# FEHR & PEERS

600 Wilshire Blvd, Suite 1050 Los Angeles, CA

# Hoover Street District Yard Project

**Draft Transportation Impact Analysis** 

611 N Hoover Street Los Angeles, CA 90026

**July 2019** 



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# 1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed Los Angeles Department of Water and Power (LADWP) Hoover Street District Yard Project, located at 611 North Hoover Street in the City of Los Angeles. This study was conducted as part of an environmental document being prepared for the proposed project.

# PROJECT DESCRIPTION

The proposed project is on the northeast corner of Hoover Street and Clinton Street. The adjacent land uses include residential uses to the north, south, west and east. Retail uses are also located to the east of the project site. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system. Regional access to the project site is provided by the Hollywood Freeway (US-101), with access ramps less than one mile to the south, and subregional access is provided by Vermont Avenue and Melrose Avenue. The project is located one mile southeast of the Metro Red Line Vermont/Santa Monica Station and one mile northeast of the Red Line Vermont/Beverly Station.

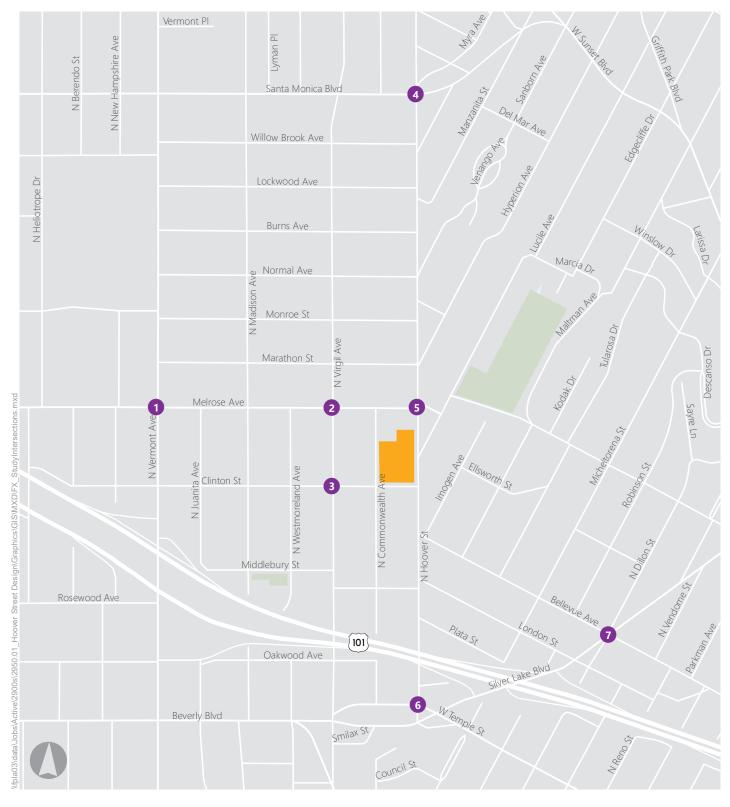
The proposed project involves the demolition of a vacant street lighting yard and construction of a new power yard. The project includes the construction a utility building of 31,939 square feet of administration space, 11,593 square feet of warehouse space, and 8,282 square feet of fleet space. The project would also include 13,169 square feet of outdoor storage and subterranean and surface-level parking.

Inbound and outbound access for employee/visitor vehicles and smaller fleet trucks will be provided by a two-way driveway on Clinton Street. Employees and visitors will have access to the subterranean parking using this driveway. Site access for larger fleet trucks will be provided by a two-way driveway on Hoover Street. An additional driveway will be located on Commonwealth Avenue, but will be used for emergency egress only. The three project driveways currently exist but will be improved as necessary to meet the City's current driveway design standards. Although the project is not intended to serve the general public, primary pedestrian access to the site will be provided from Hoover Street. A site plan of the project site is presented in Figure 2.

### STUDY SCOPE

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a memorandum of understanding in May, 2019. The MOU is included in Appendix A to this document.



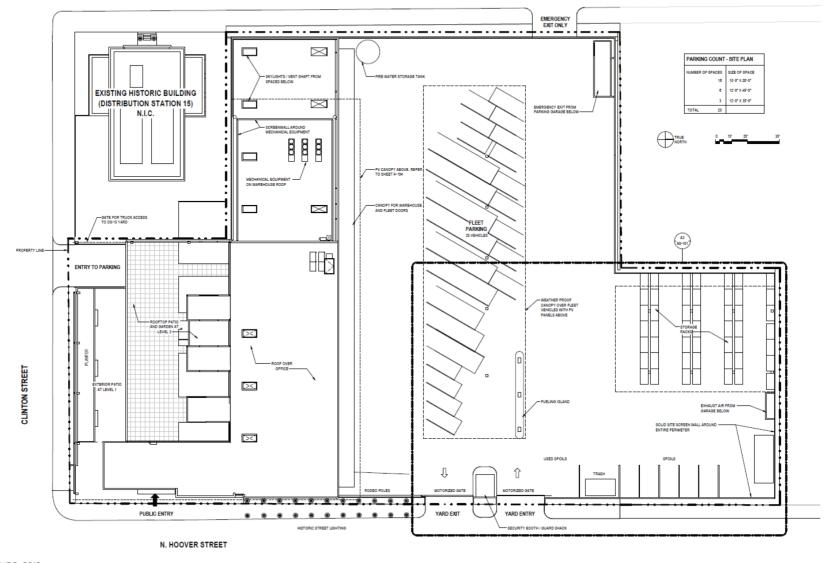








#### N. COMMONWEALTH AVENUE



Source: HDR, 2019.



### TRAFFIC SCENARIOS

The proposed project would be completed by year 2023. This study is directed at analyzing the potential project-generated traffic impact on local street system under both existing and future year traffic conditions. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing Conditions The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the transportation system serving the project site, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described below.
- Existing plus Project Conditions This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The impacts of the proposed project on existing traffic operating conditions were then identified.
- <u>Future Base (2023) Conditions</u> Future traffic projections without the proposed project were developed for the year 2023. The objective of this analysis is to project future traffic growth and operating conditions that can be expected to result from regional growth, related projects, and transportation network changes in the vicinity of the project site by the year 2023.
- <u>Future (2023) plus Project Conditions</u> This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of projectgenerated traffic. The impacts of the proposed project on future traffic operating conditions were then identified.

#### STUDY LOCATIONS

The following seven signalized intersections, illustrated in Figure 1, were identified in conjunction with LADOT to be analyzed as part of the scope of work for this project:

- 1. Vermont Avenue & Melrose Avenue
- 2. Virgil Avenue & Melrose Avenue
- 3. Virgil Avenue & Clinton Street
- 4. Hoover Street & Santa Monica Boulevard
- 5. Hoover Street & Melrose Avenue
- 6. Hoover Street & Temple Street
- 7. Silver Lake Boulevard & Bellevue Avenue



# ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area, a summary of existing traffic volumes, and an assessment of existing operating conditions. The methodologies used to develop traffic forecasts for the Existing, Existing plus Project, Future Base, and Future plus Project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts of the proposed project under both existing and future conditions. Chapter 5 provides an analysis of construction period impacts. Chapter 6 provides the summary and conclusions.



# 2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a review of traffic volumes on these facilities, an assessment of the resulting operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

# STUDY AREA

The project site is within the Wilshire Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Vermont Avenue to the west, Bellevue Avenue to the east, Santa Monica Boulevard to the north, and Temple Street to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

### **EXISTING STREET SYSTEM**

Major arterials serving the study area include Hoover Street, Virgil Avenue, Vermont Avenue, and Silver Lake Boulevard in the north/south direction and Melrose Avenue, Santa Monica Boulevard, Temple Street, and Bellevue in the east/west direction. The Hollywood Freeway (US-101) lies approximately one-half mile south of the site and provides regional access to and from the study area.

The characteristics of the major roadways serving the study area are described below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035* (Los Angeles Department of Planning, General Plan Mobility Element, 2016).

### **FREEWAYS**

 Hollywood Freeway (US-101) runs in the southeast-northwest direction, extending from downtown Los Angeles through Hollywood and the San Fernando Valley and beyond. In the vicinity of the study area, the Hollywood freeway provides four lanes in each direction plus auxiliary lanes. Interchanges are provided at Western Avenue/Santa Monica Boulevard, at Melrose Avenue/Normandie Avenue, and at Silver Lake Boulevard.

# **EAST/WEST STREETS**

• **Santa Monica Boulevard** is designated as an Avenue I in the City of Los Angles' *Mobility Plan 2035* and is located to the north of the project site with two travel lanes in each direction and a center turn lane within the study area. Parking is permitted on both sides of the street. Left-turn pockets are present at major intersections. Santa Monica Boulevard is part of the Transit Enhanced Network.



- Melrose Avenue is designated as an Avenue III and is located to the north of the project site with
  one travel lane in each direction between Hoover Street and Virgil Avenue. West of Virgil Street,
  Melrose Avenue provides two travel lanes in each direction during the AM and PM peak hours.
  Parking is prohibited along both sides of the street during the AM and PM peak periods. Melrose
  Avenue is part of the Bicycle Enhanced Network.
- **Clinton Street** is designated as a local street that is located immediately south of the project site with one travel lane in each direction. Parking is permitted on both sides of the street.
- **Bellevue Street** is designated as a local street that is located south of the project site with one travel lane in each direction. Parking is permitted on both sides of the street.
- **Temple Street** is designated as an Avenue II that is located south of the project site with one travel lane running east and two travel lanes running west. Parking is permitted on both sides of the street. Temple Street connects to Beverly Boulevard on the western end. At Virgil Avenue, Temple Street connects to the Silver Lake Boulevard underpass.

### **NORTH/SOUTH STREETS**

- **Vermont Avenue** is designated as an Avenue I that is located west of the project site with three southbound travel lanes and three northbound travel lanes during the AM and PM peak periods. Parking is prohibited along both sides of the street during the AM and PM peak periods. Left-turn pockets are present at all intersections.
- **Virgil Avenue** is designated as an Avenue II that is located west of the project site with two travel lanes in each direction. Parking is permitted on both sides of the street. Virgil Avenue is part of the Transit Enhanced Network.
- **Commonwealth Avenue** is a local street that is located immediately west of the project site with one travel lane in each direction. Parking is permitted on both sides of the street.
- Hoover Street is designated as a Collector Street that is located immediately east of the project site with one travel lane in each direction. Parking is permitted on both sides of the street. In the study area, Hoover Street is part of the Neighborhood Enhanced Network.
- **Silver Lake Boulevard** is designated as an Avenue II located north of the project site and two lanes in each direction south of Sunset Boulevard, and one lane in each direction north of Sunset Boulevard. It runs between Virgil Avenue and Glendale Boulevard. Parking is not permitted on both sides of the street south of Bellevue Avenue, but is permitted on both sides of the streets north of Bellevue Avenue. Left-turn pockets are present at major intersections.

Lane configurations of the study intersections are provided in Figure 3.



# EXISTING PUBLIC TRANSIT SERVICE

One heavy rail line and seven bus lines currently serve the study area. These transit lines are described below:

**Metro Red Line** – The Metro Red Line is a heavy rail line that runs from Union Station to North Hollywood. The line has 10-minute headways during the AM and PM peak periods. The project site is located approximately one mile southeast of the Vermont/Santa Monica Station and approximately one mile northeast of the Vermont/Beverly Station.

**Metro Line 4** – Line 4 is an east/west local line that runs from Downtown Los Angeles to Santa Monica. The line has 9- to 12-minute headways during the AM and PM peak periods. The line runs on Santa Monica Boulevard within the study area and provides project site access via a stop at Santa Monica Boulevard & Hoover Street.

**Metro Line 10** – Line 10 is an east/west local line that runs from Downtown Los Angeles to West Hollywood. The line has 8- to 15-minute headways during the AM and PM peak periods. The line runs on Melrose Avenue, Virgil Avenue, Clinton Street, and Hoover Street within the study area with stops every few blocks, and provides site access via a stop at Clinton Street & Hoover Street.

**Metro Line 201** – Line 201 is a north/south line that runs from Wilshire & Vermont to Glendale. The line has 50-minute headways during the AM and PM peak periods. The line runs on Silver Lake Boulevard within the study area and provides access to the project site via a stop at Silver Lake Boulevard & Dillon Street.

**Metro Line 204** – Line 204 is a north/south line that runs from Athens in South Los Angeles to Hollywood. The line has 6- to 10-minute headways during the AM and PM peak periods. The line runs on Vermont Avenue within the study area and provides site access via a stop at Vermont Avenue & Clinton Street.

**Metro Rapid Line 754** – Line 754 is a north/south express line that runs from Athens in South Los Angeles to Hollywood. The line has 5- to 12-minute headways during the AM and PM peak periods. The line runs Vermont Avenue within the study area and provides site access via a stop at Vermont Avenue & Melrose Avenue.

**Metro Rapid Line 704** – Line 704 is an east/west express line that runs from Downtown Los Angeles to Santa Monica. The line has 10- to 15-minute headways during the AM and PM peak periods. The line runs on Santa Monica Boulevard within the study area and provides project site access via a stop at Santa Monica Boulevard & Vermont Avenue.

**LADOT DASH Hollywood** – DASH Hollywood is a circulator that provides service in Hollywood with 30-minute headways throughout the day. The line runs on Santa Monica Boulevard and Vermont Avenue within the study area and provides project site access via a stop at Santa Monica Boulevard & Vermont Avenue.



## EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II<sup>1</sup> bicycle lane on Virgil Avenue between Santa Monica Boulevard and Melrose Avenue. Approximately half a mile north of the project site, Santa Monica Boulevard includes a Class II bicycle lane east of Virgil Avenue.

The study area has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 10- to 12-foot sidewalks are provided on Avenues and Boulevards throughout the study area. Narrower sidewalks are provided on both sides of most local streets. High-visibility school crosswalks are present at the intersection of Hoover Street and Clinton Street (north and west legs), adjacent to the project site.

# EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

This section presents existing peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

### **EXISTING TRAFFIC VOLUMES**

New weekday AM and PM peak hour turning movement counts were collected at the study intersections in April 2019. The existing weekday morning and afternoon peak hour volumes at the study intersections are shown in Figure 3. These volumes are the highest one hour volumes during the three-hour morning and afternoon peak periods (7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM). Count sheets for these intersections are contained in Appendix B.

### LEVEL OF SERVICE METHODOLOGY

A variety of standard methodologies are available to analyze LOS. According to *Transportation Impact Study Guidelines* (LADOT, December 2016), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) to analyze signalized intersections in the City of Los Angeles. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 1. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and a LOS grade. While the City does not have a specific target LOS, LOS D or better is generally considered to be desirable in an urban context.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on

<sup>&</sup>lt;sup>1</sup> The Mobility Plan 2035 describes a Class II Bike Lane as a striped lane for one-way bike travel on a street or highway.



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real-time traffic conditions. All of the study intersections located in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each study intersection.

### EXISTING LEVELS OF SERVICE

Existing year traffic volumes presented in Figure 3 were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. Table 2 summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As indicated, all of the seven signalized intersections analyzed for impacts operate at LOS C or better during both peak periods. Analysis sheets are provided in Appendix C.



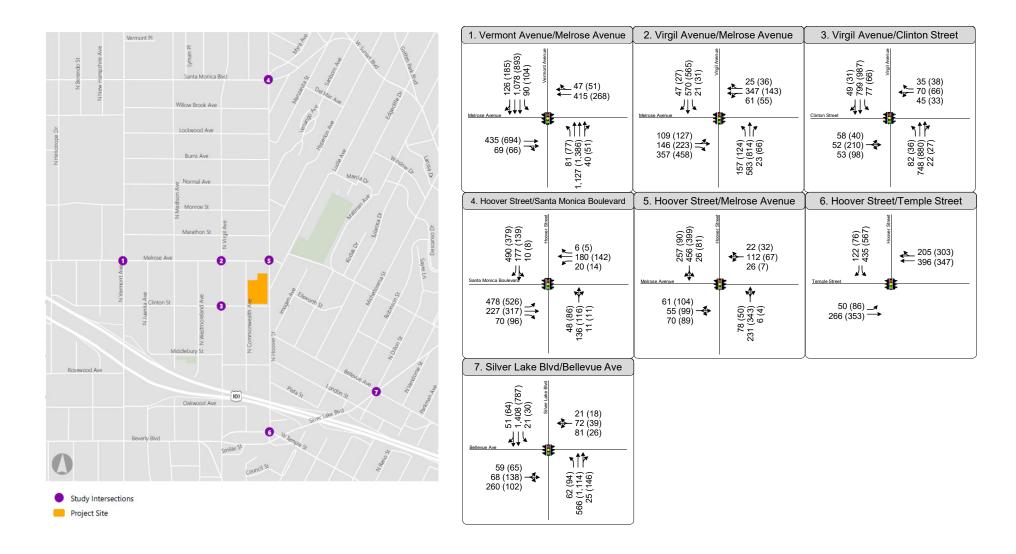




Figure 3
Peak Hour Traffic Volumes and Lane Configurations
Existing (2019) Conditions

# TABLE 1 LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS CMA METHODOLOGY

Level of Service	Volume/Capacity Ratio	Definition
А	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red
	0.000 0.000	light and no approach phase is fully used.
		VERY GOOD. An occasional approach phase is
В	>0.600 - 0.700	fully utilized; many drivers begin to feel somewhat
		restricted within groups of vehicles.
		GOOD. Occasionally drivers may have to wait
С	>0.700 - 0.800	through more than one red light; backups may
		develop behind turning vehicles.
	>0.800 - 0.900	FAIR. Delays may be substantial during portions
D		of the rush hours, but enough lower volume periods
	×0.000 = 0.300	occur to permit clearing of developing lines,
		preventing excessive backups.
		POOR. Represents the most vehicles intersection
E	>0.900 - 1.000	approaches can accommodate; may be long lines
		of waiting vehicles through several signal cycles.
		FAILURE. Backups from nearby locations or on
		cross streets may restrict or prevent movement of
F	> 1.000	vehicles out of the intersection approaches.
		Tremendous delays with continuously increasing
		queue lengths.

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

TABLE 2
LADWP HOOVER STREET DISTRICT YARD PROJECT
EXISTING (2019) INTERSECTION LEVELS OF SERVICE

NO.	INTERSECTION	PEAK HOUR	EXISTING			
		HOUK	V/C	LOS		
1	Vermont Ave &	AM	0.389	Α		
	Melrose Ave	PM	0.542	Α		
2	Virgil Ave &	AM	0.622	В		
	Melrose Ave	PM	0.764	С		
3	Virgil Ave &	AM	0.376	Α		
	Clinton St	PM	0.517	Α		
4	Hoover St &	AM	0.703	С		
	Santa Monica Blvd	PM	0.648	В		
5	Hoover St &	AM	0.592	Α		
	Melrose Ave	PM	0.513	Α		
6	Hoover St &	AM	0.424	Α		
	Temple St	PM	0.552	Α		
7	Silver Lake Blvd &	AM	0.740	С		
	Bellevue Ave	PM	0.561	Α		

# 3. TRAFFIC PROJECTIONS

# PROJECT TRAFFIC

The development of trip generation estimates for the proposed project involves the use of a 3-step process: trip generation, trip distribution, and traffic assignment. As discussed in Chapter 1, the proposed project consists of a district maintenance yard with new offices, warehouse/storage space, as well as subterranean and surface-level parking.

### PROJECT TRIP GENERATION

Information regarding proposed weekday staffing schedules and number of future employees was provided by LADWP and used to determine project trip generation estimates. Table 3A shows the proposed schedule and staffing data. Table 3B shows the number of hourly arrivals and departures (based on the schedule in Table 3A) of the future employees. The following assumptions were considered in the estimation of the daily and peak hour project trips:

- There are two types of staff that will based at this facility.
  - o Office staff are those who remain on-site daily.
  - Fleet staff are those who leave the site daily to maintain or repair the City's facilities. An
    average of two fleet staff per vehicle depart within approximately one hour of arriving at
    the site and return approximately one hour before the end of their work shifts.
- At this time, employee commuting information is not available. To provide a conservative analysis, all employees were assumed to commute by single-occupancy vehicle to and from the site. No carpooling, transit, biking, or walking was assumed. To the extent that not all employees commute by single-occupancy vehicle, the trip generation estimates would be reduced.

Based on the information provided and the assumptions explained above, the proposed project would generate 40 AM peak hour outbound trips and 102 PM peak hour outbound trips on Mondays and Fridays. On Tuesdays, Wednesdays, and Thursdays, the proposed project would generate 40 AM peak hour outbound trips, 40 PM peak hour inbound trips and 102 PM peak hour outbound trips.

Trip generation for the project was estimated according to the higher number of trips generated on Tuesdays, Wednesdays, and Thursdays, in order to offer a conservative analysis. As shown in Table 3C, the project is projected to generate 304 daily trips, 40 trips (0 inbound/40 outbound) during the AM peak hour, and 142 trips (40 inbound/102 outbound) during the PM peak hour.

An alternative method was used to develop project trip generation estimates as a supplement to the study. Trip generation rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of trips associated with the project. As shown in Table D1 in Appendix D, the project is projected to generate an estimated net increase of 686 daily trips, including 120 trips (96 inbound/24 outbound) during the AM peak hour and 118 trips (24 inbound/94 outbound) during the PM peak hour, using ITE Land Use Code 170: Utility. Impact analysis results and turning movement volumes under that alternative method are presented in Appendix D.



# TABLE 3A PLANNED WEEKDAY STAFFING SCHEDULE LADWP HOOVER STREET DISTRICT YARD PROJECT

Employee Type	Count	Weekday Work Shifts
Fleet Staff Fleet Maintenance Staff Office Staff	79 3 20	06:30 to 016:00 M & F 06:30 to 16:30 T, W, & Th
Total Future Employees	102	

- [a] Office staff/fleet maintenance staff are those who remain on-site daily.
- [b] Fleet staff are those who leave the site daily to maintain or repair the City's facilities. An average of 2 staff per vehicle depart approximately one hour after workers arrive, and return approximately one hour before they depart.

TABLE 3B
FUTURE WEEKDAY TRIPS - HOURLY SCHEDULE
LADWP HOOVER STREET DISTRICT YARD PROJECT

		6:00 AM	7:00 AM [a]	8:00 AM [a]	9:00 AM [a]	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM [a]	4:00 PM [a]	5:00 PM [a]	6:00 PM
8 F	in	102								40				
Σ	out		40									102		
& TH	in	102									40			
T, W,	out		40									102		

<sup>[</sup>a] AM and PM peak periods defined as 7:00-10:00 AM and 3:00-6:00 PM.

TABLE 3C
PROJECT TRIP GENERATION ESTIMATES
LADWP HOOVER STREET DISTRICT YARD PROJECT

		Estimated Trip Generation [a]									
Land Use	Size	Daily	AM	Peak Hour	Trips	PM I	Peak Hour	Trips			
		Trips	In	Out	Total	In	Out	Total			
PROPOSED PROJECT											
Fleet Staff	79 Employees	158	0	0	0	0	79	79			
Fleet Maintenance Staff	3 Employees	6	0	0	0	0	3	3			
Office Staff	20 Employees	60	0	0	0	0	20	20			
Fleet Vehicles	40 Trips	80	0	40	40	40	0	40			
Total Proposed Trips		304	0	40	40	40	102	142			

<sup>[</sup>a] Trip generation based on projected staffing and schedule from LADWP, which can be referenced in Table 3A and 3B. The higher trips during the AM and PM peak periods are shown, based on scheduling.

### PROJECT TRAFFIC DISTRIBUTION

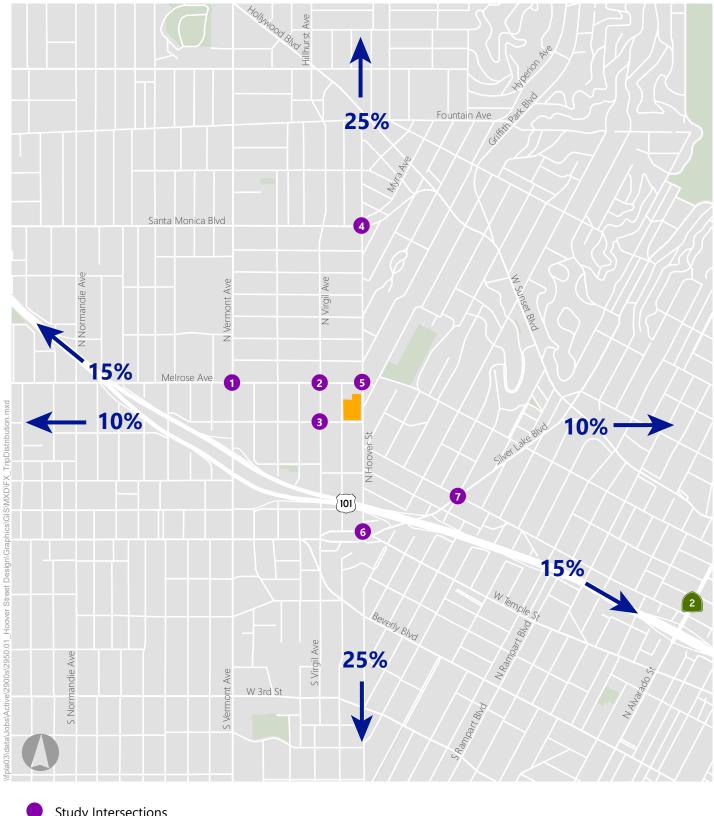
The geographic distribution of trips generated by the proposed project is dependent on the area serviced by the LADWP facility and characteristics of the street system serving the project site; the level of accessibility of routes to and from the proposed project site; and residential areas from which the employees would be drawn. The distribution of project trips is illustrated in Figure 4.

### PROJECT TRAFFIC ASSIGNMENT

The traffic generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 4. Figure 5 shows the assignment of the proposed project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed project driveways on Clinton Street and Hoover Street.

As discussed, access for employee vehicles, visitor vehicles, and smaller fleet trucks will be provided by a two-way driveway on Clinton Street to a subterranean parking garage. Site access for larger fleet trucks will be provided by a two-way driveway on Hoover Street. It is assumed that one-third of the fleet trucks will used the driveway on Hoover Street and two-thirds of the fleet trucks will used the driveway on Clinton Street. An emergency exit only driveway will be located on Commonwealth Avenue. All driveways will be improved to meet current driveway design standards established by the City.





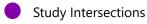










Figure 4
Peak Hour Traffic Volumes and Lane Configurations
Project Only

# EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate Existing plus Project traffic volumes. Turning movement traffic volumes for the Existing plus Project scenario are provided in Figure 6. Analysis sheets are provided in Appendix C.

### **FUTURE YEAR 2023 TRAFFIC CONDITIONS**

To evaluate the potential impacts of the proposed project on future (2023) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects).

These projected traffic volumes, identified herein as the Future Base conditions, represent the future conditions without the proposed project. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future (2023) plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

### BACKGROUND OR AMBIENT GROWTH

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the existing base year traffic volumes to reflect the effect of regional growth and development by year 2023.

### RELATED PROJECT TRAFFIC GENERATION AND ASSIGNMENT

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the project site prior to the buildout date of the project. The list of related projects was prepared based on data from LADOT and the City of Los Angeles Department of City Planning (LADCP). A total of 18 cumulative projects were identified in the study area. These projects are listed in Table 4 and illustrated in Figure 7.



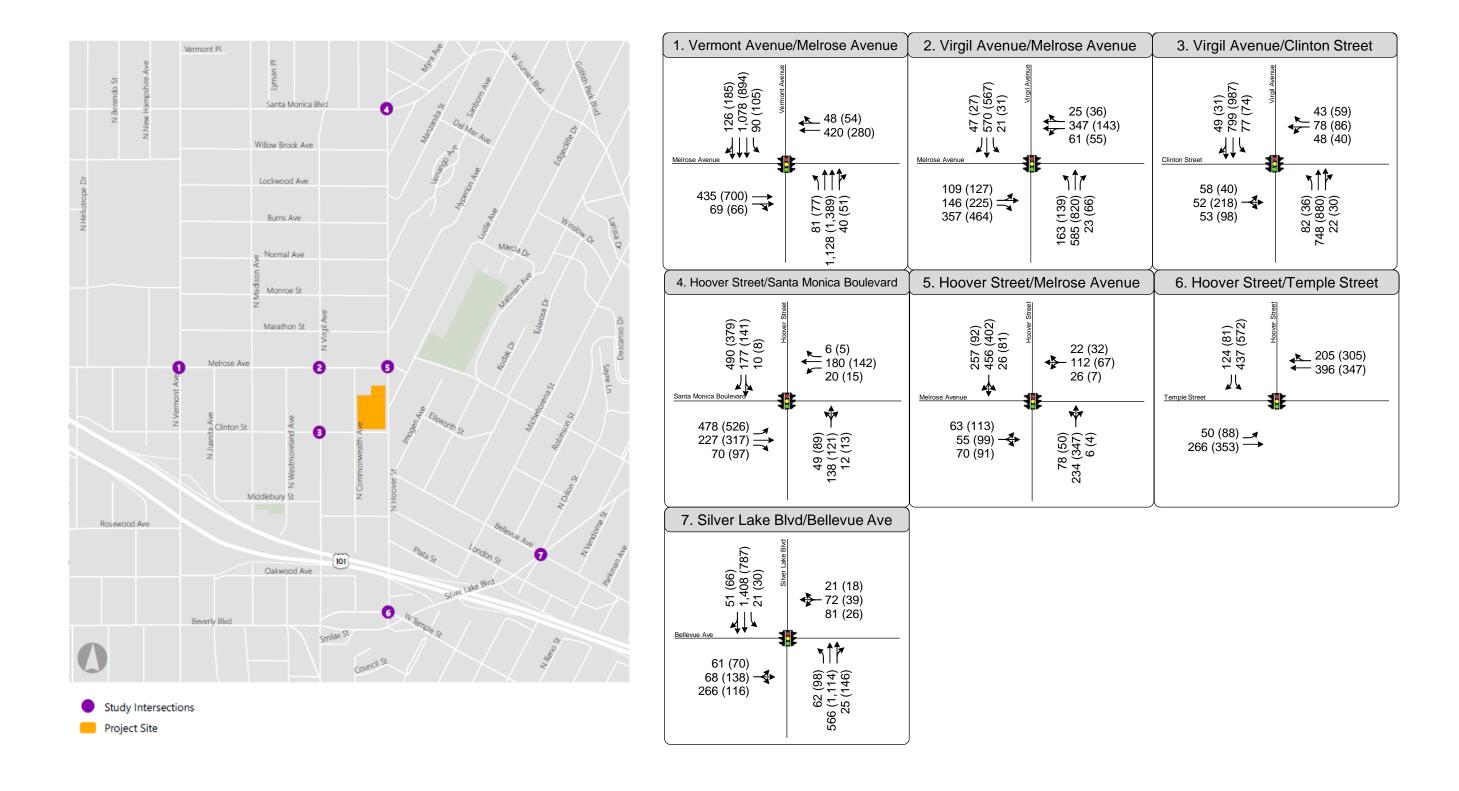




Figure 3
Peak Hour Traffic Volumes and Lane Configurations
Existing + Project Conditions

# TABLE 4 LADWP HOOVER STREET DISTRICT YARD PROJECT RELATED PROJECTS

							Trij	Generation	[b]			
No.	Project Location [a]	Land Use		Size		AM PM						
					Daily	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	3200 Beverly Blvd	Apartments	32	du	632	4	16	20	39	32	71	
'	3200 Beverly Biva	Retail	5.867	ksf	032	4	10	20	33	32	/ 1	
		Hotel	26	rooms								
2	1629 Griffith Park Blvd	Restaurant	3.784	ksf	670	28	22	50	56	35	91	
		Bar	2.497	ksf								
3	609 N Dillon St	Apartments	52	du	1 271	32	27	59	95	90	185	
3	609 N Dillon St	Retail	18.600	ksf	1,271	32	21	59	95	90	185	
4	4121 Santa Monica Blvd	Retail	14.378	ksf	344	4	2	6	14	16	30	
5	COONING	Apartments	120	du	220	8	46	54	12	18	20	
5	600 N Vermont Ave	Retail	14.600	ksf	320	8	46	54	12	18	30	
6	4141 W Santa Monica Blvd	Hotel	54	rooms	400	20	15	35	20	17	27	
ь	4141 W Santa Monica Blvd	Restaurant	1.863	ksf	490	20	15	35	20	17	37	
7	1201 N Myra Ave	Apartments	100	du	1,271 3 344 320 490 2 425 785 1,553 5 1,14 1,193 2	-1	30	29	26	11	37	
,	1201 N Myra Ave	Retail	2.000		423	-1	30	29	26	11	37	
8	4632 W Santa Monica Blvd	Apartments		du	785 1	5 10	51	61	39	13	52	
0	4032 W Salita Mollica Bivu	Retail	5.500	ksf	700	10	31	01	39	15	32	
		Affordable Housing		du						72	144	
	4718 W Santa Monica Blvd	Retail	1.000		1,553	54	51	105	72			
9		Pharmacy	14.000									
		Restaurant	3.500									
		Medical Office	5.000									
10	646 N Commonwealth Ave	Houses	12.000		114	2	7	9	8	4	12	
11	3201 Bellevue Ave	Apartments		du	1 193	20	41	60	58	47	106	
	5201 Believae Ave	Retail	12.000		1,155	20	71	00	50	77	100	
		Apartments		du								
12	4000 W Sunset Blvd	Health Club	4.500		2 922	91	130	227	149	94	243	
12	4000 W Sunset blvd	Restaurant	15.000	ksf	2,322	31	130	221	143	54	243	
		Hotel	94	rooms								
13	4301 Sunset Blvd	Apartments	122	du	871	15	34	49	43	32	75	
15	4301 Suriset Bivu	Retail	5.499		0/1	15	_	-	_	32		
14	335 N Westmoreland Ave	Apartments		du	1,055	18	52	70	52	33	85	
15	654 N Virgil Ave	Apartments		du	209	3	7	11	10	8	18	
	3	Retail	2.074				,		10	Ü	10	
16	154 N Berendo St	Apartments		du	114	2	6	8	6	4	9	
17	235 N Hoover St	Apartments		du	1,423	22	87	109	86	47	133	
		Apartments		du	<b>.</b>							
18	3301 W Sunset Blvd	Coffee Shop	0.800		923	42	49	91	43	26	69	
10	3301 W Sullset blvu	Retail	3.000		323	444		91	43	26		
		Restaurant	5.236									
				Total	15,315	374	672	1,052	827	599	1,427	

#### Notes:

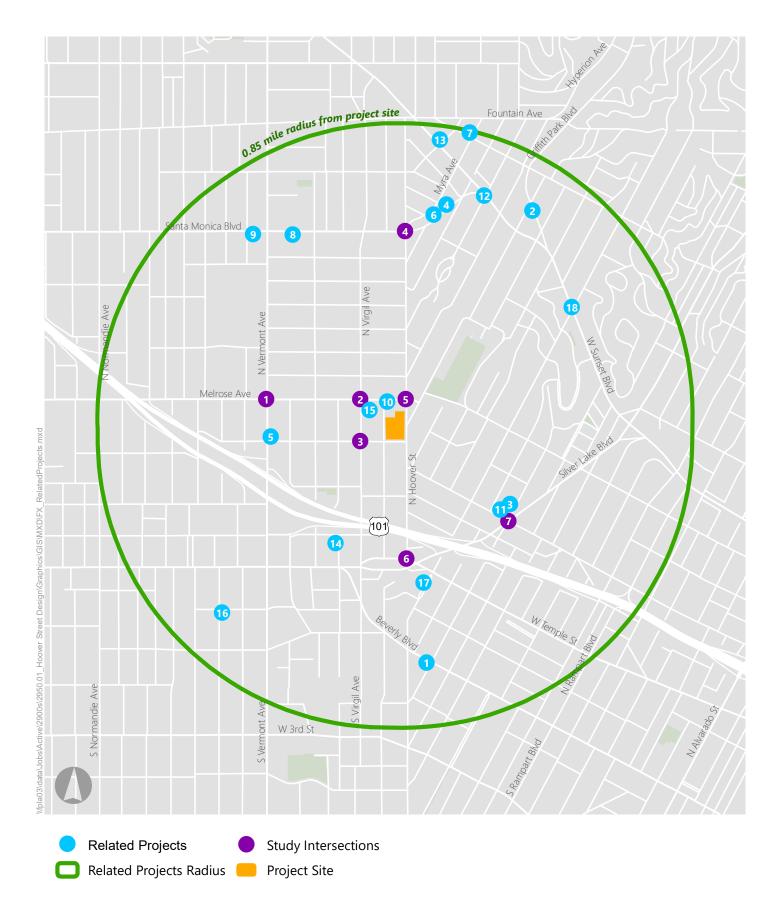
Motes.

du = dwelling unit

ksf = one thousand square feet

[a] Related projects list is based on information provided from LADOT and City of Los Angeles Department of City Planning.

[b] Assumed rates from ITE Trip Generation Manual, 10th Edition (2017), in the absence of information.





### **Trip Generation**

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in *Trip Generation*, 10<sup>th</sup> Edition. Table 4 presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.). Traffic mitigation measures associated with the related projects, if any, are also not accounted for in the analysis.

### **Trip Distribution**

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. In cases where the traffic study or environmental document for a related project was available, the trip distribution from that study was considered.

### **Traffic Assignment**

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

### TRANSPORTATION INFRASTRUCTURE PROJECTS

Based on a review of available documents and discussion with City staff, there are no infrastructure changes in the study area planned for implementation by 2023. Therefore, network changes were not included in the analysis.

### FUTURE YEAR 2023 BASE TRAFFIC VOLUMES

Future year 2023 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in Figure 8. The Future Base traffic conditions represent an estimate of future conditions without the proposed project inclusive of the ambient background growth and related projects traffic.

### FUTURE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes were added to the year 2023 Future Base traffic projections, resulting in Future (2023) plus Project AM and PM peak hour traffic volumes. As shown in Figure 9, the Future (2023) plus Project scenario presents future traffic conditions with the completion of the proposed project.



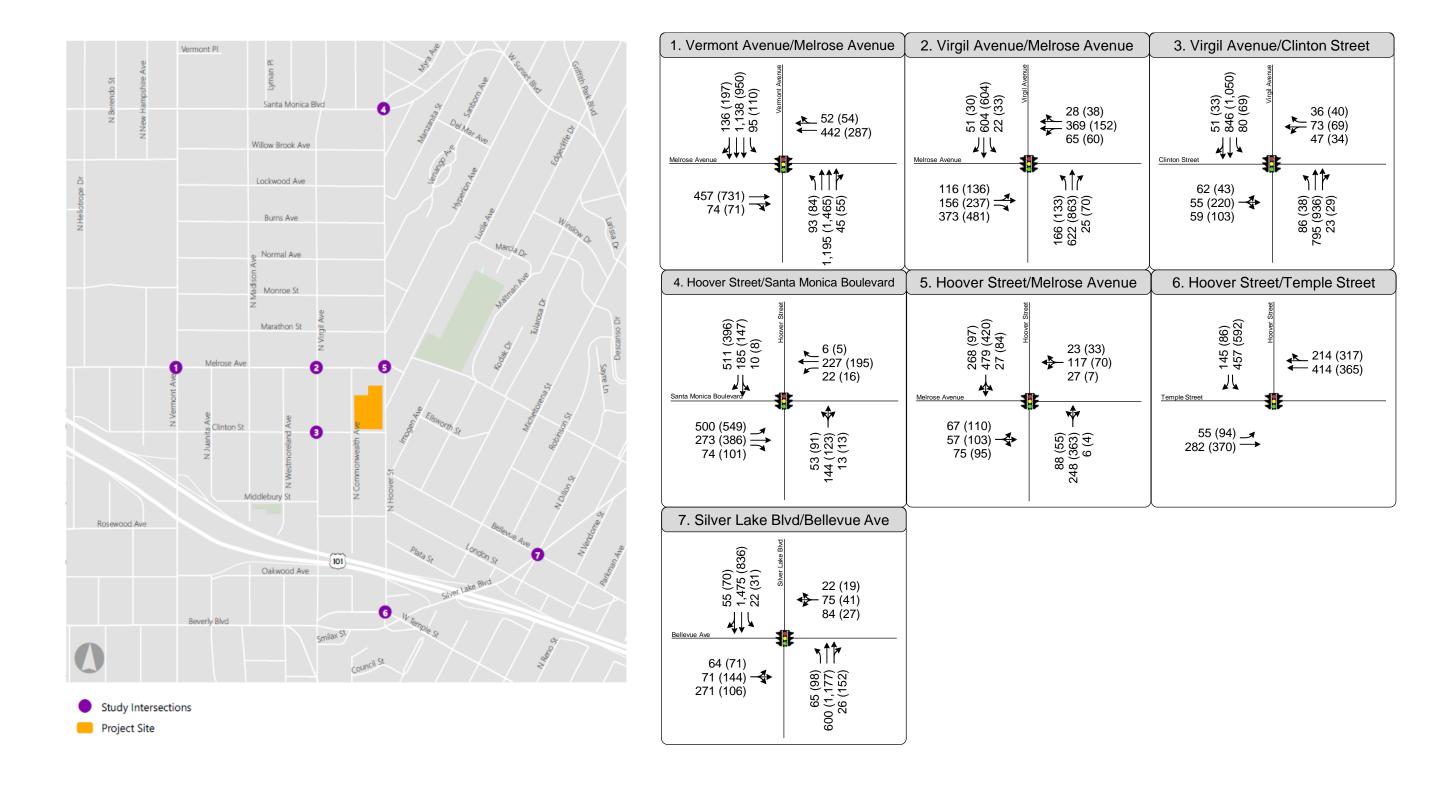




Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Future Base (2023) Conditions

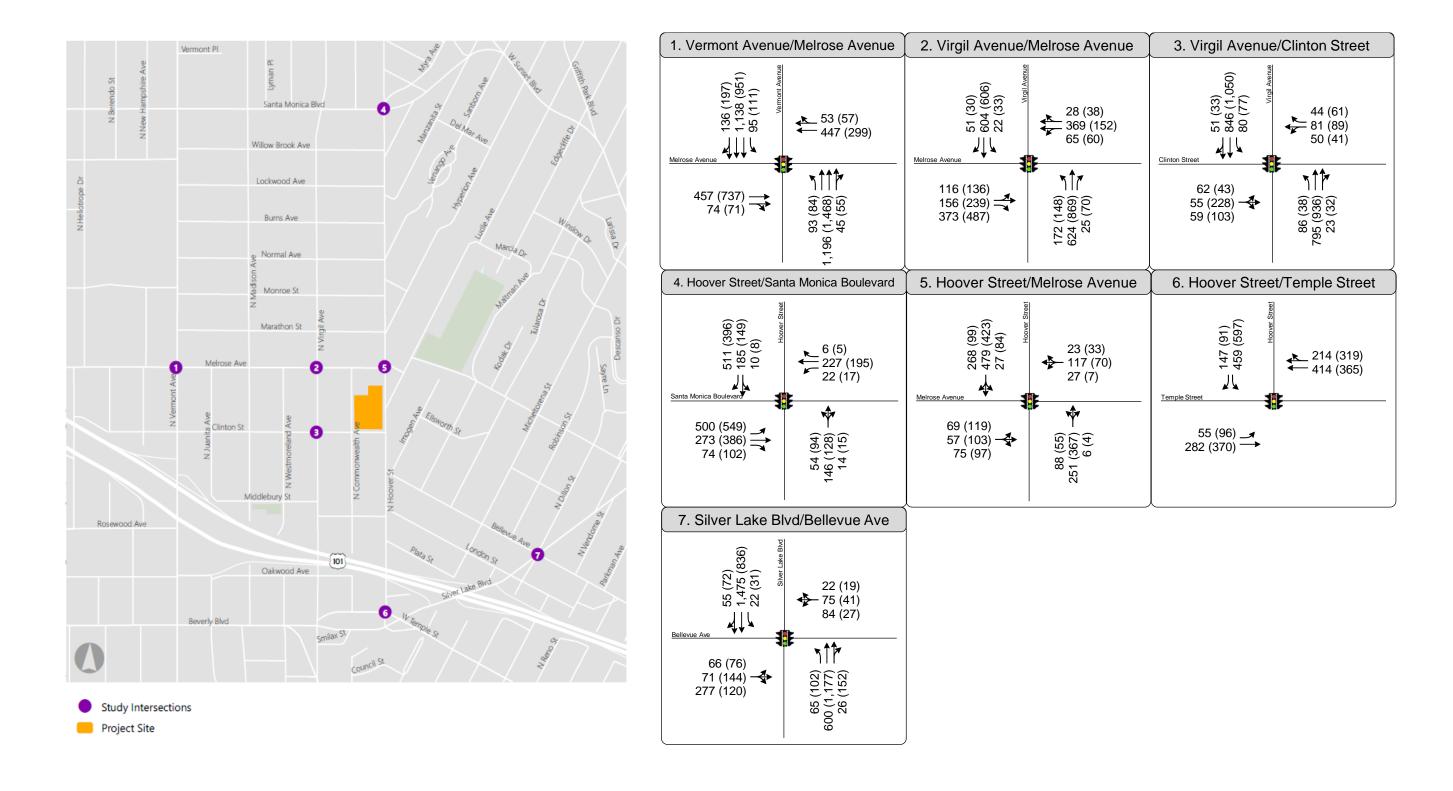




Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Future + Project (2023) Conditions

# 4. INTERSECTION TRAFFIC IMPACT ANALYSIS

The traffic impact analysis evaluates the projected LOS at each study intersection under the Existing plus Project and Future (2023) plus Project conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

# CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

LOS	Final V/C Ratio	Project-Related Increase in V/C
С	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

# EXISTING PLUS PROJECT IMPACT ANALYSIS

### EXISTING PLUS PROJECT TRAFFIC LEVEL OF SERVICE

The Existing plus Project traffic volumes presented in Figure 6 were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 5 summarizes the Existing plus Project LOS. Analysis sheets are provided in Appendix C. As indicated in Table 5, all seven signalized intersections are projected to operate at LOS C or better during both peak hours.

### **EXISTING PLUS PROJECT INTERSECTION IMPACTS**

As shown in Table 5, after applying the aforementioned City of Los Angeles significant impact criteria, it is determined that the proposed project would not result in significant impacts under Existing plus Project conditions at any of the study intersections.

The alternative project would also not result in significant impacts under Existing plus Project conditions at any of the study intersections. The results are shown in Table 2D of Appendix D. Analysis sheets are also provided in Appendix D.



TABLE 5

LADWP HOOVER STREET DISTRICT YARD PROJECT

EXISTING (2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK	EXIS	EXISTING		+ PROJECT	-	SIGNIFICANT
		HOUR	V/C	LOS	V/C	LOS	INCREASE	IMPACT?
1	Vermont Ave &	AM	0.389	Α	0.389	Α	0.000	No
	Melrose Ave	PM	0.542	Α	0.545	Α	0.003	No
2	Virgil Ave &	AM	0.622	В	0.626	В	0.004	No
	Melrose Ave	PM	0.764	C	0.767	C	0.003	No
3	Virgil Ave &	AM	0.376	А	0.378	А	0.002	No
	Clinton St	PM	0.517	Α	0.527	Α	0.010	No
4	Hoover St &	AM	0.703	С	0.706	С	0.003	No
	Santa Monica Blvd	PM	0.648	В	0.656	В	0.008	No
5	Hoover St &	AM	0.592	Α	0.593	Α	0.001	No
	Melrose Ave	PM	0.513	Α	0.523	Α	0.010	No
6	Hoover St &	AM	0.424	Α	0.425	Α	0.001	No
	Temple St	PM	0.552	Α	0.557	Α	0.005	No
7	Silver Lake Blvd &	AM	0.740	С	0.745	С	0.005	No
	Bellevue Ave	PM	0.561	Α	0.573	Α	0.012	No

# FUTURE PLUS PROJECT IMPACT ANALYSIS

### **FUTURE BASE TRAFFIC CONDITIONS**

The year 2023 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 6 summarizes the future LOS. All seven signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions.

### FUTURE PLUS PROJECT TRAFFIC LEVEL OF SERVICE

The resulting Future (2023) plus Project peak hour traffic volumes, provided in Figure 9, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the Future (2023) plus Project analysis are also presented in Table 6, with analysis sheets provided in Appendix C. All seven signalized intersections analyzed for impacts are projected to operate at LOS C or better during the morning and afternoon peak hours under Future (2023) plus Project conditions.

# FUTURE (2023) PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 6, using the criteria for determination of significant impacts, it is determined that the proposed project would not result in significant impacts under Future (2023) plus Project conditions.

The alternative project would also not result in significant impacts under Future plus Project conditions at any of the study intersections. The results are shown in Table 3D of Appendix D. Analysis sheets are also provided in Appendix D.



TABLE 6

LADWP HOOVER STREET DISTRICT YARD PROJECT

FUTURE YEAR (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTUR	E BASE		JRE + JECT	V/C	SIGNIFICANT IMPACT?
		HOUK	V/C	LOS	V/C	LOS	INCREASE	IIVIPACT
1	Vermont Ave &	AM	0.423	А	0.423	А	0.000	No
	Melrose Ave	PM	0.579	Α	0.582	Α	0.003	No
2	Virgil Ave &	AM	0.667	В	0.671	В	0.004	No
	Melrose Ave	PM	0.814	D	0.817	D	0.003	No
3	Virgil Ave &	AM	0.405	А	0.407	А	0.002	No
	Clinton St	PM	0.553	Α	0.563	Α	0.010	No
4	Hoover St &	AM	0.771	С	0.774	С	0.003	No
	Santa Monica Blvd	PM	0.719	С	0.728	С	0.009	No
5	Hoover St &	AM	0.631	В	0.632	В	0.001	No
	Melrose Ave	PM	0.547	Α	0.558	Α	0.011	No
6	Hoover St &	AM	0.451	А	0.452	А	0.001	No
	Temple St	PM	0.585	Α	0.590	Α	0.005	No
7	Silver Lake Blvd &	AM	0.780	С	0.785	С	0.005	No
	Bellevue Ave	PM	0.596	Α	0.609	В	0.013	No

#### 5. CONSTRUCTION PERIOD IMPACT ANALYSIS

#### CONSTRUCTION IMPACT CRITERIA

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (*LA CEQA Threshold Guide*, pages L.8-2 through L.8-4). The factors to be considered in each of these categories, as established in the *LA CEQA Threshold Guide*, are as follows:

#### • Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of two or more traffic lanes;
- o The classification of the street (major arterial, state highway) affected;
- o The existing traffic levels and LOS on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- o Potential safety issues involved with street or lane closures;
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

#### • Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within 1/4 mile of the lost access;
- o The type of land uses affected, and related safety, convenience, and/or economic issues.

#### • Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes;
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

#### • Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;
- o The length of time that existing parking spaces would be unavailable.



Per the guide, determination of significance is made on a case-by-case basis. The factors should be evaluated to determine if construction activities could create a potential inconvenience in the performance of one's daily activities (e.g., an impact on traffic operations) and/or a concern to public safety.

Section 41.40 of the Los Angeles Municipal Code (LAMC) limits construction activities to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays, with no construction permitted on Sundays or holidays.

#### CONSTRUCTION TRAFFIC

Based on the schedule provided by LADWP, construction of the project is currently planned to begin in August 2020 and expected to be completed by March 2023, for a total of approximately 32 months. The construction is anticipated to involve 10 general phases with the following approximate durations (which overlap to some extent:

- (1) Site Preparation August 2020, 5 days
- (2) Demolition & Abatement August to December 2020, 90 days
- (3) Shoring Drive Piles September to December 2020, 65 days
- (4) Excavation & Soil Remediation December 2020 to April 2021, 87 days
- (5) Shoring Drill Tiebacks December 2020 to March 2021, 65 days

- (6) Bore Caissons February to May 2021,64 days
- (7) Foundations Concrete April to June 2021, 43 days
- (8) Building Construction June 2021 to March 2023, 456 days
- (9) Paving January to March 2023, 41 days
- (10) Architectural Coatings January to March 2023, 41 days

#### CONSTRUCTION PERIOD TRIP GENERATION

#### **Haul Activity**

LADWP estimates that approximately 7,000 tons of debris and 41,000 cubic yards of soil (of which 30,750 cubic yards will be contaminated soil) are expected to be exported from the site. Hauling activity is expected to occur during Demolition and Excavation/Soil Remediation. Table 7 shows the peak day activity estimated under each phase of construction. Up to three haul trucks per day are anticipated on peak haul days during Demolition & Abatement. Up to 24 trucks per day are anticipated on peak haul days during Excavation & Soil Remediation and 25 trucks per day during Building Construction. Hauling hours are anticipated to be between 8:00 AM to 4:00 PM.

Uncontaminated soil will be hauled to the Sun Valley Landfill and contaminated soil will be diverted to the Kettleman Hills Landfill. The haul route will use Hoover Street travel to each respective landfill using the Hollywood Freeway (US 101). Trucks will be staged off-site and dispatched to the project site as needed.



TABLE 7
LADWP HOOVER STREET DISTRICT YARD PROJECT
ESTIMATED PEAK DAY ACTIVITY UNDER EACH PHASE

Phase	Duration (Days)	Construction Workers	Haul Truckloads	Delivery/Concrete Truckloads
Site Preparation	5	10	1	1
Demolition & Abatement	90	10	3	1
Shoring - Drive Piles	65	20	0	2
Excavation & Soil Remediation	87	20	24	2
Shoring - Drill Tiebacks	65	20	0	2
Bore Caissons	64	20	0	2
Foundations Concrete	43	20	10	2
Building Construction	456	20	25	2
Paving	41	20	0	2
Architectural Coatings	41	20	0	2

#### **Equipment and Delivery Trucks**

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during some phases of construction. One example would be concrete delivery, which would be required for the parking garage and the buildings on site. Other materials would include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery, which would be transported to the site on large trucks. As shown in Table 7, up to two equipment/delivery trucks per day are anticipated on peak activity days.

#### **Construction Employees**

As shown in Table 7, Site Preparation and Demolition & Abatement are expected to involve up to 10 workers each on-site and all subsequent phases are expected to involve up to 20 workers on-site on a daily basis. Parking for construction workers will be provided at a designated off-site off-street location and will take a shuttle to the project site if necessary, until the subterranean parking lot is completed. Some of all of the construction workers may park in the subterranean lot once it is completed.



#### **Trip Generation Impact Analysis**

Based on the aforementioned information, a construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 8-hour construction day.

Table 8 shows a summary of construction period trip generation estimates under each phase of construction. As shown, on a peak construction activity day, approximately 182 daily trips are estimated to occur during the overlapping phases of Building Construction, Paving, and Architectural Coatings, of which 30 trips would occur during each of the morning and evening peak hours.

The peak construction activity is estimated to generate fewer total daily trips and peak hour trips than are projected for the project once it is completed and occupied. The influx of this material and equipment could create temporary adverse impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways such as Clinton Street, Hoover Street, and Commonwealth Avenue as they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.



### TABLE 8 LADWP HOOVER STREET DISTRICT YARD PROJECT CONSTRUCTION PERIOD DAILY TRIP GENERATION ESTIMATES

Phase	Daily Tring [1]	Мо	rning Peak Hour 1	rips	Ev	ening Peak Hour	Trips
Phase	Daily Trips [1]	In	Out	Total	In	Out	Total
Site Preparation							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	2	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	2	0	0	0	0	0	0
Phase 1 Total	24	4	0	4	0	4	4
Demolition & Abatement				•			•
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	6	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	2	0	0	0	0	0	0
Phase 2 Total	28	4	0	4	0	4	4
Shoring - Drive Piles	<del>!</del>			Į.		ų.	1
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	4	0	0	0	0	0	0
Phase 3 Total	44	8	0	8	0	8	8
Excavation & Soil Remediation	, ·· ·	-	ı	ı			
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	48	3	3	6	3	3	6
Delivery/Concrete Truck Trips [3]	4	0	0	0	0	0	0
Phase 4 Total	92	11	3	14	3	11	14
Shoring - Drill Tiebacks	·					<u> </u>	
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	4	0	0	0	0	0	0
Phase 5 Total	44	8	0	8	0	8	8
Bore Caissons	77			•	•		
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	20	1	1	2	1	1	2
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 6 Total	64	9	1	10	1	9	10
Foundations Concrete				10	•		10
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	20	1	1	2	1	1	2
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 7 Total	64	9	1	10	1	9	10
Building Construction	04		· '	70	,		70
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	50	3	3	6	3	3	6
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 8 Total	94	11	3	14	3	11	14
Paving	94			14	3	111	14
Construction Worker Trips[2]	40	8	0	8	0	8	8
	0	0	0	0	0	0	0
Haul Truck Trips [3]	4	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]  Phase 9 Total	44	<u> </u>	0	8	<b>0</b>	8	8
Architectural Coatings	44	δ		δ	U	δ	δ
	40	0	0	0	0	0	0
Construction Worker Trips[2]	0	<u>8</u> 0	0	8	0	8	8
Haul Truck Trips [3]	4	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]							
Phase 10 Total	44	8	0	8	0	8	8

#### Notes:

<sup>[1] -</sup> Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

<sup>[2] -</sup> Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.

<sup>[3] -</sup> Daily haul and delivery/equipment truck trips were assumed to occur evenly throughout an 8-hour construction day. Therefore, the daily truck trips were divided by 8 hours to calculate morning and evening peak hour truck trips.

#### CONSTRUCTION IMPACT ASSESSMENT

The *LA CEQA Thresholds Guide* provides four categories to be considered in regard to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (*LA CEQA Threshold Guide*, pages L.8-2 through L.8-4). The factors to be considered in each of these categories, and the assessment of the project against these factors, is discussed below and summarized in Table 9.

#### TEMPORARY TRAFFIC IMPACTS

Potential impacts associated with construction of the project would be limited to those locations immediately adjacent to the project Site. Segments of Hoover Street, Clinton Street, and Commonwealth Avenue would have short-term impacts at locations where driveways are widened and where new curbs, landscaping, etc. are installed. Flagmen may be employed to guide trucks in and out of the project site which may temporarily delay traffic. Temporary lane closures and, potentially, temporary sidewalk closures along the perimeter around the project site may be expected. A crossing guard is currently present at Hoover Street & Clinton Street before and after school hours and will continue to remain during construction to aid students crossing Hoover Street and Clinton Street. An additional crossing guard may be present if or when pedestrian paths are affected. It is assumed that the access closures, if any, would result in temporary, short-term impacts but would not be considered significant.

Worksite traffic control plans would be prepared for any temporary sidewalk closures in accordance with applicable City and MUTCD guidelines.

#### TEMPORARY LOSS OF ACCESS

Pedestrian and vehicular access to properties located near the project site will be open and unobstructed for the duration of construction, other than intermittent short-term occurrences. Since the project construction is not expected to block any vehicular or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

#### TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES

Bus stops are located on Clinton Street and Hoover Street, but construction will not affect bus operations, as complete closures along Clinton Street and Hoover Street are not anticipated. Therefore, the project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.

#### TEMPORARY LOSS OF ON-STREET PARKING

While construction may require temporary parking restrictions along the project frontages of Hoover Street, Clinton Street, and Commonwealth Avenue to accommodate the construction area footprint, onstreet parking along the perimeter will be maintained as much as possible. As such, temporary parking impacts would be less than significant.



## TABLE 9 LADWP HOOVER STREET DISTRICT YARD DEMOLITION PROJECT CONSTRUCTION IMPACT SIGNIFICANCE FACTORS

Significance Factor	Assessment	Conclusion
Per the LA CEQA Thresholds Guide, the determination of	of significance shall be made on a case-by-case basis, conside	ring the following factors:
Temporary Traffic Impacts:		
• The length of time of temporary street closures or closures of two or more traffic lanes;	Temporary street closures or closures of two or more traffic lanes are not anticipated.	
The classification of the street (major arterial, state highway) affected;	The streets affected by any temporary sidewalk closures (Hoover Street and Clinton Street/Commonwealth Avenue) are a collector street and local streets, respectively.	
The existing traffic levels and level of service (LOS) on the affected street segments and intersections; Whether the affected street directly leads to a freeway	The intersection of Hoover & Melrose currently operates at LOS A during both peak periods.  None of the affected streets directly lead to a freeway on-	Less than significant.
on- or off-ramp or other state highway; • Potential safety issues involved with street or lane	or off-ramp or other state highways.  • Worksite traffic control plans would be prepared in	
closures;  • The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	accordance with applicable City and MUTCD guidelines.     There are no emergency services located within the immediate vicinity of the affected streets.	
Temporary Loss of Access:	I	
<ul> <li>The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;</li> <li>The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;</li> <li>The type of land uses affected, and related safety, convenience, and/or economic issues.</li> </ul>	Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. Access to the office building and parking structure will remain throughout construction.	Less than significant.
Temporary Loss of Bus Stops or Rerouting of Bus Lines:		
<ul> <li>The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;</li> <li>The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;</li> <li>The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes;</li> <li>Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).</li> <li>Temporary Loss of On-Street Parking:</li> </ul>	There are bus stops on the southwest and southeast corner of Clinton Street & Hoover Street. As lane closures are not anticipated along Clinton and Hoover, project construction would not require relocation of bus stops.	• Less than significant.
remporary Loss of On-street Parking:	The Book and a state of the sta	
<ul> <li>The current utilization of existing on-street parking;</li> <li>The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;</li> <li>The length of time that existing parking spaces would be unavailable.</li> </ul>	<ul> <li>The Project construction is not anticipated to remove onstreet parking during construction for a prolonged period of time.</li> <li>Public transit options are available within 1/4 mile of the Project site, including: rapid and local bus routes on Clinton Street, Hoover Street, and Melrose Avenue.</li> </ul>	Less than significant.

#### CONSTRUCTION TRAFFIC MANAGEMENT PLAN

As discussed previously, impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate fewer daily and peak hour trips than are projected for the project once it is completed and occupied. A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Hoover Street.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the
  extent possible and coordinate to reduce the potential of trucks waiting to load or unload for
  protracted periods.
- Specify haul routes and hours for trucks accessing the project site.
- If parking lane and/or sidewalk closures are anticipated at any time, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the project site, where
  parking spaces would be encumbered, length of time traffic travel lanes can be encumbered,
  sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to
  local businesses and residences. Use flagmen to temporarily control pedestrian and vehicular
  traffic adjacent to the site may be required.
- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.



#### 6. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development on the current site of 611 North Hoover Street. The following summarizes the results of this analysis:

- The proposed project involves the construction of a new building with 31,939 square feet of administration space, 11,593 square feet of warehouse space, and 8,282 square feet of fleet space, plus 13,169 square feet of outdoor storage. The project also includes the construction of subterranean and surface-level parking. The proposed project would provide 162 subterranean parking spaces and 25 surface-level parking spaces. Opening year is planned to be 2023.
- The proposed project is located on the northwest corner of Hoover Street and Clinton Street. Inbound and outbound employee and visitor vehicular access will be provided by a two-way driveway on Clinton Street. Site access for department vehicles will be also use the driveway on Clinton Street as well as a two-way driveway on Hoover Street. Emergency outbound only access will be provided by a driveway on Commonwealth Avenue.
- The project would generate an estimated increase of 304 daily vehicle trips, including 40 trips during the AM peak hour and 142 trips during the PM peak hour.
- Level of Service analysis for the Existing plus Project and Future plus Project scenarios determined that the project would not result in significant impacts at any of the seven study intersections.
- Impacts related to construction traffic were assessed and found to be less than significant. The
  peak construction activity will generate fewer daily and peak hour trips than are projected for the
  project once it is completed and occupied. While mitigation measures are not required to
  mitigate significant impacts, a Construction Traffic Management Plan will be implemented.



#### **REFERENCES**

Congestion Management Program for Los Angeles County, Metro, 2010.

LA CEQA Thresholds Guide, City of Los Angeles, 2006.

Mobility Plan 2035, Los Angeles Department of Planning, January 2016.

Transportation Impact Study Guidelines, LADOT, December 2016.

## APPENDIX A: MEMORANDUM OF UNDERSTANDING (MOU) WITH LADOT



#### **Transportation Impact Study Memorandum of Understanding (MOU)**

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

I. PROJECT INFOR	MATION				
Project Name: Hoover Street D	istrict Power Yard Proje	ct			
Project Address: 611 N Hoover S	St, Los Angeles, CA 900	)26			
Project Description: Project to der	molish a vacant street lightinุ	g yard and construct a	new power yard. Project in	cludes construction of 3	1,939 sq ft of admin space,
11,593 square feet of warehouse space,	8,282 square feet of fleet s	space, and 13,169 sq	uare feet of outdoor stora	ge, and subterranean	and surface-level parking.
LADOT Project Case Number	: CEN 19-48371	Pr	oject Site Plan at	tached? (Required	d) ■ Yes □ No
II. TRIP GENERATIO	ON				
Geographic Distribution: N	25.00 %	S 25.00	% E <u>25.00</u>	<u></u> %	W <u>25.00</u> %
Illustration of Project trip dis	tribution percenta	ges at Study in	tersections attach	ned? (Required)	■ Yes □ No
Trip Generation Adjustment	<b>S</b> (Exact amount of crea	lit subject to approv	val by LADOT)		
	Yes No				
Transit Usage					
Transportation Demand Management					
Existing Active Land Use					
Previous Land Use					
Internal Trip					
Pass-By Trip					
Source of Trip Generation Ra	te(s)?	Edition 🔳 C	ther: Used projecte	d staffing & schedul	e provided by LADWP
Trip generation table includir afternoon peak hour volume	•				•
	<u>IN</u>	OUT	TOTAL		
AM Trips PM Trips	<u>0</u> 41	102	- 41 143	_	
FIVI TTIPS	<del></del>	102		_	
III. STUDY AREA AN	D ASSUMPTIO	NS			
Project Buildout Year: 2023		Ambie	nt or CMP Growth	n Rate: <u>1.0</u>	% Per Yr.
Related Projects List, researc	hed by the consult	ant and approv	red by LADOT, att	ached? (Required	y ■ Yes □ No
Subject to Freeway Impact A MOU; selecting "yes" implies that at I	•	•		is screening filter mu nger required	ust be included in this
Map of Study Intersections a	ttached? (May be sub	oject to LADOT revis	ion after initial impact	analysis) 🔳 Y	'es □ No
Is this Project located on a st	reet within the Hig	gh Injury Netwo	ork? □ Yes ■	No	

LADOT Proj. Case No: CEN19-48371

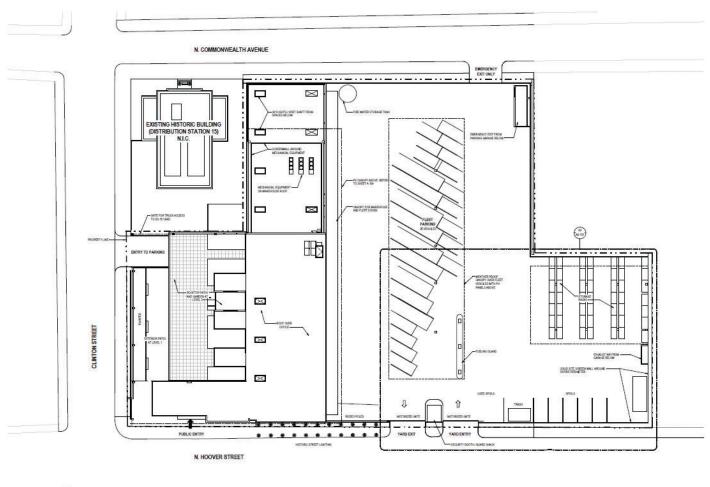


#### IV. CONTACT INFORMATION

CONSULTANT **DEVELOPER** Name: Vivian Lee, Fehr & Peers Aiden Leong, LADWP Address: 600 Wilshire Blvd, Suite 1050, Los Angeles CA 90017 111 Hope St, Los Angeles CA, 90012 Phone Number: <u>2</u>13-261-3073 800-342-5397 E-Mail: v.lee@fehrandpeers.com aiden.leong@ladwp.com Vivian Lee Digitally signed by Vivian Lee Date: 2019.05.29 11:07:23 05/29/2019 Eileen Hunt Date: 2019.05.30 18:30:18 Approved by: Consultant's Representative Date **LADOT** Representative Date

ςTι	IDV	INITE	RSF	CTIONS

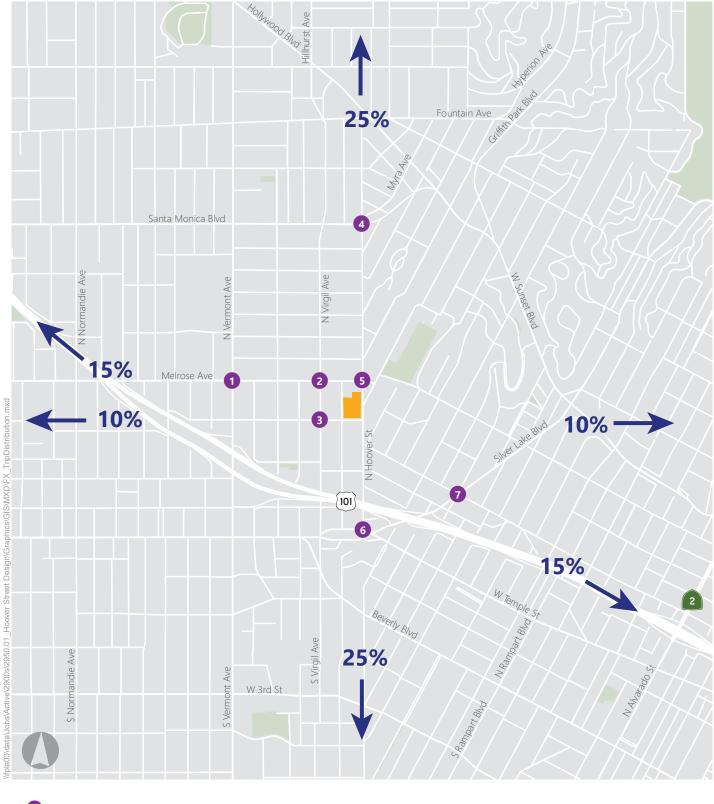
1	Vermont & Melrose
2	Virgil & Melrose
3	Virgil & Clinton
4	Hoover & Santa Monica
5	Hoover & Melrose
6	Hoover & Temple
7	Silver Lake & Bellevue

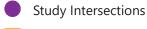


A1 SITE PLAN









Project Site



TABLE 1A
PROPOSED WEEKDAY STAFFING SCHEDULE
LADWP EAST HOLLYWOOD DISTRICT YARD PROJECT

Employee Type	Count	Weekday Work Shifts
Fleet Staff Fleet Maintenance Staff Office Staff	79 3 20	06:30 to 016:00 M & F 06:30 to 16:30 T, W, & Th
Total Future Employees	102	

- [a] Office staff are those who remain on-site daily.
- [b] Fleet staff/fleet maintenance staff are those who leave the site daily to maintain or repair the City's facilities. An average of 2 staff per vehicle depart approximately one hour after workers arrive, and return approximately one hour before they depart.

TABLE 1B

FUTURE WEEKDAY TRIPS - HOURLY SCHEDULE
LADWP EAST HOLLYWOOD DISTRICT YARD PROJECT

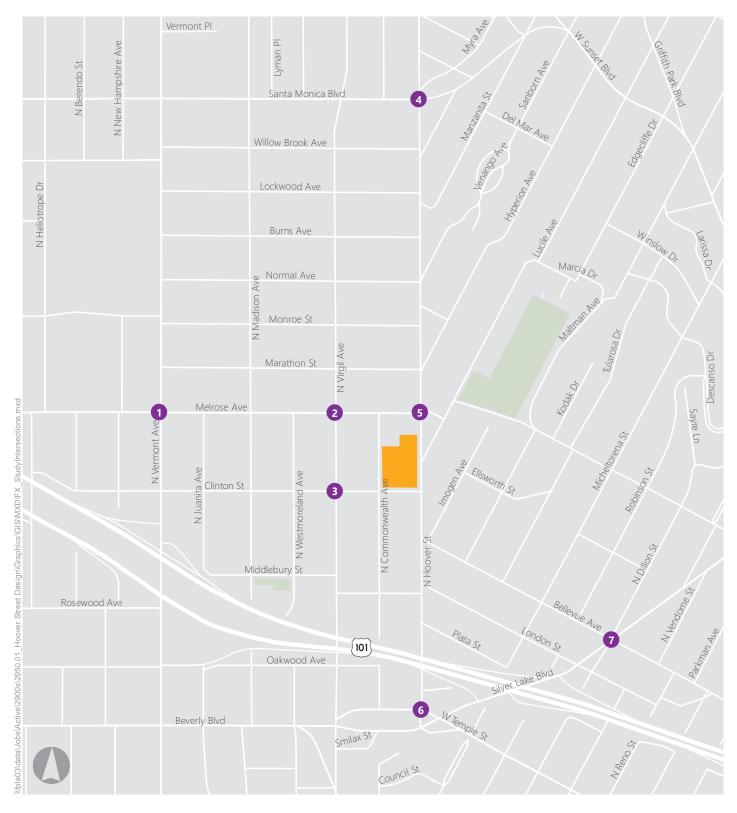
		6:00 AM	7:00 AM [a]	8:00 AM [a]	9:00 AM [a]	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM [a]	4:00 PM [a]	5:00 PM [a]	6:00 PM
& F	in	102								41				
Σ	out		41									102		
& TH	in	102									41			
T, W,	out		41									102		

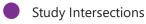
<sup>[</sup>a] AM and PM peak periods defined as 7:00-10:00 AM and 3:00-6:00 PM.

TABLE 1C
PROJECT TRIP GENERATION ESTIMATES
LADWP EAST HOLLYWOOD DISTRICT YARD PROJECT

				Estimated	Trip Gene	ration [a]		
Land Use	Size	Daily	AM	Peak Hour	Trips	PM I	Peak Hour	Trips
		Trips	In	Out	Total	In	Out	Total
PROPOSED PROJECT								
Fleet Staff	79 Employees	158	0	0	0	0	79	79
Fleet Maintenance Staff	3 Employees	6	0	0	0	0	3	3
Office Staff	20 Employees	60	0	0	0	0	20	20
Fleet Vehicles	41 Trips	82	0	41	41	41	0	41
Office staff are those who rem	ain on-site daily.	306	0	41	41	41	102	143

<sup>[</sup>a] Trip generation based on projected staffing and schedule from LADWP, which can be referenced in Table 1A and 1B. The higher trips during the AM and PM peak periods are shown, based on scheduling.





Project Site



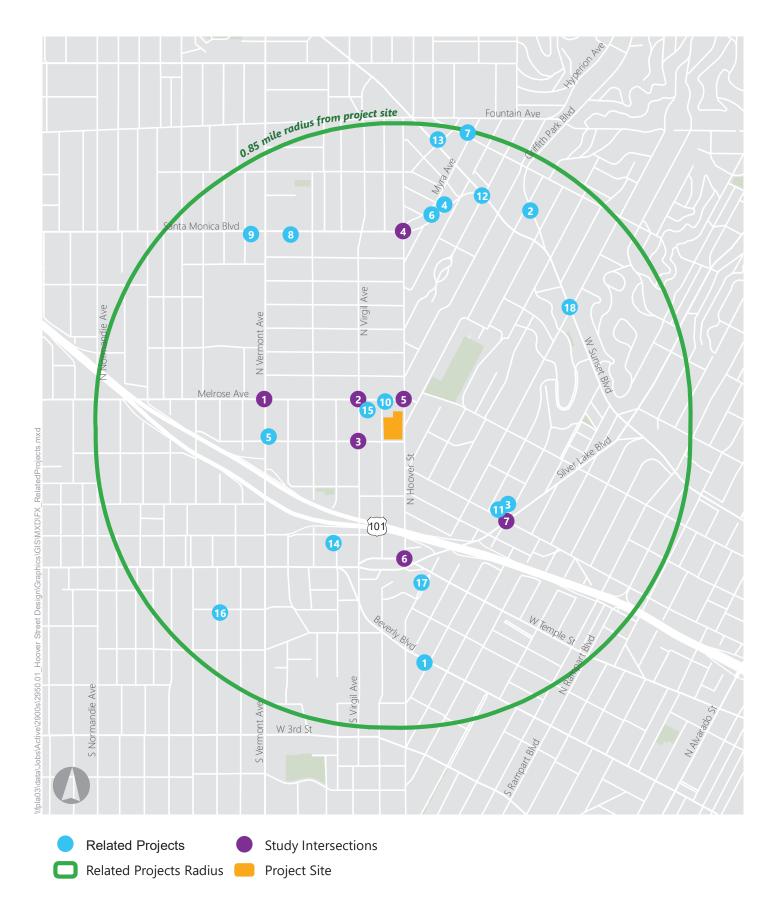
#### TABLE 2 LADWP HOOVER STREET DISTRICT YARD PROJECT RELATED PROJECTS

							Tri	Generation	[b]		
No.	Project Location [a]	Land Use		Size			AM			PM	
	-				Daily	IN	OUT	TOTAL	IN	OUT	TOTAL
1	3200 Beverly Blvd	Apartments	32	du	632	4	16	20	39	32	71
į	3200 Beverly BIVd	Retail	5.867	ksf	632	4	16	20	39	32	/ 1
		Hotel	26	rooms							
2	1629 Griffith Park Blvd	Restaurant	3.784	ksf	670	28	22	50	56	35	91
		Bar	2.497	ksf							
2	600 N D'II - 61	Apartments	52	du	1 271	22	27	F0	0.5	00	405
3	609 N Dillon St	Retail	18.600	ksf	1,271	32	27	59	95	90	185
4	4121 Santa Monica Blvd	Retail	14.378	ksf	344	4	2	6	14	16	30
	500 1114	Apartments	120	du	200				40	4.0	20
5	600 N Vermont Ave	Retail	14.600	ksf	320	8	46	54	12	18	30
	4444146 . 14 . 15 . 15 . 1	Hotel	54	rooms	400	20	15	25	20	17	27
6	4141 W Santa Monica Blvd	Restaurant	1.863	ksf	490	20	15	35	20	17	37
7	1301 N. M A	Apartments	100	du	425	-1	30	29	26	11	37
/	1201 N Myra Ave	Retail	2.000	ksf	425	-1	30	29	26	11	37
8	4632 W Santa Monica Blvd	Apartments	177	du	785	10	51	61	39	13	52
0	4032 W Salita Mollica Bivu	Retail	5.500		703	10	31	01	39	15	32
		Affordable Housing	98								
		Retail	1.000								
9	4718 W Santa Monica Blvd	Pharmacy	14.000		1,553	54	51	105	72	72	144
		Restaurant	3.500								
		Medical Office	5.000								
10	646 N Commonwealth Ave	Houses	12.000		114	2	7	9	8	4	12
11	3201 Bellevue Ave	Apartments	136		1,193	20	41	60	58	47	106
	SEOT Bellevide / We	Retail	12.000		1,133	20		- 00	50		
		Apartments	199								
12	4000 W Sunset Blvd	Health Club	4.500		2.922	91	130	227	149	94	243
12	4000 W Sunset Blvd	Restaurant	15.000		2,322	31	130	22,	143	34	243
		Hotel		rooms							
13	4301 Sunset Blvd	Apartments	122		871	15	34	49	43	32	75
		Retail	5.499			_					
14	335 N Westmoreland Ave	Apartments	194		1,055	18	52	70	52	33	85
15	654 N Virgil Ave	Apartments	24		209	3	7	11	10	8	18
	5	Retail	2.074				-				
16	154 N Berendo St	Apartments	21		114	2	6	8	6	4	9
17	235 N Hoover St	Apartments	214		1,423	22	87	109	86	47	133
		Apartments	104								
18	3301 W Sunset Blvd	Coffee Shop	0.800		923	42	49	91	43	26	69
10	SSO. II Sanset biva	Retail	3.000		323	72	1 77	"	75		
		Restaurant	5.236								
				Total	15,315	374	672	1,052	827	599	1,427

Notes:

du = dwelling unit ksf = one thousand square feet

[a] Related projects list is based on information provided from LADOT and City of Los Angeles Department of City Planning [b] Assumed rates from ITE Trip Generation Manual, 10th Edition (2017), in the absence of information.





## APPENDIX B: TRAFFIC COUNT SHEETS

# Intersection Turning Movement Count Location: N Vermont Ave & Melrose Ave

City: Silver Lake **Project ID:** 19-05174-001 Control: Signalized **Date:** 4/4/2019

	Signalized													Date.			
								To	tal								
NS/EW Streets:		N Vermo	nt Ave			N Vermo	nt Ave			Melrose	e Ave			Melrose	e Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	3	0	0	1	3	0	0	0	2	0	0	0	2	0	0	
7	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	267	11	0	5	189	12	0	0	41	11	0	1	59	9	0	617
7:15 AM	18	288	11	0	4	204	13	0	0	57	11	0	0	64	12	0	682
7:30 AM	21	320	11	0	19	265	18	0	1	74	18	0	7	86	7	0	847
7:45 AM	20	308	11	0	17	255	27	0	3	79	16	0	2	109	16	0	863
8:00 AM 8:15 AM	27	283 283	7 10	0	16 31	267 274	32	0	6 7	107 148	18	0	3	84 100	13	0 0	863 929
8:30 AM	13 21	263 253	10	0	26	282	25 42	0	/ /	81	23 12	0	<del>1</del>	111	7	0	853
8:45 AM	10	253	11	0	16	279	32	0	2	69	18	0	5	107	18	0	820
9:00 AM	21	263	13	0	12	273	21	0	4	60	14	0	4	90	12	0	787
9:15 AM	21	236	8	0	16	215	30	0	1	61	17	0	5	70	13	0	693
9:30 AM	24	213	11	0	11	240	18	0	3	53	15	0	5	74	7	0	674
9:45 AM	28	244	8	1	13	194	21	0	3	60	12	0	3	62	15	0	664
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	236	3211	124	1	186	2937	291	0	34	890	185	0	41	1016	140	0	9292
APPROACH %'s:	6.61%	89.89%	3.47%	0.03%	5.45%	86.03%	8.52%	0.00%	3.07%	80.25%	16.68%	0.00%	3.43%	84.88%	11.70%	0.00%	
PEAK HR :		07:45 AM -		0	00	1070	126	0	20	41 5	60	0	4.4	404	47	0	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	81 0.750	1127 0.915	40 0.833	0 0.000	90 0.726	1078 0.956	126 0.750	0 0.000	20 0.714	415 0.701	69 0.750	0 0.000	11 0.688	404 0.910	47 0.734	0 0.000	3508
PEAR HR FACTOR :	0.750			0.000	0.720			0.000	0.714			0.000	0.000			0.000	0.944
		0.97	20			0.92	94			0.70	N8			0.90	<b>19</b>		0.511
		0.92	20			0.92	24			0.70	08			0.90	09		0.511
		0.92				SOUTH					O8 SOUND			0.90 WESTE			0.511
PM	1			0	1			0	0			0	0			0	
PM	1 NL	NORTH 3 NT	BOUND 0 NR	NU	1 SL	SOUTHI 3 ST	BOUND 0 SR	SU	EL	EASTB 2 ET	OUND 0 ER	EU	WL	WESTE 2 WT	BOUND 0 WR	WU	TOTAL
3:00 PM	26	NORTH 3 NT 337	BOUND 0 NR 11	NU 0	18	SOUTHI 3 ST 263	BOUND 0 SR 25	SU 0		EASTB 2 ET 133	OUND 0 ER 24			WESTE 2 WT 43	BOUND 0 WR 14	WU 0	TOTAL 908
3:00 PM 3:15 PM	26 32	NORTH 3 NT 337 405	BOUND 0 NR 11 10	NU 0 0	18 16	SOUTHE 3 ST 263 263	BOUND 0 SR 25 20	SU 0 0	EL	EASTB 2 ET 133 109	SOUND 0 ER 24 26	EU	WL	WESTE 2 WT 43 60	BOUND 0 WR 14 13	0 0	TOTAL 908 964
3:00 PM 3:15 PM 3:30 PM	26 32 32	NORTH 3 NT 337 405 332	BOUND 0 NR 11 10 13	NU 0 0 0	18 16 14	SOUTHI 3 ST 263 263 274	30UND 0 SR 25 20 33	SU 0 0 0	EL	EASTB 2 ET 133 109 119	OUND 0 ER 24 26 24	EU	WL	WESTE 2 WT 43 60 62	BOUND 0 WR 14 13 12	0 0 0	TOTAL 908 964 924
3:00 PM 3:15 PM 3:30 PM 3:45 PM	26 32 32 18	NORTH 3 NT 337 405 332 274	BOUND 0 NR 11 10 13 14	NU 0 0 0 0	18 16 14 31	SOUTHE 3 ST 263 263 274 315	30UND 0 SR 25 20 33 34	SU 0 0 0 0	EL	EASTB 2 ET 133 109 119 121	SOUND 0 ER 24 26 24 20	EU	WL	WESTE 2 WT 43 60 62 56	BOUND 0 WR 14 13 12 17	WU 0 0 0 0	TOTAL 908 964 924 908
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	26 32 32 18 21	NORTH 3 NT 337 405 332 274 310	BOUND 0 NR 11 10 13 14 6	NU 0 0 0 0 0	18 16 14 31 30	SOUTHE 3 ST 263 263 274 315 249	30UND 0 SR 25 20 33 34 36	SU 0 0 0 0	EL	EASTB 2 ET 133 109 119 121 167	OUND 0 ER 24 26 24 20 16	EU	WL	WESTE 2 WT 43 60 62 56 65	BOUND 0 WR 14 13 12 17 13	WU 0 0 0 0	TOTAL 908 964 924 908 923
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	26 32 32 18 21 18	NORTHI 3 NT 337 405 332 274 310 335	BOUND 0 NR 11 10 13 14 6 15	NU 0 0 0 0 0	18 16 14 31 30 26	SOUTHI 3 ST 263 263 274 315 249 277	30UND 0 SR 25 20 33 34 36 46	SU 0 0 0 0 0	EL	EASTB 2 ET 133 109 119 121 167 161	SOUND 0 ER 24 26 24 20 16 17	EU	WL	WESTE 2 WT 43 60 62 56 65 58	BOUND 0 WR 14 13 12 17 13 12	WU 0 0 0 0 0	TOTAL 908 964 924 908 923 974
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	26 32 32 18 21 18 22	NORTH 3 NT 337 405 332 274 310 335 367	BOUND 0 NR 11 10 13 14 6 15 12	NU 0 0 0 0 0 0	18 16 14 31 30 26 28	SOUTHE 3 ST 263 263 274 315 249 277 169	30UND 0 SR 25 20 33 34 36 46 52	SU 0 0 0 0 0	EL	EASTB 2 ET 133 109 119 121 167 161 156	SOUND 0 ER 24 26 24 20 16 17 14	0 0 0 1 1	WL	WESTE 2 WT 43 60 62 56 65 58 64	BOUND 0 WR 14 13 12 17 13 12 14	WU 0 0 0 0 0	TOTAL 908 964 924 908 923 974 905
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	26 32 32 18 21 18	NORTHI 3 NT 337 405 332 274 310 335	BOUND 0 NR 11 10 13 14 6 15	NU 0 0 0 0 0	18 16 14 31 30 26	SOUTHI 3 ST 263 263 274 315 249 277	30UND 0 SR 25 20 33 34 36 46	SU 0 0 0 0 0	EL	EASTB 2 ET 133 109 119 121 167 161	SOUND 0 ER 24 26 24 20 16 17	EU 0 0 0 1 1 0	WL	WESTE 2 WT 43 60 62 56 65 58	BOUND 0 WR 14 13 12 17 13 12	WU 0 0 0 0 0	TOTAL 908 964 924 908 923 974
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	26 32 32 18 21 18 22 16	NORTHI 3 NT 337 405 332 274 310 335 367 374	BOUND 0 NR 11 10 13 14 6 15 12 18	NU 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20	SOUTHI 3 ST 263 263 274 315 249 277 169 198	36 46 52 51	SU 0 0 0 0 0 0	EL 11 7 6 1 4 7 4	EASTB 2 ET 133 109 119 121 167 161 156 190	SOUND 0 ER 24 26 24 20 16 17 14 19	EU 0 0 0 1 1 0 0	WL	WESTE 2 WT 43 60 62 56 65 58 64 70	BOUND 0 WR 14 13 12 17 13 12 14 12	WU 0 0 0 0 0	TOTAL 908 964 924 908 923 974 905 973
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	26 32 32 18 21 18 22 16 24 24 24 33	NORTHI 3 NT 337 405 332 274 310 335 367 374 353 404 393	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21	NU 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21	SOUTHI 3 ST 263 263 274 315 249 277 169 198 154 156 184	30UND 0 SR 25 20 33 34 36 46 52 51 54 53 48	SU 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 4 8 5	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22	EU 0 0 0 1 1 0 0 0 0	WL	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58	BOUND 0 WR 14 13 12 17 13 12 14 12 21 13 19	WU 0 0 0 0 0 0 0 0	TOTAL  908  964  924  908  923  974  905  973  877  953  961
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	26 32 32 18 21 18 22 16 24 24	NORTH 3 NT 337 405 332 274 310 335 367 374 353 404	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20	NU 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156	30UND 0 SR 25 20 33 34 36 46 52 51 54 53	SU 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 4 4	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11	EU 0 0 0 1 1 0 0	WL	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72	BOUND 0 WR 14 13 12 17 13 12 14 12 21 13	WU 0 0 0 0 0 0 0	TOTAL 908 964 924 908 923 974 905 973 877 953
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	26 32 32 18 21 18 22 16 24 24 24 33 26	NORTHI 3 NT 337 405 332 274 310 335 367 374 353 404 393 361	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21 16	NU 0 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21 15	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156 184 118	30UND 0 SR 25 20 33 34 36 46 52 51 54 53 48 40	SU 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 4 8 5 3	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155 153	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22 18	EU 0 0 0 1 1 0 0 0 0 0	WL 3 3 6 5 2 3 1 0 4 2 0	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58 81	BOUND 0 WR 14 13 12 17 13 12 14 12 21 13 19 14	WU 0 0 0 0 0 0 0 0	TOTAL 908 964 924 908 923 974 905 973 877 953 961 845
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	26 32 32 18 21 18 22 16 24 24 24 33 26	NORTH 3 NT 337 405 332 274 310 335 367 374 353 404 393 361	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21 16 NR	NU 0 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21 15	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156 184 118	30UND 0 SR 25 20 33 34 36 46 52 51 54 53 48 40	SU 0 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 8 5 3	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155 153	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22 18	EU 0 0 0 1 1 0 0 0 0 0	WL  3 3 3 6 5 2 3 1 0 4 2 0 WL	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58 81	BOUND 0 WR 14 13 12 17 13 12 14 12 21 13 19 14 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 WU	TOTAL 908 964 924 908 923 974 905 973 877 953 961 845
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	26 32 32 18 21 18 22 16 24 24 24 33 26	NORTH 3 NT 337 405 332 274 310 335 367 374 353 404 393 361 NT 4245	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21 16 NR 169	NU 0 0 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21 15	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156 184 118	30UND 0 SR 25 20 33 34 36 46 52 51 54 53 48 40	SU 0 0 0 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 4 8 5 3	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155 153  ET 1792	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22 18 ER 227	EU 0 0 0 1 1 0 0 0 0 0 0	WL 3 3 3 6 5 2 3 1 0 4 2 0 WL 32	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58 81 WT 753	30UND 0 WR 14 13 12 17 13 12 14 12 21 13 19 14 WR 174	WU 0 0 0 0 0 0 0 0 0	TOTAL 908 964 924 908 923 974 905 973 877 953 961 845 TOTAL 11115
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	26 32 32 18 21 18 22 16 24 24 24 33 26 NL 292 6.20%	NORTHI 3 NT 337 405 332 274 310 335 367 374 353 404 393 361 NT 4245 90.20%	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21 16  NR 169 3.59%	NU 0 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21 15	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156 184 118	30UND 0 SR 25 20 33 34 36 46 52 51 54 53 48 40	SU 0 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 8 5 3	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155 153	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22 18	EU 0 0 0 1 1 0 0 0 0 0	WL  3 3 3 6 5 2 3 1 0 4 2 0 WL	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58 81	BOUND 0 WR 14 13 12 17 13 12 14 12 21 13 19 14 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 WU	TOTAL 908 964 924 908 923 974 905 973 877 953 961 845  TOTAL 11115
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	26 32 32 18 21 18 22 16 24 24 23 26 NL 292 6.20%	NORTH 3 NT 337 405 332 274 310 335 367 374 353 404 393 361 NT 4245 90.20% <b>D4:00 PM -</b>	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21 16  NR 169 3.59% 05:00 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21 15 SL 253 7.52%	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156 184 118 ST 2620 77.86%	SOUND 0 SR 25 20 33 34 36 46 52 51 54 53 48 40  SR 492 14.62%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 4 8 5 3 EL 64 3.07%	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155 153  ET 1792 85.95%	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22 18 ER 227 10.89%	EU 0 0 0 1 1 0 0 0 0 0 0 0 0 0	WL 3 3 3 6 5 2 3 1 0 4 2 0 WL 32 3.34%	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58 81 WT 753 78.52%	BOUND 0 WR 14 13 12 17 13 12 14 12 21 13 19 14  WR 174 18.14%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL  908  964  924  908  923  974  905  973  877  953  961  845  TOTAL  11115
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	26 32 32 18 21 18 22 16 24 24 24 33 26 NL 292 6.20%	NORTHI 3 NT 337 405 332 274 310 335 367 374 353 404 393 361 NT 4245 90.20%	BOUND 0 NR 11 10 13 14 6 15 12 18 13 20 21 16  NR 169 3.59%	NU 0 0 0 0 0 0 0 0 0 0	18 16 14 31 30 26 28 20 16 18 21 15	SOUTHE 3 ST 263 263 274 315 249 277 169 198 154 156 184 118	30UND 0 SR 25 20 33 34 36 46 52 51 54 53 48 40	SU 0 0 0 0 0 0 0 0 0 0 0	EL 11 7 6 1 4 7 4 4 4 8 5 3	EASTB 2 ET 133 109 119 121 167 161 156 190 158 170 155 153  ET 1792	SOUND 0 ER 24 26 24 20 16 17 14 19 16 11 22 18 ER 227	EU 0 0 0 1 1 0 0 0 0 0 0	WL 3 3 3 6 5 2 3 1 0 4 2 0 WL 32	WESTE 2 WT 43 60 62 56 65 58 64 70 64 72 58 81 WT 753	30UND 0 WR 14 13 12 17 13 12 14 12 21 13 19 14 WR 174	WU 0 0 0 0 0 0 0 0 0	TOTAL 908 964 924 908 923 974 905 973 877 953 961 845  TOTAL 11115

## Intersection Turning Movement Count

**Location:** N Virgil Ave & Melrose Ave **City:** Silver Lake

**Project ID:** 19-05174-002 **Control:** Signalized **Date:** 4/9/2019

														Date:			
								To	tal								
NS/EW Streets:		N Virgi	l Ave			N Virgil	Ave			Melrose	e Ave			Melros	e Ave		
		NORTHI	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	1	1	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	103	9	0	4	149	22	0	25	26	27	0	6	39	7	0	433
7:15 AM	29	144	4	0	1	148	10	0	32	30	41	0	10	52	6	0	507
7:30 AM	39	200	16	0	3	147	8	0	32	38	57	0	12	68	6	0	626
7:45 AM	46	144	7	0	5	132	8	0	39	33	86	0	12	82	7	0	601
8:00 AM	39 27	145 160	1	0	2	154	16	0	26	35	73 77	0	17	72 112	8	0 0	588 627
8:15 AM 8:30 AM	37 35	134	8 7	0	7	139 145	12 11	0	21 23	37 41	121	0	13 19	81	6	0	630
8:45 AM	33	129	6	0	1	144	9	0	27	35	83	0	11	59	7	0	544
9:00 AM	29	126	4	0	5	163	10	0	23	24	34	0	34	55 	7	0	515
9:15 AM	58	171	8	0	5	128	17	0	18	23	39	0	24	58	9	0	558
9:30 AM	41	125	6	0	14	136	16	0	25	28	26	0	19	42	4	0	482
9:45 AM	21	163	7	0	10	141	13	0	21	21	27	0	8	34	6	0	472
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	423	1744	83	0	64	1726	152	0	312	371	691	0	185	755	77	0	6583
APPROACH %'s:	18.80%	77.51%	3.69%	0.00%	3.30%	88.88%	7.83%	0.00%	22.71%	27.00%	50.29%	0.00%	18.19%	74.24%	7.57%	0.00%	
PEAK HR :		7:45 AM -			24	F70	47	0	100	1.46	257	0	C4	247	25	0	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	157 0.853	583 0.911	23 0.719	0 0.000	21 0.750	570 0.925	47 0.734	0 0.000	109 0.699	146 0.890	357 0.738	0 0.000	61 0.803	347 0.775	25 0.781	0 0.000	2446
PEAR FIR FACIOR :	0.655	0.911		0.000	0.750	0.925		0.000	0.099	0.830		0.000	0.803	0.773		0.000	0.971
														U.O			
		0.50				0.02				0.02				0.0.	J 9		
"		NORTHI				SOUTHE					OUND				BOUND		
PM	1			0	1		BOUND 0	0	0			0	0		BOUND 0	0	
PM	1 NL	NORTHI 1 NT	BOUND 1 NR	NU	1 SL	SOUTHE 2 ST	BOUND 0 SR	0 SU	EL	EASTB 2 ET	OUND 0 ER	0 EU	WL	WESTE 1 WT	BOUND 0 WR	WU	TOTAL
3:00 PM	19	NORTHI 1 NT 132	BOUND 1	NU 0	10	SOUTHE 2 ST 140	BOUND 0 SR 14	SU 1	EL 43	EASTB 2 ET 34	OUND 0 ER 58		WL 8	WESTE 1 WT 33	BOUND 0 WR 8		508
3:00 PM 3:15 PM	19 26	NORTHI 1 NT 132 168	BOUND 1 NR 8 4	NU 0 0		SOUTHE 2 ST 140 153	BOUND 0 SR 14 16	SU 1 0	EL 43 35	EASTB 2 ET 34 44	OUND 0 ER 58 85	EU	WL 8 14	WESTE 1 WT 33 36	BOUND 0 WR	0 0	508 598
3:00 PM 3:15 PM 3:30 PM	19 26 21	NORTHI 1 NT 132 168 164	BOUND 1 NR	NU 0 0 0	10	SOUTHE 2 ST 140 153 151	BOUND 0 SR 14 16 13	SU 1 0 0	EL 43 35 44	EASTB 2 ET 34 44 50	OUND 0 ER 58 85 85	EU 0	WL 8	WESTE 1 WT 33 36 27	BOUND 0 WR 8	0 0 0	508 598 577
3:00 PM 3:15 PM 3:30 PM 3:45 PM	19 26 21 31	NORTHI 1 NT 132 168 164 165	BOUND 1 NR 8 4 6 7	NU 0 0 0 0	10 5 3 4	SOUTHE 2 ST 140 153 151 143	BOUND 0 SR 14 16 13 11	SU 1 0 0 0	EL 43 35 44 39	EASTB 2 ET 34 44 50 52	OUND 0 ER 58 85 85 69	EU 0 0 0 0	WL 8 14 10 5	WESTE 1 WT 33 36 27 21	BOUND 0 WR 8	WU 0 0 0	508 598 577 554
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	19 26 21 31 20	NORTHI 1 NT 132 168 164 165 146	BOUND 1 NR 8 4 6 7 13	NU 0 0 0 0	10 5 3 4 8	SOUTHE 2 ST 140 153 151 143 142	30UND 0 SR 14 16 13 11	SU 1 0 0 0 0	EL 43 35 44 39 41	EASTB 2 ET 34 44 50 52 57	OUND 0 ER 58 85 85 69 104	EU 0	WL 8 14 10 5 21	WESTE 1 WT 33 36 27 21 46	BOUND 0 WR 8	WU 0 0 0 0	508 598 577 554 610
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	19 26 21 31 20 22	NORTHI 1 NT 132 168 164 165 146 187	BOUND 1 NR 8 4 6 7 13 13	NU 0 0 0 0 0	10 5 3 4 8 10	SOUTHE 2 ST 140 153 151 143 142 158	BOUND 0 SR 14 16 13 11	SU 1 0 0 0	EL 43 35 44 39 41 44	EASTB 2 ET 34 44 50 52 57 54	58 85 85 69 104 111	EU 0 0 0 0	WL 8 14 10 5 21 8	WESTE 1 WT 33 36 27 21 46 25	BOUND 0 WR 8	WU 0 0 0	508 598 577 554 610 644
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	19 26 21 31 20 22 13	NORTHI 1 NT 132 168 164 165 146	BOUND 1 NR 8 4 6 7 13	NU 0 0 0 0	10 5 3 4 8	SOUTHE 2 ST 140 153 151 143 142 158 165	BOUND 0 SR 14 16 13 11 11 8	SU 1 0 0 0 0	EL 43 35 44 39 41 44 38	EASTB 2 ET 34 44 50 52 57	OUND 0 ER 58 85 85 69 104 111 117	EU 0 0 0 0	WL 8 14 10 5 21	WESTE 1 WT 33 36 27 21 46	BOUND 0 WR 8	WU 0 0 0 0 0	508 598 577 554 610 644 651
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	19 26 21 31 20 22	NORTHI 1 NT 132 168 164 165 146 187 185	BOUND 1 NR 8 4 6 7 13 13	NU 0 0 0 0 0	10 5 3 4 8 10 13	SOUTHE 2 ST 140 153 151 143 142 158	SR 14 16 13 11 11 8	SU 1 0 0 0 0 0	EL 43 35 44 39 41 44	EASTB 2 ET 34 44 50 52 57 54 52	58 85 85 69 104 111	EU 0 0 0 0 0	WL 8 14 10 5 21 8 10	WESTE 1 WT 33 36 27 21 46 25 32	BOUND 0 WR 8	WU 0 0 0 0 0	508 598 577 554 610 644
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	19 26 21 31 20 22 13 33	NORTHI 1 NT 132 168 164 165 146 187 185 184	BOUND 1 NR 8 4 6 7 13 13 10 4	NU 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7	SOUTHE 2 ST 140 153 151 143 142 158 165 140	SOUND  O  SR  14  16  13  11  11  8  9  10	SU 1 0 0 0 0 0 0	EL 43 35 44 39 41 44 38 31	EASTB 2 ET 34 44 50 52 57 54 52 67	50UND 0 ER 58 85 85 69 104 111 117 96	EU 0 0 0 0 0 0	WL 8 14 10 5 21 8 10 6	WESTE 1 WT 33 36 27 21 46 25 32 36	BOUND 0 WR 8	WU 0 0 0 0 0 0	508 598 577 554 610 644 651 619
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	19 26 21 31 20 22 13 33 32 29 35	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187	BOUND 1 NR 8 4 6 7 13 13 10 4 16 18 12	NU 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144	SOUND  O  SR  14  16  13  11  11  8  9  10  5  9  5	SU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 43 35 44 39 41 44 38 31 31 28 32	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60	50UND 0 ER 58 85 85 69 104 111 117 96 110 133 122	EU 0 0 0 0 0 0	WL  8 14 10 5 21 8 10 6 21 14 11	WESTE 1 WT 33 36 27 21 46 25 32 36 38 26 40	8 WR 8 12 3 7 1 4 7 5 6 6 6	WU 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	19 26 21 31 20 22 13 33 32 29	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202	BOUND  1  NR  8  4  6  7  13  13  10  4  16  18	NU 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139	BOUND 0 SR 14 16 13 11 11 8 9 10 5 9	SU 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 43 35 44 39 41 44 38 31 31 28	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48	50UND 0 ER 58 85 85 69 104 111 117 96 110 133	EU 0 0 0 0 0 0	WL 8 14 10 5 21 8 10 6 21 14	WESTE  1 WT  33 36 27 21 46 25 32 36 38 26	BOUND 0 WR 8 12 3 7 1 4 7 5 6 6	WU 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	19 26 21 31 20 22 13 33 32 29 35 28	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187 209	BOUND 1 NR 8 4 6 7 13 13 10 4 16 18 12 20	NU 0 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144 147	SOUND  O  SR  14  16  13  11  11  8  9  10  5  9  5  8	SU 1 0 0 0 0 0 0 0 0	EL 43 35 44 39 41 44 38 31 31 28 32 36	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60 62	50UND 0 ER 58 85 85 69 104 111 117 96 110 133 122 93	EU 0 0 0 0 0 0 0 0	WL 8 14 10 5 21 8 10 6 21 14 11 9	WESTE 1 WT 33 36 27 21 46 25 32 36 38 26 40 39	8OUND 0 WR 8 12 3 7 1 4 7 5 6 6 13 11	WU 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670 676
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	19 26 21 31 20 22 13 33 32 29 35 28	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187 209	BOUND  1  NR  8  4  6  7  13  13  10  4  16  18  12  20  NR	NU 0 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9 14	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144 147	SOUND  O SR  14  16  13  11  11  8  9  10  5  9  5  8  SR	SU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 43 35 44 39 41 44 38 31 31 28 32 36	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60 62 ET	OUND 0 ER 58 85 85 69 104 111 117 96 110 133 122 93	EU 0 0 0 0 0 0 0 0	WL  8 14 10 5 21 8 10 6 21 14 11 9	WESTE 1 WT 33 36 27 21 46 25 32 36 38 26 40 39	BOUND 0 WR 8 12 3 7 1 4 7 5 6 6 13 11 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670 676
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	19 26 21 31 20 22 13 33 32 29 35 28 NL 309	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187 209	BOUND  1  NR  8  4  6  7  13  13  10  4  16  18  12  20   NR  131	NU 0 0 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9 14	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144 147	BOUND 0 SR 14 16 13 11 11 8 9 10 5 9 5 8 SR 119	SU 1 0 0 0 0 0 0 0 0 0 0 SU 1	EL 43 35 44 39 41 44 38 31 31 28 32 36 EL 442	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60 62 ET 633	OUND 0 ER 58 85 85 69 104 111 117 96 110 133 122 93 ER 1183	EU 0 0 0 0 0 0 0 0	WL 8 14 10 5 21 8 10 6 21 14 11 9 WL 137	WESTE  1 WT  33 36 27 21 46 25 32 36 38 26 40 39  WT 399	BOUND 0 WR 8 12 3 7 1 4 7 5 6 6 13 11 WR 83	WU 0 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670 676
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	19 26 21 31 20 22 13 33 32 29 35 28 NL 309 11.95%	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187 209 NT 2145 82.98%	BOUND  1  NR  8  4  6  7  13  13  10  4  16  18  12  20   NR  131  5.07%	NU 0 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9 14	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144 147	SOUND  O SR  14  16  13  11  11  8  9  10  5  9  5  8  SR	SU 1 0 0 0 0 0 0 0 0	EL 43 35 44 39 41 44 38 31 31 28 32 36 EL 442	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60 62 ET	OUND 0 ER 58 85 85 69 104 111 117 96 110 133 122 93	EU 0 0 0 0 0 0 0 0	WL  8 14 10 5 21 8 10 6 21 14 11 9	WESTE 1 WT 33 36 27 21 46 25 32 36 38 26 40 39	BOUND 0 WR 8 12 3 7 1 4 7 5 6 6 13 11 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670 676 TOTAL 7430
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	19 26 21 31 20 22 13 33 32 29 35 28 NL 309 11.95%	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187 209 NT 2145 82.98%	BOUND 1 NR 8 4 6 7 13 13 10 4 16 18 12 20  NR 131 5.07%  06:00 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9 14 SL 91 4.62%	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144 147 ST 1757 89.28%	SOUND 0 SR 14 16 13 11 11 8 9 10 5 9 5 8 SR 119 6.05%	SU 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0	EL  43  35  44  39  41  44  38  31  31  28  32  36  EL  442  19.57%	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60 62 ET 633 28.03%	OUND 0 ER 58 85 85 69 104 111 117 96 110 133 122 93 ER 1183 52.39%	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL  8 14 10 5 21 8 10 6 21 14 11 9  WL 137 22.13%	WESTE  1 WT  33 36 27 21 46 25 32 36 38 26 40 39  WT 399 64.46%	BOUND 0 WR 8 12 3 7 1 4 7 5 6 6 13 11 WR 83 13.41%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670 676 TOTAL 7430
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	19 26 21 31 20 22 13 33 32 29 35 28 NL 309 11.95%	NORTHI 1 NT 132 168 164 165 146 187 185 184 216 202 187 209 NT 2145 82.98%	BOUND  1  NR  8  4  6  7  13  13  10  4  16  18  12  20   NR  131  5.07%	NU 0 0 0 0 0 0 0 0 0 0	10 5 3 4 8 10 13 7 4 4 9 14	SOUTHE 2 ST 140 153 151 143 142 158 165 140 135 139 144 147	BOUND 0 SR 14 16 13 11 11 8 9 10 5 9 5 8 SR 119	SU 1 0 0 0 0 0 0 0 0 0 0 SU 1	EL 43 35 44 39 41 44 38 31 31 28 32 36 EL 442	EASTB 2 ET 34 44 50 52 57 54 52 67 53 48 60 62 ET 633	OUND 0 ER 58 85 85 69 104 111 117 96 110 133 122 93 ER 1183	EU 0 0 0 0 0 0 0 0	WL 8 14 10 5 21 8 10 6 21 14 11 9 WL 137	WESTE  1 WT  33 36 27 21 46 25 32 36 38 26 40 39  WT 399	BOUND 0 WR 8 12 3 7 1 4 7 5 6 6 13 11 WR 83	WU 0 0 0 0 0 0 0 0 0	508 598 577 554 610 644 651 619 667 656 670 676 TOTAL 7430

## Intersection Turning Movement Count

Location: N Virgil Ave & Clinton St City: Silver Lake Control: Signalized

**Project ID:** 19-05174-003 **Date:** 4/9/2019

		<b>Date:</b> 4/9/2019
To	tal	
	Clinton Ch	Climbon Ch

AM	NS/EW Streets:		N Virgil	l Ave			N Virgil	Ave			Clinto	n St			Clinto	n St		
NIL NT NR NIL SL ST SR SIL EL ET ER EU WIL WT WR WU TOTAL   12   148   4   0   12   148   4   0   4   8   5   0   14   22   9   0   364   7   14   7   15   15   15   15   16   16   16   16			NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTE	BOUND		
7:00 AM   15   119   4   0   12   148   4   0   4   8   5   0   14   22   9   0   364   7:15 AM   11   164   8   0   16   165   6   0   7   14   7   0   13   13   3   0   457   7:30 AM   24   219   9   0   16   164   14   0   16   16   12   0   13   6   8   0   517   7:55 AM   21   178   4   0   11   192   18   0   16   18   13   0   10   23   9   0   513   8:00 AM   16   168   5   0   18   231   7   0   17   18   12   0   5   23   9   0   523   8:15 AM   21   180   4   0   22   212   10   0   9   0   16   0   17   18   9   0   531   8:30 AM   1   146   7   0   29   232   7   1   7   11   12   0   6   6   8   3   0   486   6   6   6   6   6   6   6   6   6	AM	1	2			1		_	- 1	_	1		_	_	1			
7:15 AM	7.00 AM			NR 1						<u>EL</u>		<u>ER</u>	EU	}				
Total volumes   18   24   219   9   0   16   164   144   0   16   16   12   0   13   6   8   0   517				4 Ջ						<del>4</del> 7		5 7	0			3		
Total volumes:   180				9						16		12	0			8		
Stool Arm   16				4									0		_		_	
8:15 AM 21 183 4 0 32 212 10 0 0 9 0 16 0 17 18 9 0 531 8:30 AM 12 146 7 0 29 235 7 1 7 1 71 12 0 6 6 8 3 0 484 8:45 AM 14 170 4 0 15 200 8 0 7 16 9 0 6 13 4 0 466 9:00 AM 16 159 8 0 18 189 10 0 6 4 12 0 6 8 8 3 0 439 9:15 AM 16 214 9 0 7 195 6 0 7 11 14 0 9 9 9 3 0 500 9:15 AM 16 214 9 0 7 195 6 0 7 11 14 0 9 9 9 3 0 500 9:30 AM 11 166 11 0 14 180 12 0 5 11 6 0 6 5 5 7 0 434 9:45 AM 12 175 8 0 8 171 5 0 5 13 5 0 11 7 7 6 0 426 14 9:45 AM 12 175 8 0 8 171 5 0 5 13 5 0 11 7 7 6 0 426 14 14 9:45 AM 12 175 8 0 8 171 5 0 5 13 5 0 11 7 7 6 0 426 14 14 187 8 2061 8 1 0 196 2312 107 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				5									0					
8.45 AM		21	183	4	0	32	212	10	0	9	0	16	0	17	18	9	0	531
9:00 AM 16 159 8 0 18 189 10 0 6 4 12 0 6 8 3 3 0 439 9:155 AM 16 214 9 0 7 195 6 0 7 11 14 0 9 9 3 3 0 500 9:30 AM 11 166 11 0 14 180 12 0 5 11 6 0 6 5 7 0 434 9:45 AM 12 175 8 0 8 8171 5 0 5 13 5 0 11 7 6 0 426 11 7 6 0 426 11 7 6 0 426 11 1 6 11 0 14 180 12 0 5 11 6 0 6 5 7 0 434 9:45 AM 12 175 8 0 8 171 5 0 5 13 5 0 11 7 6 0 426 11 7 6 0 426 11 1 7 6 0 426 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		12		7	0			•	1	7		12	0	6	8	3	0	
9:15 AM 16 214 9 0 7 195 6 0 7 111 14 0 9 9 9 3 0 0 500 99:43 43 49:45 AM 12 175 8 0 8 171 5 0 5 11 6 0 6 5 7 0 434 434 9:45 AM 12 175 8 0 8 171 5 0 5 11 6 0 6 5 7 0 434 434 9:45 AM 12 175 8 0 8 171 5 0 5 11 6 0 6 5 7 0 434 434 9:45 AM 12 175 8 0 8 171 5 0 5 11 6 0 1 1 7 6 0 0 426 AM 12 175 8 0 8 171 5 0 1 16 140 123 0 1 116 155 73 0 6660 APPROACH %*s: 8.11% 88.42% 3.47% 0.00% 7.49% 88.38% 4.09% 0.04% 28.73% 37.94% 33.33% 0.00% 33.72% 45.06% 21.22% 0.00% FEAK HR **  PEAK HR **  **PEAK HR***  ***  ***  **  **  **  **  **  **				4						7	16		0	6		4		
9:30 AM 11 166 11 0 14 180 12 0 5 11 6 0 0 6 5 7 0 434 434 9:45 AM 12 175 8 0 8 171 5 0 5 5 13 5 0 11 7 6 0 426 426 426 426 426 425 426 425 428 40 12 188 10 188 5 1 231 27 0 6 5 13 5 0 0 11 7 6 0 434 434 434 475 312 0 6 11 1 7 6 0 0 434 434 434 475 312 0 6 11 1 7 6 0 0 434 434 434 475 312 0 6 11 1 7 6 0 0 434 5 PPROACH %s: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0				8						6			0	6	8	3	_	
9:45 AM 12 175 8 0 8 171 5 0 5 13 5 0 11 7 6 0 426  TOTAL VOLUMES: 189 2061 81 0 196 2312 107 1 106 140 123 0 116 155 73 0 5660  APPROACH %/s : 8.11% 88 8.29% 3.49% 0.00% 7.49% 88.38% 4.09% 0.04% 28.73% 37.94% 33.33% 0.00% 33.72% 45.06% 21.22% 0.00% 1.				9						7		14	0	9	9	3	_	
TOTAL VOLUMES: 189 2061 81 0 196 2312 107 1 106 140 123 0 116 155 73 0 5660 APPROACH %'s: 8.11% 88.42% 3.47% 0.00% 7.49% 88.38% 4.09% 0.04% 28.73% 37.94% 33.33% 0.00% 33.72% 45.06% 21.22% 0.00% 5660 APPROACH %'s: 8.11% 88.42% 0.611 0.000 0.602 0.865 0.881 0.000 0.853 0.722 0.828 0.000 0.662 0.761 0.972 0.000 0.984 0.985 0.881 0.000 0.853 0.722 0.885 0.000 0.662 0.761 0.972 0.000 0.984 0.										5		6	0		5	7		
TOTAL VOLUMES   189   2061   81     0	9:45 AM	12	1/5	8	U	8	1/1	5	U	5	13	5	U	11 	/	6	U	426
TOTAL VOLUMES   189   2061   81   0		NL_	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
PEAK HR   107:30 AM - 08:30 AM   207:30 AM - 08:30 AM	TOTAL VOLUMES :								1									
PEAK HR VOL.   82					0.00%				0.04%				0.00%	33.72%				
PEAK HR FACTOR: 0.854 0.854 0.611 0.000 0.602 0.865 0.681 0.000 0.853 0.722 0.828 0.000 0.662 0.761 0.972 0.000 0.984    PIM	PEAK HR :	0	7:30 AM -	08:30 AM														TOTAL
PIV  1	PEAK HR VOL :	82							_	58								2090
PM 1 2 0 0 1 2 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0	PEAK HR FACTOR :	0.854			0.000	0.602			0.000	0.853			0.000	0.662			0.000	0 984
PN			N 84	15			0.90	)3			N 86	<b>67</b>			በ ጸና	52		0.50
PN			0.0	15			0.50				0.00	<u> </u>			0.0.	72		
NL																		
3:00 PM	DM	1		BOUND	0	1		BOUND	0	0		SOUND	0	0		BOUND	0	
3:15 PM 12 178 8 0 11 237 7 0 6 6 25 21 0 5 11 4 0 525 3:30 PM 11 186 8 0 10 229 13 0 20 35 28 0 3 3 7 0 553 3:45 PM 9 159 9 0 0 21 196 12 0 14 31 31 10 0 1 5 6 0 494 4:00 PM 5 172 8 0 12 239 10 0 8 30 26 0 2 8 10 0 530 4:15 PM 12 189 9 0 17 268 4 0 6 42 46 0 7 16 8 0 624 4:45 PM 14 187 3 0 13 231 7 0 9 57 28 0 628 4:45 PM 14 187 3 0 13 231 7 0 9 57 28 0 628 4:45 PM 14 187 3 0 13 231 7 0 9 57 28 0 6 6 16 11 0 582 5:00 PM 5 225 4 0 17 252 7 0 13 53 30 0 10 13 38 0 637 5:15 PM 6 241 7 0 19 256 7 0 12 49 19 0 8 12 6 0 642 5:30 PM 11 227 13 0 15 248 10 2 6 6 51 21 0 9 9 25 13 0 651 5:45 PM 12 219 7 0 26 213 5 0 12 37 15 0 5 12 10 0 573 PPAROACH %'s: 4.27% 92.99% 3.40% 0.04% 6.44% 90.34% 3.16% 0.06% 15.38% 51.08% 33.55% 0.00% 25.24% 43.77% 30.99% 0.00% PEAK HR FACTOR: 0 36 880 27 0 6 64 987 31 2 40 210 98 0 0.825 0.660 0.731 0.000 0.855 0.665	PM	1 NI	NORTHI 2	BOUND 0	_	1 SI	SOUTHE 2	BOUND 0	_	•	EASTB 1	BOUND 0			WESTB 1	BOUND 0	_	TOTAL
3:45 PM			NORTHI 2 NT	BOUND 0 NR	NU		SOUTHE 2 ST	BOUND 0 SR	SU	EL	EASTB 1 ET	OUND 0 ER	EU		WESTB 1 WT	BOUND 0 WR	WU	
4:00 PM       5       172       8       0       12       239       10       0       8       30       26       0       2       8       10       0       530         4:15 PM       12       189       9       0       17       268       4       0       6       42       46       0       7       16       8       0       624         4:30 PM       4       198       5       1       23       262       5       0       16       47       29       0       19       7       12       0       628         4:45 PM       14       187       3       0       13       231       7       0       9       57       28       0       6       16       11       0       582         5:00 PM       5       225       4       0       17       252       7       0       13       53       30       0       10       13       8       0       637         5:15 PM       6       241       7       0       19       256       7       0       12       49       19       0       8       12       6       0 <t< th=""><th>3:00 PM</th><th>7</th><th>NORTHI 2 NT 152</th><th>BOUND 0 NR 5</th><th>NU 0</th><th>16</th><th>SOUTHE 2 ST 175</th><th>BOUND 0 SR 11</th><th>SU 0</th><th>EL 21</th><th>EASTB 1 ET 18</th><th>OUND OER 18</th><th>EU 0</th><th>WL 4</th><th>WESTB 1 WT 9</th><th>BOUND 0 WR 2</th><th>WU 0</th><th>438</th></t<>	3:00 PM	7	NORTHI 2 NT 152	BOUND 0 NR 5	NU 0	16	SOUTHE 2 ST 175	BOUND 0 SR 11	SU 0	EL 21	EASTB 1 ET 18	OUND OER 18	EU 0	WL 4	WESTB 1 WT 9	BOUND 0 WR 2	WU 0	438
4:15 PM       12       189       9       0       17       268       4       0       6       42       46       0       7       16       8       0       624         4:30 PM       4       198       5       1       23       262       5       0       16       47       29       0       19       7       12       0       628         4:45 PM       14       187       3       0       13       231       7       0       9       57       28       0       6       16       11       0       582         5:00 PM       5       225       4       0       17       252       7       0       13       53       30       0       10       13       8       0       637         5:15 PM       6       241       7       0       19       256       7       0       12       49       19       0       8       12       6       0       642         5:45 PM       11       227       13       0       15       248       10       2       6       51       21       0       9       25       13       0	3:00 PM 3:15 PM 3:30 PM	7 12	NORTHI 2 NT 152 178	BOUND 0 NR 5 8	NU 0 0	16 11	SOUTHE 2 ST 175 237	BOUND 0 SR 11 7 13	SU 0 0	EL 21 6	EASTB 1 ET 18 25	80UND 0 ER 18 21 28	EU 0	WL 4	WESTB  1  WT  9  11	BOUND 0 WR 2 4	WU 0 0	438 525
4:30 PM       4       198       5       1       23       262       5       0       16       47       29       0       19       7       12       0       628         4:45 PM       14       187       3       0       13       231       7       0       9       57       28       0       6       16       11       0       582         5:00 PM       5       225       4       0       17       252       7       0       13       53       30       0       10       13       8       0       637         5:15 PM       6       241       7       0       19       256       7       0       12       49       19       0       8       12       6       0       642         5:30 PM       11       227       13       0       15       248       10       2       6       51       21       0       9       25       13       0       661         5:45 PM       12       219       7       0       26       213       5       0       12       37       15       0       5       12       10       0	3:00 PM 3:15 PM 3:30 PM 3:45 PM	7 12 11	NORTHI 2 NT 152 178 186 159	BOUND 0 NR 5 8	NU 0 0 0 0	16 11 10 21	SOUTHE 2 ST 175 237 229 196	BOUND 0 SR 11 7 13 12	SU 0 0 0 0	EL 21 6 20 14	EASTB 1 ET 18 25 35 31	8OUND 0 ER 18 21 28 31	EU 0	WL 4	WESTB 1 WT 9 11 3 5	80UND 0 WR 2 4 7 6	WU 0 0 0	438 525 553 494
4:45 PM       14       187       3       0       13       231       7       0       9       57       28       0       6       16       11       0       582         5:00 PM       5       225       4       0       17       252       7       0       13       53       30       0       10       13       8       0       637         5:15 PM       6       241       7       0       19       256       7       0       12       49       19       0       8       12       6       0       642         5:30 PM       11       227       13       0       15       248       10       2       6       51       21       0       9       25       13       0       651         5:45 PM       12       219       7       0       26       213       5       0       12       37       15       0       5       12       10       0       573         TOTAL VOLUMES:       NL       NT       NR       NU       SL       ST       SR       SU       EL       ET       ER       EU       WL       WT       WT </th <th>3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM</th> <th>7 12 11 9 5</th> <th>NORTHI 2 NT 152 178 186 159</th> <th>BOUND 0 NR 5 8</th> <th>NU 0 0 0 0</th> <th>16 11 10 21 12</th> <th>SOUTHE 2 ST 175 237 229 196 239</th> <th>BOUND 0 SR 11 7 13 12</th> <th>SU 0 0 0 0</th> <th>EL 21 6 20 14</th> <th>EASTB 1 ET 18 25 35 31 30</th> <th>OUND 0 ER 18 21 28 31 26</th> <th>EU 0</th> <th>WL 4</th> <th>WESTB 1 WT 9 11 3 5</th> <th>8OUND 0 WR 2 4 7 6 10</th> <th>WU 0 0 0 0</th> <th>438 525 553 494 530</th>	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	7 12 11 9 5	NORTHI 2 NT 152 178 186 159	BOUND 0 NR 5 8	NU 0 0 0 0	16 11 10 21 12	SOUTHE 2 ST 175 237 229 196 239	BOUND 0 SR 11 7 13 12	SU 0 0 0 0	EL 21 6 20 14	EASTB 1 ET 18 25 35 31 30	OUND 0 ER 18 21 28 31 26	EU 0	WL 4	WESTB 1 WT 9 11 3 5	8OUND 0 WR 2 4 7 6 10	WU 0 0 0 0	438 525 553 494 530
5:00 PM         5         225         4         0         17         252         7         0         13         53         30         0         10         13         8         0         637           5:15 PM         6         241         7         0         19         256         7         0         12         49         19         0         8         12         6         0         642           5:30 PM         11         227         13         0         15         248         10         2         6         51         21         0         9         25         13         0         651           5:45 PM         12         219         7         0         26         213         5         0         12         37         15         0         5         12         10         0         573           TOTAL VOLUMES:         108         2333         86         1         200         2806         98         2         143         475         312         0         79         137         97         0         6877           APPROACH %'s:         4.27%         92.29%         3.40	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	7 12 11 9 5	NORTHI 2 NT 152 178 186 159 172 189	BOUND 0 NR 5 8	NU 0 0 0 0	16 11 10 21 12 17	SOUTHE 2 ST 175 237 229 196 239 268	BOUND 0 SR 11 7 13 12	SU 0 0 0 0 0	EL 21 6 20 14 8 6	EASTB 1 ET 18 25 35 31 30 42	BOUND 0 ER 18 21 28 31 26 46	EU 0	WL 4 5 3 1 2 7	WESTB 1 WT 9 11 3 5	BOUND 0 WR 2 4 7 6 10 8	WU 0 0 0 0 0	438 525 553 494 530 624
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5:45 PM         12         219         7         0         26         213         5         0         12         37         15         0         5         12         10         0         573           TOTAL VOLUMES:         NL         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR         WU         TOTAL           APPROACH %'s:         108         2333         86         1         200         2806         98         2         143         475         312         0         79         137         97         0         6877           PEAK HR:         04:45 PM - 05:45 PM         TOTAL           PEAK HR FACTOR:         36         880         27         0         64         987         31         2         40         210         98         0         33         66         38         0         2512           PEAK HR FACTOR:         0.643         0.913         0.519         0.000         0.842         0.964         0.775         0.250         0.769         0.921         0.817	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	7 12 11 9 5 12 4	NORTHI 2 NT 152 178 186 159 172 189 198 187 225	BOUND 0 NR 5 8	NU 0 0 0 0 0 0 1 0	16 11 10 21 12 17 23 13	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252	BOUND 0 SR 11 7 13 12 10 4 5 7	SU 0 0 0 0 0 0 0	EL 21 6 20 14 8 6 16 9	EASTB 1 ET 18 25 35 31 30 42 47 57	SOUND 0 ER 18 21 28 31 26 46 29 28 30	EU 0	WL 4 5 3 1 2 7 19 6 10	WESTB 1 WT 9 11 3 5 8 16 7 16 13	BOUND 0 WR 2 4 7 6 10 8 12 11	WU 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637
NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WU TOTAL	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	7 12 11 9 5 12 4 14 5 6	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7	NU 0 0 0 0 0 0 1 0 0 0	16 11 10 21 12 17 23 13 17 19	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256	30UND 0 SR 11 7 13 12 10 4 5 7 7	SU 0 0 0 0 0 0 0	EL 21 6 20 14 8 6 16 9	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19	EU 0	WL 4 5 3 1 2 7 19 6 10 8	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6	WU 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642
TOTAL VOLUMES:         108         2333         86         1         200         2806         98         2         143         475         312         0         79         137         97         0         6877           PEAK HR:         04:45 PM - 05:45 PM         TOTAL           PEAK HR VOL:         36         880         27         0         64         987         31         2         40         210         98         0         33         66         38         0         2512           PEAK HR FACTOR:         0.643         0.913         0.519         0.000         0.842         0.964         0.775         0.250         0.769         0.921         0.817         0.000         0.825         0.660         0.731         0.000         0.965	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	7 12 11 9 5 12 4 14 5 6	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7	NU 0 0 0 0 0 0 1 0 0 0 0	16 11 10 21 12 17 23 13 17 19 15	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248	BOUND 0 SR 11 7 13 12 10 4 5 7 7 7 10	SU 0 0 0 0 0 0 0 0 0	EL 21 6 20 14 8 6 16 9 13 12 6	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19 21	EU 0	WL 4 5 3 1 2 7 19 6 10 8	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13	WU 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651
APPROACH %'s:         4.27%         92.29%         3.40%         0.04%         6.44%         90.34%         3.16%         0.06%         15.38%         51.08%         33.55%         0.00%         25.24%         43.77%         30.99%         0.00%         TOTAL           PEAK HR VOL:         36         880         27         0         64         987         31         2         40         210         98         0         33         66         38         0         2512           PEAK HR FACTOR:         0.643         0.913         0.519         0.000         0.842         0.964         0.775         0.250         0.769         0.921         0.817         0.000         0.825         0.660         0.731         0.000         0.965	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	7 12 11 9 5 12 4 14 5 6	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7	NU 0 0 0 0 0 0 1 0 0 0 0	16 11 10 21 12 17 23 13 17 19 15	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248 213	BOUND 0 SR 11 7 13 12 10 4 5 7 7 7 10 5	SU 0 0 0 0 0 0 0 0 0	EL 21 6 20 14 8 6 16 9 13 12 6	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19 21	EU 0	WL 4 5 3 1 2 7 19 6 10 8	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13	WU 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651 573
PEAK HR:         04:45 PM - 05:45 PM         TOTAL           PEAK HR VOL:         36         880         27         0         64         987         31         2         40         210         98         0         33         66         38         0         2512           PEAK HR FACTOR:         0.643         0.913         0.519         0.000         0.842         0.964         0.775         0.250         0.769         0.921         0.817         0.000         0.825         0.660         0.731         0.000         0.965	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 12 11 9 5 12 4 14 5 6 11 12	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227 219	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7 13 7	NU 0 0 0 0 0 0 1 0 0 0	16 11 10 21 12 17 23 13 17 19 15 26	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248 213	BOUND 0 SR 11 7 13 12 10 4 5 7 7 10 5	SU 0 0 0 0 0 0 0 0 0 2 0	EL 21 6 20 14 8 6 16 9 13 12 6 12	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51 37	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19 21 15	EU 0 0 0 0 0 0 0 0 0 0	WL 4 5 3 1 2 7 19 6 10 8 9 5	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25 12 WT	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13 10 WR	WU 0 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651 573
PEAK HR VOL:         36         880         27         0         64         987         31         2         40         210         98         0         33         66         38         0         2512           PEAK HR FACTOR:         0.643         0.913         0.519         0.000         0.842         0.964         0.775         0.250         0.769         0.921         0.817         0.000         0.825         0.660         0.731         0.000         0.965	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 12 11 9 5 12 4 14 5 6 11 12 NL 108	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227 219 NT 2333	BOUND 0 NR 5 8 8 9 5 3 4 7 13 7	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0	16 11 10 21 12 17 23 13 17 19 15 26	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248 213	BOUND 0 SR 11 7 13 12 10 4 5 7 7 7 10 5  SR 98	SU 0 0 0 0 0 0 0 0 0 2 0	EL 21 6 20 14 8 6 16 9 13 12 6 12 EL 143	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51 37	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19 21 15 ER 312	EU 0 0 0 0 0 0 0 0 0 0	WL 4 5 3 1 2 7 19 6 10 8 9 5	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25 12 WT 137	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13 10 WR 97	WU 0 0 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651 573
PEAK HR FACTOR: 0.643 0.913 0.519 0.000 0.842 0.964 0.775 0.250 0.769 0.921 0.817 0.000 0.825 0.660 0.731 0.000	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 12 11 9 5 12 4 14 5 6 11 12 NL 108 4.27%	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227 219 NT 2333 92.29%	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7 13 7  NR 86 3.40%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0	16 11 10 21 12 17 23 13 17 19 15 26	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248 213	BOUND 0 SR 11 7 13 12 10 4 5 7 7 7 10 5  SR 98	SU 0 0 0 0 0 0 0 0 0 2 0	EL 21 6 20 14 8 6 16 9 13 12 6 12 EL 143	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51 37	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19 21 15 ER 312	EU 0 0 0 0 0 0 0 0 0 0	WL 4 5 3 1 2 7 19 6 10 8 9 5	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25 12 WT 137	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13 10 WR 97	WU 0 0 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651 573 TOTAL 6877
	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 12 11 9 5 12 4 14 5 6 11 12 NL 108 4.27%	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227 219 NT 2333 92.29%	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7 13 7 NR 86 3.40% <b>05:45 PM</b>	NU 0 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0	16 11 10 21 12 17 23 13 17 19 15 26 SL 200 6.44%	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248 213 ST 2806 90.34%	BOUND 0 SR 11 7 13 12 10 4 5 7 7 7 10 5  SR 98 3.16%	SU 0 0 0 0 0 0 0 0 0 2 0 SU 2 0.06%	EL 21 6 20 14 8 6 16 9 13 12 6 12  EL 143 15.38%	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51 37 ET 475 51.08%	SOUND  0  ER  18  21  28  31  26  46  29  28  30  19  21  15  ER  312  33.55%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 4 5 3 1 2 7 19 6 10 8 9 5  WL 79 25.24%	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25 12 WT 137 43.77%	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13 10 WR 97 30.99%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651 573 TOTAL 6877
NIJOU NIJOU NIJOU	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	7 12 11 9 5 12 4 14 5 6 11 12 NL 108 4.27%	NORTHI 2 NT 152 178 186 159 172 189 198 187 225 241 227 219 NT 2333 92.29% 14:45 PM -	BOUND 0 NR 5 8 8 9 8 9 5 3 4 7 13 7 NR 86 3.40% 05:45 PM 27	NU 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	16 11 10 21 12 17 23 13 17 19 15 26 SL 200 6.44%	SOUTHE 2 ST 175 237 229 196 239 268 262 231 252 256 248 213 ST 2806 90.34%	SOUND 0 SR 11 7 13 12 10 4 5 7 7 10 5 SR 98 3.16%	SU 0 0 0 0 0 0 0 0 0 2 0 SU 2 0.06%	EL 21 6 20 14 8 6 16 9 13 12 6 12  EL 143 15.38%	EASTB 1 ET 18 25 35 31 30 42 47 57 53 49 51 37 ET 475 51.08%	SOUND 0 ER 18 21 28 31 26 46 29 28 30 19 21 15 ER 312 33.55%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 4 5 3 1 2 7 19 6 10 8 9 5  WL 79 25.24%	WESTB 1 WT 9 11 3 5 8 16 7 16 13 12 25 12 WT 137 43.77%	BOUND 0 WR 2 4 7 6 10 8 12 11 8 6 13 10 WR 97 30.99%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	438 525 553 494 530 624 628 582 637 642 651 573 TOTAL 6877

# Intersection Turning Movement Count

City: Silver Lake **Project ID:** 19-05174-004 **Control:** Signalized **Date:** 4/4/2019

Control	Signalized							Tal	L_1					Date.	7/2019		
Г								To	tai								
NS/EW Streets:		N Hoov	er St			N Hoov	er St			Santa Mor	nica Blvd			Santa Mor	ica Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0	1	0	0	0.5	0.5	1	0	1	2	0	0	1	1	0	0	
	NL	<u>NT</u>	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	<u>WT</u>	WR	WU	TOTAL
7:00 AM	8	10	3	0	0	24	149	0	72	45	17	0	3	35	0	0	366
7:15 AM	9	20	4	0	0	29	141	0	110	50	19	0	2	38	1	0	423
7:30 AM	15	46	2	0	2	37	125	0	136	47	20	0	7	37	1	0	475
7:45 AM	10	49	1	0	4	63	110	0	126	72	15	0	6	38	0	0	494
8:00 AM	14	21	4	0	4	48	114	0	106	58	16	0	5	67	4	0	461
8:15 AM	12	15	0	0	0	37	122	0	88	56 53	17	0	2	45	0	0	394
8:30 AM	18	16	0	0	0	36	176	0	117	52	31	0	1	40	1	0	488
8:45 AM	8 16	17 9	3	0	2	41	143	0	120	56	31	0	3	38	0	0	465
9:00 AM		_	1	0	0	44	153	0	95 109	42	21	0	3	49 57	1	0	433
9:15 AM 9:30 AM	6 18	12 9	3	0	3	30 32	158 113	0	109	55 61	24 18	0	2	42	0	0	465 402
9:45 AM	18	13	3 10	0	2	25	103	0	92	54	16	0	2	29	0 3	0 0	370
9.43 AM	10	13	10	U	2	25	103	U	92	34	10	U	5	29	3	U	370
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>TOTAL VOLUMES:</b>	152	237	33	0	22	446	1607	0	1272	648	245	0	45	515	14	0	5236
APPROACH %'s:	36.02%	56.16%	7.82%	0.00%	1.06%	21.49%	77.45%	0.00%	58.75%	29.93%	11.32%	0.00%	7.84%	89.72%	2.44%	0.00%	
PEAK HR :	(	7:15 AM -	08:15 AM						07:45 /50								TOTAL
PEAK HR VOL :	48	136	11	0	10	177	490	0	478	227	70	0	20	180	6	0	1853
PEAK HR FACTOR :	0.800	0.694	0.688	0.000	0.625	0.702	0.869	0.000	0.879	0.788	0.875	0.000	0.714	0.672	0.375	0.000	0.938
		0.77	74			0.95	56			0.9	10			0.67	78		0.950
				1				ı				ı					
DAA	•	NORTH		•	0.5	SOUTH	BOUND			EASTB				WESTE		0	
PM	0		0	0	0.5	0.5		0	1	<u> </u>	0	0	1	1	0	0	TOTAL
2.00 DM	NL 16	NT 16	NR 6	NU 0	SL	ST	SR 76	SU	EL 87		ER 26	EU 0	WL 5	WT	WR 3	WU	TOTAL 378
3:00 PM	16 19	16	0	0	2 0	38 40		0		62			5 7	41 47	5	0	
3:15 PM 3:30 PM	26	14 20	3 7	0	1	26	92 68	0	115 115	73 85	29 22	0	7	47 40	5 1	0	444 419
3:45 PM	16	24	5	0	2	37	63	0	139	82	26	0	5	32	0	0	431
4:00 PM	24	24	6	0	3	32	72	0	136	78	35	0	4	29	7	0	445
4:15 PM	18	19	4	0	2	31	82	0	120	80	25	0	5	37	0	0	423
4:30 PM	23	19	1	0	2	34	68	0	111	95	21	0	0	31	2	0	407
4:45 PM	11	22	3	0	4	29	94	0	147	85	25	0	9	28	2	0	459
5:00 PM	28	22	3	0	4	39	87	0	126	73	23	0	2	41	2	0	450
5:15 PM	20	42	1	0	0	32	94	0	124	78	27	0	2	33	1	0	454
5:30 PM	14	22	3	0	3	38	92	0	126	87	22	0	4	27	1	0	439
5:45 PM	24	30	4	0	1	30	106	0	150	<b>79</b>	24	0	6	41	1	0	496
	NII	NIT	ND	NILL	CI	CT	CD	CLI			ED	- FII	\A/I	\A/T	\A/D	\A/I.I	TOTAL
TOTAL VOLUMES	NL NL	NT 274	NR 46	NU 0	SL 24	ST 406	SR 994	SU 0	EL 1496	ET 957	ER 305	EU 0	WL 56	WT 427	WR 20	WU	TOTAL 5245
TOTAL VOLUMES : APPROACH %'s :	239 42.75%	49.02%	46 8.23%	0.00%		406 28.51%	69.80%	0.00%	1496 54.24%	957 34.70%	305 11.06%	0.00%	56 11.11%	427 84.72%	20 3.97%	0.20%	
PEAK HR:		)5:00 PM -		0.00 /0	1.09/0	20.51 /0	05.0070	0.00 /0	J 1.2 T /U	3 117 0 70	11.00 /0	0.00 /0	11.11 /0	01.7270	3.57 /0	0.20 /0	TOTAL
PEAK HR VOL :	86	116	11	Λ	0	120	379	0	F26	217	00	0	14	142	5	0	1839
PEAK HK VUL :	00	110	<b>T T</b>	0	8	139	3/9	0	526	317	96	0	14	172	5	U	1039
PEAK HR FACTOR :	0.768	0.690	0.688	0.000	0.500	0.891	0.894	0.000	526 0.877	0.911	96 0.889	0.000	0.583	0.866	0.625	0.000	0.927

# Intersection Turning Movement Count Location: N Hoover St & Melrose Ave City Silver Lake

City: Silver Lake **Project ID:** 19-05174-005 **Control:** Signalized **Date:** 4/9/2019

														Date.	., 5, 2515		
								To	tal								
NS/EW Streets:		N Hoov	er St			N Hoov	er St			Melrose	e Ave			Melrose	e Ave		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND	Account		WESTE	OUND		
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
,	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	47	1	0	5	64	16	0	13	11	14	0	0	12	5	0	204
7:15 AM	19	41	0	0	3	94	32	0	18	5	22	0	2	12	4	0	252
7:30 AM	11	58	0	0	5	106	36	0	25	5	16	0	4	23	8	0	297
7:45 AM	24	86	2	0	9	114	57	0	25	17	13	0	4	32	7	0	390
8:00 AM	17	57	0	0	6	124	55	0	13	12	12	0	7	24	4	0	331
8:15 AM	22	48	3	0	4	108	76	0	12	18	20	0	3	34	6	0	354
8:30 AM	15	40	1	0	/	110	69	0	11	8	25	0	12	22	5	0	325
8:45 AM	21 25	52 46	2	0	8 10	135 121	42 62	0	11	10	14 19	0	/	13 17		0	318 330
9:00 AM 9:15 AM	25 16	35	1	0	4	98	62 49	0	11 8	10	19	0	<del>1</del>	17	5	0	248
9:30 AM	20	35 35	3	0	11	100	27	0	0 <b>⊿</b>	13	18	0	1	14	9	0	2 <del>4</del> 6 255
9:45 AM	11	43	0	0	8	104	22	0	9	8	17	0	1	13	7	0	243
5.45 AM	11	13	U	U	U	104	22	U	9	U	17	· ·	-	15	,	U	273
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	217	588	14	0	80	1278	543	0	160	118	201	0	47	231	70	0	3547
APPROACH %'s:	26.50%	71.79%	1.71%	0.00%		67.23%	28.56%	0.00%	33.40%	24.63%	41.96%	0.00%	13.51%	66.38%	20.11%	0.00%	
PEAK HR :	0	7:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	78	231	6	0	26	456	257	0	61	55	70	0	26	112	22	0	1400
PEAK HR FACTOR :	0.813	0.672	0.500	0.000	0.722	0.919	0.845	0.000	0.610	0.764	0.700	0.000	0.542	0.824	0.786	0.000	0.897
		0.70	03			0.98	33			0.84	45			0.93	30		0.097
				ı								1					
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WECTE			
	_	4	•	_		4		_			•	_		VVESTE	OUND		
PM	0	1	0	0	0	1 6T	0	0	0	1	0	0	0	1	0	0	TOTAL
	NL	1 NT	NR	NU	SL	1 ST	0 SR	SU	EL	1 ET	ER	EU	WL	1 WT		WU	TOTAL
3:00 PM	NL 11	1 NT 67	NR 0	NU 0	SL 9	1 ST 103	0 SR 23	SU 0	EL 19	1 ET 12	ER 25	1		1 WT 12	0		289
3:00 PM 3:15 PM	NL 11 15	1 NT 67 58	NR 0 0	NU 0 0	SL 9 19	1 ST 103 104	0 SR 23 21	SU 0 0	EL 19 12	1 ET 12 13	ER 25 26	EU	WL	1 WT 12 13	0 WR 5 7	0 0	289 294
3:00 PM 3:15 PM 3:30 PM	NL 11 15 13	1 NT 67 58 65	NR 0	NU 0 0 0	SL 9 19 14	1 ST 103 104 96	0 SR 23 21 26	SU 0 0 0	EL 19 12 17	1 ET 12 13 17	ER 25 26 22	0 0 0	WL	1 WT 12 13 13	0	0 0 0	289 294 296
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 11 15 13 9	1 NT 67 58 65 67	NR 0 0	NU 0 0	SL 9 19 14 13	1 ST 103 104 96 101	0 SR 23 21 26 12	SU 0 0	EL 19 12 17 25	1 ET 12 13 17 13	ER 25 26 22 19	EU	WL	1 WT 12 13 13 9	0 WR 5 7	0 0	289 294 296 278
3:00 PM 3:15 PM 3:30 PM	NL 11 15 13	1 NT 67 58 65	NR 0 0 2 1	NU 0 0 0 0	SL 9 19 14	1 ST 103 104 96	0 SR 23 21 26	SU 0 0 0 0	EL 19 12 17	1 ET 12 13 17	ER 25 26 22	EU 0 0 0 0	WL	1 WT 12 13 13	0 WR 5 7	WU 0 0 0 0	289 294 296
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 11 15 13 9	1 NT 67 58 65 67 69	NR 0 0 2 1	NU 0 0 0 0	SL 9 19 14 13 24	1 ST 103 104 96 101 121	0 SR 23 21 26 12 31	SU 0 0 0 0	EL 19 12 17 25 20	1 ET 12 13 17 13	ER 25 26 22 19 24	EU 0 0 0 0	WL	1 WT 12 13 13 9	0 WR 5 7	WU 0 0 0 0	289 294 296 278 350
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 11 15 13 9 23 8	1 NT 67 58 65 67 69 70 70 61	NR 0 0 2 1 0	NU 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13	1 ST 103 104 96 101 121 114 92 98	0 SR 23 21 26 12 31 26 16 20	SU 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22	1 ET 12 13 17 13 17 21 18 18	ER 25 26 22 19 24 31 25 28	EU 0 0 0 0 0	WL	1 WT 12 13 13 9 12 7 12 13	0 WR 5 7	WU 0 0 0 0 0 0	289 294 296 278 350 322 292 297
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 11 15 13 9 23 8 15 16 8	1 NT 67 58 65 67 69 70 70 61	NR 0 0 1 0 1 1	NU 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12	1 ST 103 104 96 101 121 114 92 98 107	0 SR 23 21 26 12 31 26 16 20 21	SU 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23	1 ET 12 13 17 13 17 21 18 18 26	ER  25  26  22  19  24  31  25  28  28	EU 0 0 0 0 0	WL	1 WT 12 13 13 9 12 7 12 13 19	0 WR 5 7	WU 0 0 0 0 0	289 294 296 278 350 322 292 297 341
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 11 15 13 9 23 8 15 16 8 10	1 NT 67 58 65 67 69 70 70 61 87 95	NR 0 0 1 0 1 0 0 0	NU 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28	1 ST 103 104 96 101 121 114 92 98 107 96	0 SR 23 21 26 12 31 26 16 20 21 24	SU 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27	1 ET 12 13 17 13 17 21 18 18 26 23	ER  25  26  22  19  24  31  25  28  28  13	EU 0 0 0 0 0 0	WL	1 WT 12 13 13 9 12 7 12 13 19 16	0 WR 5 7 9 9 7 7 7 7 5	WU 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 11 15 13 9 23 8 15 16 8 10 17	1 NT 67 58 65 67 69 70 70 61 87 95 76	NR 0 0 1 0 1 1	NU 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26	1 ST 103 104 96 101 121 114 92 98 107 96 101	0 SR 23 21 26 12 31 26 16 20 21 24 26	SU 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28	1 ET 12 13 17 13 17 21 18 18 26 23 22	ER  25  26  22  19  24  31  25  28  28  13  25	EU 0 0 0 0 0 0 0 0	WL	1 WT 12 13 13 9 12 7 12 13 19 16 14	0 WR 5 7 9 9 7 7 7 7 5 11 8	WU 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 11 15 13 9 23 8 15 16 8 10	1 NT 67 58 65 67 69 70 70 61 87 95	NR 0 0 1 0 1 0 0 0	NU 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28	1 ST 103 104 96 101 121 114 92 98 107 96	0 SR 23 21 26 12 31 26 16 20 21 24	SU 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27	1 ET 12 13 17 13 17 21 18 18 26 23	ER  25  26  22  19  24  31  25  28  28  13	EU 0 0 0 0 0 0	WL	1 WT 12 13 13 9 12 7 12 13 19 16	0 WR 5 7 9 9 7 7 7 7 5	WU 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 11 15 13 9 23 8 15 16 8 10 17 15	1 NT 67 58 65 67 69 70 70 61 87 95 76 85	NR 0 0 1 0 1 0 2 1 0 1 0 1 1 0 1	NU 0 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26 15	1 ST 103 104 96 101 121 114 92 98 107 96 101 95	0 SR 23 21 26 12 31 26 16 20 21 24 26 19	SU 0 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28 26	1 ET 12 13 17 13 17 21 18 18 26 23 22 28	ER  25  26  22  19  24  31  25  28  28  13  25  23	EU 0 0 0 0 0 0 0 0	WL 3 6 2 0 2 0 3 1 4 3 0 0	1 WT 12 13 13 9 12 7 12 13 19 16 14 18	0 WR 5 7 9 9 7 7 7 7 5 11 8	WU 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345 333
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 11 15 13 9 23 8 15 16 8 10 17 15	1 NT 67 58 65 67 69 70 70 61 87 95 76 85	NR 0 0 1 0 1 0 2 1 0 1 NR	NU 0 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26 15	1 ST 103 104 96 101 121 114 92 98 107 96 101 95	0 SR 23 21 26 12 31 26 16 20 21 24 26 19	SU 0 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28 26	1 ET 12 13 17 13 17 21 18 18 26 23 22 28	ER  25  26  22  19  24  31  25  28  28  13  25  23	EU 0 0 0 0 0 0 0 0	WL  3 6 2 0 2 0 3 1 4 3 0 0 WL	1 WT 12 13 13 9 12 7 12 13 19 16 14 18	0 WR 5 7 9 9 7 7 7 7 5 11 8 8	WU 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345 333
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 11 15 13 9 23 8 15 16 8 10 17 15  NL 160	1 NT 67 58 65 67 69 70 70 61 87 95 76 85	NR 0 0 1 0 1 0 2 1 0 1 NR 8	NU 0 0 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26 15 SL 193	1 ST 103 104 96 101 121 114 92 98 107 96 101 95	0 SR 23 21 26 12 31 26 16 20 21 24 26 19	SU 0 0 0 0 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28 26 EL 270	1 ET 12 13 17 13 17 21 18 18 26 23 22 28 ET 228	ER  25  26  22  19  24  31  25  28  28  13  25  23  ER  289	EU 0 0 0 0 0 0 0 0 0	WL 3 6 2 0 2 0 3 1 4 3 0 0 WL 24	1 WT 12 13 13 9 12 7 12 13 19 16 14 18 WT 158	0 WR 5 7 9 9 7 7 7 7 5 11 8 8	WU 0 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345 333
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 11 15 13 9 23 8 15 16 8 10 17 15  NL 160 15.41%	1 NT 67 58 65 67 69 70 70 61 87 95 76 85	NR 0 0 1 0 1 0 1 0 2 1 NR 8 0.77%	NU 0 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26 15 SL 193	1 ST 103 104 96 101 121 114 92 98 107 96 101 95	0 SR 23 21 26 12 31 26 16 20 21 24 26 19	SU 0 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28 26	1 ET 12 13 17 13 17 21 18 18 26 23 22 28	ER  25  26  22  19  24  31  25  28  28  13  25  23	EU 0 0 0 0 0 0 0 0	WL  3 6 2 0 2 0 3 1 4 3 0 0 WL	1 WT 12 13 13 9 12 7 12 13 19 16 14 18	0 WR 5 7 9 9 7 7 7 7 5 11 8 8	WU 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345 333 TOTAL 3783
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 11 15 13 9 23 8 15 16 8 10 17 15  NL 160 15.41%	1 NT 67 58 65 67 69 70 70 61 87 95 76 85 NT 870 83.82%	NR 0 0 1 0 1 0 1 0 2 1 NR 8 0.77% 06:00 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26 15 SL 193 11.45%	1 ST 103 104 96 101 121 114 92 98 107 96 101 95 ST 1228 72.84%	0 SR 23 21 26 12 31 26 16 20 21 24 26 19 SR 265 15.72%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28 26 EL 270 34.31%	1 ET 12 13 17 13 17 21 18 18 26 23 22 28 ET 228 28.97%	ER  25  26  22  19  24  31  25  28  28  13  25  23  ER  289  36.72%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 3 6 2 0 2 0 3 1 4 3 0 0 WL 24	1 WT 12 13 13 9 12 7 12 13 19 16 14 18 WT 158 58.09%	0 WR 5 7 9 9 7 7 7 7 5 11 8 8 8 WR 90 33.09%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345 333 TOTAL 3783
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 11 15 13 9 23 8 15 16 8 10 17 15  NL 160 15.41%	1 NT 67 58 65 67 69 70 70 61 87 95 76 85	NR 0 0 1 0 1 0 1 0 2 1 NR 8 0.77%	NU 0 0 0 0 0 0 0 0 0 0	SL 9 19 14 13 24 12 8 13 12 28 26 15 SL 193	1 ST 103 104 96 101 121 114 92 98 107 96 101 95	0 SR 23 21 26 12 31 26 16 20 21 24 26 19	SU 0 0 0 0 0 0 0 0 0 0 0 0	EL 19 12 17 25 20 25 26 22 23 27 28 26 EL 270	1 ET 12 13 17 13 17 21 18 18 26 23 22 28 ET 228	ER  25  26  22  19  24  31  25  28  28  13  25  23  ER  289	EU 0 0 0 0 0 0 0 0 0	WL 3 6 2 0 2 0 3 1 4 3 0 0 WL 24	1 WT 12 13 13 9 12 7 12 13 19 16 14 18 WT 158	0 WR 5 7 9 9 7 7 7 7 5 11 8 8	WU 0 0 0 0 0 0 0 0 0	289 294 296 278 350 322 292 297 341 346 345 333 TOTAL 3783

## Intersection Turning Movement Count

Location: N Hoover St & Temple St City: Silver Lake Control: Signalized

0.935

**Project ID:** 19-05174-006 **Date:** 4/4/2019

0.909

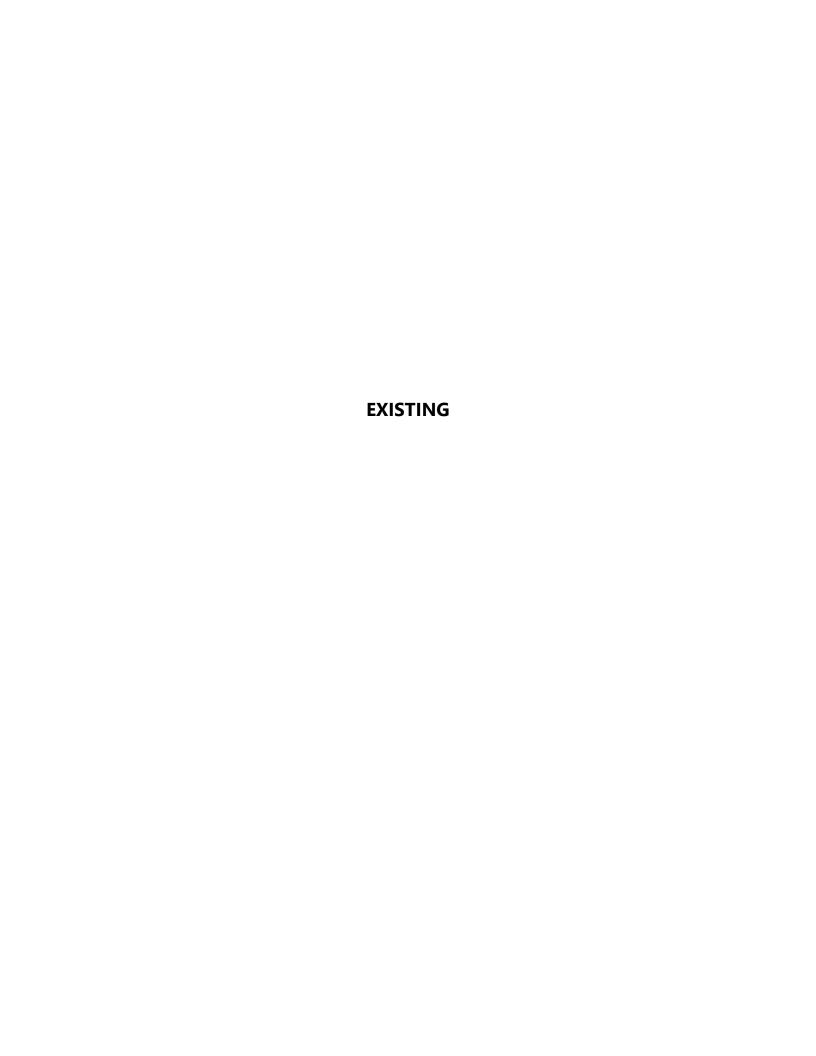
								_									
_								To	tal								
NS/EW Streets:		N Hoo	ver St			N Hoov	er St			Templ	e St			Templ	e St		
		NORTH	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0	0	0	0	1	0	1	0	1	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	47	0	20	0	4	17	0	0	0	58	41	0	187
7:15 AM	0	0	0	0	62	0	20	0	16	27	0	0	0	77	50	0	252
7:30 AM	0	0	0	0	72	0	37	0	16	34	0	0	0	85	62	0	306
7:45 AM	0	0	0	0	76	0	29	0	13	56	0	0	0	113	69	0	356
8:00 AM	0	0	0	0	102	0	36	0	12	62	0	0	0	95	45	0	352
8:15 AM	0	0	0	0	121	0	30	0	9	58	0	0	0	104	48	0	370
8:30 AM	0	0	0	0	136	0	27	0	16	90	0	0	0	84	43	0	396
8:45 AM	0	0	0	0	114	0	27	0	11	33	0	0	0	80	49	0	314
9:00 AM	0	0	0	0	85	0	40	0	12	38	0	0	0	95	40	0	310
9:15 AM	0	0	0	0	89	0	23	0	12	38	0	0	0	74	43	0	279
9:30 AM	0	0	0	0	84	0	20	0	14	34	0	0	0	88	47	0	287
9:45 AM	0	0	0	0	65	0	31	0	9	30	0	0	0	74	30	0	239
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
OTAL VOLUMES : APPROACH %'s :	0	0	0	0	1053 75.59%	0 0.00%	340 24.41%	0 0.00%	144 21.79%	517 78.21%	0 0.00%	0 0.00%	0 0.00%	1027 64.43%	567 35.57%	0 0.00%	3648
PEAK HR :		07:45 AM ·	- 08:45 AM														TOTA
PEAK HR VOL :	0	0	0	0	435	0	122	0	50	266	0	0	0	396	205	0	1474
AK HR FACTOR :	0.000	0.000	0.000	0.000	0.800	0.000	0.847	0.000	0.781	0.739	0.000	0.000	0.000	0.876	0.743	0.000	
						0.85	54			0.74	<del>1</del> 5			0.82	26		0.931
		NORTH	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	1	0	1	0	1	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
3:00 PM	0	0	0	0	88	0	28	0	15	42	0	0	0	<b>5</b> 8	52	0	283
3:15 PM	0	0	0	0	95	0	26	0	29	78	0	0	0	78	52	0	358
3:30 PM	0	0	0	0	108	0	28	0	16	78	0	0	0	69	51	0	350
3:45 PM		<u> </u>	0	0	117	0	24	0	23	110	0	0	<u> </u>	60	64	0	398
4:00 PM	0	0	0	0	137	0	24	0	18	102	0	0	0	55	72	0	408
4:15 PM	U	Ü	U	0	149	0	22	0	23	92	U	U	U	55 50	67	0	408
4:30 PM	U	0	0	0	124	0	18	0	22	81	0	U	U	59	62	0	366
4:45 PM	<u>U</u>	0	0	0	137	0	16	0	20	137	0	0	U	83	75 57	0	468
5:00 PM	0	0	U	0	151	0	21	0	23	62 68	0	U	0	83		0	397
5:15 PM	0	0	0	0	131	0 0	19	0 0	20 23	68 86	0	U	0	87 04	91 80	1	417 451
5:30 PM 5:45 PM	0	0 0	0	0 0	148 118	0	20 18	0	23 16	86 79	0 0	0	0	94 95	80 70	0 0	451 396
5.45 PM		U	U	U	110	U	10	U	10	79	U	U	U	95	70	U	390
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
OTAL VOLUMES :	0	0	0	0				0			0	0	0			1	4700
APPROACH %'s:					85.06%	0.00%	14.94%	0.00%	19.64%	80.36%	0.00%	0.00%	0.00%	52.46%	47.49%	0.06%	
PEAK HR :		04:45 PM ·															TOTA
PEAK HR VOL :	0	0	0	0	567	0		0	86		0	0	0	347	303	1	1733
AK HR FACTOR :	0.000	0.000	0.000	0.000	0 939	0.000	0.905	0.000	0.935	0.644	0.000	0.000	0.000	0.923	0.832	0.250	0.926
APPROACH %'s : PEAK HR : PEAK HR VOL :	0	0 <b>04:45 PM</b> ·	0 - <b>05:45 PM</b>	0	1503 85.06%	0 0.00%	SR 264 14.94% 76 0.905	0 0.00%	248 19.64%	ET 1015 80.36% 353 0.644	0 0.00%	0 0.00%	0 0.00%	876 52.46%	793 47.49%		1 0.06%

# Intersection Turning Movement Count Location: Silver Lake Blvd & Bellevue Ave

City: Silver Lake **Project ID:** 19-05174-007 Control: Signalized **Date:** 4/4/2019

Control	Signalized													Date	T/ T/ 2013		
								To	tal								
NS/EW Streets:		Silver Lal	ke Blvd			Silver Lak	ke Blvd			Bellevu	e Ave			Bellevu	e Ave		
		NORTH	BOUND			SOUTHE	BOUND	and the same of th		EASTB	BOUND	Andrew Control		WESTE	BOUND		
AM	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
,	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	126	6	0	3	296	13	0	8	5	46	0	11	9	3	0	540
7:15 AM	14	139	3	0	0	308	12	0	12	16	57	0	14	7	6	0	588
7:30 AM	18	136	3	0	7	312	10	0	14	13	69	0	23	18	8	0	631
7:45 AM	16	190	5	0	4	358	18	0	18	13	62	0	24	18	4	0	730
8:00 AM	15	125	9	0	4	365	12	1	17	19	63	0	23	21	4	0	678
8:15 AM	13	115	8	0	5	373	11	0	10	23	66	0	11	15	5	0	655
8:30 AM	18	120	4	1	5	338	10	0	13	22	61	0	15	16	2	0	625
8:45 AM	11	125 107	7	0	9	359	13 8	0	22	17 17	77 62	0	13	14 15	6 8		674
9:00 AM 9:15 AM	14 11	107	8	0	6	354 324	8 17	0 0	15 14	17 17	56	0	13 19	15 9	3	0	627 620
9:30 AM	12	128	6 11	0	5	310	7	0	9	18	50	0	18	11	2	0	582
9:45 AM	8	146	6	0	7	322	10	0	14	15	48	0	11	12	9	0	608
3. 13 AM	U	110	U	· ·	,	322	10		- 1	15	10			12		Ů	000
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	164	1594	77	1	62	4019	141	1	166	195	717	0	195	165	60	1	7558
APPROACH %'s:	8.93%	86.82%	4.19%	0.05%		95.17%	3.34%	0.02%		18.09%	66.51%	0.00%		39.19%	14.25%	0.24%	
PEAK HR :	(	07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	62	566	25	0	20	1408	51	1	59	68	260	0	81	72	21	0	2694
DEAK UD FACTOR .	0.061	0 - 4-	0.604	0.000	0 74 4	0.044	0.700	0.050							0.656	0.000	
PEAK HR FACTOR :	0.861	0.745	0.694	0.000	0.714	0.944	0.708	0.250	0.819	0.739	0.942	0.000	0.844	0.857	0.656	0.000	0.023
PEAK HR FACTOR :	0.861	0.745 0.77		0.000	0.714	0.9 <del>44</del> 0.95		0.250	0.819	0.739 0.9		0.000	0.844	0.857 0.88		0.000	0.923
PEAK HR FACTOR :	0.861	0.77	74	0.000	0.714	0.95	51	0.250	0.819	0.9	77	0.000	0.844	0.88	38	0.000	0.923
	0.861		74 BOUND		0.714	0.95 SOUTHE	BOUND			0.9	77 SOUND				38 BOUND		0.923
PEAK HR FACTOR:	1	NORTHI 2	BOUND 0	0	1	SOUTHE 2	BOUND 0	0	0	EASTB	377 BOUND 0	0	0	0.88 WESTE	BOUND 0	0	
PM	1 NL	0.77 NORTHI 2 NT	BOUND 0 NR	0 NU	1 SL	SOUTHE 2 ST	BOUND 0 SR	0 SU	0 EL	EASTB 1 ET	30UND 0 ER	0 EU	0 WL	0.88 WESTE 1 WT	BOUND 0 WR	0 WU	TOTAL
PM 3:00 PM	1 NL 22	0.77 NORTHI 2 NT 218	BOUND 0 NR 15	0 NU 0	1 SL 11	0.95 SOUTHE 2 ST 165	BOUND 0 SR 12	0 SU 0	0 EL 19	0.99 EASTB 1 ET 16	37 BOUND 0 ER 37	0	0	0.88 WESTE 1 WT 10	BOUND 0	0 WU 0	TOTAL 537
PM 3:00 PM 3:15 PM	1 NL 22 20	0.77 NORTHI 2 NT 218 245	BOUND 0 NR 15 11	0 NU 0 0	1 SL 11 8	0.95 SOUTHE 2 ST 165 182	BOUND 0 SR 12 20	0 SU 0 0	0 EL 19 12	0.99 EASTB 1 ET 16 19	37 30UND 0 ER 37 33	0 EU	0 WL	0.88 WESTE 1 WT 10 16	BOUND 0 WR	0 WU 0 0	TOTAL 537 577
PM 3:00 PM 3:15 PM 3:30 PM	1 NL 22 20 19	0.77 NORTHI 2 NT 218 245 270	BOUND 0 NR 15 11 16	0 NU 0 0	1 SL 11 8 5	0.95 SOUTHE 2 ST 165 182 196	SOUND 0 SR 12 20 15	0 SU 0 0	0 EL 19 12 19	0.99 EASTB 1 ET 16 19 25	37 33 35	0 EU	0 WL	0.88 WESTE 1 WT 10 16 22	BOUND 0 WR	0 WU 0 0	TOTAL 537 577 636
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM	1 NL 22 20 19 22	NORTHI 2 NT 218 245 270 262	BOUND 0 NR 15 11 16 9	0 NU 0 0 0	1 SL 11 8 5 15	0.95 SOUTHE 2 ST 165 182 196 195	BOUND 0 SR 12 20 15 14	0 SU 0 0 0	0 EL 19 12 19 16	0.99 EASTB 1 ET 16 19 25 31	37 37 33 35 33	0 EU	0 WL	0.88 WESTE 1 WT 10 16 22 8	BOUND 0 WR	0 WU 0 0 0	TOTAL 537 577 636 610
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	1 NL 22 20 19 22 16	0.77  NORTHI 2  NT 218 245 270 262 247	BOUND 0 NR 15 11 16 9 18	0 NU 0 0 0 0	1 SL 11 8 5 15	0.95 SOUTHE 2 ST 165 182 196 195 187	SOUND 0 SR 12 20 15 14 20	0 SU 0 0 0	0 EL 19 12 19 16	0.99 EASTB 1 ET 16 19 25 31 24	37 33 35 33 39	0 EU 0 0 0	0 WL 5 5 6 3	0.88 WESTE 1 WT 10 16 22 8 11	BOUND 0 WR	0 WU 0 0	TOTAL 537 577 636 610 600
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	1 NL 22 20 19 22	NORTHI 2 NT 218 245 270 262	BOUND 0 NR 15 11 16 9 18 20	0 NU 0 0 0	1 SL 11 8 5 15	0.95 SOUTHE 2 ST 165 182 196 195 187 218	SOUND 0 SR 12 20 15 14 20 13	0 SU 0 0 0	0 EL 19 12 19 16 16	0.99 EASTB 1 ET 16 19 25 31 24 34	37 33 35 33 39 27	0 EU 0 0 0	0 WL	0.88 WESTE 1 WT 10 16 22 8	BOUND 0 WR	0 WU 0 0 0	TOTAL 537 577 636 610 600 654
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	1 NL 22 20 19 22 16 22	0.77  NORTHI  2  NT  218  245  270  262  247  264	BOUND 0 NR 15 11 16 9 18	0 NU 0 0 0 0	1 SL 11 8 5 15 11 10	0.95 SOUTHE 2 ST 165 182 196 195 187	SOUND  O  SR  12  20  15  14  20  13  14	0 SU 0 0 0 0	0 EL 19 12 19 16	0.99 EASTB 1 ET 16 19 25 31 24	37 33 35 33 39	0 EU 0 0 0 0	0 WL 5 5 6 3 7 10	0.88 WESTE 1 WT 10 16 22 8 11 15	BOUND 0 WR	0 WU 0 0 0 0	TOTAL 537 577 636 610 600
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	1 NL 22 20 19 22 16 22 25	0.77  NORTHI 2 NT 218 245 270 262 247 264 305	BOUND 0 NR 15 11 16 9 18 20 26	0 NU 0 0 0 0 0	1 SL 11 8 5 15 11 10 5	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211	SOUND 0 SR 12 20 15 14 20 13	0 SU 0 0 0 0	0 EL 19 12 19 16 16 16 15 21	0.99 EASTB 1 ET 16 19 25 31 24 34 39	37 33 35 33 39 27 24	0 EU 0 0 0 0 0	0 WL 5 5 6 3 7 10 6	0.88 WESTE 1 WT 10 16 22 8 11 15 13	BOUND 0 WR	0 WU 0 0 0 0	TOTAL 537 577 636 610 600 654 690
3:00 PM 3:15 PM 3:30 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	1 NL 22 20 19 22 16 22 25 20	0.77  NORTHI 2 NT 218 245 270 262 247 264 305 273	BOUND 0 NR 15 11 16 9 18 20 26 26 38 56	0 NU 0 0 0 0 0	1 SL 11 8 5 15 11 10 5	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195	SOUND  O  SR  12  20  15  14  20  13  14  20	0 SU 0 0 0 0	0 EL 19 12 19 16 16 15 21	0.99 EASTB 1 ET 16 19 25 31 24 34 39 32 37 30	37 33 35 33 39 27 24 29	0 EU 0 0 0 0 0	0 WL 5 5 6 3 7 10 6	0.88 WESTE 1 WT 10 16 22 8 11 15 13	38 BOUND 0 WR 7 6 8 2 4 6 1 7	0 WU 0 0 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28	0.77  NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255	BOUND 0 NR 15 11 16 9 18 20 26 26 26 38 56 42	0 NU 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15	0 SU 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9	0.99 EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49	37 30UND 0 ER 37 33 35 33 39 27 24 29 22 27 13	0 EU 0 0 0 0 0 0 0	0 WL 5 5 6 3 7 10 6 10 7 3 5	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9 12	38 BOUND 0 WR 7 6 8 2 4 6 1 7	0 WU 0 0 0 0 0 0 0 1	TOTAL 537 577 636 610 600 654 690 649 610 675 664
3:00 PM 3:15 PM 3:30 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	1 NL 22 20 19 22 16 22 25 20 21 28	0.77  NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280	BOUND 0 NR 15 11 16 9 18 20 26 26 38 56	0 NU 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19	0 SU 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11	0.99 EASTB 1 ET 16 19 25 31 24 34 39 32 37 30	37 33 35 33 39 27 24 29 22 27	0 EU 0 0 0 0 0	0 WL 5 5 6 3 7 10 6	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9	38 BOUND 0 WR 7 6 8 2 4 6 1 7	0 WU 0 0 0 0 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28 18	0.77  NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283	74 BOUND 0 NR 15 11 16 9 18 20 26 26 26 38 56 42 20	0 NU 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18	0 SU 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9	0.99 EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49 44	37 37 33 35 33 39 27 24 29 22 27 13 25	0 EU 0 0 0 0 0 0 0	0 WL 5 6 3 7 10 6 10 7 3 5	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9 12 16	38 BOUND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6	0 WU 0 0 0 0 0 0 0 1	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28 18	0.77  NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283  NT	P4 BOUND 0 NR 15 11 16 9 18 20 26 26 26 38 56 42 20 NR	0 NU 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193 ST	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18  SR	0 SU 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9	0.99 EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49 44	37 37 33 35 33 39 27 24 29 22 27 13 25	0 EU 0 0 0 0 0 0 0 0	0 WL 5 5 6 3 7 10 6 10 7 3 5 11	0.88  WESTE  1  WT  10  16  22  8  11  15  13  10  7  9  12  16  WT	38 BOUND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6	0 WU 0 0 0 0 0 0 0 1 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28 18	0.77  NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283  NT 3158	POUND  O  NR  15  11  16  9  18  20  26  26  38  56  42  20  NR  297	0 NU 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6	0.95  SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193  ST 2346	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18  SR  191	0 SU 0 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9	0.99  EASTB  1  ET  16  19  25  31  24  34  39  32  37  30  49  44  ET  380	37 30UND 0 ER 37 33 35 33 39 27 24 29 22 27 13 25	0 EU 0 0 0 0 0 0 0 0	0 WL 5 5 6 3 7 10 6 10 7 3 5 11	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9 12 16 WT 149	38 BOUND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6	0 WU 0 0 0 0 0 0 1 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649  TOTAL 7551
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28 18 NL 261 7.02%	NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283 NT 3158 84.98%	74 BOUND 0 NR 15 11 16 9 18 20 26 26 26 38 56 42 20  NR 297 7.99%	0 NU 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6	0.95 SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193 ST	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18  SR	0 SU 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9	0.99 EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49 44	37 37 33 35 33 39 27 24 29 22 27 13 25	0 EU 0 0 0 0 0 0 0 0	0 WL 5 5 6 3 7 10 6 10 7 3 5 11	0.88  WESTE  1  WT  10  16  22  8  11  15  13  10  7  9  12  16  WT	38 BOUND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6	0 WU 0 0 0 0 0 0 0 1 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649  TOTAL 7551
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28 18 NL 261 7.02%	NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283 NT 3158 84.98% 04:30 PM -	NR 15 11 16 9 18 20 26 26 38 56 42 20 NR 297 7.99% 05:30 PM	0 NU 0 0 0 0 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6	SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193 ST 2346 88.80%	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18  SR  191  7.23%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9 9	EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49 44  ET 380 42.04%	37 30UND 0 ER 37 33 35 33 39 27 24 29 22 27 13 25 ER 344 38.05%	0 EU 0 0 0 0 0 0 0 0 0 0	0 WL 5 6 3 7 10 6 10 7 3 5 11 WL 78 26.99%	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9 12 16 WT 149 51.56%	38 30UND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6 WR 61 21.11%	0 WU 0 0 0 0 0 0 1 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649  TOTAL 7551
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR VOL:	1 NL 22 20 19 22 16 22 25 20 21 28 28 18 NL 261 7.02%	NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283  NT 3158 84.98% 04:30 PM -	74  BOUND  0  NR  15  11  16  9  18  20  26  26  26  38  56  42  20  NR  297  7.99%  05:30 PM  146	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6 SL 105 3.97%	SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193 ST 2346 88.80%	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18  SR  191  7.23%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9 9	EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49 44  ET 380 42.04%	37 30UND 0 ER 37 33 35 33 39 27 24 29 22 27 13 25 ER 344 38.05%	0 EU 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 5 5 6 3 7 10 6 10 7 3 5 11 WL 78 26.99%	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9 12 16 WT 149 51.56%	38 30UND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6 1 21.11%	0 WU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649  TOTAL 7551
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	1 NL 22 20 19 22 16 22 25 20 21 28 28 18 NL 261 7.02%	NORTHI 2 NT 218 245 270 262 247 264 305 273 256 280 255 283 NT 3158 84.98% 04:30 PM -	NR 15 11 16 9 18 20 26 26 26 38 56 42 20  NR 297 7.99%  05:30 PM 146 0.652	0 NU 0 0 0 0 0 0 0 0 0 0 0 0	1 SL 11 8 5 15 11 10 5 11 6 8 9 6	SOUTHE 2 ST 165 182 196 195 187 218 211 199 182 195 223 193 ST 2346 88.80%	SOUND  O  SR  12  20  15  14  20  13  14  20  11  19  15  18  SR  191  7.23%  64  0.800	0 SU 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 19 12 19 16 16 15 21 11 15 18 9 9	EASTB 1 ET 16 19 25 31 24 34 39 32 37 30 49 44  ET 380 42.04%	37 30UND 0 ER 37 33 35 33 39 27 24 29 22 27 13 25 ER 344 38.05%	0 EU 0 0 0 0 0 0 0 0 0 0	0 WL 5 6 3 7 10 6 10 7 3 5 11 WL 78 26.99%	0.88 WESTE 1 WT 10 16 22 8 11 15 13 10 7 9 12 16 WT 149 51.56%	38 30UND 0 WR 7 6 8 2 4 6 1 7 8 2 4 6 WR 61 21.11%	0 WU 0 0 0 0 0 0 1 0 0 0	TOTAL 537 577 636 610 600 654 690 649 610 675 664 649  TOTAL 7551

## APPENDIX C: LEVEL OF SERVICE (LOS) ANALYSIS SHEETS







I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Vermont Avenue East-West Street: Melrose Avenue

Scenario: Existing (2019)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	↑ Left	81	1	81	77	1	77
Ę	← Left-Through		0			0	
NORTHBOUND	↑ Through	1127	2	389	1386	2	479
∥≝	Through-Right		1			1	
₽.	Right	40	0	40	51	0	51
2	Left-Through-Right		0			0	
	Left-Right		0			0	
	← Left	90	1	90	104	1	104
2	Left-Through	30	0	30	104	0	104
2	Through	1078	2	401	893	2	359
Ψ̈́	→ Through-Right		1			1	
SOUTHBOUND	Right ب	126	0	126	185	0	185
l g	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
	1 1		0	0			0
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	0	0 0	0	0	0 0	0
<u>8</u>	→ Through	435	1	252	694	1	380
8	→ Through-Right	100	1	202	001	1	000
STI	Right	69	0	69	66	0	66
EASTBOUND	→ Left-Through-Right		0			0	
_	- ✓ Left-Right		0			0	
					_		
۵	✓ Left	0	0	0	0	0	0
S		11E	0	024	268	0 1	160
Ĭ Õ	← Through ← Through-Right	415	1 1	231	200	1	160
STE	Right	47	0	47	51	0	51
WESTBOUND	Left-Through-Right	71	0	71		0	01
>	} Left-Right		Ö			Ö	
		N	orth-South:	482	۸	lorth-South:	583
	CRITICAL VOLUMES		East-West:	252		East-West:	380
			SUM:	734		SUM:	963
	VOLUME/CAPACITY (V/C) RATIO:			0.489			0.642
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.389			0.542
	LEVEL OF SERVICE (LOS):			Α			A
<u> </u>	,/						- 1





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Melrose Avenue

Scenario: Existing (2019)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	A/D 0	0.5	0	MD 0	0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	VVD	2	LD	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left  ← Left-Through	157	1 0	157	124	1 0	124
Ď	↑ Through	583	1	583	814	1	814
<u>B</u>	↑ Through-Right	000	0	000	014	0	014
l ⊨	Right	23	1	23	66	1	39
NORTHBOUND	← Left-Through-Right		0			0	
Z	Left-Right		0			0	
₽	← Left	21	1 0	21	31	1 0	31
Ď	<ul><li></li></ul>	570	1	570	565	1	565
<u>B</u> C	→ Through → Through-Right	370	0	370	303	0	300
SOUTHBOUND	Right	47	1	47	27	1	27
g G	← Left-Through-Right		0			0	
o)	∠ Left-Right		0			0	
	1 1.4	400	0	400	407	0	407
Ω	<ul><li>J Left</li><li>→ Left-Through</li></ul>	109	0 1	109	127	0 1	127
S	→ Through	146	0	255	223	0	350
BO	→ Through-Right		0			0	
EASTBOUND	Right	357	1	279	458	1	396
EA	Left-Through-Right		0			0	
	Left-Right		0			0	
	I ✓ Left	61	0	61	55	0	55
9	✓ Left-Through	01	1	01		1	- 55
ĺ	← Through	347	0	247	143	0	179
<u> </u>	† Through-Right		1			1	
WESTBOUND	Right	25	0	247	36	0	0
₹	Left-Through-Right Left-Right		0			0	
	↓ Leit-Right	Α.	0 orth-South:	727	Α.	0 lorth-South:	845
	CRITICAL VOLUMES	"	East-West:	356	"	East-West:	451
			SUM:	1083		SUM:	1296
	VOLUME/CAPACITY (V/C) RATIO:			0.722			0.864
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.622			0.764
	LEVEL OF SERVICE (LOS):			B			C
	LEVEL OF SERVICE (LOS).			D			U





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Clinton Street

Scenario: Existing (2019)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WD	2	EB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left	82	1	82	36	1	36
5	← Left-Through  ↑ Through	748	0	385	880	0 1	454
BO	Through	740	1	300	860	1	404
ΙE	Right	22	0	22	27	0	27
NORTHBOUND	← Left-Through-Right		0			0	_,
Z	Left-Right		0			0	
Ω	←	77	1	77	66	1	66
	⇒ Left-Through	700	0		007	0	
BO	<ul><li>↓ Through</li><li>✓ Through-Right</li></ul>	799	1	424	987	1	509
I ∓	→ Right	49	0	49	31	0	31
SOUTHBOUND	← Left-Through-Right	40	0	40	01	0	01
Ñ	↓ Left-Right		0			0	
0	Left	58	0	58	40	0	40
Į	→ Left-Through	50	0	400	240	0	0.40
∥ ŏ	→ Through  → Through-Right	52	0 0	163	210	0 0	348
) TE	Right	53	0	0	98	0	0
EASTBOUND	Left-Through-Right	00	1	ŭ		1	o
∥ "	- ↓ Left-Right		0			0	
					_		
۵	✓ Left	45	0	45	33	0	33
∥ S	<ul><li></li></ul>	70	1 0	115	66	1 0	99
<u>8</u>	↑ Through-Right	70	0	110	00	0	99
STE	Right	35	1	0	38	1	5
WESTBOUND	Left-Through-Right		0	ŭ		0	J
	├ Left-Right		0			0	
		N	orth-South:	506	N	lorth-South:	545
	CRITICAL VOLUMES		East-West:	208		East-West:	381
	VOLUME (CADACITY (1/O) DATIO		SUM:	714		SUM:	926
	VOLUME/CAPACITY (V/C) RATIO:			0.476			0.617
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.376			0.517
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Santa Monica Boulevard

Scenario: Existing (2019)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

No. of Phases   Nght Turns: FREE-1, NRTOR 2 or OLA 3?   NB   O   SB   O   SB   O   NB   O   O   O   O   O   O   O   O   O				АМ			PM	
Right Turns: FREE-1, NRTOR-2 or OLA-3?   BB-   0   WB-   0   EB-   0   WB-   0   0   0   0   0   0   0   0   0								
Right   Urins: FREE-1, NRTOR-2 or OLA-3'   EB-   0   WB-   2   2   2   2   2   2   2   2   2		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0		A/D	0.0	
ATSAC-1 or ATSAC-ATCS-2?		Right Turns: FREE-1, NRTOR-2 or OLA-3?	_				_	
No. of   Lane   Volume   Lanes   Volume   Volume   Volume   Lanes   Volume		ATSAC-1 or ATSAC+ATCS-2?	LD	VVD		LD	VVD	
NOVEMENT   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Care   Volume   Care   Volume   Care   Care		Override Capacity						
Colume   Lanes   Volume   Lanes   Volume   Canes   Canes		MOVEMENT						
Column   C								
Left-Right	₽	l	48		48	86	8	86
Left-Right   0	Į		136		195	116		213
Left-Right   0	BC	_	100	_	133	110		213
Left-Right   0	E		11		0	11		0
Left-Right	∥ Ŗ	_					1	
Left-Through	Z			0			0	
Left-Through							-	
Corporation	₽		10	0	10	8		8
Corporation	S	I 1	477	1	407	420	1	4.47
Corporation	B0		1//	_	187	139		147
Corporation	l E	·	490	_	251	379	I	116
Corporation	no O		400		201	073	E	110
Composition	Ñ						0	
Composition								
Company   Com		1	478		478	526	8 8	526
Company   Com	Ĭ		007		007	0.47	T	0.47
Company   Com	l g		227	-	227	317	Ī	317
Company   Com	∥ ji		70		46	96	Ī	53
Company   Com	SE		70		70	30	i	33
CRITICAL VOLUMES   CRITICAL V	ш ш			:				
CRITICAL VOLUMES   CRITICAL V							:	
CRITICAL VOLUMES         North-South: East-West: SUM:         446 058 058 068 068 068 068 068 068 068 068 068 06			20		20	14		14
CRITICAL VOLUMES         North-South: East-West: SUM:         446 058 058 068 068 068 068 068 068 068 068 068 06	¥		400			4.46	8 7 8	
CRITICAL VOLUMES         North-South: East-West: SUM:         446 058 058 068 068 068 068 068 068 068 068 068 06	∥ ಠ್ಷ		180	-	180	142		142
CRITICAL VOLUMES         North-South: East-West: SUM:         446 058 058 068 068 068 068 068 068 068 068 068 06	∥ ji	<b>1</b>	G	U 1	1	E	U 1	1
CRITICAL VOLUMES         North-South: East-West: SUM:         446 058 058 068 068 068 068 068 068 068 068 068 06	∥ Æ		U	0	1		0	1
CRITICAL VOLUMES         East-West:         658         East-West:         668           SUM:         1104         SUM:         1028           VOLUME/CAPACITY (V/C) RATIO:         0.803         0.748		Τ -		_				
SUM:         1104         SUM:         1028           VOLUME/CAPACITY (V/C) RATIO:         0.803         0.748		-	Ν	orth-South:	446	۸	lorth-South:	360
VOLUME/CAPACITY (V/C) RATIO: 0.803 0.748		CRITICAL VOLUMES					=	
				SUM:	1104		SUM:	1028
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.703		VOLUME/CAPACITY (V/C) RATIO:			0.803			0.748
010-10	V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.703			0.648
LEVEL OF SERVICE (LOS):		LEVEL OF SERVICE (LOS):						





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Melrose Avenue

Scenario: Existing (2019)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	↑ Left	78	0	78	50	0	50
Ę	- ← Left-Through		0			0	
NORTHBOUND	↑ Through	231	0	315	343	0	397
∥≝	Through-Right		0	_		0	_
₽.	Right	6	0	0	4	0	0
2	Left-Through-Right		1			1	
	Left-Right		0			0	
	← Left	26	0	26	81	0	81
2	Left-Through	20	Ö	20	"	Ö	01
2	Through	456	0	739	399	0	570
Ψ̈́	→ Through-Right		0			0	
SOUTHBOUND	Right ب	257	0	0	90	0	0
l g	← Left-Through-Right		1			1	
0)	∠ Left-Right		0			0	
	1 1 1 - 54	C4	0	04	104		404
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	61	0 0	61	104	0 0	104
<u>8</u>	→ Through	55	0	186	99	0	292
9	→ Through-Right	00	0	100		0	232
STI	Right	70	0	0	89	0	0
EASTBOUND	→ Left-Through-Right		1			1	
_	- deft-Right		0			0	
۵	✓ Left	26	0	26	7	0	7
Ž		440	0	400	67	0	400
Ĭ Ĭ	← Through ← Through-Right	112	0 0	160	67	0 0	106
] IE	Right	22	0	0	32	0	0
WESTBOUND	Left-Through-Right	22	1	U	32	1	U
>	├ Left-Right		Ö			Ö	
		Ν	orth-South:	817	٨	lorth-South:	620
	CRITICAL VOLUMES		East-West:	221		East-West:	299
			SUM:	1038		SUM:	919
	VOLUME/CAPACITY (V/C) RATIO:			0.692			0.613
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.592			0.513
	LEVEL OF SERVICE (LOS):			Α			Α
<u> </u>	- (100)	· · · · · · · · · · · · · · · · · · ·					- 1





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Temple Street

Scenario: Existing (2019)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	VVD	2	<b>EB</b> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Ω	Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0	_		0	
l o	↑ Through	0	0	0	0	0	0
IE	Through-Right	0	0	0		0	0
X	Right	0	0	0	0	0	0
ž	Left-Through-Right Left-Right		0 0			0 0	
	Leit-Rigiit		U			U	
	<b>←</b> は Left	435	1	435	567	1	567
¥			0			0	
٦	↓ Through	0	0	0	0	0	0
里	→ Through-Right		0			0	
SOUTHBOUND	→ Right	122	1	97	76	1	33
So	Left-Through-Right		0			0	
	∠ Left-Right		0			0	
		50	1	50	86	1	86
9	→ Left-Through		0			0	
IN	→ Through	266	1	266	353	1	353
<u> </u>	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	Left-Right		0			0	
	√ Left	0	0	0	0	0	0
9			0	Ĭ		0	•
	← Through	396	1	301	347	1	325
<u> </u>	← Through-Right		1			1	
WESTBOUND	Right	205	0	205	303	0	303
×	Left-Through-Right		0			0	
	├─ Left-Right	A.	0 lorth South:	125	A.	O Iorth South:	567
	CRITICAL VOLUMES		orth-South: East-West:	435 351	^	lorth-South: East-West:	567 411
	ONTIONE VOLUMES		SUM:	786		SUM:	978
	VOLUME/CAPACITY (V/C) RATIO:			0.524			0.652
W	C LESS ATSAC/ATCS ADJUSTMENT:			0.324			0.552
<b>"</b>	LEVEL OF SERVICE (LOS):						
<u> </u>	LEVEL OF SERVICE (LUS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Silver Lake Blvd East-West Street: Bellevue Ave

Scenario: Existing (2019)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	VVD	2	EB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
9	Left	62	1 0	62	94	1 0	94
	← Left-Through  ↑ Through	566	1	296	1114	1	630
BC	↑ Through-Right	300	1	230	1114	1	030
l ₹	Right	25	0	25	146	0	146
NORTHBOUND	← Left-Through-Right		0			0	
<b>Z</b>	Left-Right		0			0	
₽	Left Through	21	1	21	30	1	30
	<ul><li></li></ul>	1408	0	730	787	0	426
BC	→ Through → Through-Right	1400	1	730	101	1	420
SOUTHBOUND	Right	51	0	51	64	0	64
0	Left-Through-Right		0			0	
တ	← Left-Right		0			0	
	1 1		•				0.5
Ω	<ul><li>J Left</li><li>→ Left-Through</li></ul>	59	0 0	59	65	0 0	65
	→ Through	68	0	387	138	0	305
EASTBOUND	→ Through-Right		0	301	100	0	303
STI	Right	260	0	0	102	0	0
EA	Left-Through-Right		1			1	
	│		0			0	
	√ Left	81	0	81	26	0	26
9	↓ Leπ	δ۱	0 0	δ1	26	0	26
5	← Through	72	0	174	39	0	83
WESTBOUND	← Through-Right		0			0	
EST	Right	21	0	0	18	0	0
ME	Left-Through-Right		1			1	
<b> </b>	├─ Left-Right		0	700		O Couthi	660
	CRITICAL VOLUMES		lorth-South: East-West:	792 468	_ ^	lorth-South: East-West:	660 331
	STATIONE VOLUMES		SUM:	1260		SUM:	991
	VOLUME/CAPACITY (V/C) RATIO:			0.840			0.661
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.740			0.561
	LEVEL OF SERVICE (LOS):			0.740 C			
<u> </u>	LLVLL OF SERVICE (LOS):			U			Α







I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Vermont Avenue East-West Street: Melrose Avenue

Scenario: Existing + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lana
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume
	↑ Left	81	1	81	77	1	77
NORTHBOUND	← Left-Through		0			0	
l oc	↑ Through	1128	2	389	1389	2	480
男	Through-Right		1			1	
RI	Right	40	0	40	51	0	51
N	Left-Through-Right Left-Right		0 0			0 0	
	Leit-Right		U		1	U	
_	← Left	90	1	90	105	1	105
SOUTHBOUND	→ Left-Through		0			0	
) S	Through	1078	2	401	894	2	360
ᄬ	→ Through-Right	400	1	400	405	1	405
5		126	0 0	126	185	0 0	185
SC	Left-Right		0			0	
					l		
	Ĵ Left	0	0	0	0	0	0
Z	→ Left-Through	40-	0			0	
l g	→ Through	435	1 1	252	700	1	383
E TE	→ Through-Right → Right	69	0	69	66	0	66
EASTBOUND	Left-Through-Right	00	0	03		0	00
ш			0			0	
۵	✓ Left	0	0	0	0	0	0
S	<ul><li></li></ul>	420	0	234	280	0 1	167
80	Through-Right	420	1	204	200	1	107
ST	Right	48	0	48	54	0	54
WESTBOUND	Left-Through-Right		0			0	
	├─ Left-Right		0			0	
	CRITICAL VOLUMES	۸	lorth-South:	482	_ ^	lorth-South:	585
	CRITICAL VOLUMES		East-West: SUM:	252 734		East-West: SUM:	383 968
	VOLUME/CAPACITY (V/C) RATIO:		JOH.	0.489		JON.	0.645
W	C LESS ATSAC/ATCS ADJUSTMENT:						
"	LEVEL OF SERVICE (LOS):			0.389			0.545 ^
	LEVEL OF SERVICE (LUS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Melrose Avenue

Scenario: Existing + Project

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	A/D 0	0.5	0	A/D 0	0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	VVD	2	LD	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	-	Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left Through	163	1 0	163	139	1 0	139
Į	← Left-Through ↑ Through	585	1	585	820	1	820
BC	↑ Through-Right	300	0	303	020	0	020
E	Right	23	1	23	66	1	39
NORTHBOUND	← Left-Through-Right	-	0			0	
Z	Left-Right		0			0	
₽	Left	21	1	21	31	1	31
5	⇒ Left-Through	F70	0 1	F70	567	0 1	F67
ВО	│	570	0	570	567	0	567
l E	Right	47	1	47	27	1	27
SOUTHBOUND	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
۵	J Left	109	0	109	127	0	127
Z	→ Left-Through → Through	146	1 0	255	225	1 0	352
<u> </u>	→ Through → Through-Right	140	0	200	225	0	302
STE	Right	357	1	276	464	1	395
EASTBOUND	Left-Through-Right		0			0	
_	- deft-Right		0			0	
۵	✓ Left	61	0	61	55	0	55
5	<ul><li></li></ul>	347	1 0	247	143	1 0	179
B0	Through-Right	J <del>+</del> /	1	241	140	1	113
ST	Right	25	0	247	36	0	0
WESTBOUND	Left-Through-Right		0			0	
	├ Left-Right		0			0	
	OD!T!O !! VO! !!	N	orth-South:	733	۸	lorth-South:	851
	CRITICAL VOLUMES		East-West:	356 1080		East-West:	450 1301
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1089		SUM:	1301
				0.726			0.867
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.626			0.767
	LEVEL OF SERVICE (LOS):			В			С





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Clinton Street

Scenario: Existing + Project

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LB	VVD	2	LB	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left	82	1	82	36	1	36
5	← Left-Through  ↑ Through	748	0	385	880	0	455
BO	Through	740	1	300	860	1	400
ΙE	Right	22	0	22	30	0	30
NORTHBOUND	← Left-Through-Right		0			0	- 00
Z	Left-Right		0			0	
Ω	←	77	1	77	74	1	74
	⇒ Left-Through	700	0		007	0	
BO	<ul><li>↓ Through</li><li>✓ Through-Right</li></ul>	799	1	424	987	1 1	509
I ∓	→ Right	49	0	49	31	0	31
SOUTHBOUND	Left-Through-Right	40	0	40	01	0	01
Ñ	↓ Left-Right		0			0	
0	Left	58	0	58	40	0	40
Į	→ Left-Through	50	0	400	240	0	050
∥ ŏ	→ Through  → Through-Right	52	0 0	163	218	0 0	356
) TE	Right	53	0	0	98	0	0
EASTBOUND	Left-Through-Right	00	1	ŭ		1	o
∥ "	- ↓ Left-Right		0			0	
					_		
۵	✓ Left	48	0	48	40	0	40
S	<ul><li></li></ul>	78	1 0	126	86	1 0	126
<u>8</u>	Through-Right	10	0	120	00	0	120
STI	Right	43	1	5	59	1	22
WESTBOUND	Left-Through-Right		0	J		0	
	├ Left-Right		0			0	
		N	orth-South:	506	N	lorth-South:	545
	CRITICAL VOLUMES		East-West:	211		East-West:	396
<b> </b>	VOLUME (CADACITY (1/O) DATIO		SUM:	717		SUM:	941
	VOLUME/CAPACITY (V/C) RATIO:			0.478			0.627
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.378			0.527
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Santa Monica Boulevard

Scenario: Existing + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	SB	1	NB 0	SB	1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	3Б WB	0	NB 0 EB 0	зв WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD=	115=	2	LD	115	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
9	Left  ← Left-Through	49	0 0	49	89	0 0	89
Į	↑ Through	138	0	199	121	0	223
BC	↑ Through-Right	100	0	100	121	0	225
ΙË	Right	12	0	0	13	0	0
NORTHBOUND	← Left-Through-Right		1			1	
Z	Left-Right		0			0	
₽	← Left	10	0	10	8	0	8
		177	1 0	187	141	1 0	149
BC	→ Through  Through-Right	177	0	107	141	0	143
SOUTHBOUND	Right	490	1	251	379	1	116
l o	← Left-Through-Right		0			0	
S	→ Left-Right		0			0	
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	470	4	470	500		500
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	478	1 0	478	526	1 0	526
	→ Through	227	1	227	317	1	317
EASTBOUND	→ Through-Right	221	0	LL!	017	0	017
ST	Right	70	1	46	97	1	53
EA	→ Left-Through-Right		0			0	
	{ Left-Right		0			0	
	√ Left	20	1	20	45	4	15
₽	↓ Leπ	20	1 0	20	15	1 0	15
WESTBOUND	← Through	180	1	180	142	1	142
BC	← Through-Right		0			0	
ST	Right	6	1	1	5	1	1
WE	Left-Through-Right		0			0	
	├─ Left-Right		0	450		0	070
	CRITICAL VOLUMES	N	lorth-South: East-West:	450 650	^	lorth-South: East-West:	372 669
	CRITICAL VOLUMES		East-west: SUM:	658 1108		East-west: SUM:	668 1040
	VOLUME/CAPACITY (V/C) RATIO:			0.806		JOH.	
1//	C LESS ATSAC/ATCS ADJUSTMENT:						0.756
V/				0.706			0.656
	LEVEL OF SERVICE (LOS):			С			В





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Melrose Avenue

Scenario: Existing + Project

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0 0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	3B WB	0	EB 0	зв WB	0
	ATSAC-1 or ATSAC+ATCS-2?		***	2		.,,	2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	Left	78	0	78	50	0	50
NORTHBOUND	← Left-Through		0			0	
30	↑ Through	234	0	318	347	0	401
	Through-Right		0		_	0	
l R	Right	6	0	0	4	0	0
2	Left-Through-Right		1			1	
	Left-Right		0			0	
	← Left	26	0	26	81	0	81
SOUTHBOUND	↓ Left-Through	20	Ö	20	01	0	٥.
00	Through	456	0	739	402	0	575
Ψ̈́	→ Through-Right		0			0	
Ē	→ Right	257	0	0	92	0	0
l 0	← Left-Through-Right		1			1	
0,			0			0	
	I → Left	62	0	63	112	0	112
Ω	→ Left  Left-Through	63	0 0	63	113	0	113
<u>S</u>	→ Through	55	0	188	99	0	303
80	→ Through-Right	00	0	.00		0	000
STI	Right	70	0	0	91	0	0
EASTBOUND	→ Left-Through-Right		1			1	
	- ✓ Left-Right		0			0	
					1		
۵	✓ Left	26	0	26	7	0	7
Ī		110	0	400	67	0	100
l õ	← Through ← Through-Right	112	0 0	160	67	0 0	106
] I	Right	22	0	0	32	0	0
WESTBOUND	Left-Through-Right	<u> </u>	1	J	32	1	U
>	├ Left-Right		Ö			Ö	
	·	N	orth-South:	817	Λ	lorth-South:	625
	CRITICAL VOLUMES		East-West:	223		East-West:	310
			SUM:	1040		SUM:	935
	VOLUME/CAPACITY (V/C) RATIO:			0.693			0.623
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.593			0.523
	LEVEL OF SERVICE (LOS):			A			A
<u> </u>	=======================================			73	l		<i>-</i> 1





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Temple Street

Scenario: Existing + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	<u> Left</u>	0	0	0	0	0	0
Į	← Left-Through		0			0	
NORTHBOUND	↑ Through	0	0	0	0	0	0
∥ ≝	Through-Right		0			0	
K	Right	0	0	0	0	0	0
Ž	Left-Through-Right		0			0	
	Left-Right		0			0	
	← Left	437	1	437	572	1	572
2	→ Left-Through		0		0.2	0	J
T	↓ Through	0	0	0	0	0	0
单	←     Through-Right		0			0	
SOUTHBOUND	ب Right	124	1	99	81	1	37
00	← Left-Through-Right		0			0	
			0			0	
	∫ Left	50	1	50	88	1	88
9	→ Left-Through	30	0	30		0	00
5	→ Through	266	1	266	353	1	353
BC	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E	Left-Through-Right		0			0	
	Left-Right		0			0	
	√ Left	0	0	0	0	0	0
9	√ Left-Through	U	0	U		0	U
WESTBOUND	← Through	396	1	301	347	1	326
)BC	← Through-Right		1			1	
ST	Right	205	0	205	305	0	305
WE	Left-Through-Right		0			0	
	├─ Left-Right		0	40-		0	
	CRITICAL VOLUMES	<u>^</u>	orth-South:	437	_ ^	lorth-South:	572
	CRITICAL VOLUMES		East-West: SUM:	351 788		East-West: SUM:	414 986
	VOLUME/CAPACITY (V/C) RATIO:		JUIVI.			JUNI.	
1.0				0.525			0.657
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.425			0.557
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Silver Lake Blvd East-West Street: Bellevue Ave

Scenario: Existing + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WD	2	EB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left	62	1	62	98	1	98
5	← Left-Through  ↑ Through	566	0	296	1114	0	630
BO	Through	500	1	290	1114	1	630
E	Right	25	0	25	146	0	146
NORTHBOUND	← Left-Through-Right		0			0	
Z	Left-Right		0			0	
Ω	←	21	1	21	30	1	30
	⇒ Left-Through	4.400	0		707	0	407
BO	<ul><li>↓ Through</li><li>✓ Through-Right</li></ul>	1408	1	730	787	1 1	427
IE	→ Right	51	0	51	66	0	66
SOUTHBOUND	Left-Through-Right	01	0	01		0	00
Ñ	↓ Left-Right		0			0	
0	Left	61	0	61	70	0	70
Į	→ Left-Through	CO	0	205	400	0	204
∥ ŏ	→ Through  → Through-Right	68	0 0	395	138	0 0	324
) TE	Right	266	0	0	116	0	0
EASTBOUND	Left-Through-Right	200	1	Ŭ	110	1	o
∥ "	- ↓ Left-Right		0			0	
					_		
۵	✓ Left	81	0	81	26	0	26
S	<ul><li></li></ul>	72	0 0	174	39	0 0	83
30 30	← Through ← Through-Right	12	0	174	39	0	03
STE	Right	21	0	0	18	0	0
WESTBOUND	Left-Through-Right		1	ŭ		1	ŭ
	├ Left-Right		0			0	
		N	orth-South:	792	N	lorth-South:	660
	CRITICAL VOLUMES		East-West:	476		East-West:	350
<b> </b>	VOLUME (CADACITY (1/O) DATIO		SUM:	1268		SUM:	1010
	VOLUME/CAPACITY (V/C) RATIO:			0.845			0.673
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.745			0.573
	LEVEL OF SERVICE (LOS):			С			Α







I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Vermont Avenue East-West Street: Melrose Avenue

Scenario: Future Baseline (2023)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	VVD	2	<i>EB</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left	93	1	93	84	1	84
5	Left-Through	1195	0	413	1465	0 2	507
BO	↑ Through → Through-Right	1195	2 1	413	1405	1	507
l E	Right	45	0	45	55	0	55
NORTHBOUND	← Left-Through-Right	70	0	70		0	00
Ž	Left-Right		0			0	
						!	
Ω	<b>← Left</b>	95	1	95	110	1	110
SOUTHBOUND	⇒ Left-Through		0			0	
l l	↓ Through	1138	2	425	950	2	382
ᄩ	← Through-Right  Bight  Plant  Plant  Through-Right  Through-	136	1 0	136	197	1 0	197
<u> </u>		130	0	130	197	0	197
S	Left-Right		0			0	
					l		
	ر Left	0	0	0	0	0	0
Ä	→ Left-Through		0			0	
EASTBOUND	→ Through	457	1	266	731	1	401
1B	→ Through-Right	74	1	74	74	1 0	74
AS	Right  Left-Through-Right	74	0 0	74	71	0	71
ш			0			0	
	1				1		
	√ Left	0	0	0	0	0	0
∥ ¥			0			0	
ر و	← Through	442	1	247	287	1	171
E.	Through-Right	F0	1	F0	EA	1	ΕA
WESTBOUND	Right  Left-Through-Right	52	0 0	52	54	0 0	54
	Left-Tirough-Right		0			0	
	,	Ν	orth-South:	518	٨	lorth-South:	617
	CRITICAL VOLUMES		East-West:	266		East-West:	401
	SUM: 784 SUM:		1018				
	VOLUME/CAPACITY (V/C) RATIO:			0.523			0.679
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.423			0.579
	LEVEL OF SERVICE (LOS):			A			A
<u> </u>	- ()						•





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Melrose Avenue

Scenario: Future Baseline (2023)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	AVD 0	0.5	0	4/5	0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	VVD	2	LB	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
9	Left  ← Left-Through	166	1 0	166	133	1 0	133
Ď	↑ Through	622	1	622	863	1	863
BG	↑ Through-Right	UZZ	0	OZZ		0	000
l ⊨	Right	25	1	25	70	1	40
NORTHBOUND	← Left-Through-Right		0			0	
Z	Left-Right		0			0	
9	↓ Left ↓ Left-Through	22	1 0	22	33	1 0	33
Ď	↓ Through	604	1	604	604	1	604
BC	→ Through → Through-Right	004	0	004	004	0	004
SOUTHBOUND	Right	51	1	51	30	1	30
l g	← Left-Through-Right		0			0	
o)	∠ Left-Right		0			0	
	1 1 -4	440	0	440	400	0	400
Ω	<ul><li>J Left</li><li>→ Left-Through</li></ul>	116	0 1	116	136	0 1	136
S	→ Through	156	0	272	237	0	373
BO	→ Through-Right		0			0	
EASTBOUND	Right	373	1	290	481	1	415
EA	Left-Through-Right		0			0	
	Left-Right		0		L	0	
	I ✓ Left	65	0	65	60	0	60
9	√ Left-Through	00	1	00		1	00
	← Through	369	0	264	152	0	190
WESTBOUND	↑ Through-Right		1			1	
ESI	Right	28	0	264	38	0	0
₹	Left-Through-Right		0			0	
	├─ Left-Right	Α.	0 orth-South:	770	Α.	0 lorth-South:	896
	CRITICAL VOLUMES	"	East-West:	380	"	East-West:	475
			SUM:	1150		SUM:	1371
	VOLUME/CAPACITY (V/C) RATIO:			0.767			0.914
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.814
	LEVEL OF SERVICE (LOS):			B			D
<u> </u>	22722 37 32RVIOL (200).			<b>D</b>			U





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Clinton Street

Scenario: Future Baseline (2023)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	↑ Left	86	1	86	38	1	38
Ę	- ← Left-Through		0			0	
NORTHBOUND	↑ Through	795	1	409	936	1	483
∥≝	Through-Right		1			1	
N IN	Right	23	0	23	29	0	29
2	Left-Through-Right		0			0	
	Left-Right		0			0	
	← Left	80	1	80	69	1	69
2	Left-Through	00	Ö	00		Ö	00
2	Through	846	1	449	1050	1	542
Ψ̈́	→ Through-Right		1			1	
SOUTHBOUND	Right ب	51	0	51	33	0	33
l g	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
	1 1 1 - 54		0	00	40	0	40
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	62	0 0	62	43	0 0	43
<u>8</u>	→ Through	55	0	176	220	0	366
9	→ Through-Right	00	0	170	220	0	300
STI	Right	59	0	0	103	0	0
EASTBOUND	→ Left-Through-Right		1			1	
_	- ✓ Left-Right		0			0	
					1		
۵	✓ Left	47	0	47	34	0	34
N S		70	1 0	120	69	1 0	102
Ĭ Õ	← Through ← Through-Right	73	0	120	09	0	103
STE	Right	36	1	0	40	1	6
WESTBOUND	Left-Through-Right	00	0		10	0	J
>	├ Left-Right		Ö			Ō	
	-	Ν	orth-South:	535	N	lorth-South:	580
	CRITICAL VOLUMES		East-West:	223	East-West:		400
			SUM:	758		SUM:	980
	VOLUME/CAPACITY (V/C) RATIO:			0.505			0.653
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.405			0.553
	LEVEL OF SERVICE (LOS):			Α			Α
<u> </u>	- ()						, <b>1</b>





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Santa Monica Boulevard

Scenario: Future Baseline (2023)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	1	<b>NB</b> 0	SB	1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ЗВ WВ	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0		No of	0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
_	↑ Left	53	0	53	91	0	91
¥	← Left-Through		0			0	
g g	∱ Through	144	0	210	123	0	227
∥≝	Through-Right	40	0	•	40	0	•
NORTHBOUND	│ Right → Left-Through-Right	13	0 1	0	13	0 1	0
×	Left-Right		0			0	
					1		
Ω	← Left	10	0	10	8	0	8
<b>S</b>	⇒ Left-Through	405	1	405	4.47	1	4==
B0	<ul><li>↓ Through</li><li>↓ Through-Right</li></ul>	185	0 0	195	147	0 0	155
E E	→ Right	511	1	261	396	1	122
SOUTHBOUND	← Left-Through-Right		0			0	
တ	, Left-Right		0			0	
	1 1-4	500	4	500	F40	4	F 40
₽	<ul><li>J Left</li><li>→ Left-Through</li></ul>	500	1 0	500	549	1 0	549
EASTBOUND	→ Through	273	1	273	386	1	386
.BO	→ Through-Right		0			0	
\ST	Right	74	1	48	101	1	56
7	→ Left-Through-Right		0 0			0 0	
	│		U			U	
	√ Left	22	1	22	16	1	16
WESTBOUND			0			0	
l o	← Through	227	1	227	195	1	195
E TB	← Through-Right ← Right	6	0	1	5	0	1
VES	Left-Through-Right	Ū	0	1	5	0	ı
<b>&gt;</b>			0			Ö	
		٨	orth-South:	471	٨	lorth-South:	
	CRITICAL VOLUMES		East-West:	727		East-West:	744
	VOLUME/CARACITY (1/O) RATIO		SUM:	1198		SUM:	1126
	VOLUME/CAPACITY (V/C) RATIO:			0.871			0.819
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.771			0.719
	LEVEL OF SERVICE (LOS):			С			С





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Melrose Avenue

Scenario: Future Baseline (2023)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

No. of Phases   2   0   NB	f Lane Volume 55
NB   0   SB   0   0	0 0 2 0 f Lane Volume 55
Right Turns: FREE-1, NRTOR-2 or OLA-3?  ATSAC-1 or ATSAC+ATCS-2? Override Capacity  MOVEMENT  Volume  No. of Lane Volume Volume Lanes  No. of Lane Volume Lanes	0 2 0 0 F Lane Volume 55 422
ATSAC-1 or ATSAC+ATCS-2? Override Capacity  MOVEMENT  Volume  No. of Lane Volume Volume Lanes  No. of Lane Volume Same Same Same Same Same Same Same Sa	f Lane Volume  55
MOVEMENT    No. of Lane   No. of Lane   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Lanes   Volume   Volume   Lanes   Volume   Lanes   Volume   Vo	f Lane Volume 55 422
MOVEMENT Volume Lanes Volume Volume Lanes  Left 88 0 88 55 0	55 422
S Left 88 0 88 55 0	<b>55</b> 422
Column	422
Through Through-Right Right Co.   As Left-Through-Right   Co.   As Left-Through-Right   1   1   1   1   1   1   1   1   1	
Through-Right  Right  C  A Left-Through-Right	
Right 6 0 0 4 0	0
O A Left-Through-Right 1	0
Z	
Left-Right 0	
27 0 27 84 0	84
Z	0.
<b>6</b>	601
면 너 Through-Right 0 0	
Company   Com	0
Left-Right 0	
67 0 67 110 0	110
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	000
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	308
QN DO NO DO NO DO NO DO	0
¥	
	7
Q D O D O D D O D D D D D D D D D D D D	110
m ← Through-Right 0	
<b>1</b>	0
Left-Through-Right Left-Right 0	
North-South: 862 North-Sou	<i>th:</i> 656
CRITICAL VOLUMES East-West: 234 East-West	3
	<i>IM:</i> 971
VOLUME/CAPACITY (V/C) RATIO: 0.731	0.647
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.631	0.547
LEVEL OF SERVICE (LOS):	A





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Temple Street

Scenario: Future Baseline (2023)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume
	↑ Left	0	0	0	0	0	0
Ĭ	← Left-Through		0			0	
NORTHBOUND	↑ Through	0	0	0	0	0	0
ᄩ	Through-Right	0	0	0		0	0
)R	│ │ │ │	0	0 0	0	0	0 0	0
ž	Left-Right		0			0	
					l		
D	← Left	457	1	457	592	1	592
N	⇒ Left-Through		0	•		0	•
ВО	↓ Through	0	0	0	0	0 0	0
E E	Right	145	1	118	86	1	39
SOUTHBOUND	← Left-Through-Right		0			0	
တ	← Left-Right		0			0	
	J Left	F.F.	1		04	4	04
₽	→ Left  → Left-Through	55	1 0	55	94	1 0	94
	→ Through	282	1	282	370	1	370
.BC	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
E/	<ul><li></li></ul>		0			0 0	
			U			U	
	√ Left	0	0	0	0	0	0
]N			0			0	
301	← Through ← Through-Right	414	1	314	365	1	341
STE	Right	214	0	214	317	0	317
WESTBOUND	Left-Through-Right	217	0	217	017	0	017
	├ Left-Right		0			0	
	OD: TIO 11 VOI 11	N	orth-South:	457	٨	lorth-South:	592
	CRITICAL VOLUMES		East-West: SUM:	369 826		East-West: SUM:	435 1027
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:			SUIVI:	
1//	C LESS ATSAC/ATCS ADJUSTMENT:			0.551			0.685
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \				0.451			0.585
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Silver Lake Blvd East-West Street: Bellevue Ave

**Scenario:** Future Baseline (2023)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LB	VVD	2	LB	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left	65	1	65	98	1	98
5	← Left-Through  ↑ Through	600	0	313	1177	0 1	665
BO	Through	000	1	313	1177	1	000
ΙE	Right	26	0	26	152	0	152
NORTHBOUND	← Left-Through-Right		0	23		0	102
Z	Left-Right		0			0	
Ω	← Left	22	1	22	31	1	31
SOUTHBOUND	⇒ Left-Through	4.475	0		000	0	450
BO	<ul><li>↓ Through</li><li>✓ Through-Right</li></ul>	1475	1	765	836	1	453
IE	→ Right	55	0	55	70	0	70
Ď	Left-Through-Right	33	0	00	70	0	70
Š	Left-Right		0			0	
	ے Left	64	0	64	71	0	71
¥	→ Left-Through	74	0	400	444	0	004
∥ ŏ	→ Through  → Through-Right	71	0 0	406	144	0 0	321
) TE	Right	271	0	0	106	0	0
EASTBOUND	Left-Through-Right	211	1	ŭ	100	1	ŭ
∥ "	- ↓ Left-Right		0			0	
۵	✓ Left	84	0	84	27	0	27
S	<ul><li></li></ul>	75	0 0	181	41	0 0	87
) 0 0	← Through ← Through-Right	73	0	101	41	0	01
STE	Right	22	0	0	19	0	0
WESTBOUND	Left-Through-Right		1	ŭ		1	ŭ
	├ Left-Right		0			0	
		N	orth-South:	830	۸	lorth-South:	696
	CRITICAL VOLUMES		East-West:	490	East-West:		348
	VOLUME (OADACITY (1/O) DATIO		SUM:	1320		SUM:	1044
	VOLUME/CAPACITY (V/C) RATIO:			0.880			0.696
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.780			0.596
	LEVEL OF SERVICE (LOS):			С			Α







I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Vermont Avenue East-West Street: Melrose Avenue

Scenario: Future Baseline + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	93	1	93	84	1	84
NORTHBOUND	← Left-Through		0			0	
l g	↑ Through	1196	2	414	1468	2	508
男	Through-Right		1			1	
l R	Right	45	0	45	55	0	55
Ž	Left-Through-Right Left-Right		0 0			0 0	
	Leit-Right		U			U	
<u> </u>	← Left	95	1	95	111	1	111
SOUTHBOUND			0			0	
l g	↓ Through	1138	2	425	951	2	383
男	→ Through-Right	400	1	400	407	1	407
5		136	0 0	136	197	0 0	197
SC	Left-Right		0			0	
	200 Night				l		
_	ال _ Left	0	0	0	0	0	0
N	→ Left-Through		0			0	
00	→ Through	457	1	266	737	1	404
TB	→ Through-Right → Right	7.1	1 0	74	71	1 0	71
EASTBOUND	Left-Through-Right	74	0	74	/ 1	0	7 1
ш	→ Left-Right		0			0	
	*						
0	✓ Left	0	0	0	0	0	0
Į		4.47	0	050	000	0	470
30	← Through ← Through-Right	447	1 1	250	299	1	178
STE	Right	53	0	53	57	0	57
WESTBOUND	Left-Through-Right		0	- 00		0	0.
	├ Left-Right		0			0	
		٨	lorth-South:	518	North-South:		619
	CRITICAL VOLUMES		East-West:	266 784		East-West:	404
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	784		SUM:	1023
				0.523			0.682
<i>V</i> /	C LESS ATSAC/ATCS ADJUSTMENT:			0.423			0.582
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Melrose Avenue

Scenario: Future Baseline + Project

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	A/D 0	0.5	0	4/5	0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	VVD	2	LB	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left Through	172	1 0	172	148	1 0	148
Ď	← Left-Through  ↑ Through	624	1	624	869	1	869
BG	↑ Through-Right	02- <del>1</del>	0	02-1		0	003
l ⊨	Right	25	1	25	70	1	40
NORTHBOUND	← Left-Through-Right		0			0	
Z	Left-Right		0			0	
9	← Left	22	1 0	22	33	1 0	33
5	<ul><li></li></ul>	604	U 1	604	606	1	606
BC	→ Through → Through-Right	004	0	004	000	0	000
SOUTHBOUND	Right	51	1	51	30	1	30
l g	← Left-Through-Right		0			0	
S	← Left-Right		0			0	
	1 1-4	440	0	440	400	0	400
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	116	0 1	116	136	0 1	136
N S	→ Through	156	0	272	239	0	375
EASTBOUND	→ Through-Right	.00	0	2,2		0	0.0
ST	Right	373	1	287	487	1	413
EA	Left-Through-Right		0			0	
	│		0			0	
	√ Left	65	0	65	60	0	60
9	✓ Left-Through	00	1	05	00	1	00
	← Through	369	0	264	152	0	190
BC	← Through-Right		1			1	
WESTBOUND	Right	28	0	264	38	0	0
WE	Left-Through-Right		0			0	
	├─ Left-Right	A	0	770		0 Iorth Couthi	000
	CRITICAL VOLUMES		orth-South: East-West:	776 380	"	lorth-South: East-West:	902 473
	STATIONE VOLUMES		SUM:	1156		SUM:	1375
	VOLUME/CAPACITY (V/C) RATIO:			0.771			0.917
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.671			0.817
<b>"</b>	LEVEL OF SERVICE (LOS):						
<u> </u>	LEVEL OF SERVICE (LUS):			В			D





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Clinton Street

Scenario: Future Baseline + Project

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD=	775	2	LB	112	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	I 5 1.6	Volume	Lanes	Volume	Volume	Lanes	Volume
9	Left  ← Left-Through	86	1 0	86	38	1 0	38
Ž	↑ Through	795	1	409	936	1	484
<u>B</u>	↑ Through-Right	, 55	1	100		1	.01
⊫	Right	23	0	23	32	0	32
NORTHBOUND	← Left-Through-Right		0			0	
	Left-Right		0			0	
	الماء الماء			00			7-7
身	↓ Left Left-Through	80	1 0	80	77	1 0	77
l ∑	↓ Through	846	1	449	1050	1	542
<u> </u>	→ Through-Right	0.10	1	440	1000	1	0-12
SOUTHBOUND	الِہ Right	51	0	51	33	0	33
Į,	← Left-Through-Right		0			0	
0,			0			0	
	∫ Left	62	0	62	43	0	43
₽	→ Left-Through	02	0	02	43	0	43
5	→ Through	55	0	176	228	0	374
BC	→ Through-Right		0			0	
EASTBOUND	Right	59	0	0	103	0	0
Ä	Left-Through-Right		1			1	
	│		0			0	
	√ Left	50	0	50	41	0	41
9	✓ Left-Through		1			1	
WESTBOUND	← Through	81	0	131	89	0	130
<u> 1</u>	† Through-Right		0			0	
ES.	Right	44	1	4	61	1	23
≥	Left-Through-Right Left-Right		0 0			0 0	
	_ v _con ragin	٨	orth-South:	535	٨	lorth-South:	580
	CRITICAL VOLUMES	East-West:		226	East-West:		415
			SUM:	761		SUM:	995
	VOLUME/CAPACITY (V/C) RATIO:			0.507			0.663
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.407			0.563
	LEVEL OF SERVICE (LOS):			A			A
<u> </u>				^			





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Santa Monica Boulevard

Scenario: Future Baseline + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	1	A/D	0.0	1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	LD	VVD	2	LD	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left Through	54	0 0	54	94	0 0	94
Ž	← Left-Through  ↑ Through	146	0	214	128	0	237
BG	↑ Through-Right	140	0	217	120	0	207
l ⊨	Right	14	0	0	15	0	0
NORTHBOUND	← Left-Through-Right		1			1	
	Left-Right		0			0	
			•				
9	↓ Left ↓ Left-Through	10	0	10	8	0 1	8
	↓ Through	185	0	195	149	0	157
BG	→ Through-Right	100	0	100	140	0	137
SOUTHBOUND	پُ Right	511	1	261	396	1	122
l g	← Left-Through-Right		0			0	
0)	∠ Left-Right		0			0	
	I → Left	500	1	500	549	1	549
₽	→ Left-Through	500	0	500	549	0	545
2	→ Through	273	1	273	386	1	386
BO	→ Through-Right		0			0	
EASTBOUND	Right	74	1	47	102	1	55
Ä	Left-Through-Right		0			0	
	Left-Right		0			0	
	✓ Left	22	1	22	17	1	17
9	✓ Left-Through		0			0	
	← Through	227	1	227	195	1	195
<u>B</u>	† Through-Right	_	0			0	
WESTBOUND	Right	6	1	1	5	1	1
⋛	Left-Through-Right  Left-Right		0			0 0	
	↓ Lott ragin	Λ	orth-South:	475	٨	lorth-South:	394
	CRITICAL VOLUMES		East-West:	727	East-West:		744
			SUM:	1202		SUM:	1138
	VOLUME/CAPACITY (V/C) RATIO:			0.874			0.828
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.774			0.728
	LEVEL OF SERVICE (LOS):			С			С
<u> </u>	- (100)	· · · · · · · · · · · · · · · · · · ·					





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Melrose Avenue

Scenario: Future Baseline + Project

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

		<u> </u>	AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2 0
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	88	0	88	55	0	55
2	← Left-Through		0			0	
2	↑ Through	251	0	345	367	0	426
P P	↑ Through-Right		0			0	
l ₽	Right	6	0	0	4	0	0
NORTHBOUND	Left-Through-Right		1			1	
	Left-Right		0			0	
₽	← Left	27	0	27	84	0	84
5	→ Left-Through	470	0	4	400	0	000
SOUTHBOUND	<ul><li>↓ Through</li><li>✓ Through-Right</li></ul>	479	0 0	774	423	0 0	606
Ӗ	→ Right	268	0	0	99	0	0
C	← Left-Through-Right	200	1	U	99	1	U
S	Left-Right		0			0	
	3					· · · · · · · · · · · · · · · · · · ·	
_	ے Left	69	0	69	119	0	119
2	→ Left-Through		0			0	
EASTBOUND	→ Through	57	0	201	103	0	319
I B	→ Through-Right		0	_		0	_
AS.	Right	75	0	0	97	0	0
)	→ Left-Through-Right		1 0			1 0	
	{ Left-Right		U			U	
	√ Left	27	0	27	7	0	7
9	✓ Left-Through		0		· ·	0	•
WESTBOUND	← Through	117	0	167	70	0	110
<u> </u>	Through-Right		0			0	
IS:	Right	23	0	0	33	0	0
WE	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
	ODITIOAL VOLUMES	<u>^</u>	orth-South:	862	_ ^	lorth-South:	
	CRITICAL VOLUMES		East-West:	236	East-West:		326
	VOLUME (CADACITY (V/C) DATIO:		SUM:	1098		SUM:	987
	VOLUME/CAPACITY (V/C) RATIO:			0.732			0.658
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.632			0.558
	LEVEL OF SERVICE (LOS):			В			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Temple Street

Scenario: Future Baseline + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 0	WD	2	EB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
₽	Left	0	0	0	0	0	0
S	← Left-Through	0	0	^		0	•
B 8	↑ Through	0	0 0	0	0	0 0	0
IE	Through-Right Right	0	0	0	0	0	0
NORTHBOUND	Right	U	0	U		0	U
ž	Left-Right		0			0	
۵	← Left	459	1	459	597	1	597
Z			0			0	
Į õ	Through	0	0	0	0	0	0
ᄬ	→ Through-Right	4.47	0	400	0.4	0	40
SOUTHBOUND	<ul><li></li></ul>	147	1 0	120	91	1 0	43
SC	Left-Right		0			0	
	Zon right						
_	ے Left	<b>5</b> 5	1	55	96	1	96
2	→ Left-Through		0			0	
0	→ Through	282	1	282	370	1	370
ΪŘ	→ Through-Right		0	•		0	•
EASTBOUND	Right	0	0	0	0	0	0
Э	<ul><li></li></ul>		0 0			0 0	
	I \ Lott-ragin		<b>J</b>				
	√ Left	0	0	0	0	0	0
<b>₽</b>			0			0	
<b>■</b> 8	← Through	414	1	314	365	1	342
ΕĒ	← Through-Right		1			1	
WESTBOUND	Right	214	0	214	319	0	319
>	Left-Through-Right Left-Right		0			0 0	
	↓ Lott ragin	N	orth-South:	459	N	lorth-South:	597
	CRITICAL VOLUMES	, ,	East-West:	369	East-West:		438
			SUM:	828		SUM:	1035
	VOLUME/CAPACITY (V/C) RATIO:		_	0.552			0.690
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.452			0.590
	LEVEL OF SERVICE (LOS):			A			Α
<u> </u>	ELTEL OF GERVIOL (LOO).			^			





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Silver Lake Blvd East-West Street: Bellevue Ave

Scenario: Future Baseline + Project

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	ED 0	VVD	2	EB 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
9	Left	65	1 0	65	102	1 0	102
5	← Left-Through  ↑ Through	600	1	313	1177	1	665
BC	↑ Through-Right	000	1	010	1177	1	003
E	Right	26	0	26	152	0	152
NORTHBOUND	← Left-Through-Right		0			0	
Z	Left-Right		0			0	
₽	← Left	22	1	22	31	1	31
5	<ul><li></li></ul>	1475	0	765	836	0 1	454
BC	→ Through → Through-Right	1473	1	765	030	1	404
SOUTHBOUND	Right	55	0	55	72	0	72
l g	← Left-Through-Right		0			0	
S	← Left-Right		0			0	
	1 1-4	00	0	00	70	_	70
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	66	0 0	66	76	0 0	76
N S	→ Through	71	0	414	144	0	340
B0	→ Through-Right		0			0	0.0
EASTBOUND	Right	277	0	0	120	0	0
E	Left-Through-Right		1			1	
	Left-Right		0			0	
	I √ Left	84	0	84	27	0	27
9	✓ Left-Through	04	0	04	21	0	21
ĺ	← Through	75	0	181	41	0	87
<u> </u>	† Through-Right		0			0	
WESTBOUND	Right	22	0	0	19	0	0
₹	Left-Through-Right Left-Right		1 0			1 0	
	↓ Leit-Night	Λ.	lorth-South:	830	Λ.	lorth-South:	696
	CRITICAL VOLUMES	"	East-West:	498	East-West:		367
			SUM:	1328		SUM:	1063
	VOLUME/CAPACITY (V/C) RATIO:			0.885			0.709
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.785			0.609
	LEVEL OF SERVICE (LOS):			C			В
<u> </u>	22122 51 521(1152 (200).			<u> </u>			-

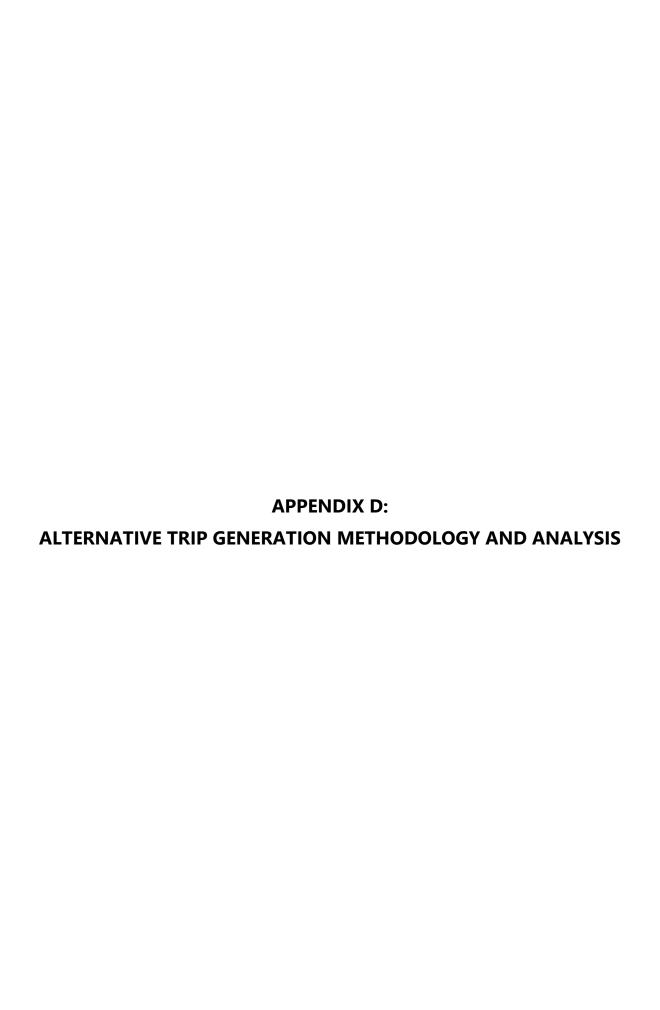


TABLE D1

LADWP HOOVER STREET DISTRICT YARD

TRIP GENERATION ESTIMATES - ALTERNATIVE ANALYSIS

Land Use	ITE Land Use Code		Trip Generation Rates [a]					Estimated Trip Generation								
		Size	Daily	AM	Peak H	our	PM	Peak H	our	Daily	AM F	Peak Hour	Trips	PM I	Peak Hour	Trips
			Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	ln	Out	Total	In	Out	Total
PROPOSED PROJECT Utility Building	170	51.814 ksf	13.24	2.31	80%	20%	2.27	20%	80%	686	96	24	120	24	94	118
TOTAL NET NEW EXTERNAL TRIPS								686	96	24	120	24	94	118		

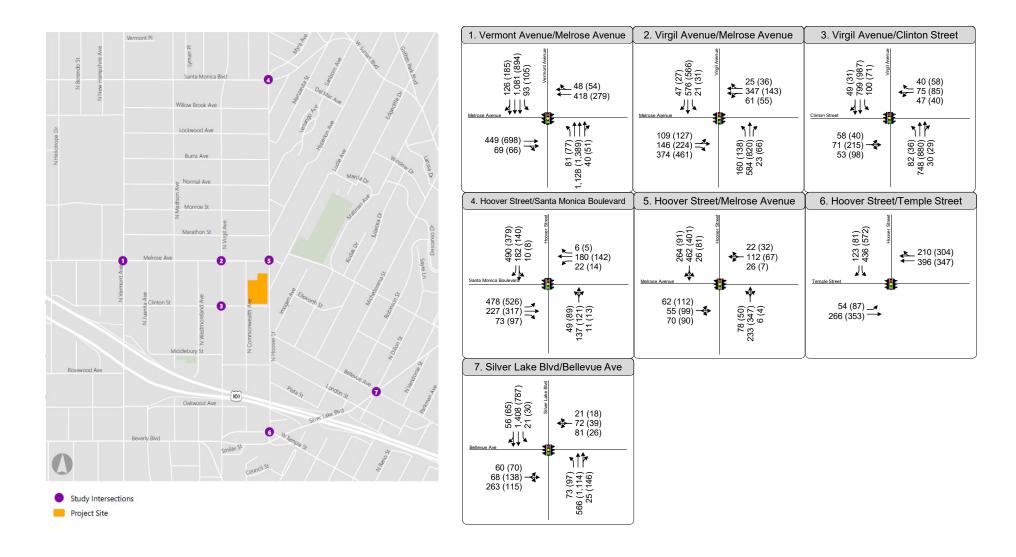
#### Notes:

[a] Source: Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017.





Appendix D - Figure D1
Peak Hour Traffic Volumes and Lane Configurations
Project Only - Alternative Trip Generation





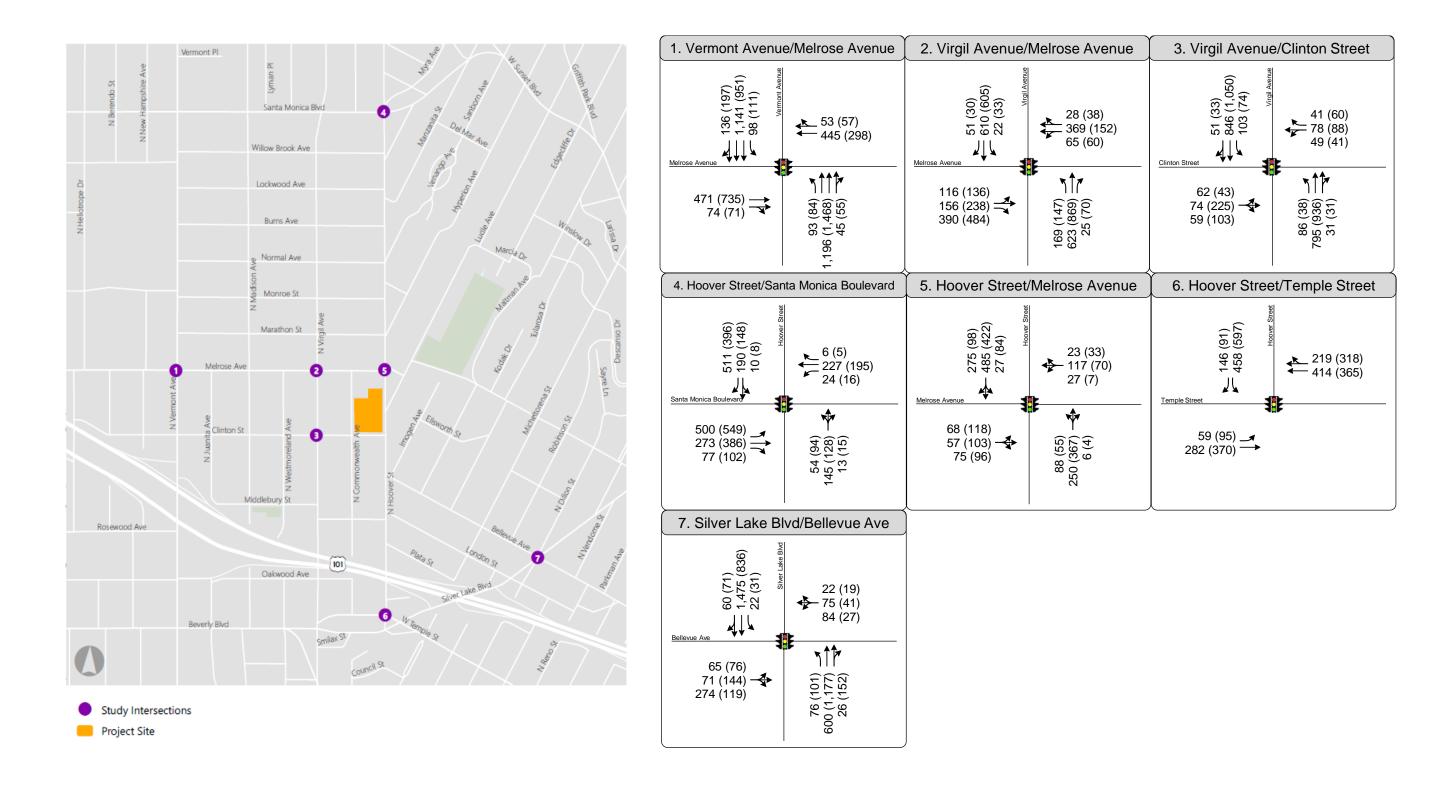
Appendix D - Figure D2
Peak Hour Traffic Volumes and Lane Configurations
Existing + Project Conditions - Alternative Trip Generation

TABLE D2

LADWP HOOVER STREET DISTRICT YARD PROJECT

EXISTING (2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING	+ PROJECT	V/C	SIGNIFICANT
			V/C	LOS	V/C	LOS	INCREASE	IMPACT?
1	Vermont Ave &	AM	0.389	Α	0.395	Α	0.006	No
	Melrose Ave	PM	0.542	Α	0.545	Α	0.003	No
2	Virgil Ave &	AM	0.622	В	0.628	В	0.006	No
	Melrose Ave	PM	0.764	С	0.765	С	0.001	No
3	Virgil Ave &	AM	0.376	Α	0.390	Α	0.014	No
	Clinton St	PM	0.517	Α	0.525	Α	0.008	No
4	Hoover St &	AM	0.703	С	0.704	С	0.001	No
	Santa Monica Blvd	PM	0.648	В	0.656	В	0.008	No
5	Hoover St &	AM	0.592	Α	0.601	В	0.009	No
	Melrose Ave	PM	0.513	Α	0.521	Α	0.008	No
6	Hoover St &	AM	0.424	Α	0.429	Α	0.005	No
	Temple St	PM	0.552	Α	0.557	Α	0.005	No
7	Silver Lake Blvd &	AM	0.740	С	0.751	С	0.011	No
	Bellevue Ave	PM	0.561	Α	0.573	Α	0.012	No





Appendix D - Figure D3
Peak Hour Traffic Volumes and Lane Configurations
Future + Project Conditions - Alternative Trip Generation

TABLE D3

LADWP HOOVER STREET DISTRICT YARD PROJECT

FUTURE YEAR (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK	FUTUR	E BASE		JRE + JECT	V/C	SIGNIFICANT	
		HOUR	V/C	LOS	V/C	LOS	INCREASE	IMPACT?	
1	Vermont Ave &	AM	0.423	Α	0.428	А	0.005	No	
	Melrose Ave	PM	0.579	Α	0.581	Α	0.002	No	
2	Virgil Ave &	AM	0.667	В	0.673	В	0.006	No	
	Melrose Ave	PM	0.814	D	0.815	D	0.001	No	
3	Virgil Ave &	AM	0.405	Α	0.419	Α	0.014	No	
	Clinton St	PM	0.553	Α	0.561	Α	0.008	No	
4	Hoover St &	AM	0.771	С	0.773	С	0.002	No	
	Santa Monica Blvd	PM	0.719	C	0.727	С	0.008	No	
5	Hoover St &	AM	0.631	В	0.640	В	0.009	No	
	Melrose Ave	PM	0.547	Α	0.555	Α	0.008	No	
6	Hoover St &	AM	0.451	Α	0.456	А	0.005	No	
	Temple St	PM	0.585	Α	0.589	Α	0.004	No	
7	Silver Lake Blvd &	AM	0.780	С	0.792	С	0.012	No	
	Bellevue Ave	PM	0.596	Α	0.608	В	0.012	No	

# EXISTING + PROJECT LEVEL OF SERVICE (LOS) ANALYSIS SHEETS (ALTERNATIVE TRIP GEN ANALYSIS)





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Vermont Avenue East-West Street: Melrose Avenue

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

			AM			PM			
	No. of Phases			2			2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0		
ATSAC-1 or ATSAC+ATCS-2?		EB 0	WB	0 2	EB 0	WB	0		
	Override Capacity			0			2		
			No. of	Lane		No. of	Lane		
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume		
0	<u> Left</u>	81	1	81	77	1	77		
NORTHBOUND	- ← Left-Through		0			0			
l g	↑ Through	1128	2	389	1389	2	480		
<u>#</u>	Through-Right		1			1			
R	Right	40	0	40	51	0	51		
N N	Left-Through-Right		0			0			
	Left-Right		0		L	0			
	√ Left	93	1	93	105	1	105		
SOUTHBOUND	Left-Through	90	0	90	103	0	103		
nc	↓ Through	1081	2	402	894	2	360		
<u> </u>	→ Through-Right		1			1			
上	→ Right	126	0	126	185	0	185		
l g	← Left-Through-Right		0			0			
S	↓ Left-Right		0			0			
	1 4								
Ω	→ Left → Left-Through	0	0	0	0	0	0		
EASTBOUND		440	0	250	600	0	202		
l g	→ Through  → Through-Right	449	1	259	698	1	382		
) TE	Right	69	0	69	66	0	66		
l SS	→ Left-Through-Right	00	0	00		0	00		
ш	✓ Left-Right		0			0			
	*		•						
	√ Left	0	0	0	0	0	0		
K			0			0			
ر 1	← Through	418	1	233	279	1	167		
TB.	Through-Right	40	1	40	F.4	1	<b>5</b> 4		
WESTBOUND	Right	48	0	48	54	0	54		
>	Left-Through-Right Left-Right		0			0			
	, <u>-0.1.1.9.1.</u>		North-South:	483	North-South:		585		
CRITICAL VOLUMES		East-West:		259	East-West:		382		
			SUM:	742		SUM:	967		
	VOLUME/CAPACITY (V/C) RATIO:			0.495			0.645		
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.545		
	LEVEL OF SERVICE (LOS):			Α			A		
	ELVEL OF OLIVIOL (LOO).			A			A		





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Melrose Avenue

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ		PM			
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	A/D 0	0.5	0	A/D 0	0.5	0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?		LD	VVD	2	LD	VVD	2	
Override Capacity				0			0	
	MOVEMENT		No. of	Lane		No. of	Lane	
		Volume	Lanes	Volume	Volume	Lanes	Volume	
₽	Left  ← Left-Through	160	1 0	160	138	1 0	138	
Ď	↑ Through	584	1	584	820	1	820	
BG	↑ Through-Right	<del>00-1</del>	0	004	020	0	020	
l ⊨	Right	23	1	23	66	1	39	
NORTHBOUND	← Left-Through-Right		0			0		
Z	Left-Right		0			0		
9	Left Through	21	1 0	21	31	1 0	31	
Ď	<ul><li></li></ul>	576	1	576	566	1	566	
BC	→ Through → Through-Right	370	0	370	300	0	300	
SOUTHBOUND	Right	47	1	47	27	1	27	
g g	← Left-Through-Right		0			0		
G	∠ Left-Right		0			0		
	J Left	400	0	400	407	_	407	
Ω	→ Leπ  → Left-Through	109	0 1	109	127	0 1	127	
S	→ Through	146	0	255	224	0	351	
BO	→ Through-Right		0			0		
EASTBOUND	Right	374	1	294	461	1	392	
E	Left-Through-Right		0			0		
	Left-Right		0		L	0		
	I ✓ Left	61	0	61	55	0	55	
9	✓ Left-Through	01	1	01		1	33	
ĺ	← Through	347	0	247	143	0	179	
WESTBOUND	† Through-Right		1			1		
[S]	Right	25	0	247	36	0	0	
₹	Left-Through-Right  Left-Right		0			0		
	↓ Leit-Right	Α.	0 orth-South:	736	Λ.	0 Iorth-South:	851	
	CRITICAL VOLUMES	"	East-West:	356	North-South: East-West:		447	
			SUM:	1092		SUM:	1298	
	VOLUME/CAPACITY (V/C) RATIO:			0.728			0.865	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.628			0.765	
	LEVEL OF SERVICE (LOS):			B			C	
<u> </u>	ELTEL OF GERTIGE (EGG).			<b>D</b>				





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Clinton Street

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

AM					PM			
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?		LB	VVD	2	LB	VVD	2	
Override Capacity				0			0	
	MOVEMENT		No. of	Lane		No. of	Lane	
		Volume	Lanes	Volume	Volume	Lanes	Volume	
₽	Left	82	1	82	36	1	36	
5	Left-Through	748	0	389	880	0 1	155	
BO	↑ Through → Through-Right	740	1	309	000	1 1	455	
푸	Right	30	0	30	29	0	29	
NORTHBOUND	← Left-Through-Right	00	0	- 00		0	20	
Ž	Left-Right		0			0		
Contragnt								
۵	<b>← Left</b>	100	1	100	71	1	71	
SOUTHBOUND	⇒ Left-Through		0			0		
l l	↓ Through	799	1	424	987	1	509	
ᄩ	← Through-Right  Bight  Plant  Plant  Through-Right  Through-	49	1 0	49	31	1 0	31	
	<ul><li></li></ul>	49	0	49	31	0	31	
S	Left-Right		0			0		
	ے Left	58	0	58	40	0	40	
Ä	→ Left-Through		0			0		
EASTBOUND	→ Through	71	0	182	215	0	353	
1B	→ Through-Right	50	0 0	0	00	0 0	0	
AS	Right  Left-Through-Right	53	1	0	98	1	0	
ш			0			0		
	1				I 			
	√ Left	47	0	47	40	0	40	
<b>₩</b>			1			1		
ر او	← Through	75	0	122	85	0	125	
E.	Through-Right	40	0	0	E0	0	22	
WESTBOUND	Right  Left-Through-Right	40	0	0	58	0	23	
	Left-Right		0			0		
	, ,	N	orth-South:	506	N	lorth-South:	545	
	CRITICAL VOLUMES		East-West:	229	East-West:		393	
			SUM:	735		SUM:	938	
	VOLUME/CAPACITY (V/C) RATIO:			0.490			0.625	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.390			0.525	
	LEVEL OF SERVICE (LOS):			Α			Α	
<u> </u>	. ,				<u> </u>			





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Santa Monica Boulevard

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

l AM					PM			
	No. of Phases			4			4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0	
		EB 0	WB	0	EB 0	WB	0	
ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2			2 0	
			No. of	Lane		No. of	Lane	
MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	49	0	49	89	0	89	
Į	- ← Left-Through		0			0		
g g	↑ Through	137	0	197	121	0	223	
異	Through-Right		0			0		
NORTHBOUND	Right	11	0	0	13	0	0	
8	Left-Through-Right		1			1		
	Left-Right		0			0		
	√ Left	10	0	10	8	0	8	
SOUTHBOUND	Left-Through	10	1	10		1	0	
I	↓ Through	182	0	192	140	0	148	
<u>B</u>	→ Through-Right	102	0	102		0	1-0	
Ė	Right	490	1	251	379	1	116	
٦	← Left-Through-Right		0			0		
S			0			0		
	,					8		
	Left	478	1	478	526	1	526	
Ž	→ Left-Through	007	0	007	0.17	0	0.17	
EASTBOUND	→ Through	227	1	227	317	1 0	317	
E	→ Through-Right → Right	73	0	49	97	1	53	
AS	Left-Through-Right	73	0	49	91	0	აა	
ш			0			0		
	, <u></u>	I						
	√ Left	22	1	22	14	1	14	
WESTBOUND			0			0		
00	← Through	180	1	180	142	1	142	
<u>B</u>	← Through-Right		0			0		
ES.	Right	6	1	1	5	1	1	
₹	Left-Through-Right		0			0		
<b></b>			-	440		0	074	
	CRITICAL VOLUMES	'	North-South: East-West:	448 658	North-South:		371 668	
	CRITICAL VOLUMES		SUM:	1106	East-West: SUM:			
	VOLUME/CAPACITY (V/C) RATIO:		30N.			30141.		
				0.804			0.756	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.704			0.656	
	LEVEL OF SERVICE (LOS):			C			В	





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Melrose Avenue

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

AM					PM			
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB 0	ЗБ WB	0	EB 0	зв WB	0	
ATSAC-1 or ATSAC+ATCS-2?				2			2	
Override Capacity				0			0	
	MOVEMENT		No. of Lanes	Lane Volume	Valores -	No. of Lanes	Lane Volume	
	↑ Left	Volume 78	0	78	Volume 50	0	50	
₽	← Left-Through	70	0	70	30	0	50	
	↑ Through	233	0	317	347	0	401	
l Ř	↑ Through-Right		0			0		
R	Right	6	0	0	4	0	0	
NORTHBOUND	Left-Through-Right		1			1		
	Left-Right		0			0		
	√ Left	26	0	26	81	0	81	
SOUTHBOUND	⇒ Left-Through	20	0	20		0	0.	
l o	↓ Through	462	0	752	401	0	573	
男	→ Through-Right	004	0	•		0	•	
5		264	0 1	0	91	0 1	0	
SC	Left-Right		0			0		
	Left	62	0	62	112	0	112	
¥	→ Left-Through		0	407	00	0	004	
EASTBOUND	→ Through  → Through-Right	55	0 0	187	99	0 0	301	
STE	Right	70	0	0	90	0	0	
EĂ	Left-Through-Right		1			1		
	-		0			0		
	√ Left	00	0	00		0	-	
9	↓ Leπ	26	0 0	26	7	0	7	
WESTBOUND	← Through	112	0	160	67	0	106	
<u> </u>	Through-Right		0			0		
ESI	Right	22	0	0	32	0	0	
Ĭ	Left-Through-Right Left-Right		1 0			1 0		
	↓ Lon-Night	N	orth-South:	830	٨	lorth-South:	623	
	CRITICAL VOLUMES		East-West:	222	<u> </u>	East-West:	308	
			SUM:	1052		SUM:	931	
	VOLUME/CAPACITY (V/C) RATIO:			0.701			0.621	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.601			0.521	
	LEVEL OF SERVICE (LOS):			В			Α	





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Temple Street

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

AM PM						PM		
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	SB	0	NB 0	SB	0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?			WD	2	LD	115	2	
Override Capacity				0			0	
	MOVEMENT		No. of	Lane		No. of	Lane	
		Volume	Lanes	Volume	Volume	Lanes	Volume	
9	Left  ← Left-Through	0	0 0	0	0	0 0	0	
Ž	↑ Through	0	0	0	0	0	0	
BG	↑ Through-Right	· ·	0		Ĭ	0		
Ĕ	Right	0	0	0	0	0	0	
NORTHBOUND	← Left-Through-Right		0			0		
Z	Left-Right		0			0		
₽	Left Left Left-Through	436	1	436	572	1 0	572	
5	↓ Leπ-I nrougn ↓ Through	0	0	0	0	0	0	
BC	→ Through  Through-Right	U	0	U		0	U	
SOUTHBOUND	Right	123	1	96	81	1	38	
ر و	← Left-Through-Right		0			0		
S	← Left-Right		0			0		
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	54	1 0	54	87	1 0	87	
N S	→ Through	266	1	266	353	1	353	
EASTBOUND	→ Through-Right	200	0	200		0	000	
ST	Right	0	0	0	0	0	0	
EA	→ Left-Through-Right		0			0		
	{ Left-Right		0			0		
	√ Left	0	0	^		0	0	
₽	↓ Leπ	0	0	0	0	0 0	0	
WESTBOUND	← Through	396	1	303	347	1	326	
BC	← Through-Right		1			1		
ST	Right	210	0	210	304	0	304	
WE	Left-Through-Right		0			0		
	├─ Left-Right		0	400		0	F70	
	CRITICAL VOLUMES	^	orth-South: East-West:	436 357	_ ^	lorth-South: East-West:	572 413	
	CRITICAL VOLUMES		SUM:	793		East-west: SUM:	985	
	VOLUME/CAPACITY (V/C) RATIO:		JOH.			JOH.		
1//	C LESS ATSAC/ATCS ADJUSTMENT:			0.529			0.657	
V/				0.429			0.557	
	LEVEL OF SERVICE (LOS):			Α			Α	





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Silver Lake Blvd East-West Street: Bellevue Ave

Scenario: Existing + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

<u> </u>							
			AM		PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	l		0	l		0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
·		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity				0			0
MOVEMENT			No. of	Lane		No. of	Lane
5 1.4		Volume	Lanes	Volume	Volume	Lanes	Volume
Ω	Left	73	1	73	97	1	97
2	← Left-Through		0			0	
ŏ	↑ Through	566	1	296	1114	1	630
뽀	Through-Right		1			1	
R	<sup>'</sup> Right	25	0	25	146	0	146
NORTHBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
		_					
۵	<b>←</b> Left	21	1	21	30	1	30
Z			0			0	
ŏ	↓ Through	1408	1	732	787	1	426
里	← Through-Right		1			1	
SOUTHBOUND	ب Right	56	0	56	65	0	65
ō	← Left-Through-Right		0			0	
0)	, Left-Right		0			0	
	-∫ Left	60	0	60	70	0	70
¥	→ Left-Through		0			0	
EASTBOUND	→ Through	68	0	391	138	0	323
ĕ	_ <b>∵</b> Through-Right		0			0	
LS.	Right	263	0	0	115	0	0
EA	→ Left-Through-Right		1			1	
	-	<u> </u>	0			0	
		,					
	√ Left	81	0	81	26	0	26
WESTBOUND			0			0	
0	← Through	72	0	174	39	0	83
<u>B</u>	† Through-Right		0			0	
ုလ္ပ	Right	21	0	0	18	0	0
×	Left-Through-Right		1			1	
	├─ Left-Right		0			0	
		^	lorth-South:	805	North-South:		
	CRITICAL VOLUMES		East-West:	472	East-West:		349
			SUM:	1277		SUM:	1009
	VOLUME/CAPACITY (V/C) RATIO:			0.851			0.673
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.751			0.573
	LEVEL OF SERVICE (LOS):			С			Α

# FUTURE + PROJECT LEVEL OF SERVICE (LOS) ANALYSIS SHEETS (ALTERNATIVE TRIP GEN ANALYSIS)





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Vermont Avenue East-West Street: Melrose Avenue

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

No. of Phases   Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	2 0 0 2 0 Lane Volume 84 508 55
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?   Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB   0   SB   0   WB   0   EB   0   EB   0   WB   0   EB   0   WB   0   EB   0   EB   0   EB   0   EB   0   EB   0   EB   0   EB-	0 0 2 0 Lane Volume 84 508
No. of   Capacity   Capacity   No. of   Capacity   No. of   Capacity   Capacity   Capacity   Capacity   No. of   Capacity   C	Lane Volume 84 508
ATSAC-1 or ATSAC+ATCS-2?	2 0 Lane Volume 84 508 55
No. of Lane	Lane Volume 84 508
MOVEMENT   Volume   No. of Lane Volume   Volume   Volume   Lanes	Lane Volume 84 508 55
Volume	<b>Volume</b> 84 <b>508</b> 55
Comparison   Co	<b>508</b> 55
Left-Through   1196   2	<b>508</b> 55
Left-Right   0   0   0   0   0   0   0   0   0	55
Left-Right   0   0   0   0   0   0   0   0   0	
Left-Right   0   0   0   0   0   0   0   0   0	
Left-Right   0   0   0   0   0   0   0   0   0	111
Left-Right   0   0   0   0   0   0   0   0   0	111
Left-Through	111
Left-Through	111
Left 0 0 0 0 0	
Left 0 0 0 0 0	202
Left 0 0 0 0 0	383
Left 0 0 0 0 0	197
Left 0 0 0 0 0	197
Q → Through       0       0         → Through       471       1       273       735       1         Through-Right       1       1       1       1       1         Right       74       0       74       71       0         Left-Through-Right       0       0       0       0	0
D	
Moderate       Through-Right       1       1       1       1       1       0       74       71       0 <td>403</td>	403
<b>6</b>	
Si   → Left-Through-Right   0   0	71
Left-Right 0 0	
	^
	0
2	178
O Through-Right 1	170
<b>153</b>	57
Q DO	
Left-Right 0	
North-South: 519 North-South:	619
CRITICAL VOLUMES East-West: 273 East-West:	403
SUM: 792 SUM:	1022
VOLUME/CAPACITY (V/C) RATIO: 0.528	0.004
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.428	0.681
LEVEL OF SERVICE (LOS):	0.681 <b>0.581</b>





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Melrose Avenue

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

			АМ		PM			
	No. of Phases			2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	<b>NB</b> 0	SB	0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB 0	<i>WВ</i>	0	EB 0	ЗВ WВ	0	
ATSAC-1 or ATSAC+ATCS-2?				2			2	
Override Capacity				0			0	
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
	↑ Left	169	1	169	147	1	147	
9	← Left-Through	100	0	100	147	0	177	
NORTHBOUND	↑ Through	623	1	623	869	1	869	
里	<b>├</b> → Through-Right		0			0		
R	Right	25	1	25	70	1	40	
S S	Left-Through-Right Left-Right		0 0			0 0		
	Lett-Right		U			U		
C	← Left	22	1	22	33	1	33	
₹			0			0		
<u>8</u>	Through	610	1	610	605	1	605	
SOUTHBOUND	<ul><li>✓ Through-Right</li><li>✓ Right</li></ul>	51	0 1	51	30	0 1	30	
Ö	← Left-Through-Right	01	0	01	30	0	30	
Ō	↓ Left-Right		0			0		
	I 4						100	
۵	<ul><li>J Left</li><li>→ Left-Through</li></ul>	116	0 1	116	136	0 1	136	
N S	→ Through	156	0	272	238	0	374	
EASTBOUND	→ Through-Right		0			0		
\ST	Right	390	1	306	484	1	411	
7	→ Left-Through-Right		0			0		
	│		0			0		
	√ Left	65	0	65	60	0	60	
WESTBOUND			1			1		
Į į	← Through	369	0	264	152	0	190	
ET:	← Through-Right ← Right	28	1 0	264	38	1 0	0	
KE	Left-Through-Right	20	0	204	30	0	U	
>	Ç Left-Right		0			0		
		N	orth-South:	779		lorth-South:	902	
	CRITICAL VOLUMES		East-West:	380 1150		East-West:	471 1373	
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1159		SUM:	1373	
1//	C LESS ATSAC/ATCS ADJUSTMENT:			0.773			0.915	
V/				0.673			0.815	
	LEVEL OF SERVICE (LOS):			В			D	





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Virgil Avenue East-West Street: Clinton Street

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

No. of Phases   Opposed Ø'ing: N/S-1, E/W-2 or Both-3?   Right Turns: FREE-1, NRTOR-2 or OLA-3?   ATSAC-1 or ATSAC+ATCS-2?   Override Capacity	2 0 0 0 2 0 Lane Volume 38 484					
Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB   0   SB   0   WB   0   EB   0   E	0 0 2 0 Lane Volume 38					
Right Turns: FREE-1, NRTOR-2 or OLA-3?   EB 0   WB 2   2   0   WB 2   2   0   WB 2   2   0   WB 2   0   WB 2   2   0   WB 2   2   0   WB 2   0	0 2 0 Lane Volume 38					
ATSAC-1 or ATSAC+ATCS-2?	Lane Volume 38					
No. of Lane Volume   Volume   Volume   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Volume   V	Lane Volume 38 484					
Novement   Volume   Lanes   Volume   Volume   Lanes	<b>Volume 38</b> 484					
QN DOWN Left       Left Left-Through       0 <t< th=""><th><b>38</b> 484</th></t<>	<b>38</b> 484					
Column	484					
Left-Right I 0 0						
Left-Right 0 0	31					
Left-Right 1 0 0 0	31					
Left-Right 0 0						
Left-Right 0 0						
	74					
Left-Through 0						
	542					
역 서 Through-Right 1						
Q       Left-Through       0       0         O       Through       846       1       449       1050       1         H       Through-Right       1       1       1       1         Night       51       0       51       33       0         Left-Through-Right       0       0       0       0	33					
σ Left-Right 0						
62 0 62 43 0	43					
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0=4					
Q → Through       0       0       0         → Through       74       0       195       225       0         Through-Right       0 </td <td>371</td>	371					
<b>Solution Solution Solution</b>	0					
¥						
✓ Left     49     0     49     41     0       ✓ Left-Through     1     1	41					
Q       ✓ Left-Through       1	129					
m						
<b>G</b>   ← Right	23					
Left-Through-Right 0 0 0 0 0 0						
North-South: 535 North-South	: 580					
CRITICAL VOLUMES East-West: 244 East-Wes	=					
SUM: 779 SUN	=					
VOLUME/CAPACITY (V/C) RATIO: 0.519	0.661					
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.419	0.561					
LEVEL OF SERVICE (LOS):	A					





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Santa Monica Boulevard

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

		<u> </u>			PM			
			AM					
	No. of Phases			4			4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	CD.	1	ND 0	SB	1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?		EB 0	WD	2	EB 0	WD	0 2	
Override Capacity				0			0	
			No. of	Lane		No. of	Lane	
	MOVEMENT		Lanes	Volume	Volume	Lanes	Volume	
	↑ Left	54	0	54	94	0	94	
N	← Left-Through		0			0		
00	↑ Through	145	0	212	128	0	237	
Ě	↑ Through-Right		0			0		
ZT.	Right	13	0	0	15	0	0	
NORTHBOUND	← Left-Through-Right		1			1		
2	Left-Right		0			0		
Q	<b>← Left</b>	10	0	10	8	0	8	
SOUTHBOUND			1			1		
ŏ	Through	190	0	200	148	0	156	
里	← Through-Right		0			0		
15	↓ Right	511	1	261	396	1	122	
SO	Left-Through-Right		0			0		
<b>3</b> ,	↓ Left-Right		0		L	0		
		500	1	500	540	1	549	
۵	→ Leπ → Left-Through	500	1 0	500	549	0	549	
N	→ Through	273	1	273	386	1	386	
EASTBOUND	→ Through Through Through Through	210	0	213	500	0	500	
STE	Right	77	1	50	102	1	55	
Ä	Left-Through-Right		0	00	.02	0	00	
ш	∠ Left-Right		0			0		
	√ Left	24	1	24	16	1	16	
			0			0		
WESTBOUND	← Through	227	1	227	195	1	195	
<u> </u>	← Through-Right		0			0		
[S:	Right	6	1	1	5	1	1	
K	Left-Through-Right		0			0		
	├─ Left-Right		0	4=-	_	0	000	
	ODITION VOLUMES	^	lorth-South:	473	North-South:			
	CRITICAL VOLUMES	East-West:		727	East-West:		744	
	VOLUME (OADACITY 4//0) DATIO		SUM:	1200		SUM:	1137	
	VOLUME/CAPACITY (V/C) RATIO:			0.873			0.827	
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.773			0.727	
	LEVEL OF SERVICE (LOS):			С			С	
	LEVEL OF SERVICE (LOS):			C			C	





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Melrose Avenue

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/9/2019 Analyst: <Fehr & Peers> Date: <date>

		AM					PM		
	No. of Phases			2			2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	0	A/D	0.0	0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB 0 EB 0	SB WB	0		
ATSAC-1 or ATSAC+ATCS-2?		LD	110	2	LD	115	2		
Override Capacity				0			0		
	MOVEMENT		No. of	Lane		No. of	Lane		
<b></b>	↑ Left	Volume	Lanes	Volume 88	Volume 55	Lanes	Volume 55		
9	↓ Left  Left-Through	88	0	00	33	0 0	ວວ		
l g	↑ Through	250	0	344	367	0	426		
単	→ Through-Right		0			0			
F. I	Right	6	0	0	4	0	0		
NORTHBOUND	Left-Through-Right		1			1			
	Left-Right		0			0			
_ 1	√ Left	27	0	27	84	0	84		
2	→ Left-Through		0	21		0	01		
l o	Through	485	0	787	422	0	604		
뿔	→ Through-Right		0			0			
SOUTHBOUND		275	0 1	0	98	0 1	0		
SC	Left-Right		0			0			
	Ĵ Left	68	0	68	118	0	118		
∥ ¥ ∣	→ Left-Through	F-7	0	000	400	0			
g	→ Through  → Through-Right	57	0 0	200	103	0 0	317		
STE	Right	75	0	0	96	0	0		
EASTBOUND	Left-Through-Right		1	ŭ		1			
	- deft-Right		0			0			
	C 1 off	07		07			_		
₽		27	0 0	27	7	0 0	7		
WESTBOUND	← Through	117	0	167	70	0	110		
<u> </u>	Through-Right		0			0			
ESI	Right	23	0	0	33	0	0		
₹	Left-Through-Right Left-Right		1 0			1 0			
	↓ Leit-Night	N	orth-South:	875	Λ.	lorth-South:	659		
	CRITICAL VOLUMES	,,	East-West:	235	1	East-West:	324		
			SUM:	1110		SUM:	983		
	VOLUME/CAPACITY (V/C) RATIO:			0.740			0.655		
V/C	LESS ATSAC/ATCS ADJUSTMENT:			0.640			0.555		
	LEVEL OF SERVICE (LOS):			В			A		





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Hoover Street East-West Street: Temple Street

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

I <del></del>		1		PM			
			AM				
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB	0	NB 0	SB	0
	ATSAC 1 or ATSAC+ATCS 22		WB	0	EB 0	WB	0
ATSAC-1 or ATSAC+ATCS-2?				2			2 0
Override Capacity			No. of	Lane		No. of	Lane
MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume
	↑ Left	0	0	0	0	0	0
9	← Left-Through		0	Ū		0	Ū
I∑	↑ Through	0	0	0	0	0	0
<u>B</u>	↑ Through-Right		0	Ĭ		0	·
E	Right	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right		0	J		0	J
Ž	Left-Right		0			0	
		l .					
	<b>∀</b> Left	458	1	458	597	1	597
岁			0			0	
<b>□</b> 70	↓ Through	0	0	0	0	0	0
Ÿ	←     Through-Right		0			0	
SOUTHBOUND	Right ب	146	1	117	91	1	44
ő	← Left-Through-Right		0			0	
o o	→ Left-Right		0			0	
0	→ Left	59	1	59	95	1	95
Z	→ Left-Through		0			0	
EASTBOUND	→ Through	282	1	282	370	1	370
<u>B</u>	Through-Right		0	0		0	0
AS	Right	0	0	0	0	0	0
Й	★ Left-Through-Right     ✓ Left-Right		0			0 0	
	Leit-Right	l	U			U	
	√ Left	0	0	0	0	0	0
9	✓ Left-Through		0	J		0	J
WESTBOUND	← Through	414	1	317	365	1	342
BO	† Through-Right		1	<b>V</b>		1	U-12
ST	Right	219	0	219	318	0	318
Ž.	Left-Through-Right		0			0	
	├ Left-Right		0			0	
		I	North-South:	458	North-South:		597
	CRITICAL VOLUMES		East-West:	376	East-West:		437
			SUM:	834		SUM:	1034
	VOLUME/CAPACITY (V/C) RATIO:			0.556			0.689
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.456			0.589
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #:

PROJECT TITLE: LADWP Hoover Street District Yard Project

North-South Street: Silver Lake Blvd East-West Street: Bellevue Ave

Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)

Count Date: 4/4/2019 Analyst: <Fehr & Peers> Date: <date>

		•					
		AM			ļ		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0	SB	0	NB 0	SB	0
ATSAC-1 or ATSAC+ATCS-2?		EB 0	WB	0 2	EB 0	WB	0
Override Capacity				0			2 0
			No. of	Lane		No. of	Lane
MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume
NORTHBOUND	↑ Left	76	1	76	101	1	101
	← Left-Through		0			0	
	↑ Through	600	1	313	1177	1	665
	↑ Through-Right		1			1	
	Right	26	0	26	152	0	152
	← Left-Through-Right		0			0	
Z	Left-Right		0			0	
SOUTHBOUND	← Left	22	1	22	31	1	31
			0			0	
	↓ Through	1475	1	768	836	1	454
	← Through-Right		1			1	
1	<i>→</i> Right	60	0	60	71	0	71
90	← Left-Through-Right		0			0	
0,			0			0	
EASTBOUND	J Left	L 05	0	0.5	70	0	70
	<ul><li>J Left</li><li>→ Left-Through</li></ul>	65	0 0	65	76	0 0	76
	→ Through	71	0	410	144	0	339
	→ Through → Through-Right	7 1	0	410	144	0	339
) TE	Right	274	0	0	119	0	0
ĕ	→ Left-Through-Right	214	1	Ū	113	1	Ŭ
Ш	→ Left-Right		0			0	
	√ Left	84	0	84	27	0	27
Z			0			0	
WESTBOUND	← Through	75	0	181	41	0	87
	← Through-Right		0			0	
	Right	22	0	0	19	0	0
×	Left-Through-Right		1			1	
├ Left-Right		O North Conth		2.11	0		
CRITICAL VOLUMES		North-South:		844	North-South:		
		East-West:		494	East-West:		366 1063
VOLUME (CARACITY (1/O) RATIO			SUM:	1338		SUM:	1062
	VOLUME/CAPACITY (V/C) RATIO:			0.892			0.708
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.792			0.608
LEVEL OF SERVICE (LOS):				С			В
LETTE OF SERVICE (ESS).							