score / LOS	1.29	A	1.30	A	1.52	B	1.17	A

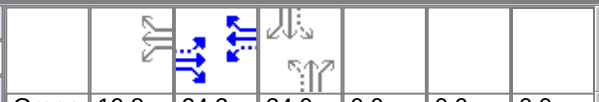
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				

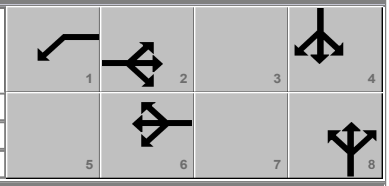


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	377	34	501	895	38	47	594	160	58	842	154

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



Green	19.8	24.2	34.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



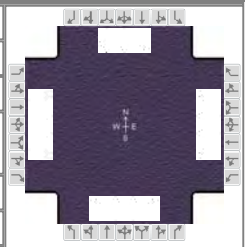
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		28.2	23.8	52.0		38.0		38.0
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			18.8			29.3		22.7
Green Extension Time (g_e), s		0.0	1.0	0.0		4.8		5.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.08		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	377	34	501	895	38	47	594	160	58	512	484
Adjusted Saturation Flow Rate (*s*), veh/h/ln	632	1809	1610	1810	1809		574	1809	1610	836	1900	1797
Queue Service Time (g_s), s	6.0	7.6	1.4	16.8	13.8		6.8	11.0	6.2	5.0	20.7	20.7
Cycle Queue Clearance Time (g_c), s	6.2	7.6	1.4	16.8	13.8		27.3	11.0	6.2	15.9	20.7	20.7
Green Ratio (*g/C*)	0.27	0.27	0.27	0.51	0.53		0.38	0.38	0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	249	976	434	666	1935		165	1361	606	294	715	676
Volume-to-Capacity Ratio (*X*)	0.213	0.386	0.078	0.753	0.463		0.284	0.436	0.264	0.198	0.716	0.716
Back of Queue (*Q*), ft/ln (95 th percentile)	45.6	150.5	25.6	263.2	226		42.6	197.9	100.2	43.9	343.1	327.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.0	1.0	10.5	9.0		1.7	7.9	4.0	1.8	13.7	13.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.3	26.8	24.5	15.8	12.9		35.5	20.9	19.4	26.8	24.0	24.0
Incremental Delay (d_2), s/veh	1.9	1.2	0.4	0.7	0.8		0.3	0.1	0.1	0.1	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.3	27.9	24.9	16.5	13.7	0.0	35.9	21.0	19.5	26.9	24.5	24.5
Level of Service (LOS)	C	C	C	B	B	A	D	C	B	C	C	C
Approach Delay, s/veh / LOS	27.8	C		14.3	B		21.6	C		24.6	C	
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.87	A	1.67	B	1.15	A	1.36	A

HCS7 Signalized Intersection Results Summary

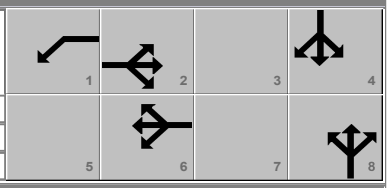
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	868	54	268	565	100	54	987	337	64	809	111

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

Green	10.7	30.0	37.3	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



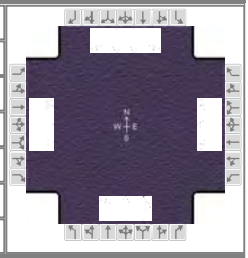
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		34.0	14.7	48.7		41.3		41.3
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			10.2			26.0		30.7
Green Extension Time (g_e), s		0.0	0.5	0.0		7.2		6.7
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.15		0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	122	868	54	268	565	100	54	987	337	64	470	450
Adjusted Saturation Flow Rate (*s*), veh/h/ln	859	1809	1610	1810	1809		617	1809	1610	579	1900	1819
Queue Service Time (g_s), s	9.9	18.9	2.1	8.2	8.4		6.7	19.8	14.0	9.0	17.4	17.4
Cycle Queue Clearance Time (g_c), s	10.0	18.9	2.1	8.2	8.4		24.0	19.8	14.0	28.7	17.4	17.4
Green Ratio (*g/C*)	0.33	0.33	0.33	0.48	0.50		0.41	0.41	0.41	0.41	0.41	0.41
Capacity (*c*), veh/h	367	1211	539	375	1802		216	1494	665	192	785	751
Volume-to-Capacity Ratio (*X*)	0.333	0.716	0.100	0.715	0.314		0.250	0.661	0.507	0.333	0.599	0.599
Back of Queue (*Q*), ft/ln (95 th percentile)	97.7	326.6	36.5	145.5	147.1		44.2	312.6	215.6	56.1	293	283
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	13.1	1.5	5.8	5.9		1.8	12.5	8.6	2.2	11.7	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.3	26.2	20.6	18.6	13.4		29.9	21.3	19.6	32.9	20.6	20.6
Incremental Delay (d_2), s/veh	2.4	3.7	0.4	1.0	0.5		0.2	0.2	0.2	0.4	0.3	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.7	29.8	21.0	19.6	13.9	0.0	30.1	21.5	19.8	33.3	20.9	20.9
Level of Service (LOS)	C	C	C	B	B	A	C	C	B	C	C	C
Approach Delay, s/veh / LOS	28.9	C		14.0	B		21.4	C		21.7	C	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.35	A	1.26	A	1.62	B	1.30	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	521	44	270	794	179	71	625	108	81	466	55

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

							1	2	3	4	
Green	52.9	29.1	0.0	0.0	0.0	0.0	5	6	7	8	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Red	0.0	0.0	0.0	0.0	0.0	0.0					

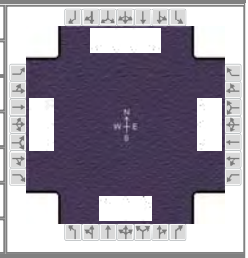
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		56.9		56.9		33.1		33.1
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						17.1		26.4
Green Extension Time (g_e), s		0.0		0.0		3.4		2.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	286	279	270	794	179	71	376	357	81	466	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	694	1900	1848	859	1900	1610	941	1900	1802	735	1809	1610
Queue Service Time (g_s), s	9.9	6.6	6.6	20.0	26.6	4.6	5.7	15.0	15.1	9.4	9.0	2.2
Cycle Queue Clearance Time (g_c), s	36.5	6.6	6.6	26.7	26.6	4.6	14.7	15.0	15.1	24.4	9.0	2.2
Green Ratio (*g/C*)	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Capacity (*c*), veh/h	283	1118	1087	522	1118	948	290	613	581	194	1167	519
Volume-to-Capacity Ratio (*X*)	0.329	0.256	0.257	0.517	0.710	0.189	0.245	0.613	0.615	0.417	0.399	0.106
Back of Queue (*Q*), ft/ln (95 th percentile)	81.5	116.3	114.2	183.3	410.4	70.3	56.9	268.5	258.5	75	166.9	35.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	4.7	4.6	7.3	16.4	2.8	2.3	10.7	10.3	3.0	6.7	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.0	9.0	9.0	15.5	13.1	8.6	29.4	25.7	25.8	36.1	23.7	21.4
Incremental Delay (d_2), s/veh	3.1	0.6	0.6	3.6	3.8	0.4	0.2	0.4	0.5	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.1	9.5	9.5	19.1	16.9	9.0	29.5	26.2	26.2	36.6	23.8	21.4
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	12.3	B		16.2	B		26.5	C		25.3	C	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.03	A	2.54	C	1.15	A	0.98	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	646	83	157	456	223	89	734	177	116	528	115

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

								1	2	3	4	
Green	43.4	38.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		

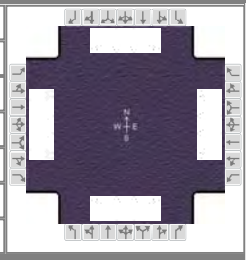
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		47.4		47.4		42.6		42.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s						19.0		34.7
Green Extension Time (g_e), s		0.0		0.0		5.1		4.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	110	372	357	157	456	223	89	471	440	116	528	115
Adjusted Saturation Flow Rate (*s*), veh/h/ln	950	1900	1824	738	1900	1610	889	1900	1772	622	1809	1610
Queue Service Time (g_s), s	8.0	11.3	11.3	15.6	14.7	7.5	6.7	17.0	17.0	15.7	8.8	4.0
Cycle Queue Clearance Time (g_c), s	22.7	11.3	11.3	27.0	14.7	7.5	15.5	17.0	17.0	32.7	8.8	4.0
Green Ratio (*g/C*)	0.48	0.48	0.48	0.48	0.48	0.48	0.43	0.43	0.43	0.43	0.43	0.43
Capacity (*c*), veh/h	384	918	881	343	918	778	374	813	758	229	1549	689
Volume-to-Capacity Ratio (*X*)	0.287	0.405	0.406	0.457	0.497	0.287	0.238	0.579	0.580	0.507	0.341	0.167
Back of Queue (*Q*), ft/ln (95 th percentile)	86.8	212.5	206.7	135	263	123.3	61.2	285.4	270.4	103.9	155.9	62.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	8.5	8.3	5.4	10.5	4.9	2.4	11.4	10.8	4.2	6.2	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.6	15.0	15.0	23.6	15.8	14.0	22.4	19.6	19.6	32.0	17.2	15.8
Incremental Delay (d_2), s/veh	1.9	1.3	1.4	4.3	1.9	0.9	0.1	0.2	0.3	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.4	16.3	16.3	28.0	17.7	14.9	22.5	19.8	19.8	32.6	17.3	15.9
Level of Service (LOS)	C	B	B	C	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.5	B		18.9	B		20.1	C		19.4	B	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	2.26	B	2.10	B
Bicycle LOS Score / LOS	1.18	A	1.87	B	1.31	A	1.11	A

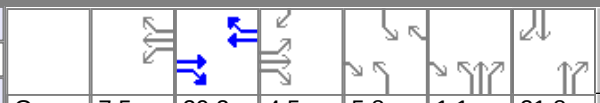
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				

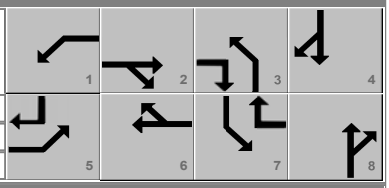


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	703	149	118	1258	137	107	734	124	90	526	193

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



Green	7.5	29.2	4.5	5.8	1.1	21.8
Yellow	4.0	4.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



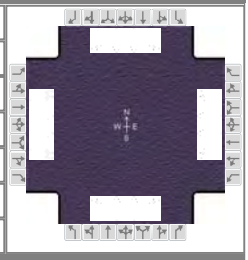
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.5	41.8	11.5	44.8	10.9	26.9	9.8	25.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.7		7.8		7.2	19.1	6.4	13.6
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.2	3.9	0.0	4.0
Phase Call Probability	0.75		0.95		0.93	1.00	0.89	1.00
Max Out Probability	1.00		0.00		0.00	0.03	0.52	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	703	149	118	1258	137	107	734	124	90	526	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.7	12.6	4.6	5.8	26.2	4.0	5.2	17.1	5.6	4.4	11.6	8.7
Cycle Queue Clearance Time (g_c), s	2.7	12.6	4.6	5.8	26.2	4.0	5.2	17.1	5.6	4.4	11.6	8.7
Green Ratio (*g/C*)	0.05	0.42	0.50	0.08	0.45	0.52	0.08	0.25	0.25	0.06	0.24	0.29
Capacity (*c*), veh/h	91	1518	799	151	1639	833	139	922	410	116	877	471
Volume-to-Capacity Ratio (*X*)	0.616	0.463	0.186	0.780	0.768	0.165	0.773	0.796	0.302	0.776	0.600	0.410
Back of Queue (*Q*), ft/ln (95 th percentile)	56.5	223.3	75	118.6	411.1	35.6	108.3	290.8	94.4	92.5	213.1	101.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	8.9	3.0	4.7	16.4	1.4	4.3	11.6	3.8	3.7	8.5	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	18.8	12.6	40.4	20.6	1.2	40.8	31.3	27.1	41.5	30.2	1.4
Incremental Delay (d_2), s/veh	2.5	1.0	0.5	3.3	3.5	0.4	3.4	0.6	0.2	4.2	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.4	19.8	13.1	43.7	24.2	1.6	44.2	31.9	27.2	45.6	30.5	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	20.2	C		23.6	C		32.7	C		25.3	C	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.24	A	1.74	B	1.28	A	1.16	A

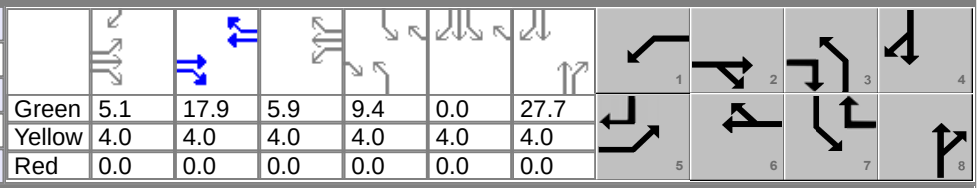
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	953	108	88	893	145	152	765	452	228	522	135

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



Green	5.1	17.9	5.9	9.4	0.0	27.7
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

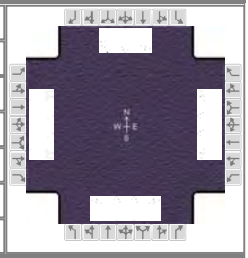
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.1	31.0	9.9	31.8	13.4	31.7	17.4	35.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7		6.3		9.4	26.3	13.0	11.8
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.2	1.4	0.4	5.0
Phase Call Probability	0.85		0.89		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	1.00	0.00	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	953	108	88	893	145	152	765	452	228	522	135
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.7	22.5	3.9	4.3	20.4	4.8	7.4	16.7	24.3	11.0	9.8	4.9
Cycle Queue Clearance Time (g_c), s	3.7	22.5	3.9	4.3	20.4	4.8	7.4	16.7	24.3	11.0	9.8	4.9
Green Ratio (*g/C*)	0.06	0.30	0.40	0.07	0.31	0.46	0.10	0.31	0.31	0.15	0.35	0.41
Capacity (*c*), veh/h	102	1085	651	118	1117	737	189	1115	496	269	1276	659
Volume-to-Capacity Ratio (*X*)	0.734	0.878	0.166	0.745	0.799	0.197	0.806	0.686	0.911	0.846	0.409	0.205
Back of Queue (*Q*), ft/ln (95 th percentile)	76.9	406	28	102.8	358.9	80.4	151.3	286.4	365.9	215.2	180.1	77.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	16.2	1.1	4.1	14.4	3.2	6.1	11.5	14.6	8.6	7.2	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	29.9	4.4	41.3	28.5	14.5	39.4	27.3	3.4	37.3	22.0	17.1
Incremental Delay (d_2), s/veh	3.8	10.1	0.5	12.5	6.0	0.6	3.1	1.3	19.5	2.8	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	40.0	5.0	53.8	34.6	15.1	42.5	28.6	22.9	40.1	22.1	17.2
Level of Service (LOS)	D	D	A	D	C	B	D	C	C	D	C	B
Approach Delay, s/veh / LOS	37.1	D		33.6	C		28.3	C		26.0	C	
Intersection Delay, s/veh / LOS	31.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.42	A	1.42	A	1.62	B	1.22	A

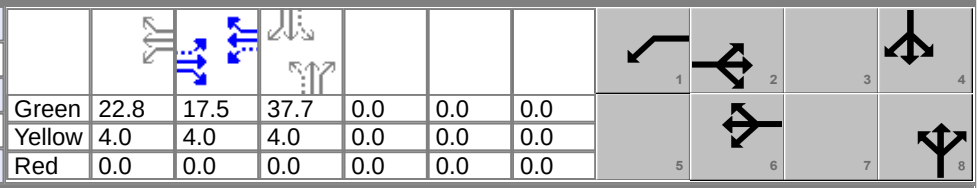
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	406	36	533	957	40	50	665	171	62	942	163

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



Green	22.8	17.5	37.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

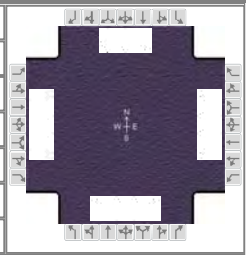
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		21.5	26.8	48.3		41.7		41.7
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			21.8			32.2		24.4
Green Extension Time (g_e), s		0.0	1.0	0.0		5.6		5.9
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.11		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	406	36	533	957	40	50	665	171	62	567	538
Adjusted Saturation Flow Rate (*s*), veh/h/ln	596	1809	1610	1810	1809		518	1809	1610	783	1900	1802
Queue Service Time (g_s), s	7.5	9.1	1.7	19.8	16.4		8.0	11.8	6.2	5.5	22.3	22.4
Cycle Queue Clearance Time (g_c), s	7.7	9.1	1.7	19.8	16.4		30.2	11.8	6.2	17.3	22.3	22.4
Green Ratio (*g/C*)	0.19	0.19	0.19	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	196	711	317	632	1790		168	1506	670	304	791	750
Volume-to-Capacity Ratio (*X*)	0.285	0.571	0.114	0.844	0.535		0.298	0.442	0.255	0.204	0.717	0.718
Back of Queue (*Q*), ft/ln (95 th percentile)	56.2	189.4	31	326.6	266.4		44.7	206.3	99.4	45.1	360.9	346
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	7.6	1.2	13.1	10.7		1.8	8.3	4.0	1.8	14.4	13.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	32.2	32.7	29.7	19.2	15.6		34.4	18.8	17.2	24.9	21.9	21.9
Incremental Delay (d_2), s/veh	3.6	3.3	0.7	4.2	1.1		0.4	0.1	0.1	0.1	0.5	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.8	36.0	30.4	23.4	16.8	0.0	34.8	18.9	17.2	25.0	22.4	22.4
Level of Service (LOS)	D	D	C	C	B	A	C	B	B	C	C	C
Approach Delay, s/veh / LOS	35.6	D		18.6	B		19.4	B		22.6	C	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.90	A	1.75	B	1.22	A	1.45	A

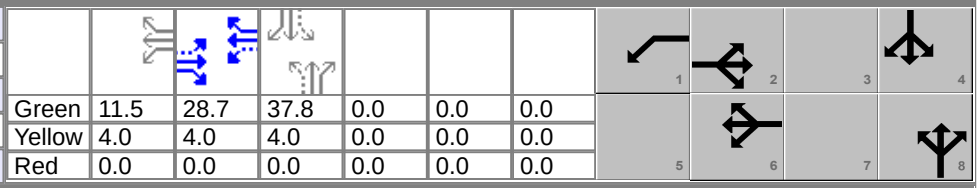
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	934	57	286	614	106	57	1119	361	68	935	118

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



Green	11.5	28.7	37.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

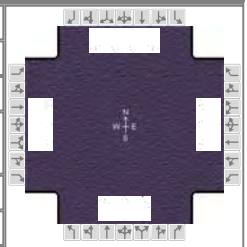
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		32.7	15.5	48.2		41.8		41.8
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			11.0			31.1		37.0
Green Extension Time (g_e), s		0.0	0.5	0.0		4.4		0.8
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.77		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	130	934	57	286	614	106	57	1119	361	68	537	516
Adjusted Saturation Flow Rate (*s*), veh/h/ln	821	1809	1610	1810	1809		544	1809	1610	511	1900	1825
Queue Service Time (g_s), s	11.5	21.3	2.2	9.0	9.4		8.5	23.4	15.1	11.6	20.6	20.6
Cycle Queue Clearance Time (g_c), s	11.5	21.3	2.2	9.0	9.4		29.1	23.4	15.1	35.0	20.6	20.6
Green Ratio (*g/C*)	0.32	0.32	0.32	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	342	1155	514	361	1777		184	1520	676	162	798	767
Volume-to-Capacity Ratio (*X*)	0.380	0.809	0.111	0.793	0.346		0.309	0.736	0.534	0.420	0.673	0.673
Back of Queue (*Q*), ft/ln (95 th percentile)	110.3	371.5	39.8	161.6	166		49.8	366	229.4	64.4	345.3	334.7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	14.9	1.6	6.5	6.6		2.0	14.6	9.2	2.6	13.8	13.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	24.8	28.1	21.6	19.7	14.0		32.9	21.9	19.5	36.6	21.1	21.1
Incremental Delay (d_2), s/veh	3.2	6.1	0.4	1.5	0.5		0.4	1.7	0.4	0.6	1.8	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.0	34.3	22.1	21.2	14.6	0.0	33.2	23.6	19.9	37.2	22.9	23.0
Level of Service (LOS)	C	C	C	C	B	A	C	C	B	D	C	C
Approach Delay, s/veh / LOS	32.9	C		14.9	B		23.1	C		23.8	C	
Intersection Delay, s/veh / LOS	23.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.41	A	1.32	A	1.76	B	1.41	A

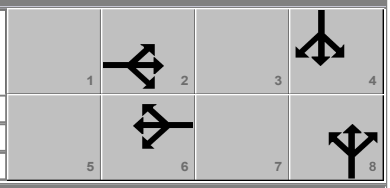
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	521	44	270	794	179	71	628	108	81	467	55

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	52.9	29.1	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



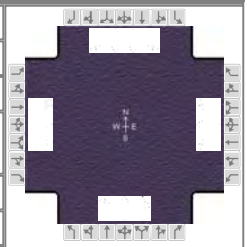
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		56.9		56.9		33.1		33.1
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						17.1		26.5
Green Extension Time (g_e), s		0.0		0.0		3.4		2.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	286	279	270	794	179	71	377	359	81	467	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	694	1900	1848	859	1900	1610	941	1900	1802	733	1809	1610
Queue Service Time (g_s), s	9.9	6.6	6.6	20.1	26.6	4.6	5.7	15.1	15.1	9.4	9.0	2.2
Cycle Queue Clearance Time (g_c), s	36.6	6.6	6.6	26.7	26.6	4.6	14.7	15.1	15.1	24.5	9.0	2.2
Green Ratio (*g/C*)	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Capacity (*c*), veh/h	282	1117	1086	521	1117	946	290	615	583	194	1170	521
Volume-to-Capacity Ratio (*X*)	0.330	0.256	0.257	0.518	0.711	0.189	0.244	0.614	0.616	0.417	0.399	0.106
Back of Queue (*Q*), ft/ln (95 th percentile)	81.7	117	114.6	184.1	412	70.6	56.9	269.5	259.1	75	167	35.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	4.7	4.6	7.4	16.5	2.8	2.3	10.8	10.4	3.0	6.7	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.1	9.0	9.0	15.5	13.1	8.6	29.3	25.7	25.7	36.0	23.7	21.3
Incremental Delay (d_2), s/veh	3.1	0.6	0.6	3.6	3.9	0.4	0.2	0.5	0.5	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.3	9.6	9.6	19.2	17.0	9.1	29.5	26.2	26.2	36.6	23.7	21.4
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	12.4	B		16.3	B		26.5	C		25.2	C	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.03	A	2.54	C	1.15	A	0.99	A

HCS7 Signalized Intersection Results Summary

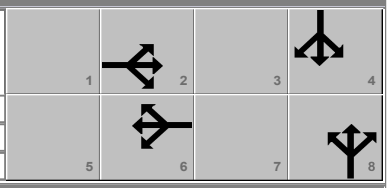
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	646	83	157	456	223	89	736	177	116	531	115

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

Green	43.3	38.7	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



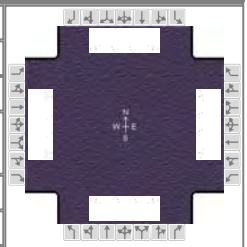
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		47.3		47.3		42.7		42.7
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s						19.0		34.7
Green Extension Time (g_e), s		0.0		0.0		5.1		4.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	110	372	357	157	456	223	89	472	441	116	531	115
Adjusted Saturation Flow Rate (*s*), veh/h/ln	950	1900	1824	738	1900	1610	887	1900	1772	621	1809	1610
Queue Service Time (g_s), s	8.0	11.3	11.4	15.7	14.7	7.5	6.7	17.0	17.0	15.7	8.8	4.0
Cycle Queue Clearance Time (g_c), s	22.7	11.3	11.4	27.0	14.7	7.5	15.6	17.0	17.0	32.7	8.8	4.0
Green Ratio (*g/C*)	0.48	0.48	0.48	0.48	0.48	0.48	0.43	0.43	0.43	0.43	0.43	0.43
Capacity (*c*), veh/h	383	916	880	343	916	777	373	815	760	229	1551	690
Volume-to-Capacity Ratio (*X*)	0.287	0.405	0.406	0.458	0.498	0.287	0.239	0.580	0.580	0.507	0.342	0.167
Back of Queue (*Q*), ft/ln (95 th percentile)	87	212.6	206.7	135.3	263.1	123.3	61.2	286.4	270.9	103.9	157.1	62.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	8.5	8.3	5.4	10.5	4.9	2.4	11.5	10.8	4.2	6.3	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.6	15.0	15.0	23.7	15.9	14.0	22.4	19.5	19.5	32.0	17.2	15.8
Incremental Delay (d_2), s/veh	1.9	1.3	1.4	4.4	1.9	0.9	0.1	0.2	0.3	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.5	16.3	16.4	28.1	17.8	14.9	22.5	19.8	19.8	32.6	17.3	15.9
Level of Service (LOS)	C	B	B	C	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.6	B		19.0	B		20.0	C		19.4	B	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	2.26	B	2.10	B
Bicycle LOS Score / LOS	1.18	A	1.87	B	1.31	A	1.12	A

HCS7 Signalized Intersection Results Summary

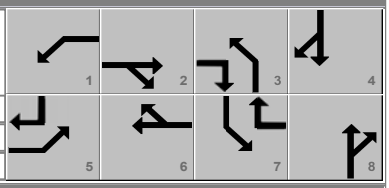
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	703	149	118	1258	137	107	737	124	90	527	193

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

Green	7.5	29.2	4.5	5.8	1.1	21.9
Yellow	4.0	4.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



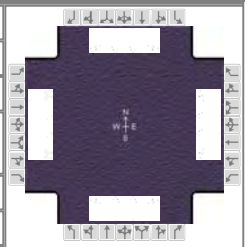
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.5	41.7	11.5	44.7	10.9	27.0	9.8	25.9
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.7		7.8		7.2	19.1	6.4	13.6
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.2	3.9	0.0	4.0
Phase Call Probability	0.75		0.95		0.93	1.00	0.89	1.00
Max Out Probability	1.00		0.00		0.00	0.03	0.52	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	703	149	118	1258	137	107	737	124	90	527	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.7	12.6	4.6	5.8	26.3	4.0	5.2	17.1	5.6	4.4	11.6	8.7
Cycle Queue Clearance Time (g_c), s	2.7	12.6	4.6	5.8	26.3	4.0	5.2	17.1	5.6	4.4	11.6	8.7
Green Ratio (*g/C*)	0.05	0.42	0.50	0.08	0.45	0.52	0.08	0.26	0.26	0.06	0.24	0.29
Capacity (*c*), veh/h	91	1515	798	151	1636	831	139	925	412	116	880	473
Volume-to-Capacity Ratio (*X*)	0.616	0.464	0.187	0.780	0.769	0.165	0.773	0.797	0.301	0.776	0.599	0.408
Back of Queue (*Q*), ft/ln (95 th percentile)	56.5	223.7	75.2	118.6	411.8	35.8	108.3	291.4	94.2	92.5	213.7	100.9
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	8.9	3.0	4.7	16.5	1.4	4.3	11.7	3.8	3.7	8.5	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	18.9	12.6	40.4	20.7	1.2	40.8	31.3	27.0	41.5	30.2	1.4
Incremental Delay (d_2), s/veh	2.5	1.0	0.5	3.3	3.5	0.4	3.4	0.6	0.2	4.2	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.4	19.9	13.1	43.7	24.2	1.6	44.2	31.9	27.2	45.6	30.4	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	20.3	C		23.7	C		32.7	C		25.2	C	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.24	A	1.74	B	1.29	A	1.16	A

HCS7 Signalized Intersection Results Summary

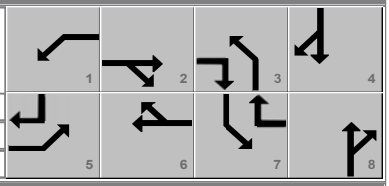
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	953	108	88	893	145	152	767	452	228	525	135

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

Green	5.1	18.4	5.9	9.4	0.0	27.3
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



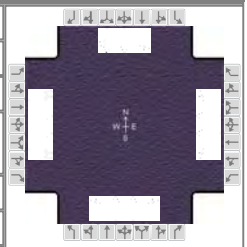
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.1	31.5	9.9	32.3	13.4	31.3	17.4	35.3
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7		6.3		9.4	26.5	13.0	12.0
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.2	0.8	0.4	4.9
Phase Call Probability	0.85		0.89		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	1.00	0.00	0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	953	108	88	893	145	152	767	452	228	525	135
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.7	22.4	3.8	4.3	20.2	4.8	7.4	16.9	24.5	11.0	10.0	4.9
Cycle Queue Clearance Time (g_c), s	3.7	22.4	3.8	4.3	20.2	4.8	7.4	16.9	24.5	11.0	10.0	4.9
Green Ratio (*g/C*)	0.06	0.31	0.41	0.07	0.31	0.46	0.10	0.30	0.30	0.15	0.35	0.40
Capacity (*c*), veh/h	102	1104	659	118	1136	745	188	1096	488	269	1258	651
Volume-to-Capacity Ratio (*X*)	0.734	0.863	0.164	0.745	0.786	0.195	0.807	0.700	0.927	0.847	0.417	0.207
Back of Queue (*Q*), ft/ln (95 th percentile)	76.9	398.6	28.6	102.8	354.1	79.2	151.3	290.4	381.4	215.2	183.1	78.4
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	15.9	1.1	4.1	14.2	3.2	6.1	11.6	15.3	8.6	7.3	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	29.5	4.2	41.3	28.1	14.3	39.4	27.7	3.4	37.3	22.4	17.4
Incremental Delay (d_2), s/veh	3.8	9.0	0.5	12.5	5.5	0.6	3.1	1.6	23.0	2.8	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	38.5	4.7	53.8	33.6	14.9	42.5	29.4	26.4	40.1	22.5	17.5
Level of Service (LOS)	D	D	A	D	C	B	D	C	C	D	C	B
Approach Delay, s/veh / LOS	35.7	D		32.8	C		29.8	C		26.3	C	
Intersection Delay, s/veh / LOS	31.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.42	A	1.42	A	1.62	B	1.22	A

HCS7 Signalized Intersection Results Summary

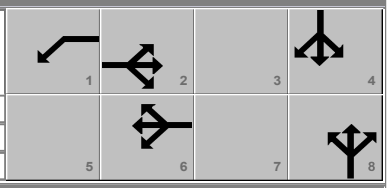
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	406	36	533	957	40	50	668	171	62	943	163

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

Green	22.8	17.5	37.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



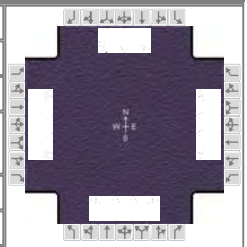
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		21.5	26.8	48.3		41.7		41.7
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			21.8			32.2		24.4
Green Extension Time (g_e), s		0.0	1.0	0.0		5.6		6.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.11		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	406	36	533	957	40	50	668	171	62	567	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln	596	1809	1610	1810	1809		518	1809	1610	781	1900	1802
Queue Service Time (g_s), s	7.5	9.1	1.7	19.8	16.4		8.0	11.9	6.2	5.5	22.4	22.4
Cycle Queue Clearance Time (g_c), s	7.7	9.1	1.7	19.8	16.4		30.2	11.9	6.2	17.3	22.4	22.4
Green Ratio (*g/C*)	0.19	0.19	0.19	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	196	709	316	631	1789		168	1507	671	303	792	751
Volume-to-Capacity Ratio (*X*)	0.286	0.572	0.114	0.844	0.535		0.298	0.443	0.255	0.205	0.717	0.718
Back of Queue (*Q*), ft/ln (95 th percentile)	56.3	189.5	31	326.8	266.4		44.7	207.1	99.4	45.1	361.2	346.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	7.6	1.2	13.1	10.7		1.8	8.3	4.0	1.8	14.4	13.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	32.2	32.8	29.7	19.2	15.6		34.4	18.8	17.1	24.9	21.8	21.8
Incremental Delay (d_2), s/veh	3.6	3.3	0.7	4.2	1.2		0.4	0.1	0.1	0.1	0.5	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.9	36.1	30.5	23.4	16.8	0.0	34.7	18.9	17.2	25.1	22.4	22.4
Level of Service (LOS)	D	D	C	C	B	A	C	B	B	C	C	C
Approach Delay, s/veh / LOS	35.7	D		18.7	B		19.4	B		22.5	C	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.90	A	1.75	B	1.22	A	1.45	A

HCS7 Signalized Intersection Results Summary

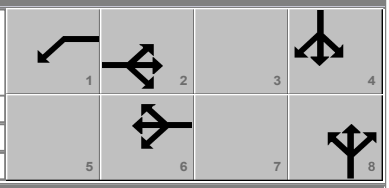
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	934	57	286	614	106	57	1121	361	68	938	118

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

Green	11.5	28.7	37.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		32.7	15.5	48.2		41.8		41.8
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			11.0			31.2		37.0
Green Extension Time (g_e), s		0.0	0.5	0.0		4.4		0.8
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.77		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	130	934	57	286	614	106	57	1121	361	68	539	517
Adjusted Saturation Flow Rate (*s*), veh/h/ln	821	1809	1610	1810	1809		543	1809	1610	510	1900	1825
Queue Service Time (g_s), s	11.5	21.3	2.2	9.0	9.4		8.5	23.4	15.1	11.6	20.6	20.6
Cycle Queue Clearance Time (g_c), s	11.5	21.3	2.2	9.0	9.4		29.2	23.4	15.1	35.0	20.6	20.6
Green Ratio (*g/C*)	0.32	0.32	0.32	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	342	1154	514	360	1776		184	1520	677	162	798	767
Volume-to-Capacity Ratio (*X*)	0.380	0.809	0.111	0.794	0.346		0.310	0.737	0.533	0.421	0.674	0.675
Back of Queue (*Q*), ft/ln (95 th percentile)	110.3	371.6	39.8	161.6	166		49.9	367.1	229.3	64.5	346.8	336.1
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	14.9	1.6	6.5	6.6		2.0	14.7	9.2	2.6	13.9	13.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	24.8	28.1	21.6	19.7	14.0		32.9	21.9	19.5	36.6	21.1	21.1
Incremental Delay (d_2), s/veh	3.2	6.2	0.4	1.5	0.5		0.4	1.7	0.4	0.6	1.8	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.0	34.3	22.1	21.2	14.6	0.0	33.3	23.6	19.9	37.3	22.9	23.0
Level of Service (LOS)	C	C	C	C	B	A	C	C	B	D	C	C
Approach Delay, s/veh / LOS	33.0	C		14.9	B		23.1	C		23.8	C	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.41	A	1.32	A	1.76	B	1.41	A

APPENDIX E

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

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: *Mt. Lebanon Mixed-Use*
Project Address: *333. S. San Vicente Boulevard*
Project Description: *Development of 153 residential apartment dwelling units and 30,800 square feet of church floor area (11,582 square feet net new).*

LADOT Project Case Number: _____
Project Site Plan [Figure 2-1] attached? (Required) **x** Yes __ No

II. TRIP GENERATION

Geographic Distribution: N *25%* S *25%* E *25%* W *25%*
Illustration of Project trip distribution percentages at Study intersections [Figure 7-1] attached? (Required) **x** Yes __ No

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

	Yes	**No**
Transit Usage	**x**	
Transportation Demand Management		**x**
Existing Active Land Use	**x**	
Previous Land Use		**x**
Internal Trip		**x**
Pass-by Trip		**x**

Source of Trip Generation Rate(s)? **x** ITE 10th Edition __ Other: _____

Trip generation table [Table 7-1] 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) **x** Yes __ No

	In	Out	Total
AM Trips	16	47	63
PM Trips	49	30	79

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: *2023* Ambient or CMP Growth Rate: *1.0* % Per Yr.

Related Projects List [Table 6-1], researched by the consultant and approved by LADOT, attached? (Required) **x** Yes __ No
*Forthcoming

Subject to Freeway Impact Analysis, in addition to CMP Analysis? __ Yes **x** No
(Freeway analysis screening filter [Exhibit A] must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)
*No freeway mainlines and ramps within the project vicinity.

Map of Study Intersections [Figure 1-1] attached? **x** Yes __ No
(May be subject to LADOT revision after initial impact analysis)

Is this Project located on a street within the High Injury Network? __ Yes **x** No

IV. CONTACT INFORMATION

	Consultant		Developer
Name	Linscott, Law & Greenspan, Engineers	Name	Successor Trustee of Our Lady of
Address	20931 Burbank Boulevard, Suite C		Mt. Lebanon - St. Peter Maronite
	Woodland Hills, CA 91367		Catholic Cathedral - Los Angeles
Phone No.	818.835.8648		Real Estate Trust
E-Mail	jshender@llgengineers.com	Address	333 S. San Vicente Boulevard
			Los Angeles, CA 90048
		Phone No.	310.275.6634
		E-Mail	bishop@eparchy.org

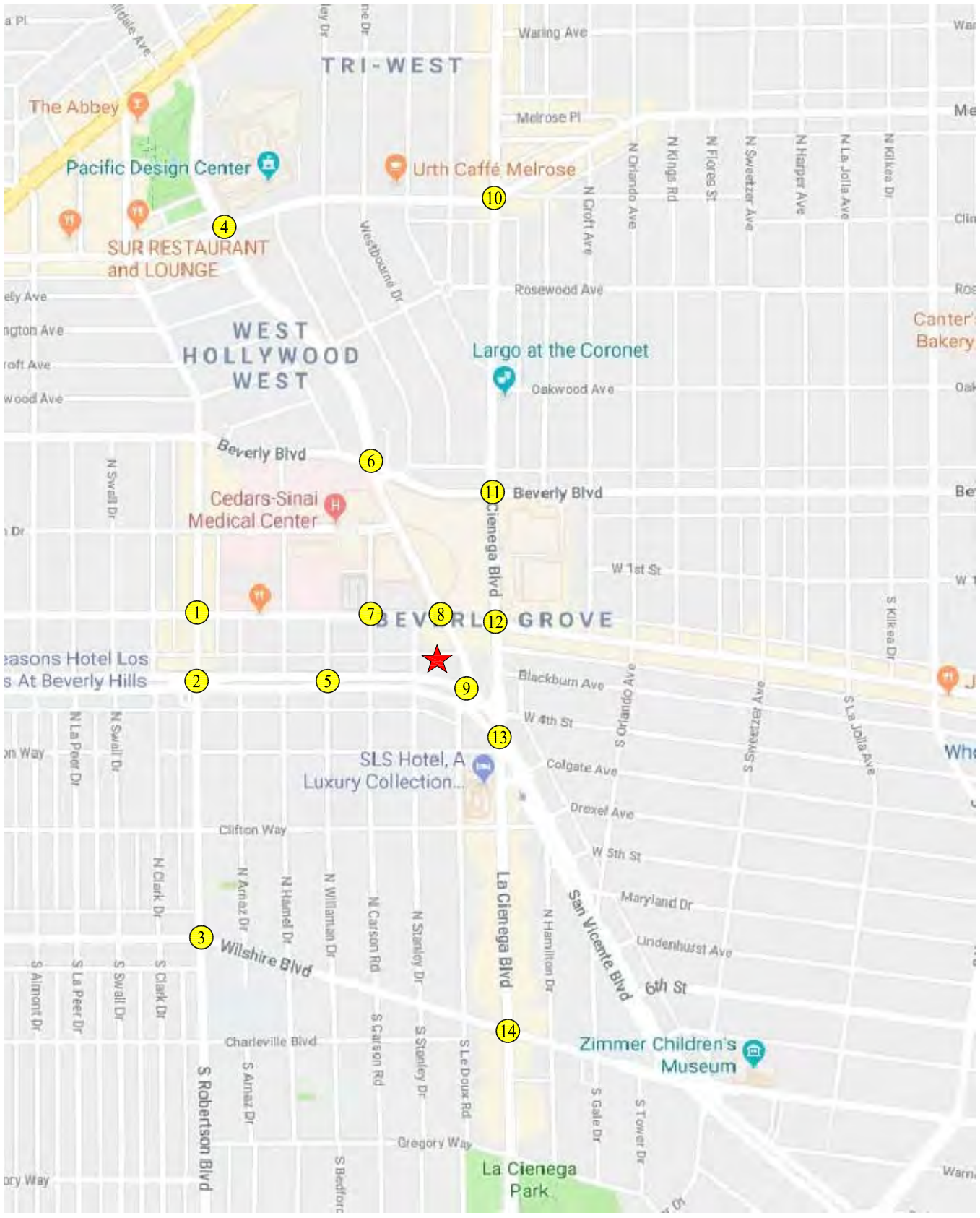
Approved by:

	5/9/2018		5/11/18
Consultant's Representative	Date	LADOT's Representative	Date

Study Intersections

CEN18-47091

1. Roberston Boulevard / 3rd Street
2. Robertson Boulevard / Burton Way (City of Los Angeles / City of Beverly Hills)
3. Robertson Boulevard / Wilshire Boulevard (City of Beverly Hills)
4. San Vicente Boulevard / Melrose Avenue (City of West Hollywood)
5. Willaman Drive / Burton Way
6. San Vicente Boulevard / Beverly Boulevard (City of Los Angeles / City of West Hollywood)
7. Sherbourne Drive / 3rd Street
8. San Vicente Boulevard / 3rd Street
9. San Vicente Boulevard / Burton Way
10. La Cienega Boulevard / Melrose Avenue (City of West Hollywood)
11. La Cienega Boulevard / Beverly Boulevard
12. La Cienega Boulevard / 3rd Street
13. La Cienega Boulevard / San Vicente Boulevard (~~City of Los Angeles / City of Beverly Hills~~)
14. La Cienega Boulevard / Wilshire Boulevard (City of Beverly Hills)



NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
(XX) STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

MT. LEBANON MIXED-USE PROJECT

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MAP SOURCE: NADEL ARCHITECTURE + PLANNING

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR PLAN

LINSCOTT, LAW & GREENSPAN, engineers

MT. LEBANON MIXED-USE PROJECT

Table 7-1
PROJECT TRIP GENERATION [1]

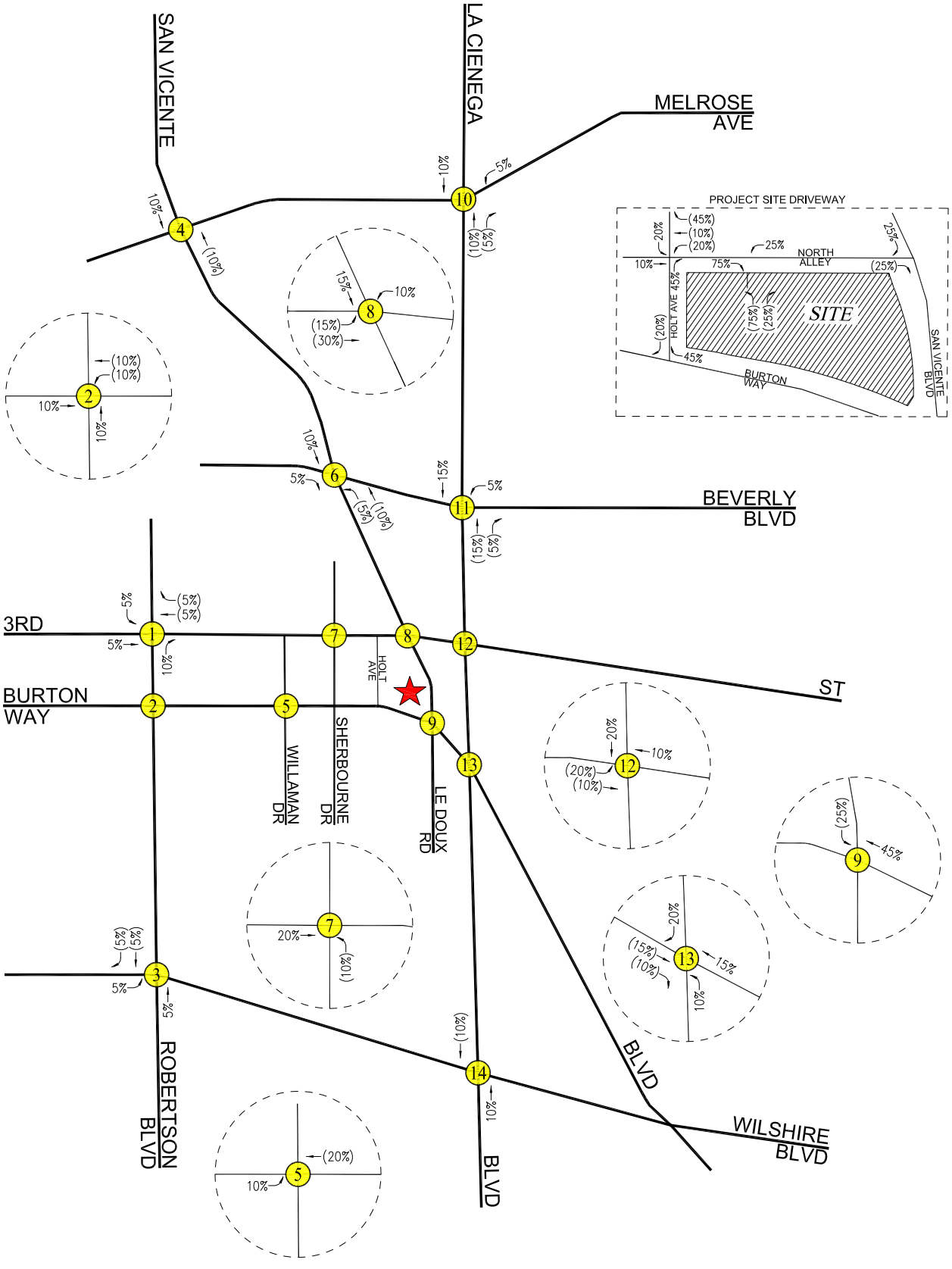
09-May-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	153 DU	1,120	16	54	70	54	32	86
Church [4]	30,800 GSF	214	6	4	10	7	8	15
Subtotal		1,334	22	58	80	61	40	101
Transit Trips [5]								
Apartments (15%)		(168)	(2)	(8)	(10)	(8)	(5)	(13)
Church (15%)		(32)	(1)	(1)	(2)	(1)	(1)	(2)
Subtotal		(200)	(3)	(9)	(12)	(9)	(6)	(15)
Subtotal Project Driveway Trips		**1,134**	**19**	**49**	**68**	**52**	**34**	**86**
Existing Site								
Church [4]	(19,218) GSF	(134)	(4)	(2)	(6)	(4)	(5)	(9)
Transit Trips [5]								
Church (15%)		20	1	0	1	1	1	2
Subtotal Existing Driveway Trips		**(114)**	**(3)**	**(2)**	**(5)**	**(3)**	**(4)**	**(7)**
NET INCREASE DRIVEWAY TRIPS		**1,020**	**16**	**47**	**63**	**49**	**30**	**79**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] ITE Land Use Code 560 (Church) trip generation average rates.
- Daily Trip Rate: 6.95 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.33 trips/1,000 SF of floor area; 60% inbound/40% outbound
- PM Peak Hour Trip Rate: 0.49 trips/1,000 SF of floor area; 45% inbound/55% outbound

[5] The Project site is located within 1/4 mile of a Metro Rapid bus stop. The trip reduction for transit trips has been applied to all components of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a RapidBus stop.



NOT TO SCALE

★ PROJECT SITE
(XX) STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

MT. LEBANON MIXED-USE PROJECT

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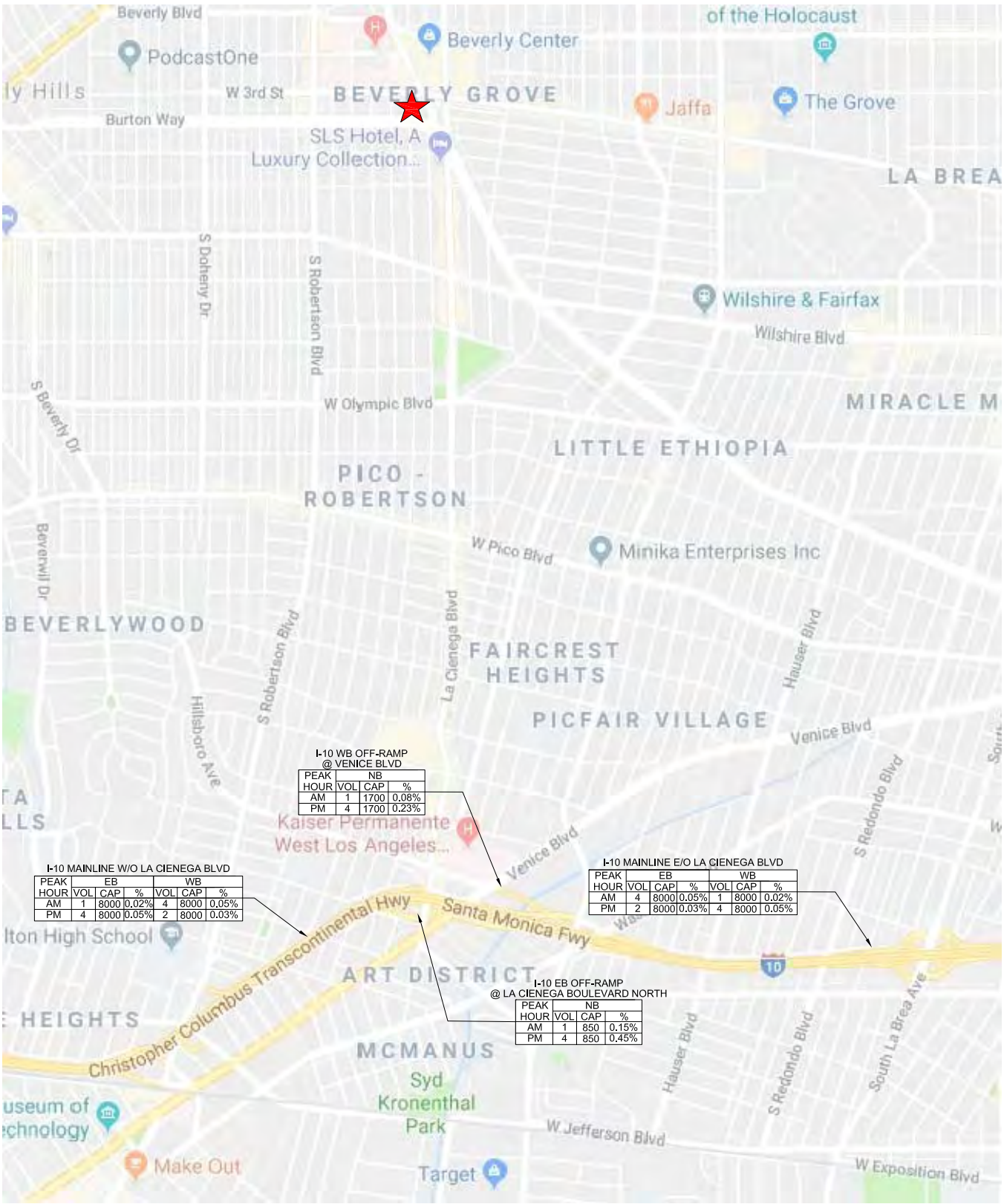

THE PROJECT IS NOT FORECASTED TO ADD MORE THAN 1-PERCENT OF TRAFFIC TO EITHER THE FREEWAY MAINLINE OR LOCAL UTILIZED OFF-RAMPS, ASSUMING A "WORSE CASE" OPERATIONS AT LOS E OR F.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

★ PROJECT SITE

EXHIBIT A
PROJECT FREEWAY MAINLINE AND FREEWAY TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

MT. LEBANON MIXED-USE PROJECT

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