

**TRANSPORTATION IMPACT STUDY FOR THE PROPOSED
UCLA HILGARD FACULTY HOUSING PROJECT,
CITY OF LOS ANGELES**

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TABLE OF CONTENTS

	<u>Page</u>
Introduction.....	1
Project Description	4
Environmental Setting	7
Existing Freeways	8
Existing Highways and Streets	9
Existing (2019) Traffic Volumes.....	11
Existing Public Transportation	12
Analysis of Existing (2019) Traffic Conditions	17
Project Traffic	22
Project Trip Generation	22
Project Trip Distribution and Assignment.....	24
Project Parking and Access.....	28
Existing Plus Project Traffic Conditions	29
Future Traffic Conditions	32
Ambient Traffic Growth.....	32
Related Projects	33
Highway System Improvements	36
Analysis of Future (2023) Traffic Conditions.....	39
Significant Traffic Impact Criteria.....	40
Congestion Management Program (CMP) Impact Analysis	46
Residential Street/Neighborhood Intrusion Impact Analysis	49
Vehicle Miles Traveled Analysis	49
Mitigation Measures	53
Appendix A – Traffic Count Data Sheets	
Appendix B – Study Intersection Geometrics and Traffic Control Conditions	
Appendix C – CMA LOS Calculation Worksheets	
Appendix D – VMT Calculator Report Outputs	

LIST OF FIGURES

<u>Fig. No.</u>		<u>Page</u>
1	Project Site Vicinity and Study	2
2	Representative Project Site	5
3	Existing (2019) Peak-Hour Traffic	13
4	Project Area Transit	15
5	Project Trip Distribution	25
6	Project Peak-Hour Traffic	26
7	Existing (2019) Plus Project Peak-Hour Traffic	30
8	Related Project Location	34
9	Total Related Project Peak-Hour Traffic	37
10	Future (2023) Without Project Peak-Hour Traffic	41
11	Future (2023) With Project Peak-Hour Traffic	43

LIST OF TABLE

<u>Table No.</u>		<u>Page</u>
1	Existing Public	16
2	Critical Movement Volume Ranges for Determining	18
3	Level of Service as a Function of V/C	19
4	CMA & LOS Summary - Existing (2019) Traffic	21
5	Project Trip Generation	22
6	Project Trip Generation	23
7	Project Directional Trip Distribution	24
8	Related Project Locations, Descriptions, and Trip	35
9	CMA & LOS Summary - Existing (2019) and Future (2023) Traffic Conditions	45
10	LADOT Criteria for Significant Intersection Traffic	46
11	VMT Impact Criteria (15 Percent Below APC Average)	51

INTRODUCTION

Crain & Associates has prepared this transportation impact study to assess the potential traffic impacts of the University of California Los Angeles (UCLA) Hilgard Faculty Housing project (the “Project”), a proposed seven-story residential building. The Project would consist of up to 100 multifamily residential dwelling units designated for UCLA faculty members. The Project site is currently vacant, but was previously occupied by the auditorium of the neighboring Twenty-Eighth Church of Christ, Science facility (the “Church”).

The Project is located approximately one quarter-mile south of the UCLA campus at the northeast corner of Hilgard Avenue & Lindbrook Drive, in the Westwood Community Plan area of the City of Los Angeles (the “site”). The site is generally bounded by Hilgard Avenue to the west, Lindbrook Drive to the south, multifamily residential uses to the east, and the Church to the north. Project parking would be provided on-site in two subterranean parking levels. All Project access/egress would be via a new driveway along Hilgard Avenue at the northwest corner of the Project site. As part of the Project, the existing loading zone and curb ramp along Hilgard Avenue, near the southwest corner of the site, would be eliminated. The Project would retain the loading zone along Lindbrook Drive, approximately 100 feet east of Hilgard Avenue, but will remove the existing curb ramp at this location. A new passenger loading zone is proposed at the northwest corner of the Project site, adjacent to the proposed driveway. The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections.

While this report will not be formally reviewed by the City of Los Angeles Department of Transportation (“LADOT”), this analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the LADOT *Transportation*

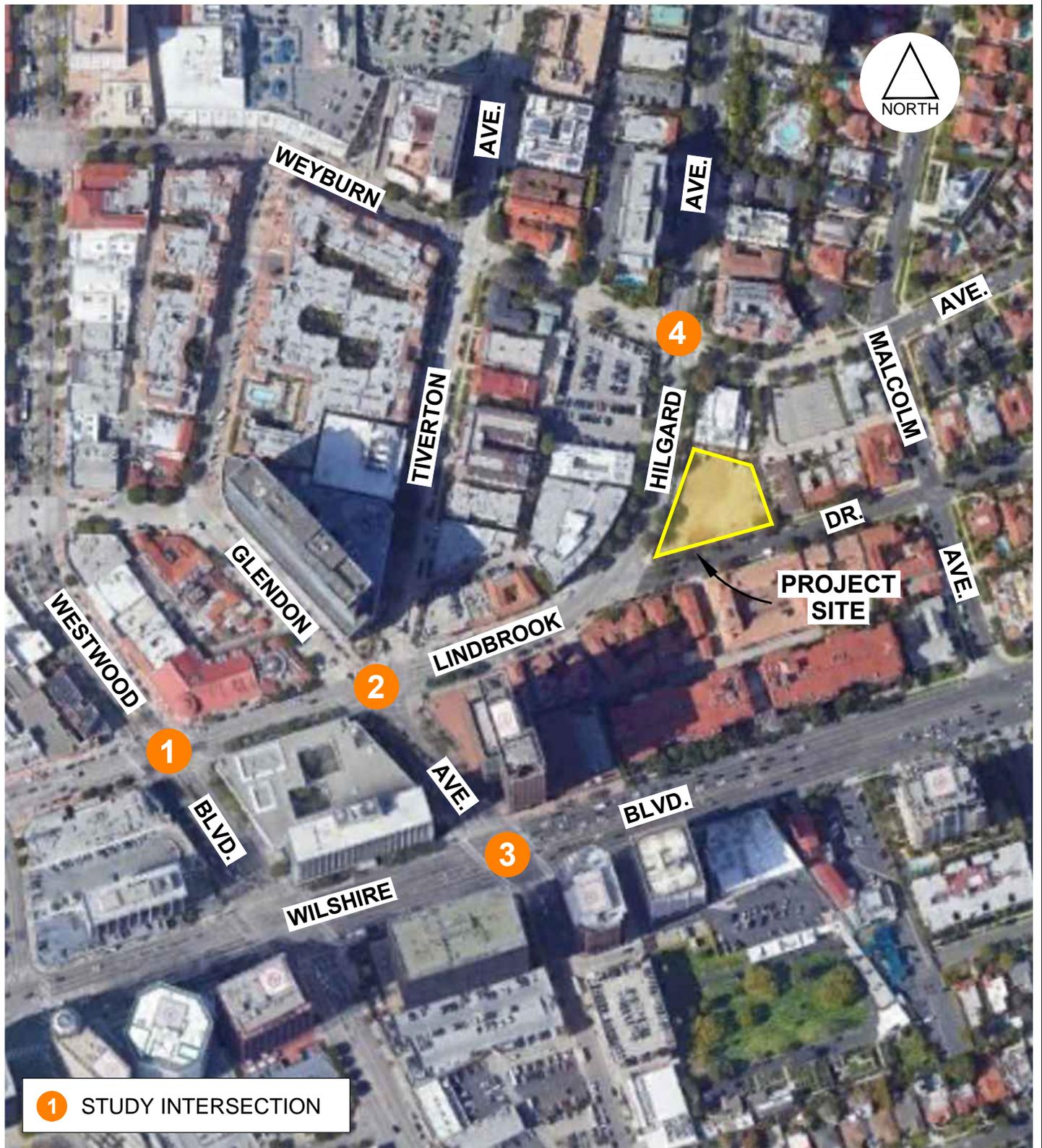


FIGURE 1

11/6/2019

FN: UCLAHilgardFacultyHousing|STUDY-INTS

PROJECT SITE VICINITY AND
STUDY INTERSECTIONS



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Impact Study Guidelines (December 2016). The analysis is also consistent with the guidelines in the Congestion Management Program (CMP) for Los Angeles County. The scope of work contained in this report is consistent with transportation impact studies prepared for similar development projects that have been reviewed and approved by the LADOT. This report presents a detailed analysis of existing (2019) and future (2023) traffic conditions, during the weekday AM and PM peak hours, at the four intersections near the Project site expected to experience the most substantial Project-related traffic impacts. The Project study area contains the following four study intersections, which are also depicted in Figure 1:

Study Intersections

1. Westwood Boulevard & Lindbrook Drive
2. Glendon Avenue & Lindbrook Drive (& Tiverton Avenue)
3. Glendon Avenue & Wilshire Boulevard
4. Hilgard Avenue & Weyburn Avenue

The following traffic conditions have been analyzed: Existing (2019) traffic volumes, Existing (2019) Plus Project traffic volumes, Future (2023) Without Project traffic volumes, and Future (2023) With Project traffic volumes. The analyses of future (2023) conditions included cumulative traffic attributable to ambient growth and related projects within the Project study area.

PROJECT DESCRIPTION

Under consideration is the UCLA Hilgard Faculty Housing project (the “Project”) to be located on a parcel at the northeast corner of the intersection of Hilgard Avenue & Lindbrook Drive, in the Westwood Community Plan area of the City of Los Angeles (the “City”). The site is generally bounded by Hilgard Avenue to the west, Lindbrook Drive to the south, multifamily residential uses to the east, and the Church to the north. The site is currently vacant, but was previously occupied by the auditorium of the Church. The Project would consist of up to 100 multifamily residential dwelling units for UCLA faculty and their families.

As shown in Figure 2, Representative Project Site Plan, the Project would provide on-site parking within two subterranean parking levels. All Project access/egress would be via a new driveway that would intersect the east side of Hilgard Avenue, near the northwest corner of the Project site. The existing loading zone and curb ramp along Hilgard Avenue, near the southwest corner of the Project site, would be eliminated as part of the Project. The existing loading zone along Lindbrook Drive near the southwest corner of the site would be retained, with the removal of the existing curb ramp at this location. The Project proposes a new passenger loading zone at the northwest corner of the Project site, immediately south of the proposed driveway.

The Project would include one parking space per dwelling unit, and at least one accessible parking space per accessible or convertible unit. Optimizing the two-level parking layout to achieve a greater parking supply is a high priority for the Project.



FIGURE 2

1/9/2020

UCLAHilgardFacultyHousing/SITE PLAN

REPRESENTATIVE PROJECT SITE PLAN



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The Project would take measures to align with the City's Vision Zero Los Angeles Initiative. Vision Zero was launched by Executive Order Number 10 in August 2015 with the goals of reducing traffic fatalities by 20 percent by 2017 and eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. Development projects proposed on a roadway identified as part of the City's High Injury Network (HIN) should be designed to enhance safety. The Project is not located on a HIN roadway.

Although the Project is not located within the HIN, the Project would take measures to align with Vision Zero policies. The Project plans to provide short-term bicycle storage racks for at least 2.5 percent of all peak visitors and long-term bicycle parking spaces for at least 30 percent of all regular building occupants (with no less than one storage space per residential unit), thereby incentivizing Project residents and visitors to travel via bicycle to/from the site. Further, the Project will create a development with pedestrian entrances directed toward Hilgard Avenue and Lindbrook Drive to provide strong connectivity to Westwood Village and the UCLA campus, thus enriching the existing pedestrian/bicyclist experience and activating the block as a pedestrian/bicyclist-safe environment.

ENVIRONMENTAL SETTING

The Project is located at the northeast corner of the intersection of Hilgard Avenue and Lindbrook Drive, within the Westwood Community Plan area of the City. The Project site is generally bounded by Hilgard Avenue to the west, Lindbrook Drive to the south, multifamily residential uses to the east, and the Church to the north. The Project site is located approximately one quarter-mile south of the UCLA campus.

The Project site is located at the southeast corner of Westwood Village, a diverse urban area comprised of commercial, office, medical, institutional, residential, and retail land uses immediately south of the UCLA campus. The Project site is located on Hilgard Avenue, which forms the eastern boundary of Westwood Village and the UCLA campus. As such, the residents of the Project will be located within a short walking distance of many amenities and services, which will reduce vehicle trips and vehicle-miles-traveled. In addition to the Project being within walking distance of the UCLA campus, multiple major supermarkets (Ralphs and Trader Joe's) are located approximately three blocks from the Project site, and two pharmacies (Rite-Aid and CVS) are located within approximately four blocks. The Project site is located within a few blocks of an LA Fitness and a CorePower Yoga location, which will maximize the accessibility of fitness resources for Project residents. The Hammer Museum and the Geffen Playhouse Theater are also located within a comfortable walking distance of the Project site.

The Project site and surrounding uses in the Westwood Community Plan area are well-served by Freeways, Boulevards, Avenues, Collector Streets, and Local Streets. Freeways are located around the Project site and provide convenient access to the larger, regional roadway network. In the Project study area, Wilshire Boulevard is classified as a Boulevard II, per the City of Los Angeles Mobility Plan 2035. Westwood Boulevard is designated as a divided Avenue I in the Project vicinity, while Hilgard Avenue, Glendon

Avenue (between Lindbrook Drive and Wilshire Boulevard), and Lindbrook Drive (west of Hilgard Avenue) are classified as Avenue II roadways. Tiverton Avenue is classified as a Collector Street. Weyburn Avenue, Lindbrook Drive (east of Hilgard Avenue), and Glendon Avenue (north of Lindbrook Drive) are standard Local Streets. The Project study area transportation facilities, depicted previously in Figure 1, are described below in more detail.

Existing Freeways

Regional access to the Project vicinity is provided via multiple freeways, including the San Diego Freeway (Interstate 405 [I-405]) and Santa Monica Freeway (Interstate 10 [I-10]). These freeways both have interchanges with the surface street network in the greater Project vicinity. The following paragraphs describe each of these freeways in more detail.

The San Diego Freeway (I-405) is a north-south oriented freeway located approximately three-quarters of a mile west of the Project site. This facility runs along the western and southern parts of the Greater Los Angeles Area from Irvine in the south to near San Fernando in the north. The San Diego Freeway provides a Westside alternative route to the Harbor Freeway (Interstate 110) and Golden State Freeway (Interstate 5), which traverse through downtown Los Angeles, approximately 12 miles to the east. Near the Project site, this freeway generally provides four to five mainline travel lanes and one high-occupancy vehicle (HOV) lane in each direction. The nearest northbound and southbound on- and off-ramps on the San Diego Freeway are provided on Wilshire Boulevard, approximately three-quarters of a mile southwest of the Project site.

The Santa Monica Freeway (I-10) extends eastward from its origin in the City of Santa Monica, through Los Angeles and San Bernardino counties to the Arizona border and across the county as a main southern east-west interstate. The Santa Monica Freeway is located approximately two miles south of the Project site, where an interchange is

provided with the San Diego Freeway. Near the Project site, this freeway generally provides four mainline travel lanes per direction, with auxiliary lanes provided between certain ramp locations. Full westbound and eastbound on- and off-ramps are provided approximately two and one-half miles southeast of the Project site along Overland Avenue.

Existing Highways and Streets

Glendon Avenue is a north-south roadway located approximately 750 feet west of the Project site. Near the Project site, Glendon Avenue is a Local Street, except for the segment between Lindbrook Drive and Wilshire Boulevard, which is designated as an Avenue II roadway. This roadway extends discontinuously from its northern terminus at Weyburn Avenue in Westwood Village to its southern terminus at Venice Boulevard. In the Project vicinity, this roadway is generally striped with one lane in each direction, except for the segment between Hilgard Avenue and Wilshire Boulevard, which is striped with two lanes in each direction. In addition, left- and right-turn channelization is provided along this segment. Near the Project site, lanes typically feature widths between 10 and 18 feet. On-street parking is generally available along most segments of Glendon Avenue.

Hilgard Avenue is a north-south Avenue II that forms the western boundary of the Project site. Hilgard Avenue extends from its intersection with Sunset Boulevard, near the northeast corner of the UCLA campus, to where this roadway continues as Lindbrook Drive, at the southwest corner of the Project site. In the Project vicinity, this roadway is striped with one lane in each direction south of Le Conte Avenue and two lanes in each direction north of Le Conte Avenue. Lanes along Hilgard Avenue typically feature widths between 10 and 20 feet. Left- and (sometimes) right-turn channelization is provided at most intersections. Near the Project site, on-street parking is generally allowed along both sides of Hilgard Avenue.

Lindbrook Drive is an east-west roadway that forms the southern boundary of the Project site. Near the Project site, this roadway is designated as an Avenue II west of Hilgard Avenue and a Local Street east of Hilgard Avenue. Lindbrook Drive extends continuously through the Westwood community from Veteran Avenue to Devon Avenue. Lindbrook Drive provides two westbound travel lanes and one eastbound travel lane west of Hilgard Avenue and one lane in each direction east of Hilgard Avenue. Near the Project site, lanes typically feature widths between 10 and 18 feet, and left-turn channelization is provided at most intersections west of Hilgard Avenue. Within the Project vicinity, on-street parking is generally available along both sides of Lindbrook Drive.

Tiverton Avenue is a short north-south Collector Street located approximately 500 feet west of the Project site. This roadway extends from its southern terminus at the intersection of Glendon Avenue & Lindbrook Drive to its northern terminus at Le Conte Avenue. Tiverton Avenue is a one-way northbound roadway south of Weyburn Avenue and a two-way roadway with one lane in each direction north of Weyburn Avenue. Near the Project site, lanes typically feature widths between 20 and 40 feet. On-street parking is generally permitted along both sides of Tiverton Avenue.

Westwood Boulevard is a north-south roadway located approximately one-quarter mile west of the Project site. In the Project vicinity, Westwood Boulevard is designated a divided Avenue I north of Wilshire Boulevard and a Boulevard II south of Wilshire Boulevard. This roadway extends from its intersection with Le Conte Avenue, immediately south of the UCLA campus, through West Los Angeles, to its intersection with Malcolm Avenue where it continues as National Place. Westwood Boulevard generally provides two through travel lanes in each direction with lane widths between 10 and 24 feet. Within Westwood Village, this roadway is characterized by right-turn channelization at most intersections in the northbound direction and PM peak-hour left-

turn restrictions in the southbound direction. Near the Project site, on-street parking is allowed along both sides of Westwood Boulevard.

Wilshire Boulevard is an east-west Boulevard II, located approximately 500 feet south of the Project site. This roadway is a major thoroughfare between its westerly terminus at Ocean Avenue in Santa Monica and its easterly terminus at Grand Avenue in Downtown Los Angeles. In the Project vicinity, Wilshire Boulevard provides three through travel lanes in each direction. Peak-period parking restrictions in both directions provide additional through lanes for use as bus rapid transit lanes. Near the Project site, lanes typically feature widths between 11 and 14 feet and left-turn channelization is provided at major intersections. Within the Project vicinity, on-street parking is available along some segments in the westbound direction during weekday off-peak periods and on weekends.

Existing (2019) Traffic Volumes

Traffic volumes for existing conditions were obtained from manual traffic counts conducted on May 22, 2019 at the study area intersections. In accordance with the LADOT *Transportation Impact Study Guidelines* (December 2016), all intersection traffic counts for this study were completed on a typical weekday during the morning and afternoon peak commute periods, which range from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM, respectively. The traffic counts were conducted while UCLA was in session. All intersection counts include the enhanced bicycle and pedestrian count summary information required per the LADOT guidelines.

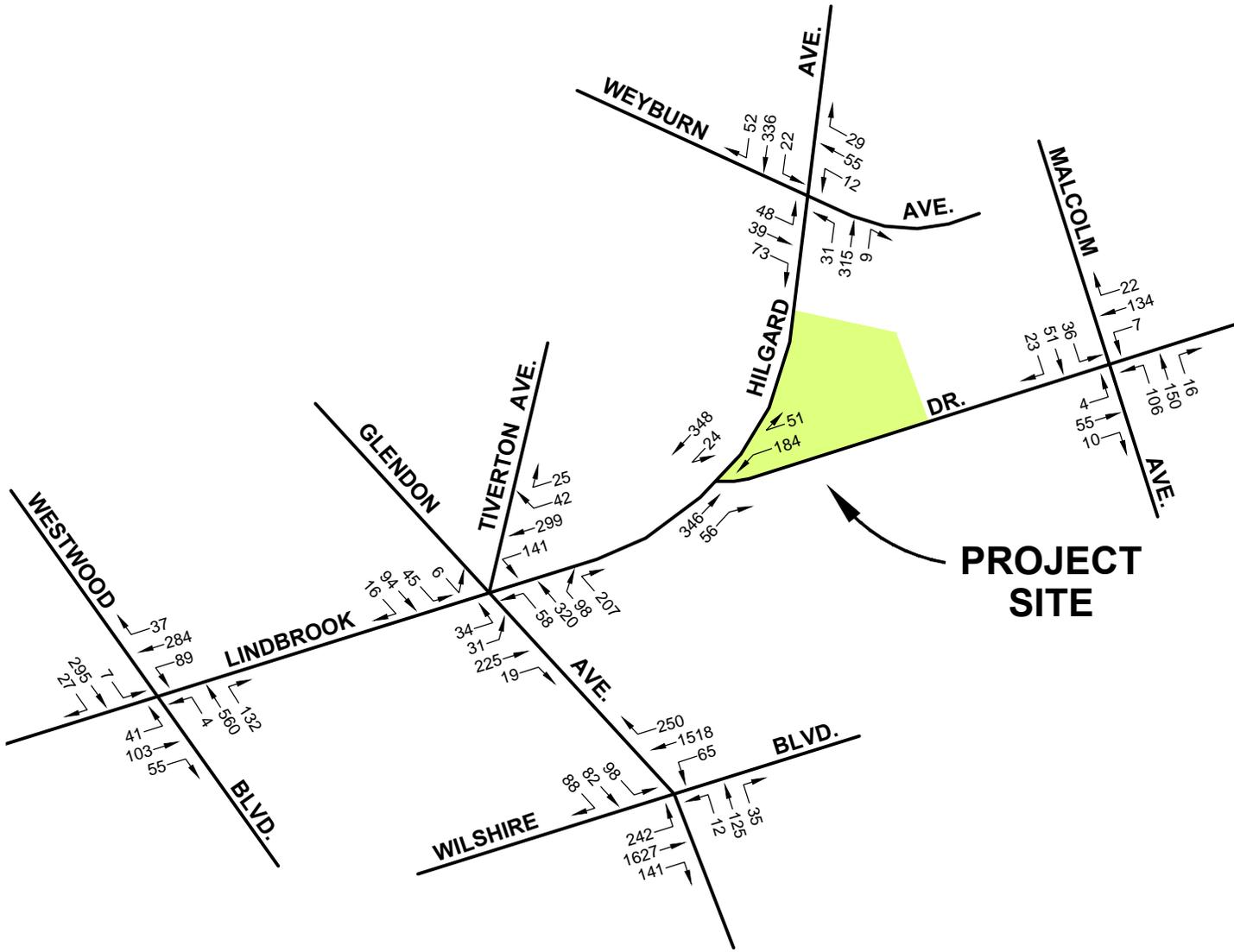
Peak-hour volumes were determined individually for each intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. The Existing (2019) AM and PM peak-hour volumes at the study intersections are illustrated in Figures 3(a) and 3(b), respectively. The intersection count data sheets are provided in Appendix A.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configurations and traffic control conditions for the study intersections are illustrated in Appendix B.

Existing Public Transportation

The roadways adjacent to the Project site and the UCLA campus are served by a variety of bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority (“Metro”), Santa Monica Big Blue Bus (“BBB”), Culver City Bus, LADOT Commuter Express, Santa Clarita Transit, and the Antelope Valley Transit Authority. Additionally, UCLA runs its own bus network, branded as BruinBus, providing service within the campus and point-to-point connections to off-campus housing and amenities. Los Angeles World Airports and Amtrak also operate bus service near the UCLA campus, which connect to air and rail facilities, respectively. The Westwood/Rancho Park Light Rail Station is located approximately 2.5 miles south of the Project site and provides additional transfer opportunities to other regional destinations. Transit connections in the general vicinity of the Project and the UCLA campus are shown in Figure 4. The bus lines in close proximity to the Project site are summarized in Table 1.

As evidenced by the information provided in Table 1, the Project site and surrounding area are well served by public transit. When transfer opportunities are considered, the site is very accessible to and from the greater Los Angeles region via public transit.



PROJECT SITE

FIGURE 3(a)

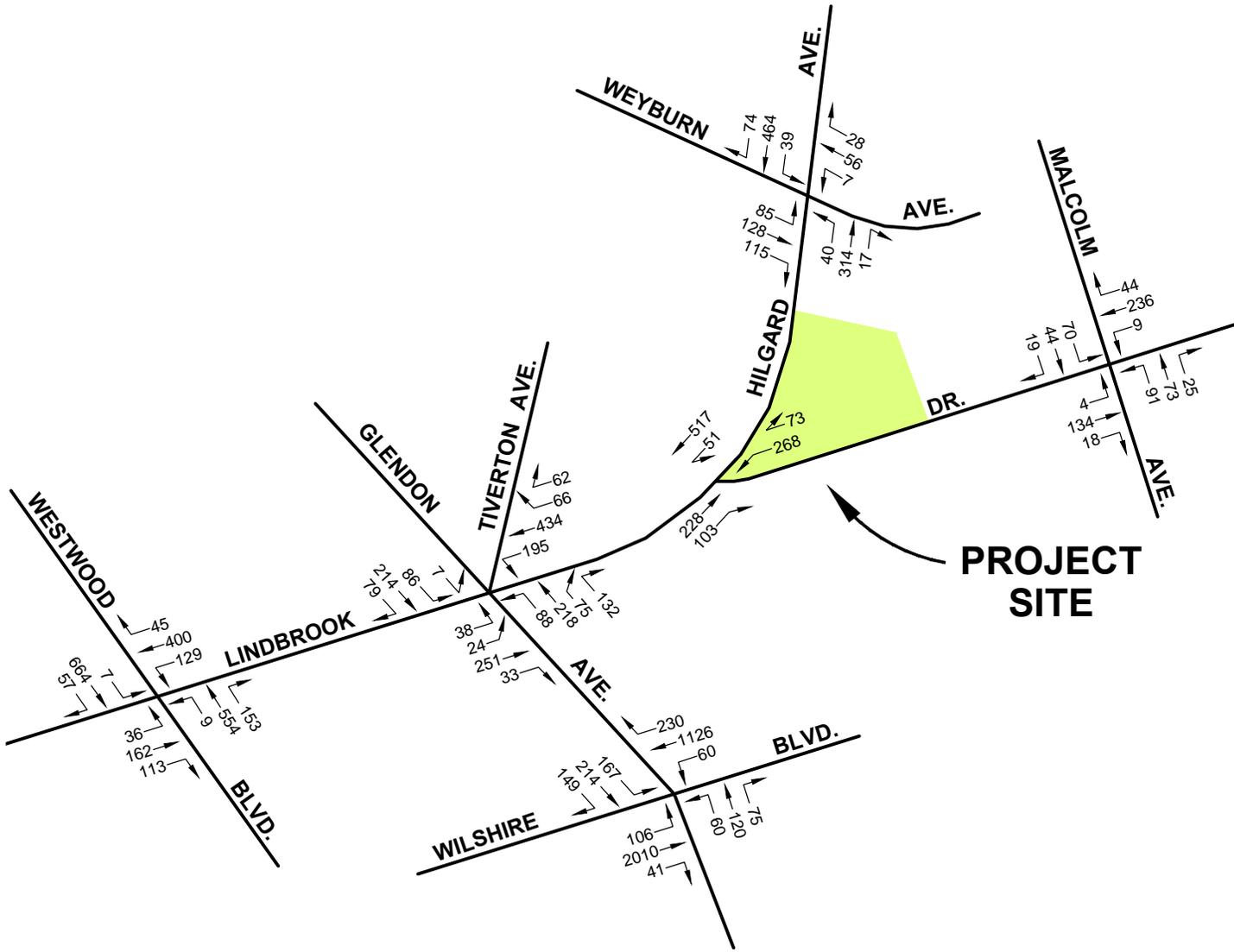
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EXISTING (2019) TRAFFIC VOLUMES
AM PEAK HOUR



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PROJECT SITE

FIGURE 3(b)

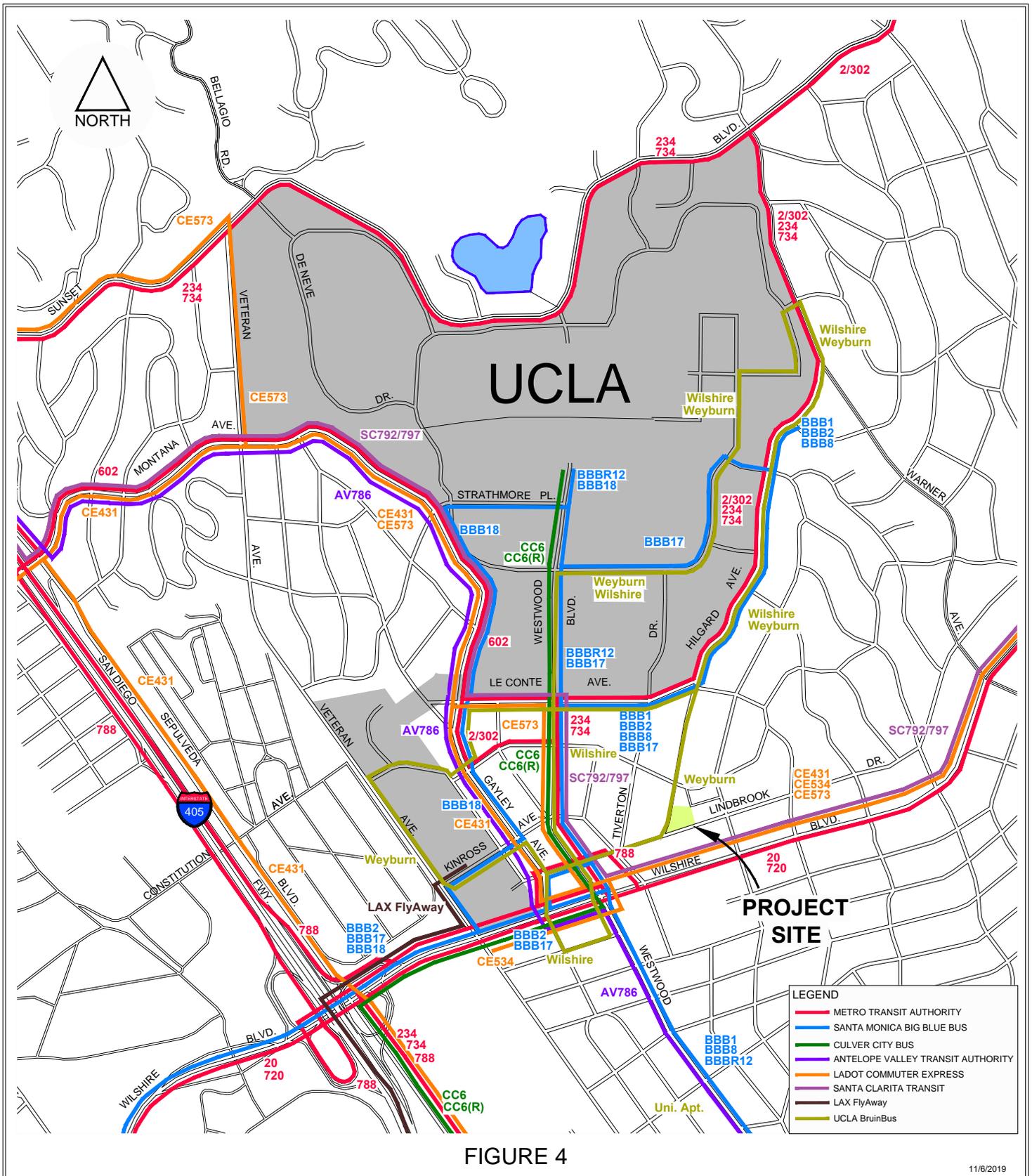
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EXISTING (2019) TRAFFIC VOLUMES
PM PEAK HOUR



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PROJECT AREA TRANSIT ROUTES



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Table 1
Existing Public Transportation

AGENCY	BUS NUMBER	BEGIN	END	FREQUENCY	COMMENTS
Metro					
	2	Downtown LA	Westwood	5-60 min	Runs Everyday
	20	Downtown LA	Santa Monica	6-30 min	Runs Everyday
	234	West LA	Sylmar	17-60 min	Runs Everyday
	302	Downtown LA	Westwood	20-40 min	Weekdays Only
	602	Pacific Palisades	Westwood	15-60 min	Runs Everyday
	720	Santa Monica	City of Commerce	2-20 min	Runs Everyday
	734	West LA	Sylmar	15-40 min	Weekdays Only
	788	Arleta	West LA	15 min	Weekdays Only
BBB					
	1	Windward Ave & Main St	UCLA @ Hilgard Terminal	10-20 min	Runs Everyday
	2	Santa Monica Civic Auditorium	UCLA @ Hilgard Terminal	15-20 min	Runs Everyday
	8	7th St & Olympic Blvd	UCLA @ Hilgard Terminal	11-30 min	Runs Everyday
	R12	UCLA @ Gateway Plaza	Overland Ave & Venice Blvd	7-20 min	Runs Everyday
	17	Robertson Blvd & Venice Blvd	UCLA @ Parking Lot 2	15-30 min	Runs Everyday
Culver CityBus					
	6	UCLA @ Gateway Plaza	Aviation/LAX Green Line Station	15-20 min	Runs Everyday
	R6	UCLA @ Gateway Plaza	Aviation/LAX Green Line Station	25-30 min	Weekdays Only
LADOT Commuter Express					
	431	Sepulveda Blvd & Ohio Ave	LA Union Station	25-35 min	Weekdays Only
	534	Veteran Ave & Wilshire Blvd	LA Union Station	20-40 min	Weekdays Only
	573	Constellation Blvd & Century Park East	Granada Hills Park & Ride	10-45 min	Weekdays Only
Santa Clarita Transit					
	792	Ave Stanford & Technology Dr	Century Park West & Solar Wy	15-30 min	Weekdays Only
	797	Santa Clarita Metrolink Station	Century Park West & Solar Wy	15-30 min	Weekdays Only
Antelope Valley Transit Authority					
	786	Owen Memorial Park	Santa Monica Blvd & La Brea Ave	20-40 min	Weekdays Only
BruinBus					
	Wilshire	Wilshire Center	Murphy Hall	13-15 min	Weekdays Only
	Weyburn Express	Weyburn Terrace	Murphy Hall	13-15 min	Mornings Only
	University Apartment Shuttle	Campus/Westwood Village	Select off campus UCLA apartments	30-60 min	Weekdays Only
	Westwood Shuttle	De Neve Plaza & Hedrick Hall	Tiverton Ave & Le Conte Ave	30 min	Saturdays and Sundays Only

Thus, it is expected that some of the person trips generated by the Project would utilize public transit as the primary travel mode instead of private vehicles.

Analysis of Existing (2019) Traffic Conditions

The four study intersections listed below were analyzed for existing traffic conditions. All of these intersections are signalized. They were selected as nearby intersections that would experience the most substantial Project traffic impacts. Per LADOT policy, when determining which intersections should be included in the impact analysis for development projects, only signalized locations should be included. Unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices, but will not be included in the impact analysis. The existing peak-hour traffic volumes for these intersections were discussed previously and presented in Figures 3(a) and 3(b). These volumes, along with information pertaining to intersection geometrics, traffic signal operations, and on-street parking restrictions were analyzed using established traffic engineering techniques.

1. Westwood Boulevard & Lindbrook Drive
2. Glendon Avenue & Lindbrook Avenue (& Tiverton Avenue)
3. Glendon Avenue & Wilshire Boulevard
4. Hilgard Avenue & Weyburn Avenue

The LADOT *Transportation Impact Study Guidelines* (December 2016) require the use of the Critical Movement Analysis (CMA) methodology to analyze signalized intersections for land use development projects. This methodology is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity. Using the CMA procedures, a determination can be made of the operating characteristics of an intersection in terms of the Level of Service for different levels of traffic volume and other variables, such as critical signal phases and the number and type of traffic lanes.

The term “Level of Service” (LOS) describes the quality of traffic flow. LOS A through C are indicative of excellent-to-good traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and queue lengths become increasingly longer).

A determination of the LOS at an intersection can be obtained through a summation of the critical movement volumes, on a per lane basis, at that intersection. Critical movement volumes are the highest total conflicting traffic volumes for each signal phase. Once the sum of the critical movement volumes has been obtained, the values in Table 2 can be used to determine the appropriate LOS.

Table 2
Critical Movement Volume Ranges*
For Determining Levels of Service (LOS)

<u>Maximum Sum of Critical Volumes (Vehicles/Hour)</u>			
<u>LOS</u>	<u>Two Phases</u>	<u>Three Phases</u>	<u>Four or More Phases</u>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

* For planning applications only.

Capacity is the total maximum hourly volume of vehicles in the intersection critical lanes that has a reasonable expectation of passing through the intersection under the prevailing roadway and traffic conditions. For planning purposes, the capacity for signalized

intersections equates to the maximum critical movement value at LOS E, as indicated in Table 2.

The CMA volume-to-capacity (V/C) ratios used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the subject intersections. A description of the different LOS and their corresponding V/C values is shown in Table 3.

Table 3
Level of Service (LOS)
As a Function of V/C Ratios

<u>LOS</u>	<u>Range of V/C Ratios</u>
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	≥ 1.001

Applying this analysis procedure, the V/C ratio and corresponding LOS can be calculated for each study intersection for Existing (2019) traffic conditions. These standard CMA calculations are also adjusted to account for signal enhancements not considered in the CMA methodology, including the effects of intersections currently operating under the City's Automated Traffic Surveillance and Control (ATSAC) system or the upgraded Adaptive Traffic Control System (ATCS). ATSAC/ATCS is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies signal timing in real time to maximize capacity and decrease overall delay.

The ATSAC system has been recognized to increase intersection capacity by approximately seven percent. The upgrade to ATCS is able to increase capacity by an additional three percent, resulting in a total 10 percent increase in intersection capacity.

Therefore, per LADOT policy, the standard V/C ratios were decreased by 0.070 where only the ATSAC system is in effect and by 0.100 where the combined ATSAC/ATCS is in effect. Per discussions with LADOT staff, one study intersections (Hilgard Avenue & Weyburn Avenue) currently operates under only the ATSAC system, and there are no plans to upgrade to the combined ATSAC/ATCS system in the near future. The remaining three study intersections (Westwood Boulevard & Lindbrook Drive, Glendon Avenue & Lindbrook Avenue [& Tiverton Avenue], and Glendon Avenue & Wilshire Boulevard) presently operate under the combined ATSAC/ATCS system and will continue to do so under future (2023) conditions. Existing (2019) and Future (2023) ATSAC and ATCS conditions are displayed graphically for the study intersections in Appendix B.

The analyses of Existing (2019) AM and PM peak-hour conditions at the study intersections are summarized in Table 4. As shown in Table 4, three study intersections currently operate at LOS A during both peak hours. The intersection of Glendon Avenue & Wilshire Boulevard operates at LOS A during the AM peak hour and LOS C during the PM peak hour. All CMA/LOS calculations were performed using the standard LADOT LOS Worksheet. The CMA/LOS calculation worksheets for the four study intersections are included in Appendix C.

Table 4
Critical Movement Analysis (CMA) &
Level of Service (LOS) Summary
Existing (2019) Traffic Conditions

No.	Intersection	Hour	Ratio	LOS
1	Westwood Boulevard & Lindbrook Drive	AM	0.259	A
		PM	0.425	A
2	Glendon Avenue & Lindbrook Drive	AM	0.469	A
		PM	0.477	A
3	Glendon Avenue & Wilshire Boulevard	AM	0.538	A
		PM	0.708	C
4	Hilgard Avenue & Weyburn Avenue	AM	0.289	A
		PM	0.489	A

PROJECT TRAFFIC

The following section describes the methodology and procedures used to determine the trip generation, distribution, and assignment of traffic resulting from the Project. The Project is proposed to consist of up to 100 mid-rise multifamily residential dwelling units designated for UCLA faculty. The Project site is presently vacant, but was previously occupied by the auditorium of the Church. Project vehicular access/egress and parking are described at the end of this section.

Project Trip Generation

As recommended by the LADOT, the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used to develop the traffic characteristics of the Project's proposed use. The trip generation rates and directional distributions in the ITE manual are nationally recognized and are used as the basis for most transportation impact studies conducted in the City of Los Angeles and surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise). In addition to the ITE trip generation information, local peak-hour trip generation rates for multifamily mid-rise residential land uses in dense multi-use urban areas were provided by the LADOT, based on empirical surveys performed in the City of Los Angeles. Table 5 presents the trip generation rates used to generate the daily and peak-hour traffic volumes for the Project.

Table 5
Project Trip Generation Rates¹

Multifamily Housing (Mid-Rise), ITE LUC 221 – Dense Multi-Use Urban setting (trips per dwelling unit)

Daily:	T = 2.59 (DU)
AM Peak Hour:	T = 0.31 ² (DU); IB = 12%, OB = 88%
PM Peak Hour:	T = 0.30 ² (DU); IB = 72%, OB = 28%

Notes

¹ Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017).

² Source: LADOT.

By applying the trip rates provided in Table 5, baseline daily, AM peak-hour, and PM peak-hour trips were calculated for the Project. For the proposed residential use, trip generation rates for the Dense-Multi-Use Urban setting were used, as this setting is more applicable to the Project site than the General Urban/Suburban setting. The Dense Multi-Use Urban setting is characterized as having good pedestrian connectivity and convenient and frequent transit service¹, which aligns with the Project area per the description provided in the Existing Public Transportation section of this report. As the ITE and City's Dense Multi-Use Urban setting trip rates already account for transit availability and use, no transit adjustments have been made for the residential use.

As such, projections of the amount of traffic to be generated for the Project were derived based on the trip generation rates without the application of trip reduction factors. Table 6 summarizes the trip generation for the Project. As shown in Table 6, once completed and occupied, the Project is anticipated to generate a total of 259 trips per day, with 31 trips during the AM peak hour and 30 trips during the PM peak hour. These peak-hour trips were distributed to analyze Project impacts at the four study intersections.

**Table 6
Project Trip Generation Summary¹**

Land Use	ITE Code	Intensity ²	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (Mid-Rise)	221	1 du	2.59	12%	88%	0.31	72%	28%	0.30
Trip Generation Summary									
Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour			
PROPOSED USES									
<i>Residential</i>									
Multifamily Housing (Mid-Rise)	100 du	259	4	27	31	22	8	30	
Proposed Project Trips		259	4	27	31	22	8	30	

Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) and City of Los Angeles local trip generation rates and directional distributions applied for Land Use Code 221 (Multifamily Housing [Mid-Rise]) in the Dense Multi-Use Urban (DMJU) setting. This land use code was chosen as mid-rise multifamily housing includes "apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors)." The DMJU setting was used given that it best represents the Project location.
- 2) du = Dwelling Units.

¹ Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017).

Project Trip Distribution and Assignment

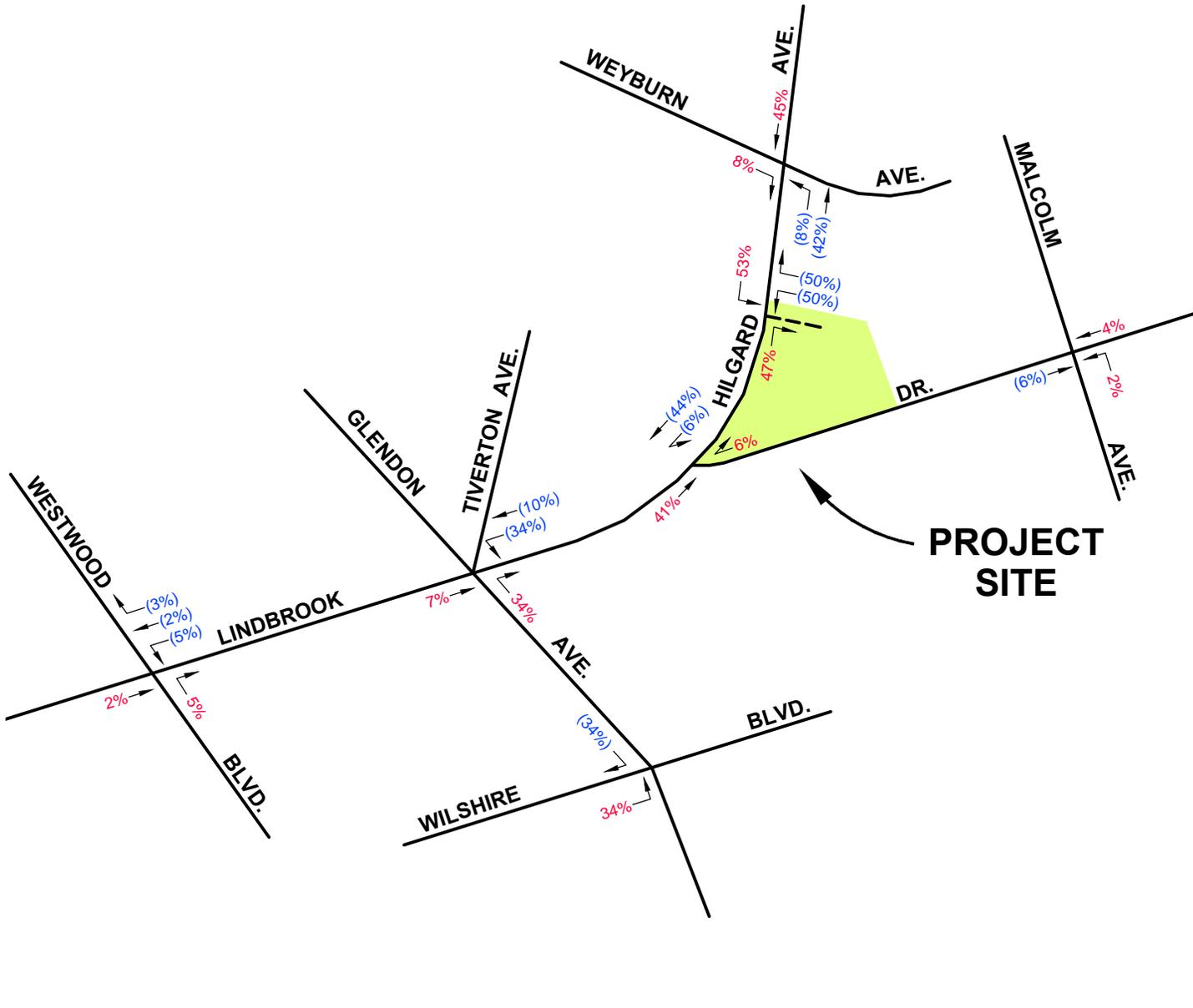
Estimation of the geographic distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project use, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, and the various regions generating visitors. Additionally, as many of the residents will be UCLA faculty members, additional consideration was taken in the development of the trip distribution patterns to account for trips to and from the UCLA campus. Based on the abovementioned factors, the overall Project trip distribution percentages were determined as summarized in Table 7.

Table 7
Project Directional Trip Distribution Percentages

<u>Direction</u>	<u>Percentage</u>
North	56%
South	13%
East	20%
West	<u>11%</u>
Total	100%

The general distribution percentages shown in Table 7 were then disaggregated and assigned to specific routes and intersections that are expected to be used for Project access/egress. The Project's trip distribution percentages are presented in Figure 5.

Applying these inbound and outbound percentages to the Project trip generation, the traffic volumes for the Project were determined for the four study intersections. The Project-only AM and PM peak-hour traffic volumes are depicted in Figures 6(a) and 6(b), respectively.



LEGEND:
 XX% : INBOUND PERCENTAGE
 (XX%) : OUTBOUND PERCENTAGE

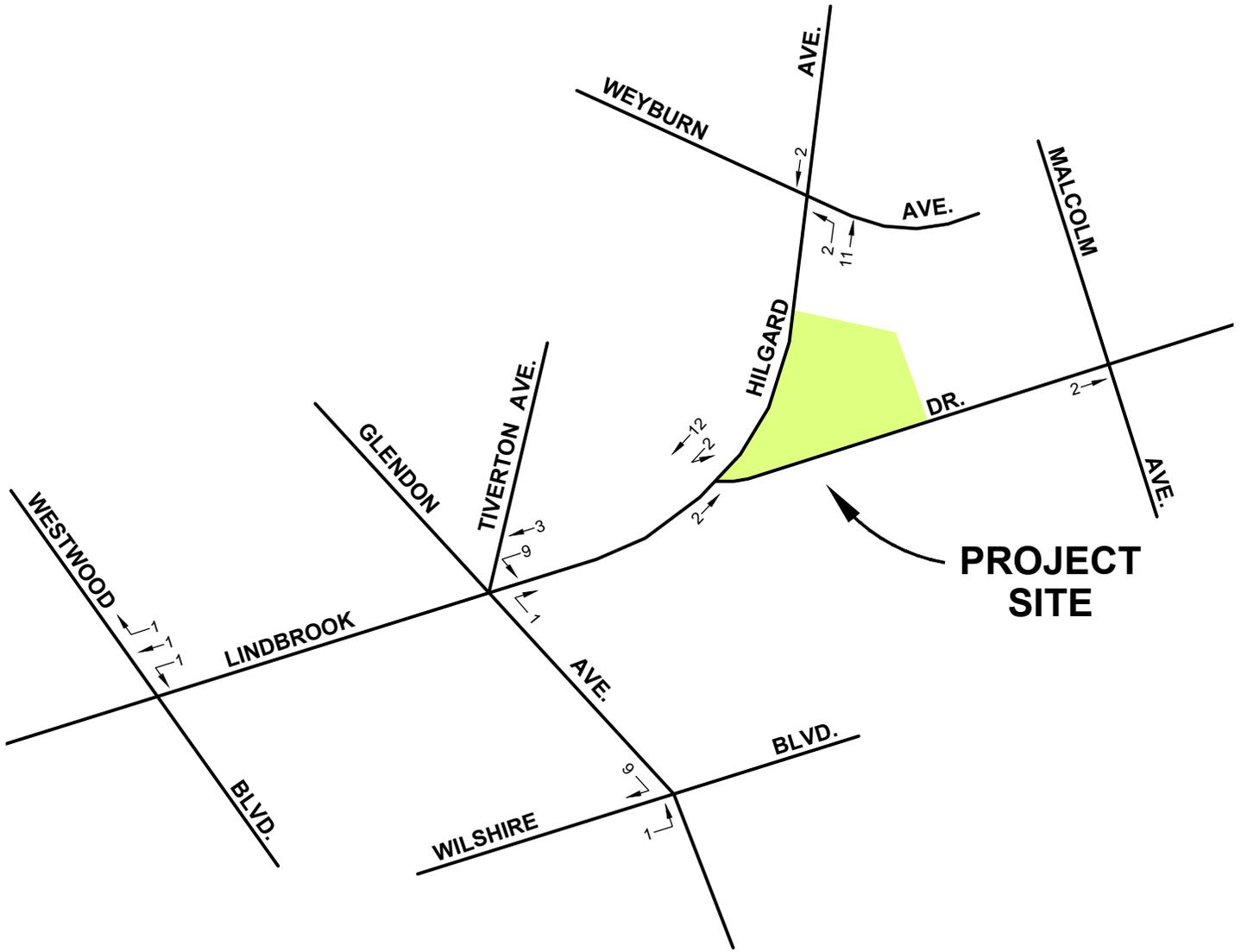
FIGURE 5

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PROJECT TRIP DISTRIBUTION PERCENTAGES

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PROJECT SITE

FIGURE 6(a)

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**PROJECT TRAFFIC VOLUMES
AM PEAK HOUR**

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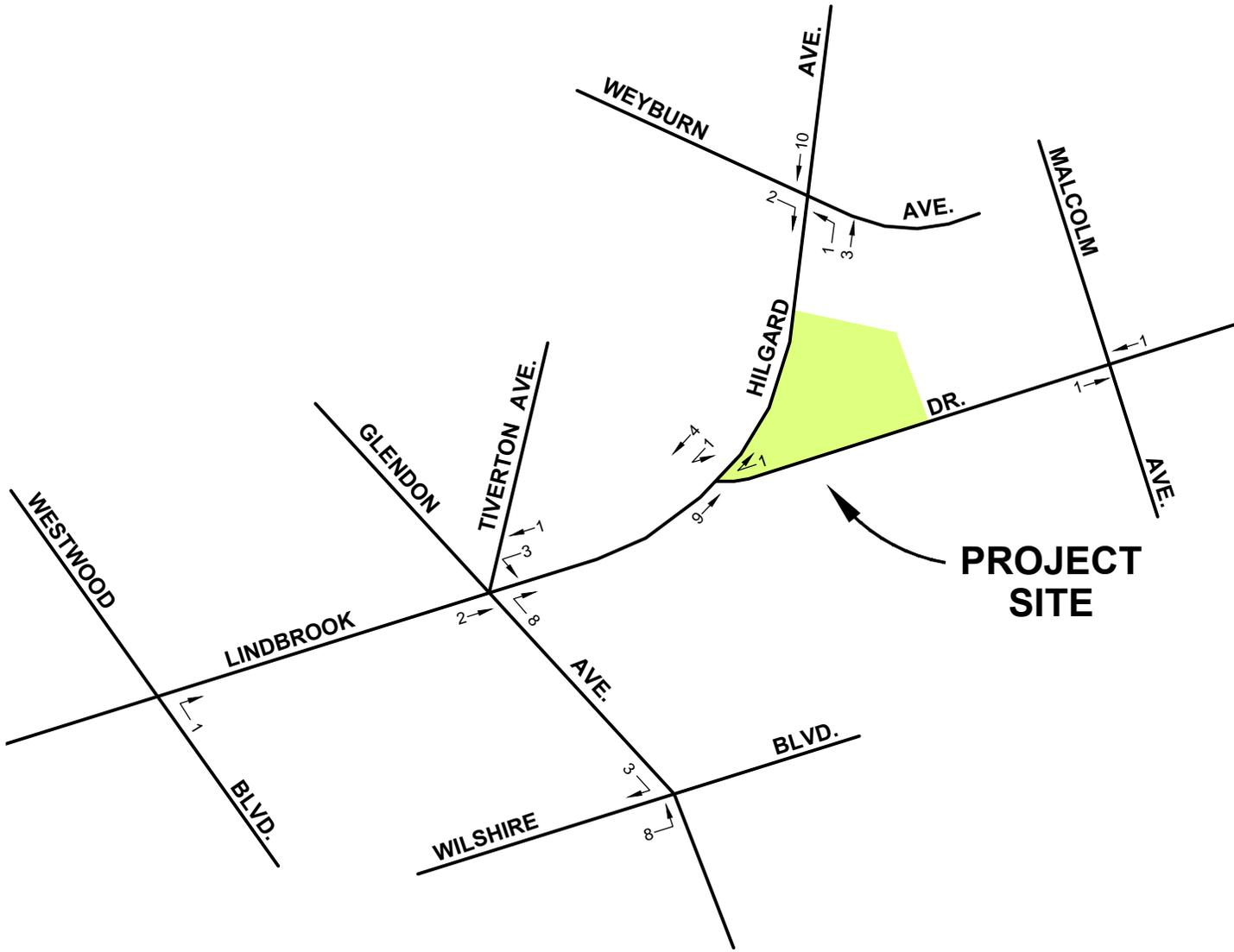


FIGURE 6(b)

11/6/2019

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PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Project Parking and Access

The Project would provide on-site parking within two subterranean parking levels. All Project vehicular access/egress would be via a new driveway along Hilgard Avenue near the northwest corner of the Project site. The existing loading zone and curb ramp along Hilgard Avenue, near the southwest corner of the Project site, would be eliminated as part of the Project. The existing loading zone along Lindbrook Drive near the southwest corner of the site would be retained with the removal of the existing curb ramp at this location. The representative Project site plan was shown previously in Figure 2.

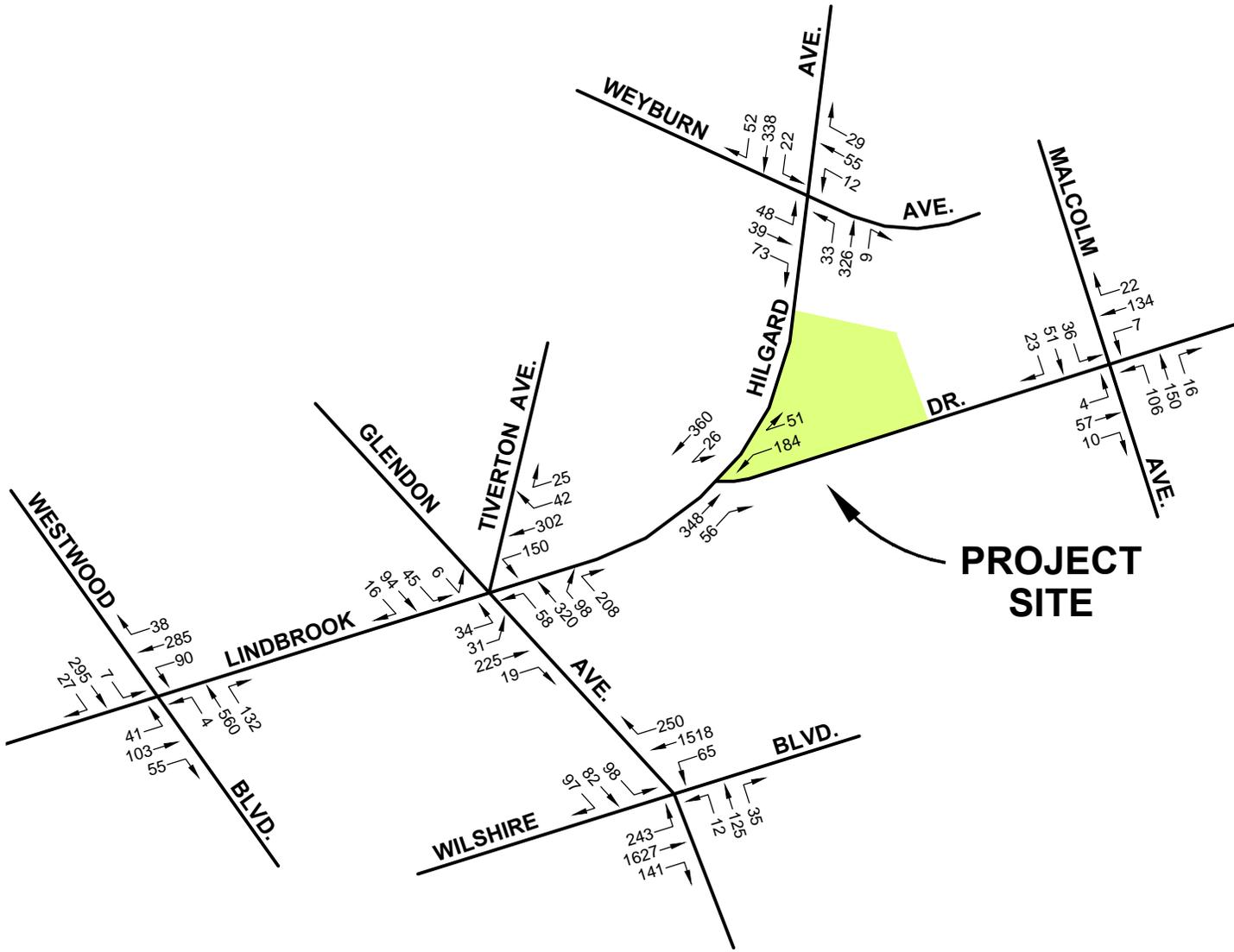
The Project would include one parking space per dwelling unit, and at least one accessible parking space per accessible or convertible unit. The Project would also provide short-term bicycle storage racks for at least 2.5% of all peak visitors and long-term bicycle parking spaces for at least 30% of all regular building occupants.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Based on the December 16, 2010 decision of the California Sixth District Court of Appeal in the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case, an additional traffic impact analysis has been performed for the Project. In the *Sunnyvale* case, the Court of Appeal found, based on the facts of that case, the impacts of a project must be compared “against current, existing physical conditions.” While the facts of the *Sunnyvale* case may be distinguishable from this case, in the interest of fullest disclosure an analysis of Existing (2019) Plus Project AM and PM peak-hour conditions was performed.

The Existing (2019) Plus Project traffic volumes were determined by superimposing the Project-only traffic volumes onto the Existing (2019) traffic volumes. The Existing (2019) Plus Project traffic volumes at the study intersections are shown in Figures 7(a) and 7(b) for the AM and PM peak hours, respectively. The analysis of Existing (2019) Plus Project traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. The results of the analysis of Existing (2019) Plus Project traffic conditions at the study intersections are summarized in Table 9 of the following section.

As shown in Table 9, following the addition of Project-related traffic to Existing traffic conditions, all intersections would maintain the same LOS during both peak hours. Three study intersections would continue to operate at LOS A during both peak hours, while Glendon Avenue & Wilshire Boulevard would operate at LOS A and LOS C during the AM and PM peak hours, respectively.



PROJECT SITE

FIGURE 7(a)

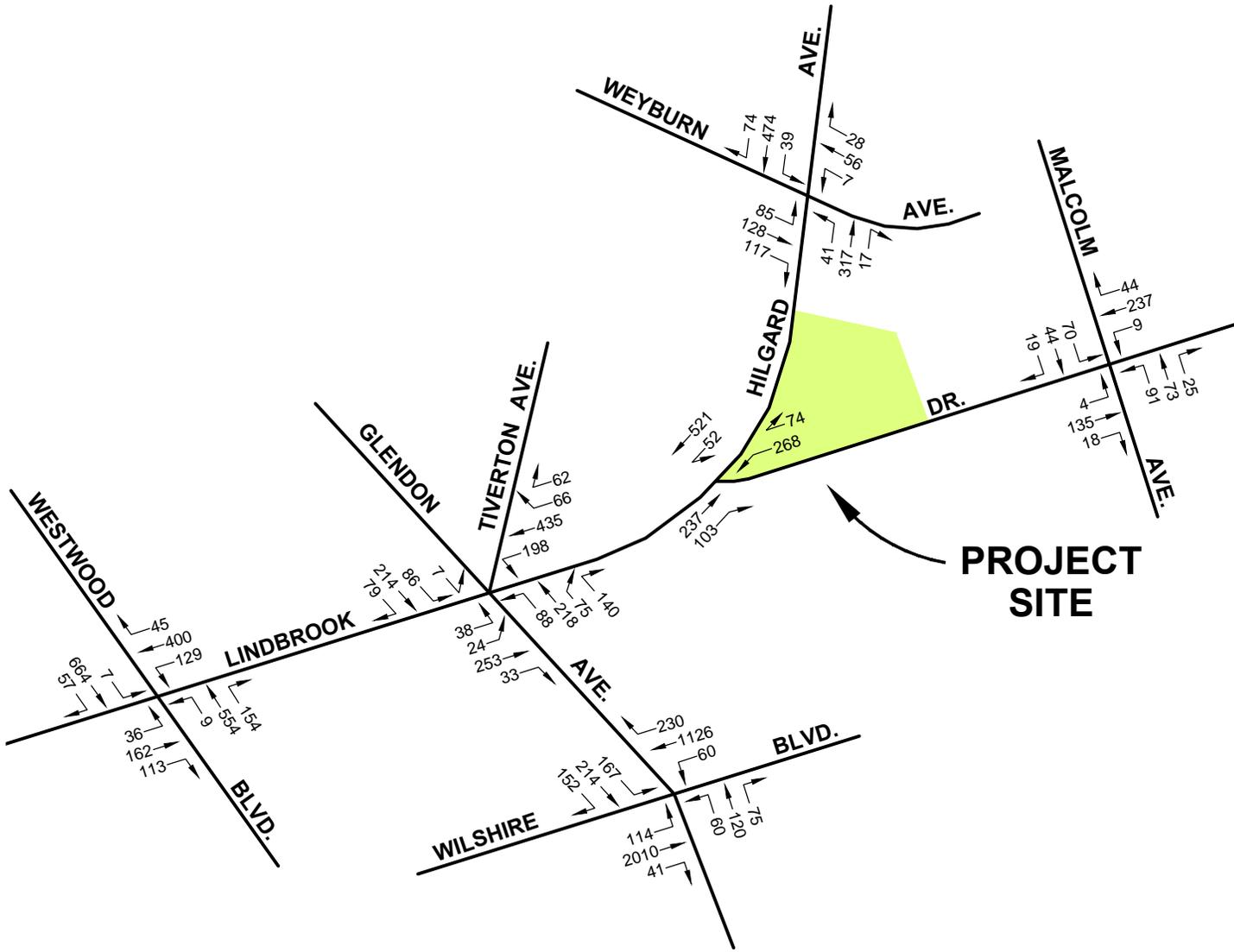
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EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
AM PEAK HOUR



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PROJECT SITE

FIGURE 7(b)

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EXISTING (2019) TRAFFIC VOLUMES
PLUS PROJECT
PM PEAK HOUR

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FUTURE TRAFFIC CONDITIONS

There are a number of other projects either under construction or planned for development in the surrounding area that may contribute future traffic to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by those other projects. In order to evaluate future traffic conditions in the Project area, an analysis of Existing (2019) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the four study intersections to develop future year (2023) baseline traffic volumes. Given that the Project is currently estimated to be fully constructed in November 2022, 2023 was conservatively selected as the future study year when the Project would be occupied.

The inclusion of the annual growth factor generally accounts for area-wide traffic increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic generated by “related projects” in the study area was also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2023) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2023) Without Project condition, resulting in the Future (2023) With Project condition.

Ambient Traffic Growth

Based on an analysis of traffic growth projections for the Westwood Community Plan area, an ambient traffic growth factor of 1.0 percent per year was selected for future traffic growth. This growth factor was used to account for increases in traffic due to potential development projects not yet proposed or located outside the study area. Compounded

annually, the ambient traffic growth factor was applied to the existing (2019) traffic volumes to develop the estimated baseline volumes for the future study year (2023).

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from the LADOT and City of Los Angeles Department of City Planning. Recently published transportation impact studies and environmental reports for development projects in the area were also reviewed. Per a November 28, 2018 update to the related project selection criteria by LADOT, related projects from these sources and within an approximate 0.5-mile radius of the Project site were included. Refinement of the information resulted in a total of four related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 8, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 8. The number of trips expected to be generated by the related projects was obtained from information provided by public agencies, transportation impact analyses, and environmental reports, to the extent available. For related projects with incomplete trip generation and/or peak-hour directional (inbound/outbound) distribution information, estimates were determined by applying the appropriate trip rates and/or directional splits from the ITE *Trip Generation Manual* (10th Edition, 2017).

For the analysis of Future (2023) Without Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the Project trip

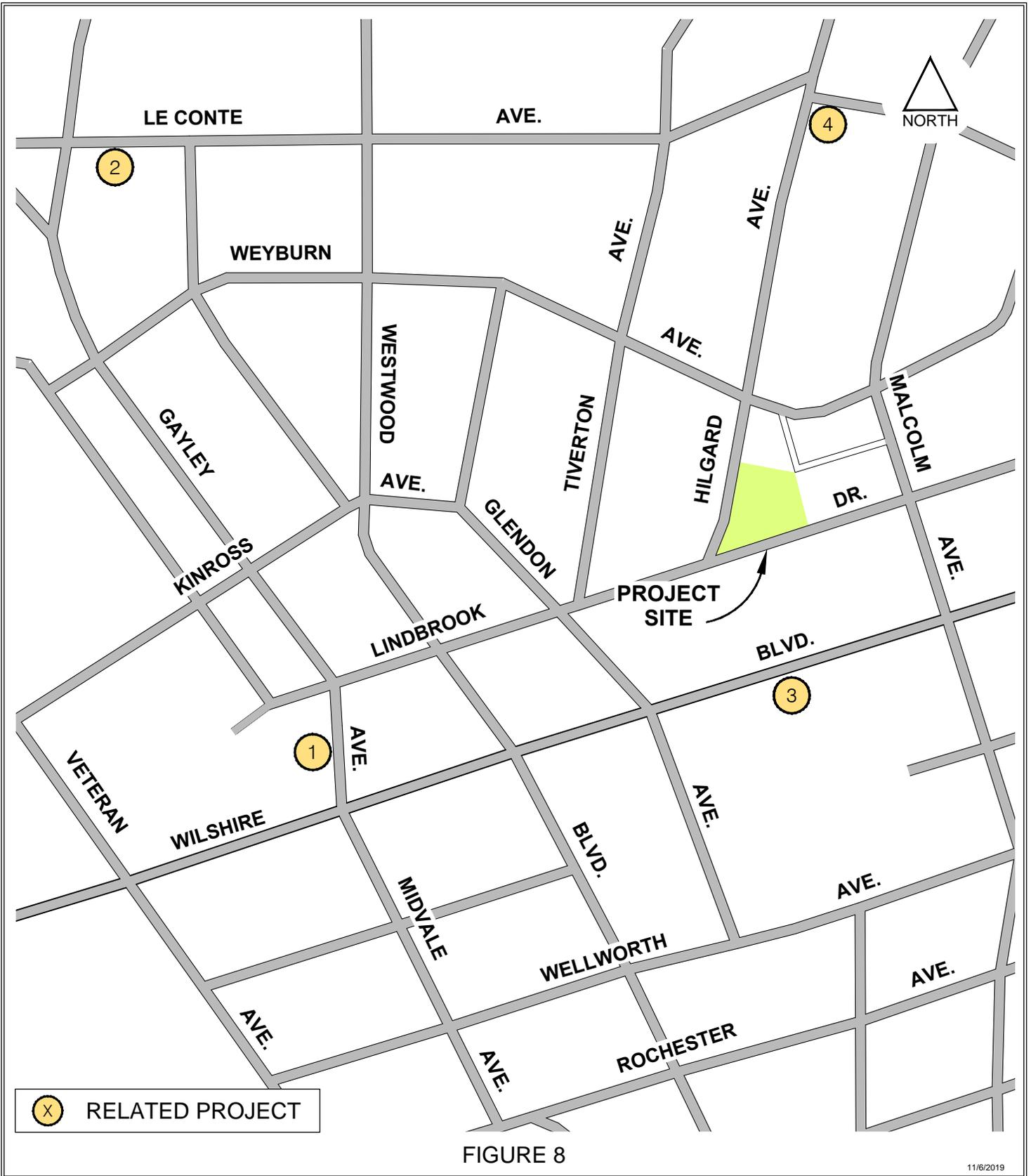


FIGURE 8

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FN: UCLAHilgardFacultyHousingREL-PROJ

RELATED PROJECT LOCATION MAP



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Table 8
Related Project Locations, Descriptions, and Trip Generations

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
1.	10955 W Wilshire Boulevard		<u>Westwood Hotel</u> ¹	656	4	42	46	49	6	55
		144 du	Condominium							
		6,510 sf	Retail							
		9,975 sf	Quality Restaurant							
		(7,265) sf	Video Store (to be removed)							
		(8) fp	Gas Station (to be removed)							
2.	10970 W Le Conte Avenue ²	38,539 sf	Medical Office/Retail	734	31	(4)	27	13	70	83
3.	10822 W Wilshire Boulevard ²	176 du	Assisted Living	732	23	18	41	25	24	49
4.	900 S Hilgard Avenue		<u>The Agora</u> ³	1,686	25	35	60	65	64	129
		462 res	Off-Campus Student Housing							

Notes:

sf = Square Feet; fp = Fueling Positions; du = Dwelling Units; res = Residents.

¹ Option 2 of the Amendment to the Traffic Assessment for the Proposed Mixed-Use Project at 10955 West Wilshire Boulevard (LADOT, November 23, 2009).

² Net trip generation and peak-hour directional distribution provided by the LADOT database.

³ Project description provided by the Department of City Planning and project developer. Trip generation and peak-hour directional distribution of trips based on ITE Land Use Code 225 (Off-Campus Student Apartment), per the "Adjacent to Campus" setting/location.

distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

It should be noted that the inclusion of these related projects, as described, results in future (2023) traffic condition forecasts that are conservative for the purposes of impact analysis. As stated previously, the 1.0 percent ambient traffic growth factor accounts for the general traffic growth expected throughout the study area. The overlay of traffic volumes resulting from the four identified related projects represents a conservative projection of future traffic volumes. It is likely that some of the identified projects will not be approved or constructed as described. It is also probable that some of these projects will be delayed in their construction beyond the future (buildout) study year of the Project (2023). In addition, none of the mitigation measures proposed in the traffic analyses performed for these related projects have been assumed under future conditions. Therefore, the future condition of the study area roadway infrastructure has also been forecast conservatively.

Highway System Improvements

In order to better analyze future traffic conditions in the Project area, an investigation was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

The goals and policies of the City's 2010 Bicycle Plan (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan objective to complete the proposed bicycle paths, protected cycle tracks,

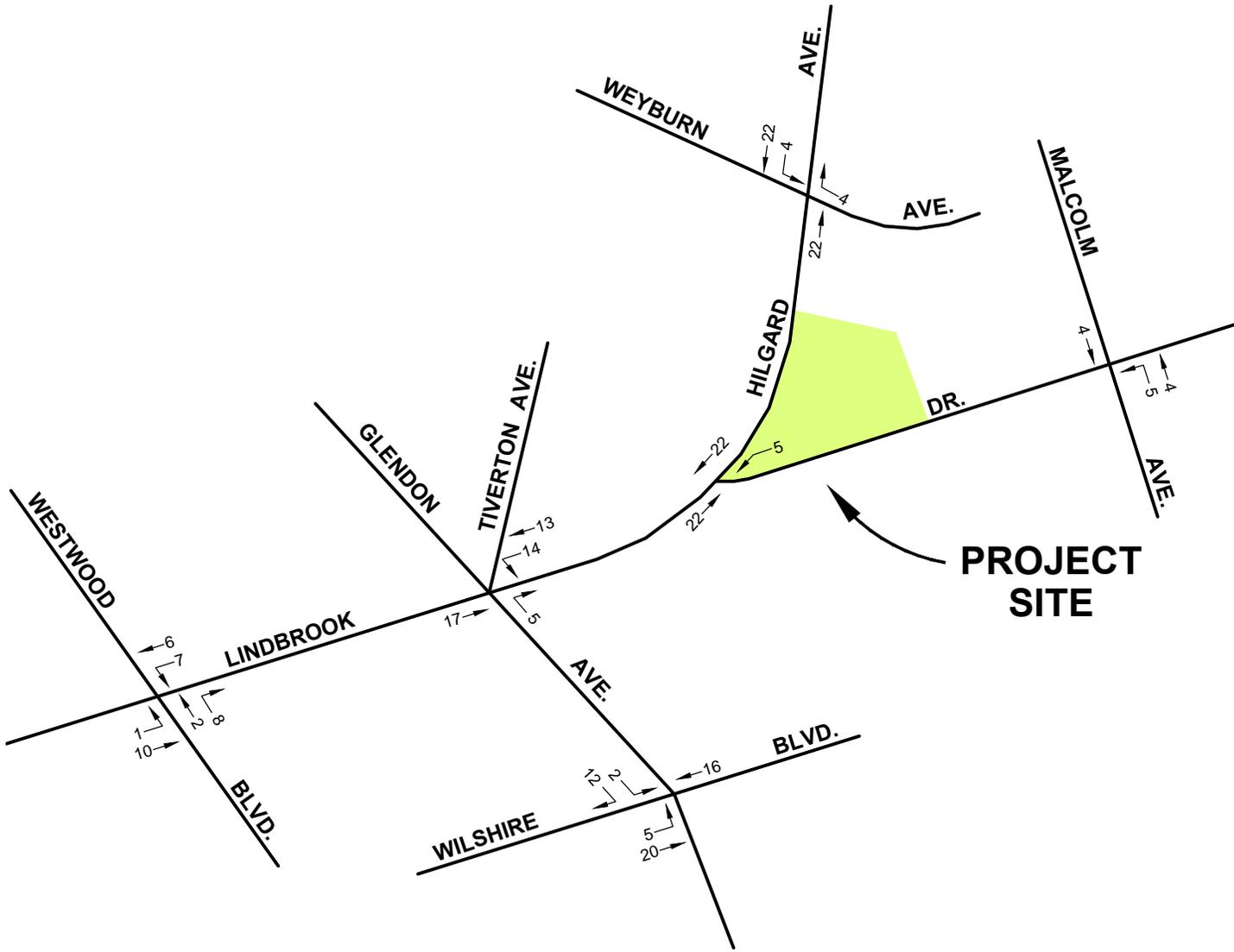


FIGURE 9(a)

11/6/2019

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TOTAL RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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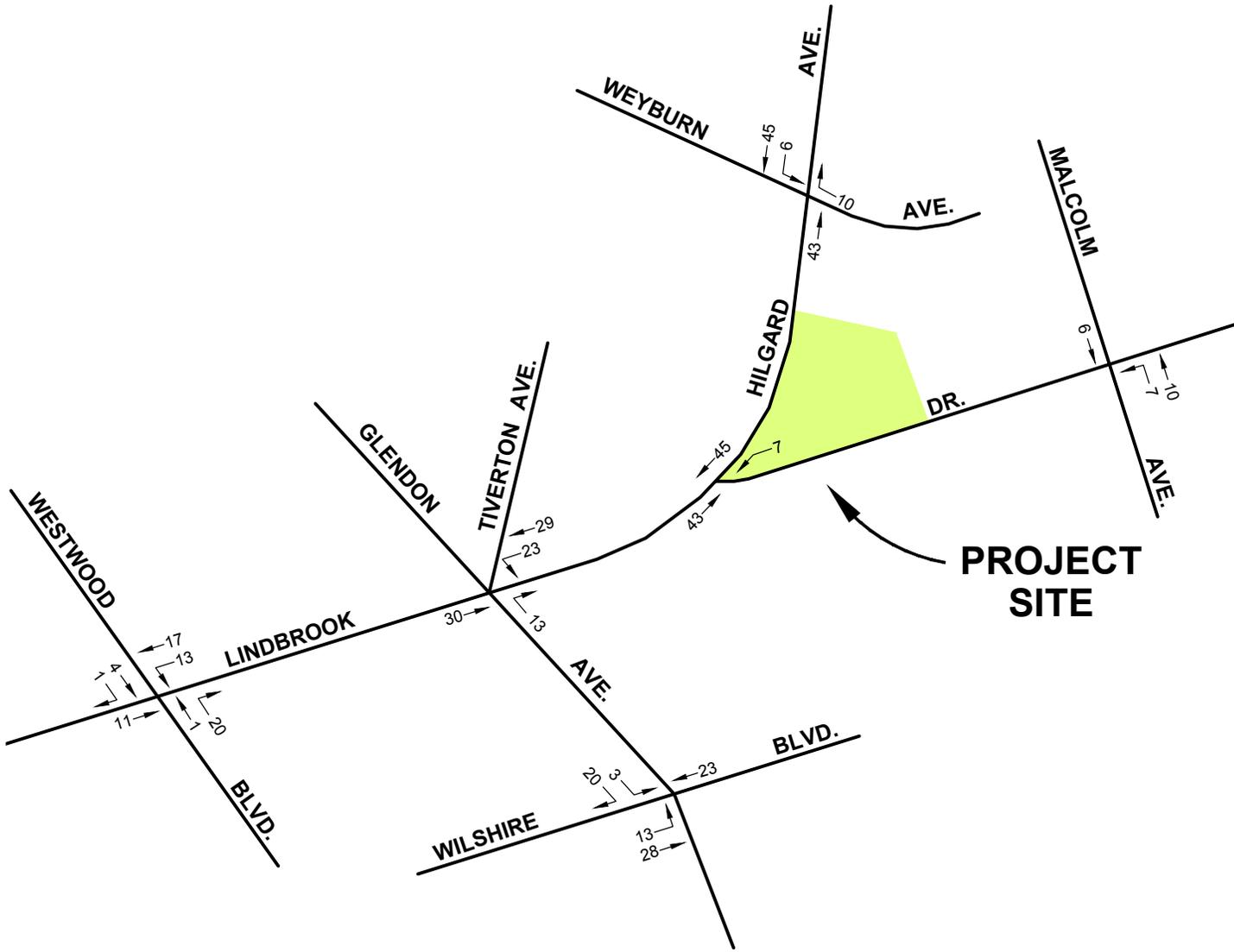


FIGURE 9(b)

11/6/2019

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TOTAL RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are scheduled for implementation within the Project study area:

- Wilshire Boulevard will add Tier 2 bicycle lanes between Veteran Avenue and the Beverly Hills city limits. Vehicular lanes may have to be reconfigured to accommodate the upgrade.

Per information provided by LADOT staff, the abovementioned bicycle infrastructure improvement is not expected to be designed or constructed between now and the Project buildout year of 2023. As such, no changes to the future (2023) study intersection geometrics and/or traffic control conditions due to bicycle facility improvements have been assumed in this traffic impact analysis.

A review of the LADOT Transportation Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that could affect operations at any of the study intersection locations. Therefore, the existing and future intersection geometrics and traffic control conditions are assumed to be the same, as illustrated in Appendix B.

Analysis of Future (2023) Traffic Conditions

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described in the previous section, all existing geometrics and/or traffic control conditions are assumed to prevail for the analysis of future area traffic conditions.

As described earlier, future (2023) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto the existing (2019) traffic volumes. The Future

(2023) Without Project traffic volumes are depicted in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

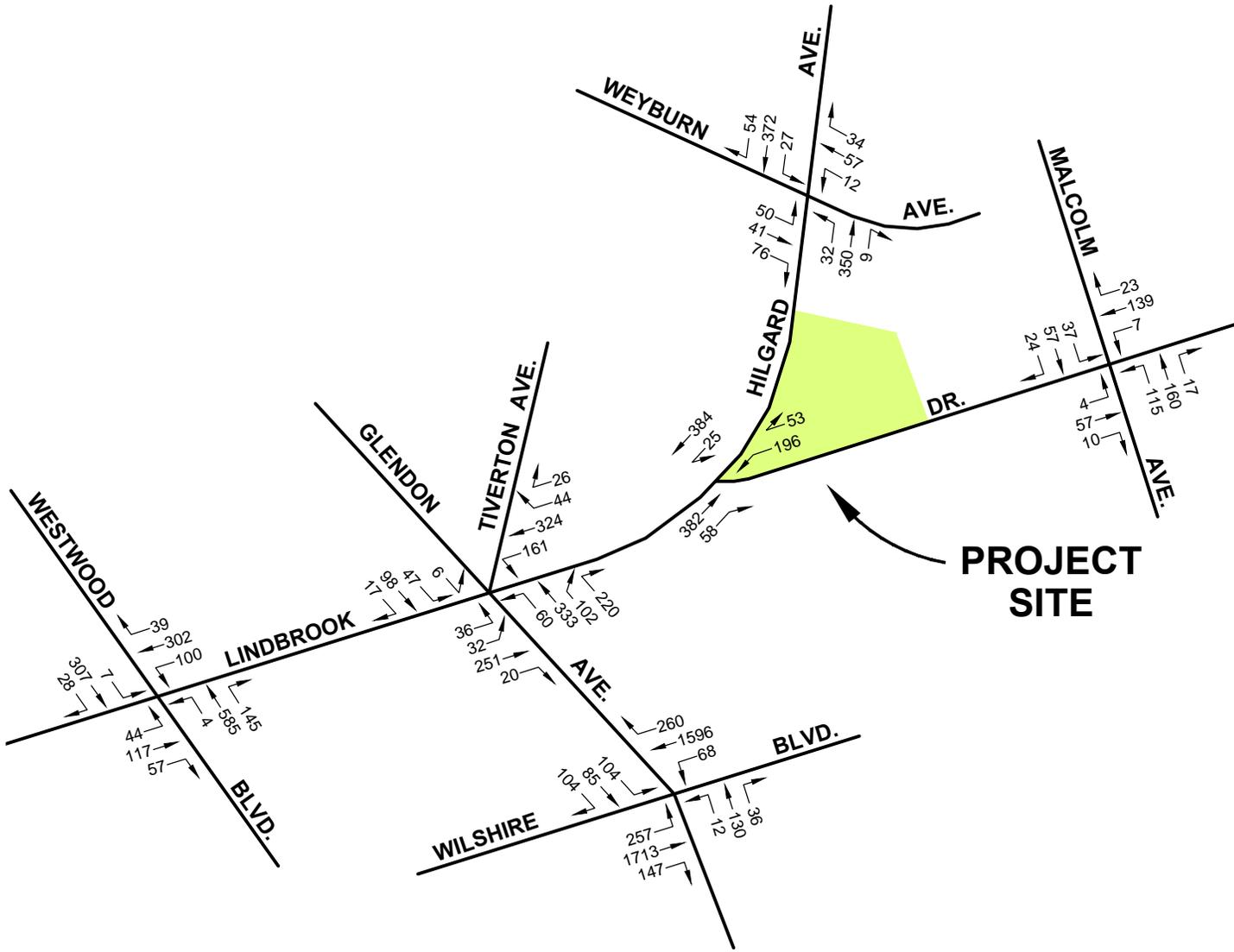
Project volumes [Figures 6(a) and 6(b)], as determined earlier, were then added to the Future (2023) Without Project traffic volumes to develop the Future (2023) With Project traffic volumes. The Future (2023) With Project volumes were then used to determine traffic impacts directly attributable to the Project. The Future (2023) With Project AM and PM peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

The results of the analysis of existing and future traffic conditions at the study intersections are summarized in Table 9. As shown, under Future (2023) Without Project conditions, traffic operations are expected to degrade slightly when compared with existing conditions due to the ambient and related project traffic volume growth. Under Future (2023) Without Project conditions, three of the four study intersections would operate at LOS A during both peak hours. The intersection of Glendon Avenue & Wilshire Boulevard would continue to operate at LOS A during the AM peak hour and LOS C during the PM peak hour.

Under Future (2023) With Project conditions, following the addition of Project-related traffic to Future (2023) Without Project conditions, all intersections would maintain the same LOS during both peak hours. Three of the four study intersections would continue to operate at LOS A during both peak hours, while Glendon Avenue & Wilshire Boulevard would operate at LOS A during the AM peak hour and LOS C during the PM peak hour. The CMA/LOS calculation worksheets are included in Appendix C.

Significant Traffic Impact Criteria

The LADOT defines a significant intersection traffic impact attributable to a project based on a “stepped scale,” with intersections experiencing high V/C ratios being more sensitive to additional traffic than those operating with more available capacity.



PROJECT SITE

FIGURE 10(a)

11/6/2019

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FUTURE (2023) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR



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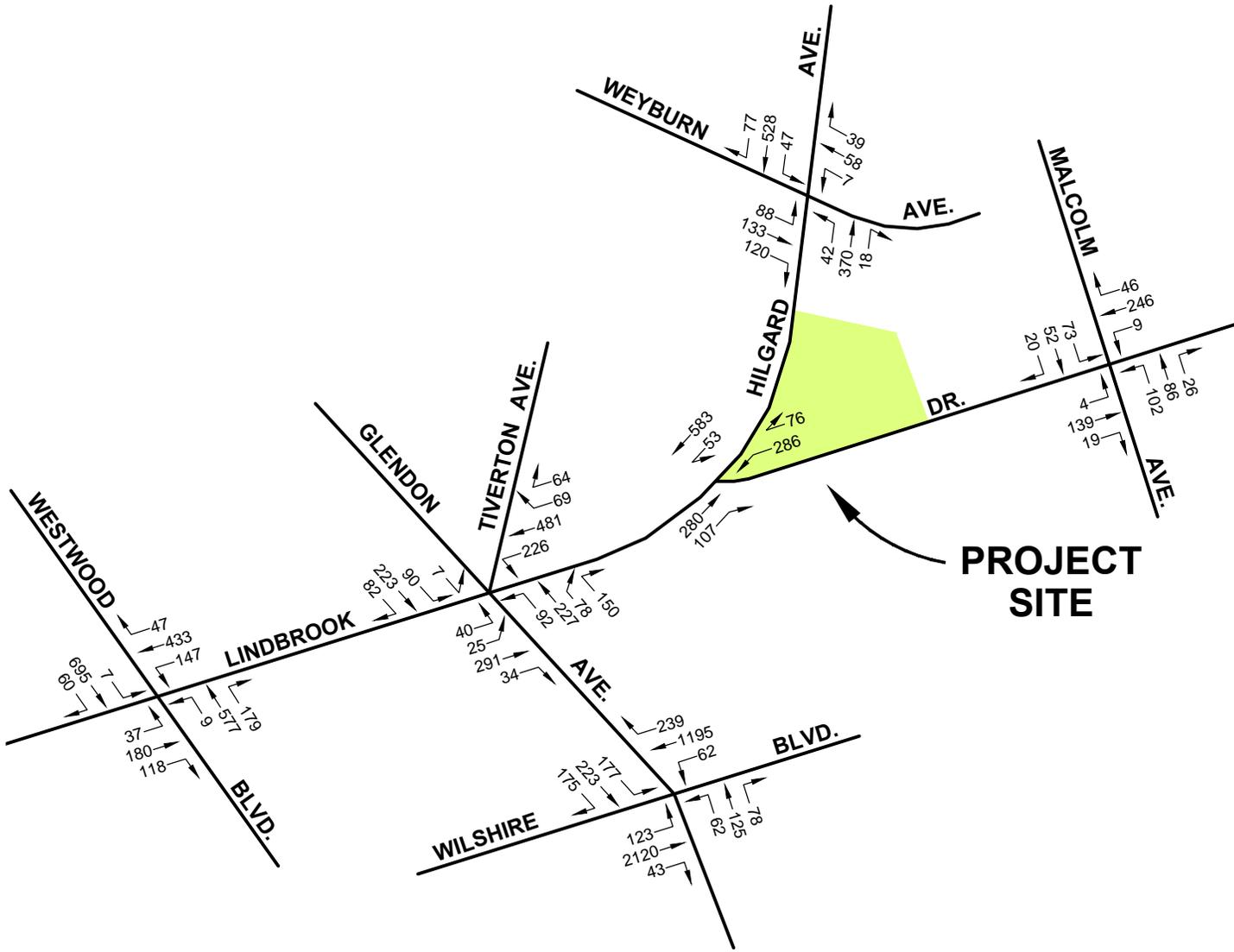


FIGURE 10(b)

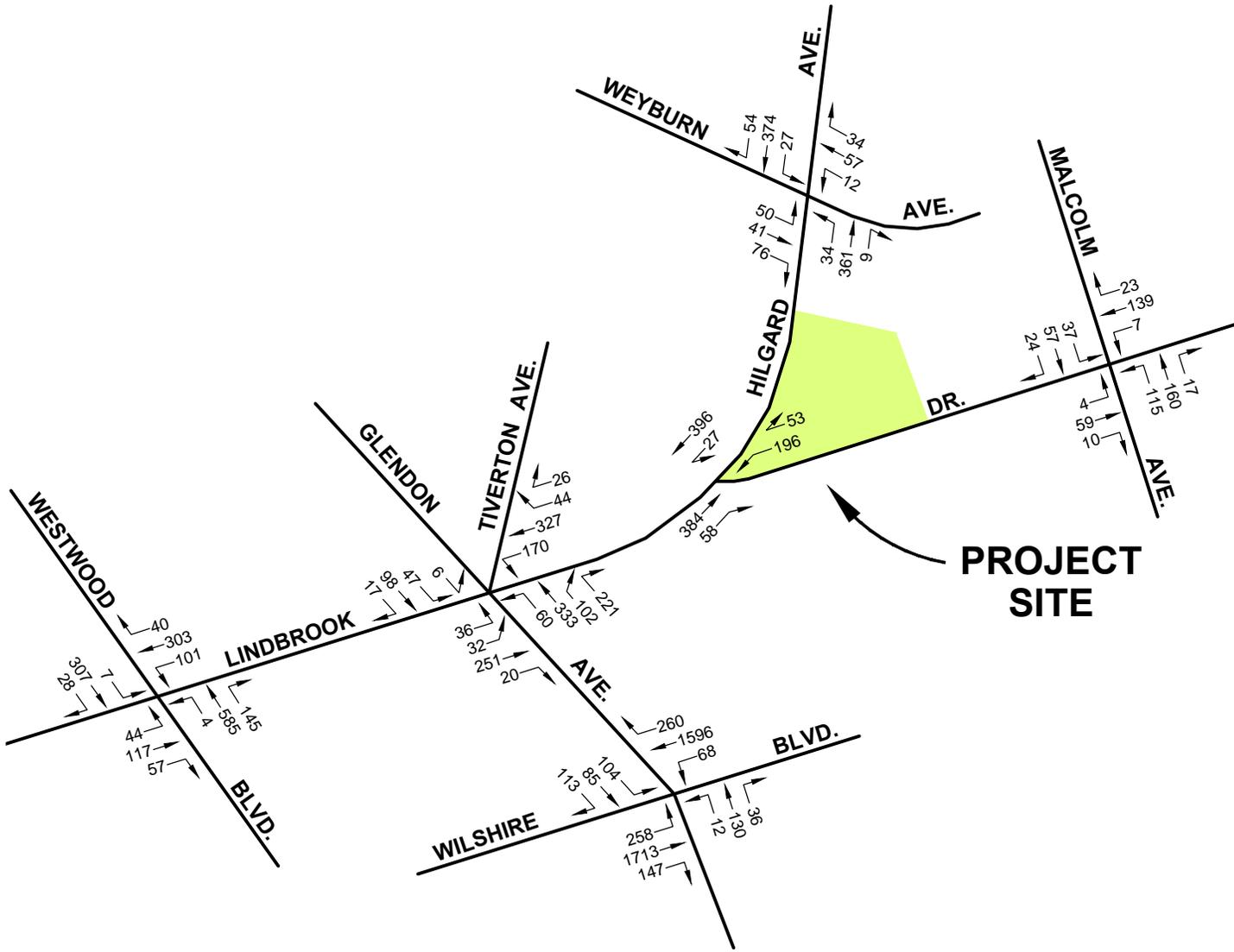
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FUTURE (2023) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR



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FIGURE 11(a)

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FUTURE (2023) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



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Table 9
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2019) and Future (2023) Traffic Conditions

No.	Intersection	Peak Hour	Existing (2019) Conditions						Future (2023) Conditions					
			Existing		Plus Project				Without Project		With Project			
			V/C	LOS	V/C	LOS	Impact	Sig.?	V/C	LOS	V/C	LOS	Impact	Sig.?
1	Westwood Boulevard & Lindbrook Drive	AM	0.259	A	0.259	A	0.000	No	0.285	A	0.286	A	0.001	No
		PM	0.425	A	0.425	A	0.000	No	0.464	A	0.464	A	0.000	No
2	Glendon Avenue & Lindbrook Drive	AM	0.469	A	0.475	A	0.006	No	0.513	A	0.519	A	0.006	No
		PM	0.477	A	0.480	A	0.003	No	0.535	A	0.539	A	0.004	No
3	Glendon Avenue & Wilshire Boulevard	AM	0.538	A	0.539	A	0.001	No	0.570	A	0.571	A	0.001	No
		PM	0.708	C	0.708	C	0.000	No	0.750	C	0.750	C	0.000	No
4	Hilgard Avenue & Weyburn Avenue	AM	0.289	A	0.292	A	0.003	No	0.319	A	0.321	A	0.002	No
		PM	0.489	A	0.498	A	0.009	No	0.542	A	0.551	A	0.009	No

According to LADOT policy, a significant impact is identified as an increase in the V/C ratio, due to Project-related traffic under future buildout conditions, of 0.010 or more when the final (with Project) LOS is E or F, a V/C ratio increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized below in Table 10.

Table 10
LADOT Criteria for Significant Intersection Traffic Impacts

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

These LADOT criteria were applied for the four study intersections. Based on these criteria and as shown previously in Table 9, the Project would not significantly impact any of the study intersections during either peak hour.

Congestion Management Program (CMP) Impact Analysis

The traffic impact guidelines of the current 2010 CMP for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations are to be analyzed where a project could add 150 or more trips in either direction during the peak hours.

The nearest CMP arterial monitoring locations to the Project site are the intersections of Sepulveda Boulevard & Wilshire Boulevard (approximately three-quarters of a mile west of the Project site), Westwood Boulevard & Santa Monica Boulevard (approximately one

mile south of the Project site), and Santa Monica Boulevard & Wilshire Boulevard (approximately one and three-quarters miles east of the Project site). Based on a review of the Project trip generation, the Project is expected to generate a total of 31 trips in the AM peak hour and 30 trips in the PM peak hour. Therefore, with Project traffic contributions well below the 50-trip threshold, no significant Project impacts to CMP arterial monitoring locations are forecast and no additional arterial intersection analysis is necessary.

In terms of CMP freeway monitoring segment analysis, a review of the Project's trip generation indicates that the Project would not generate more than 27 net directional (inbound or outbound) trips during either peak hour. Therefore, the Project would contribute well below the 150 directional-trip threshold to all CMP freeway monitoring segments, no significant Project impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary.

The local CMP also requires that all projects consider potential transit impacts. As shown in Table 5, transit adjustments were not applied since the trip generation rates applied to the Project's proposed residential uses already account for transit availability and usage. The calculation of transit impacts was undertaken per the 2010 CMP guidelines. As the Project is located with a quarter-mile of the major transit stop located at Westwood Boulevard & Wilshire Boulevard, a transit/walk factor of 15 percent of total person trips was conservatively assumed to calculate the person transit trips for this analysis. This transit/walk factor is consistent with the LADOT *Transportation Impact Study Guidelines* (December 2016). The net Project vehicular trip generation is estimated at 259 vehicles per day, with 31 AM peak-hour and 30 PM peak-hour trips. As described in the Project Traffic section, the proposed residential use baseline trip estimates already reflect transit adjustments.

Given that the Project vehicular trip generation totals exclude transit trips, these trips correspond to the 85 percent of vehicle trips accessing the site via non-transit facilities. Therefore, to calculate the remaining 15 percent of trips via transit facilities, the total number of vehicle trips generated by the Project was converted to person trips (conversion factor of 1.4), which represents 85 percent of all person trips. From this number, the number representing the remaining 15 percent of person trips to/from the site via transit can be determined by multiplying by a factor of 0.1765 ($15 \div 85$). The calculations were as follows:

Vehicle-mode Project person trips:

259 vehicles x 1.4 = 363 daily person trips

31 vehicles x 1.4 = 43 AM peak-hour person trips

30 vehicles x 1.4 = 42 PM peak-hour person trips

Project person trips arriving to the site via transit:

363 daily person trips by vehicle x 0.1765 = 64 daily person transit trips

43 AM person trips by vehicle x 0.1765 = 8 AM peak-hour person transit trips

42 PM person trips by vehicle x 0.1765 = 7 PM peak-hour person transit trips

Given that the capacity of one standard bus is 40 riders, and there are 25 bus lines with a reasonable walking distance of the Project site with several more bus lines slightly outside the reasonable walking distance and nearby connections to rail transit, these daily and peak-hour levels of Project transit ridership are anticipated to have a minimal impact on the surrounding transit network. Therefore, it is expected that the incremental additions of Project person transit trips would not have a significant impact on transit service in the study area.

Residential Street/Neighborhood Intrusion Impact Analysis

In order to address local residential neighborhood concerns, the LADOT requires the preparation of a residential street impact analysis if a development project meets certain conditions. These conditions include the proposed development project being non-residential and non-school in nature, with an anticipated significant traffic contribution to a congested arterial (with intersections operating at LOS E or F) in the presence of local residential street(s) that provide viable alternate route(s). As the Project is residential in nature, the Project does not meet the requirements for the preparation of a residential street segment analysis and no further analysis is required.

Vehicle Miles Traveled Analysis

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the transportation performance metric from automobile delay and LOS to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the proposed update to the CEQA guidelines, vehicle miles traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's *Transportation Assessment Guidelines* (TAG) in July 2019 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under

CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would cause substantial VMT.

Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a development project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a development project divided by the number of employees within the development. As outlined in the updated TAG, in order for a proposed development to have a less-than-significant VMT impact, two criteria must be met: (1) the development project's household VMT per capita must not exceed 15 percent below the average household VMT per capita, and (2) the development project's work VMT per employee must not exceed 15 percent below the average work VMT per employee. The thresholds corresponding to 15 percent below the average household VMT per capita and the average work VMT per employee were determined individually for each of the seven Area Planning Commission (APC) areas within the City and are shown in Table 11. The Area Planning Commission area in which a development project is located determines the appropriate thresholds that are to be applied.

Along with the updated TAG, LADOT developed the City of Los Angeles VMT Calculator Version 1.2 (the "VMT Calculator"), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for development projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a development project. The number of daily trips is further refined using data from the

Environmental Protection Agency's Mixed-Use (MXD) Model and the City's Travel Demand Forecasting Model.

Table 11
VMT Impact Criteria (15 Percent Below APC Average)

<u>Area Planning Commission</u>	<u>Daily Household VMT per Capita</u>	<u>Daily Work VMT per Employee</u>
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

The VMT Calculator also determines population and employment estimates for a development project based on rates developed from U.S. Census data for the City of Los Angeles. The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the development project's daily VMT, household VMT per capita, and work VMT per capita. The VMT Calculator also provides a menu of Transportation Demand Management (TDM) strategies that can be implemented for a development project, either as project features or mitigation measures, to reduce the daily vehicle trips and VMT of a development project. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (November 2019).

Although the Project transportation impact study was initiated based on the previous LADOT *Transportation Impact Study Guidelines* (December 2016) and therefore the Project is not required to perform a VMT analysis per LADOT, a supplemental VMT analysis has been performed per the new TAG to provide a more comprehensive evaluation of the Project's transportation impacts. The VMT Calculator was utilized to

determine the daily vehicle trip generation of the Project. As shown in Appendix D, the Housing (Multi-Family) land use rates were applied to the proposed Project uses. Using the aforementioned trip generation rates, the VMT Calculator determined that the Project would generate the following baseline trip estimates: 381 daily vehicle trips and 1,928 daily VMT. The report outputs of the VMT Calculator have been included in Appendix D. It should be noted that the daily trip estimates produced by the VMT Calculator (381) differ from those calculated in Table 6 as part of the Project trip generation (259). This discrepancy is due to the VMT Calculator using trip generation rates from an older version of the ITE *Trip Generation Manual*, with no variation based on the size of the multifamily use (low-rise, mid-rise, or high-rise) and refinements based on the City's Travel Demand Forecasting Model.

Based on the 1,928 daily VMT, the VMT Calculator determined that the Project would generate a daily household VMT per capita of 5.2. As the Project is entirely residential in nature, the Project would not generate work VMT per employee. Since the Project is located within the West Los Angeles Area Planning Commission area, the appropriate threshold of significance with which to compare the Project's VMT estimates is 7.4 daily household VMT per capita, as shown in Table 11. Therefore, the Project is not expected to have a significant VMT impact.

MITIGATION MEASURES

As indicated in the preceding transportation impact analysis, the proposed UCLA Hilgard Faculty Housing project is not expected to significantly impact any of the four study intersections, any CMP monitoring locations, public transit, or residential street facilities. Further, the Project is not expected to have a significant VMT impact based on the new CEQA guidelines. Therefore, no transportation-related mitigation measures are required for the Project.

APPENDIX A
TRAFFIC COUNT DATA SHEETS

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

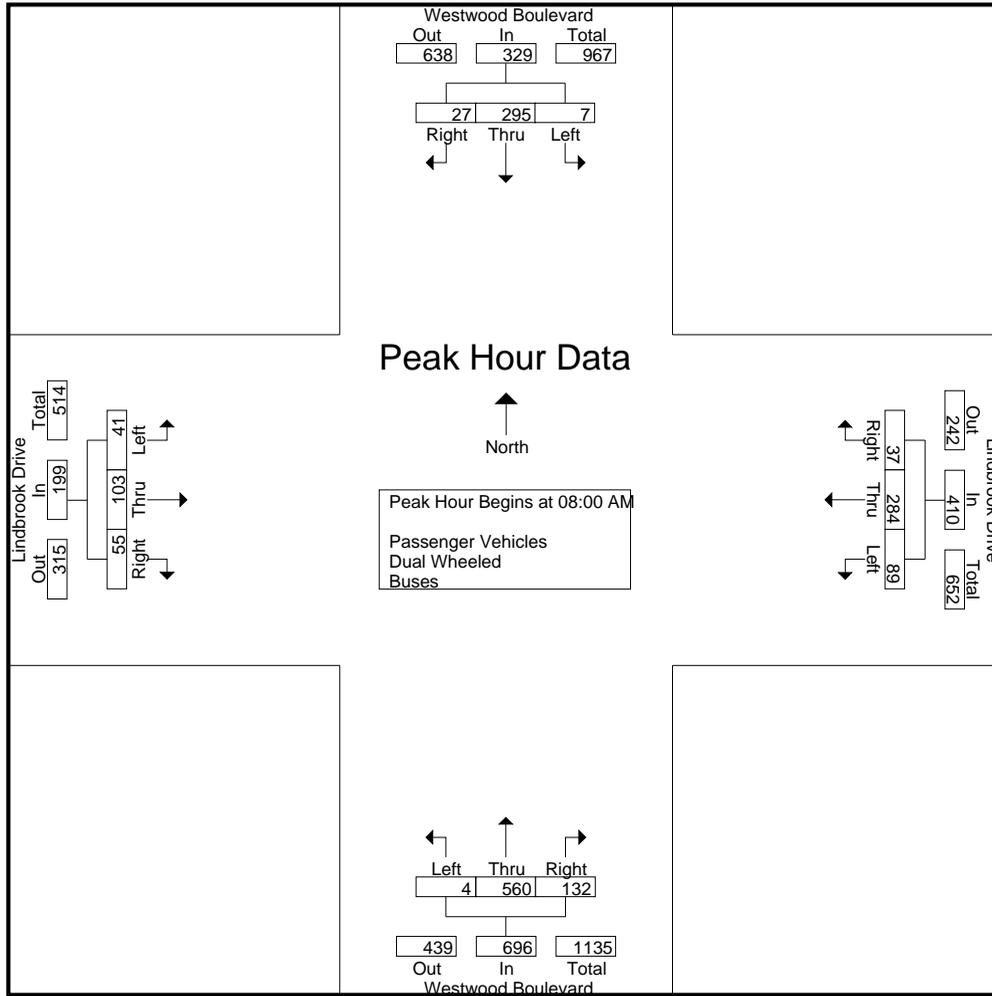
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	55	3	59	18	32	8	58	0	131	29	160	7	18	10	35	312
07:15 AM	1	51	10	62	21	52	6	79	0	174	30	204	4	22	14	40	385
07:30 AM	0	50	9	59	20	54	8	82	2	137	42	181	8	16	12	36	358
07:45 AM	7	56	6	69	16	61	8	85	1	133	29	163	3	23	6	32	349
Total	9	212	28	249	75	199	30	304	3	575	130	708	22	79	42	143	1404
08:00 AM	1	83	10	94	19	80	7	106	2	144	37	183	5	24	11	40	423
08:15 AM	1	71	7	79	20	74	15	109	0	131	26	157	8	23	10	41	386
08:30 AM	4	54	3	61	25	59	7	91	1	140	29	170	14	28	15	57	379
08:45 AM	1	87	7	95	25	71	8	104	1	145	40	186	14	28	19	61	446
Total	7	295	27	329	89	284	37	410	4	560	132	696	41	103	55	199	1634
09:00 AM	2	70	9	81	21	45	4	70	2	127	25	154	7	25	22	54	359
09:15 AM	1	83	6	90	18	54	11	83	2	133	39	174	6	21	14	41	388
09:30 AM	2	73	11	86	14	66	16	96	5	153	28	186	5	27	16	48	416
09:45 AM	4	89	9	102	24	46	8	78	3	117	35	155	7	32	15	54	389
Total	9	315	35	359	77	211	39	327	12	530	127	669	25	105	67	197	1552
Grand Total	25	822	90	937	241	694	106	1041	19	1665	389	2073	88	287	164	539	4590
Apprch %	2.7	87.7	9.6		23.2	66.7	10.2		0.9	80.3	18.8		16.3	53.2	30.4		
Total %	0.5	17.9	2	20.4	5.3	15.1	2.3	22.7	0.4	36.3	8.5	45.2	1.9	6.3	3.6	11.7	
Passenger Vehicles	25	682	53	760	233	684	102	1019	18	1484	379	1881	64	243	152	459	4119
% Passenger Vehicles	100	83	58.9	81.1	96.7	98.6	96.2	97.9	94.7	89.1	97.4	90.7	72.7	84.7	92.7	85.2	89.7
Dual Wheeled	0	26	3	29	6	3	4	13	0	48	10	58	2	8	4	14	114
% Dual Wheeled	0	3.2	3.3	3.1	2.5	0.4	3.8	1.2	0	2.9	2.6	2.8	2.3	2.8	2.4	2.6	2.5
Buses	0	114	34	148	2	7	0	9	1	133	0	134	22	36	8	66	357
% Buses	0	13.9	37.8	15.8	0.8	1	0	0.9	5.3	8	0	6.5	25	12.5	4.9	12.2	7.8

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	83	10	94	19	80	7	106	2	144	37	183	5	24	11	40	423
08:15 AM	1	71	7	79	20	74	15	109	0	131	26	157	8	23	10	41	386
08:30 AM	4	54	3	61	25	59	7	91	1	140	29	170	14	28	15	57	379
08:45 AM	1	87	7	95	25	71	8	104	1	145	40	186	14	28	19	61	446
Total Volume	7	295	27	329	89	284	37	410	4	560	132	696	41	103	55	199	1634
% App. Total	2.1	89.7	8.2		21.7	69.3	9		0.6	80.5	19		20.6	51.8	27.6		
PHF	.438	.848	.675	.866	.890	.888	.617	.940	.500	.966	.825	.935	.732	.920	.724	.816	.916

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	09:00 AM				08:00 AM				07:15 AM				08:15 AM			
+0 mins.	2	70	9	81	19	80	7	106	0	174	30	204	8	23	10	41
+15 mins.	1	83	6	90	20	74	15	109	2	137	42	181	14	28	15	57
+30 mins.	2	73	11	86	25	59	7	91	1	133	29	163	14	28	19	61
+45 mins.	4	89	9	102	25	71	8	104	2	144	37	183	7	25	22	54
Total Volume	9	315	35	359	89	284	37	410	5	588	138	731	43	104	66	213
% App. Total	2.5	87.7	9.7		21.7	69.3	9		0.7	80.4	18.9		20.2	48.8	31	
PHF	.563	.885	.795	.880	.890	.888	.617	.940	.625	.845	.821	.896	.768	.929	.750	.873

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

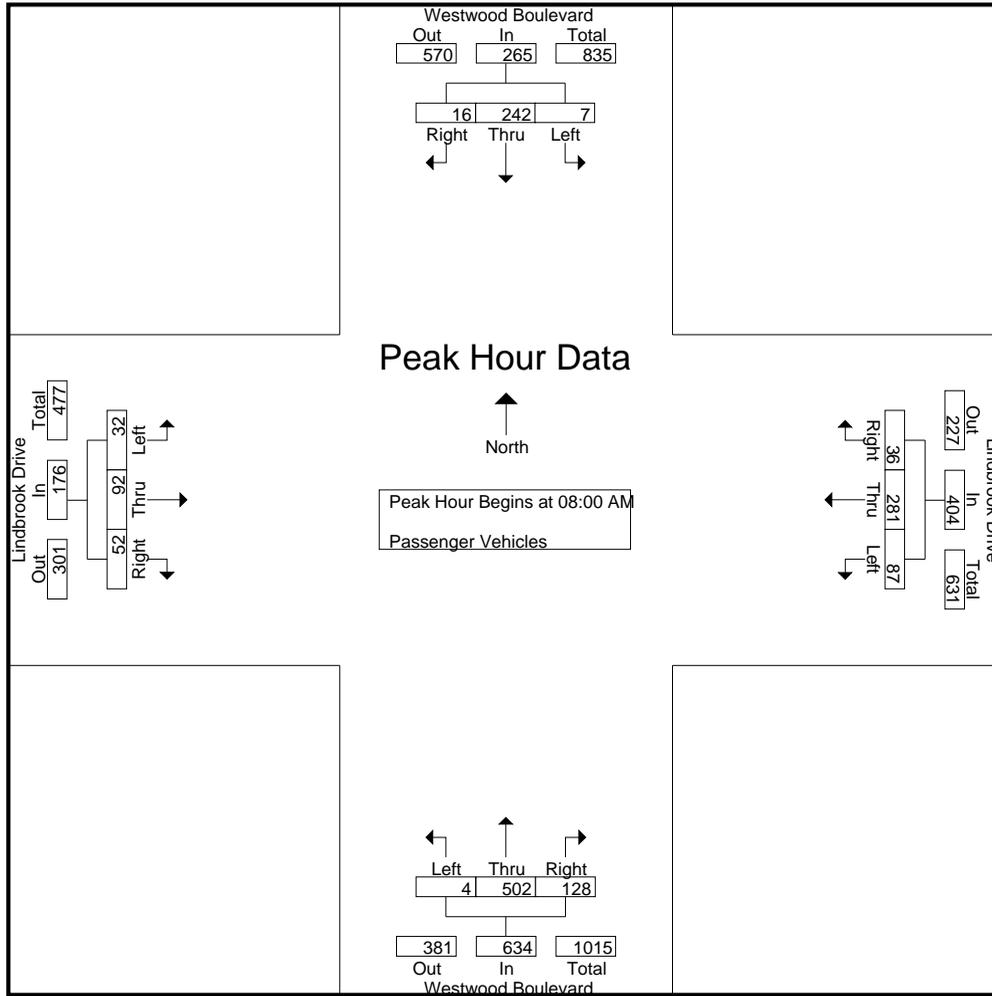
File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	46	1	48	16	32	8	56	0	117	29	146	5	13	8	26	276
07:15 AM	1	39	6	46	21	51	5	77	0	157	30	187	3	19	13	35	345
07:30 AM	0	43	4	47	19	53	8	80	1	121	42	164	6	11	12	29	320
07:45 AM	7	45	4	56	14	61	7	82	1	124	29	154	2	19	5	26	318
Total	9	173	15	197	70	197	28	295	2	519	130	651	16	62	38	116	1259
08:00 AM	1	71	7	79	19	79	6	104	2	128	34	164	2	20	11	33	380
08:15 AM	1	53	4	58	19	74	15	108	0	121	26	147	7	21	10	38	351
08:30 AM	4	43	1	48	24	58	7	89	1	126	29	156	10	25	14	49	342
08:45 AM	1	75	4	80	25	70	8	103	1	127	39	167	13	26	17	56	406
Total	7	242	16	265	87	281	36	404	4	502	128	634	32	92	52	176	1479
09:00 AM	2	59	6	67	21	43	4	68	2	113	23	138	4	19	22	45	318
09:15 AM	1	66	3	70	18	53	11	82	2	115	38	155	5	17	11	33	340
09:30 AM	2	65	8	75	13	64	16	93	5	130	27	162	2	23	15	40	370
09:45 AM	4	77	5	86	24	46	7	77	3	105	33	141	5	30	14	49	353
Total	9	267	22	298	76	206	38	320	12	463	121	596	16	89	62	167	1381
Grand Total	25	682	53	760	233	684	102	1019	18	1484	379	1881	64	243	152	459	4119
Apprch %	3.3	89.7	7		22.9	67.1	10		1	78.9	20.1		13.9	52.9	33.1		
Total %	0.6	16.6	1.3	18.5	5.7	16.6	2.5	24.7	0.4	36	9.2	45.7	1.6	5.9	3.7	11.1	

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	1	71	7	79	19	79	6	104	2	128	34	164	2	20	11	33	380
08:15 AM	1	53	4	58	19	74	15	108	0	121	26	147	7	21	10	38	351
08:30 AM	4	43	1	48	24	58	7	89	1	126	29	156	10	25	14	49	342
08:45 AM	1	75	4	80	25	70	8	103	1	127	39	167	13	26	17	56	406
Total Volume	7	242	16	265	87	281	36	404	4	502	128	634	32	92	52	176	1479
% App. Total	2.6	91.3	6		21.5	69.6	8.9		0.6	79.2	20.2		18.2	52.3	29.5		
PHF	.438	.807	.571	.828	.870	.889	.600	.935	.500	.980	.821	.949	.615	.885	.765	.786	.911

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	71	7	79	19	79	6	104	2	128	34	164	2	20	11	33
+15 mins.	1	53	4	58	19	74	15	108	0	121	26	147	7	21	10	38
+30 mins.	4	43	1	48	24	58	7	89	1	126	29	156	10	25	14	49
+45 mins.	1	75	4	80	25	70	8	103	1	127	39	167	13	26	17	56
Total Volume	7	242	16	265	87	281	36	404	4	502	128	634	32	92	52	176
% App. Total	2.6	91.3	6		21.5	69.6	8.9		0.6	79.2	20.2		18.2	52.3	29.5	
PHF	.438	.807	.571	.828	.870	.889	.600	.935	.500	.980	.821	.949	.615	.885	.765	.786

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

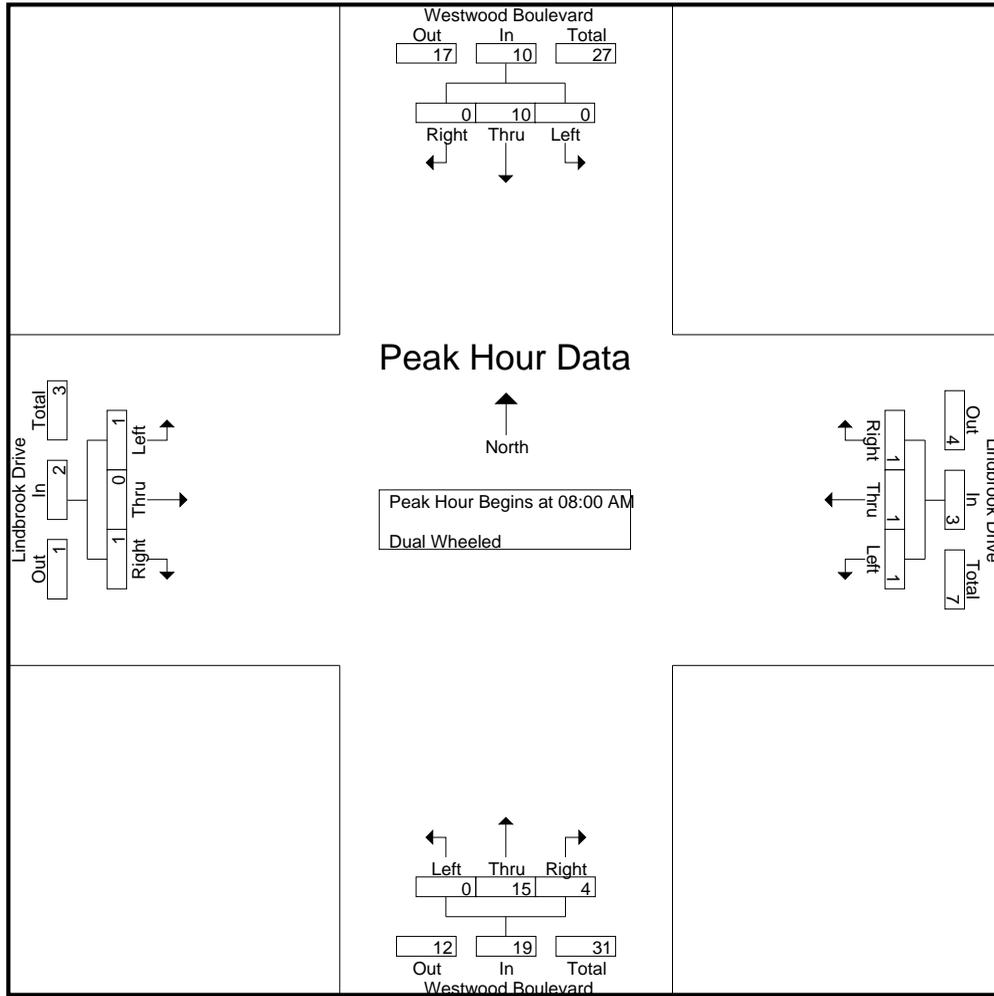
Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	2	0	0	2	0	2	0	2	0	0	1	1	6
07:15 AM	0	2	0	2	0	1	1	2	0	5	0	5	0	0	0	0	9
07:30 AM	0	1	1	2	1	1	0	2	0	6	0	6	0	1	0	1	11
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	1	0	1	3
Total	0	4	1	5	4	2	2	8	0	13	0	13	0	2	1	3	29
08:00 AM	0	2	0	2	0	0	1	1	0	4	3	7	0	0	0	0	10
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	3	0	3	1	1	0	2	0	2	0	2	1	0	0	1	8
08:45 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	0	1	1	10
Total	0	10	0	10	1	1	1	3	0	15	4	19	1	0	1	2	34
09:00 AM	0	2	0	2	0	0	0	0	0	3	2	5	0	2	0	2	9
09:15 AM	0	5	0	5	0	0	0	0	0	6	1	7	0	2	1	3	15
09:30 AM	0	1	1	2	1	0	0	1	0	8	1	9	0	1	0	1	13
09:45 AM	0	4	1	5	0	0	1	1	0	3	2	5	1	1	1	3	14
Total	0	12	2	14	1	0	1	2	0	20	6	26	1	6	2	9	51
Grand Total	0	26	3	29	6	3	4	13	0	48	10	58	2	8	4	14	114
Apprch %	0	89.7	10.3		46.2	23.1	30.8		0	82.8	17.2		14.3	57.1	28.6		
Total %	0	22.8	2.6	25.4	5.3	2.6	3.5	11.4	0	42.1	8.8	50.9	1.8	7	3.5	12.3	

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	2	0	2	0	0	1	1	0	4	3	7	0	0	0	0	10
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	3	0	3	1	1	0	2	0	2	0	2	1	0	0	1	8
08:45 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	0	1	1	10
Total Volume	0	10	0	10	1	1	1	3	0	15	4	19	1	0	1	2	34
% App. Total	0	100	0		33.3	33.3	33.3		0	78.9	21.1		50	0	50		
PHF	.000	.833	.000	.833	.250	.250	.250	.375	.000	.625	.333	.679	.250	.000	.250	.500	.850

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	2	0	2	0	0	1	1	0	4	3	7	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	3	0	3	1	1	0	2	0	2	0	2	1	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	6	1	7	0	0	1	1
Total Volume	0	10	0	10	1	1	1	3	0	15	4	19	1	0	1	2
% App. Total	0	100	0		33.3	33.3	33.3		0	78.9	21.1		50	0	50	
PHF	.000	.833	.000	.833	.250	.250	.250	.375	.000	.625	.333	.679	.250	.000	.250	.500

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
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 Page No : 1

Groups Printed- Buses

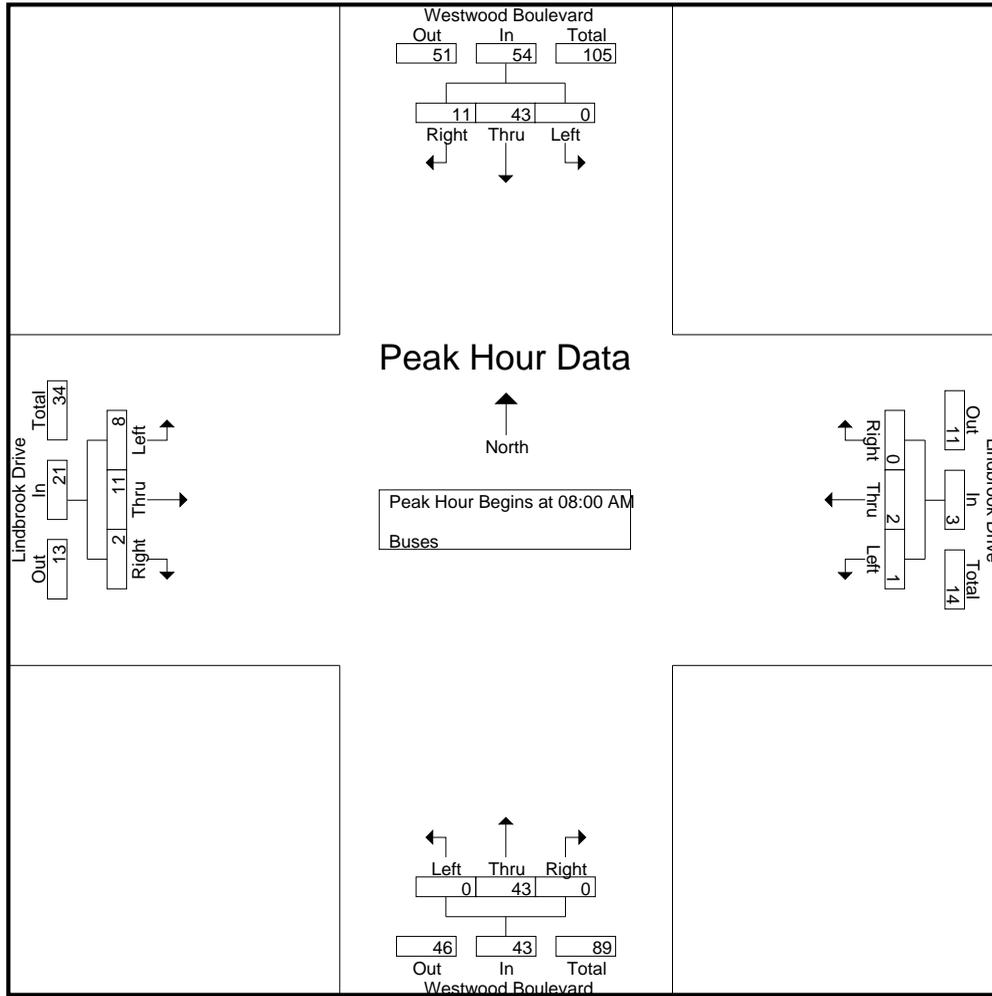
Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	8	2	10	0	0	0	0	0	12	0	12	2	5	1	8	30
07:15 AM	0	10	4	14	0	0	0	0	0	12	0	12	1	3	1	5	31
07:30 AM	0	6	4	10	0	0	0	0	1	10	0	11	2	4	0	6	27
07:45 AM	0	11	2	13	1	0	0	1	0	9	0	9	1	3	1	5	28
Total	0	35	12	47	1	0	0	1	1	43	0	44	6	15	3	24	116
08:00 AM	0	10	3	13	0	1	0	1	0	12	0	12	3	4	0	7	33
08:15 AM	0	15	3	18	1	0	0	1	0	7	0	7	1	2	0	3	29
08:30 AM	0	8	2	10	0	0	0	0	0	12	0	12	3	3	1	7	29
08:45 AM	0	10	3	13	0	1	0	1	0	12	0	12	1	2	1	4	30
Total	0	43	11	54	1	2	0	3	0	43	0	43	8	11	2	21	121
09:00 AM	0	9	3	12	0	2	0	2	0	11	0	11	3	4	0	7	32
09:15 AM	0	12	3	15	0	1	0	1	0	12	0	12	1	2	2	5	33
09:30 AM	0	7	2	9	0	2	0	2	0	15	0	15	3	3	1	7	33
09:45 AM	0	8	3	11	0	0	0	0	0	9	0	9	1	1	0	2	22
Total	0	36	11	47	0	5	0	5	0	47	0	47	8	10	3	21	120
Grand Total	0	114	34	148	2	7	0	9	1	133	0	134	22	36	8	66	357
Apprch %	0	77	23		22.2	77.8	0		0.7	99.3	0		33.3	54.5	12.1		
Total %	0	31.9	9.5	41.5	0.6	2	0	2.5	0.3	37.3	0	37.5	6.2	10.1	2.2	18.5	

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	10	3	13	0	1	0	1	0	12	0	12	3	4	0	7	33
08:15 AM	0	15	3	18	1	0	0	1	0	7	0	7	1	2	0	3	29
08:30 AM	0	8	2	10	0	0	0	0	0	12	0	12	3	3	1	7	29
08:45 AM	0	10	3	13	0	1	0	1	0	12	0	12	1	2	1	4	30
Total Volume	0	43	11	54	1	2	0	3	0	43	0	43	8	11	2	21	121
% App. Total	0	79.6	20.4		33.3	66.7	0		0	100	0		38.1	52.4	9.5		
PHF	.000	.717	.917	.750	.250	.500	.000	.750	.000	.896	.000	.896	.667	.688	.500	.750	.917

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	10	3	13	0	1	0	1	0	12	0	12	3	4	0	7
+15 mins.	0	15	3	18	1	0	0	1	0	7	0	7	1	2	0	3
+30 mins.	0	8	2	10	0	0	0	0	0	12	0	12	3	3	1	7
+45 mins.	0	10	3	13	0	1	0	1	0	12	0	12	1	2	1	4
Total Volume	0	43	11	54	1	2	0	3	0	43	0	43	8	11	2	21
% App. Total	0	79.6	20.4		33.3	66.7	0		0	100	0		38.1	52.4	9.5	
PHF	.000	.717	.917	.750	.250	.500	.000	.750	.000	.896	.000	.896	.667	.688	.500	.750

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

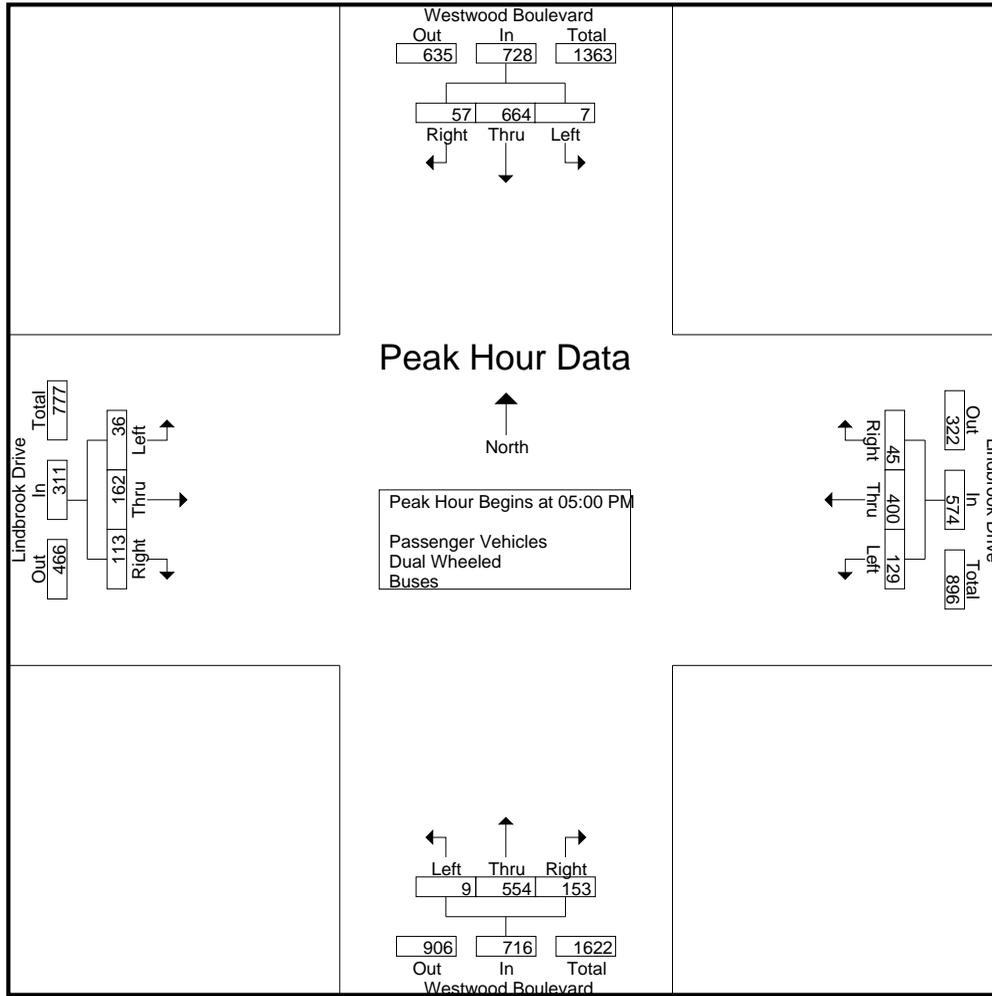
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	9	133	13	155	31	85	15	131	3	106	19	128	11	31	21	63	477
03:15 PM	4	131	18	153	40	89	12	141	0	128	27	155	11	36	27	74	523
03:30 PM	5	170	16	191	40	100	15	155	1	132	28	161	12	29	20	61	568
03:45 PM	8	178	13	199	41	111	12	164	5	124	28	157	9	28	29	66	586
Total	26	612	60	698	152	385	54	591	9	490	102	601	43	124	97	264	2154
04:00 PM	1	146	15	162	35	92	13	140	1	121	37	159	9	30	31	70	531
04:15 PM	3	192	9	204	33	84	14	131	0	131	41	172	9	34	24	67	574
04:30 PM	5	181	9	195	33	73	12	118	1	129	35	165	7	32	21	60	538
04:45 PM	1	162	15	178	35	71	4	110	0	149	38	187	6	38	28	72	547
Total	10	681	48	739	136	320	43	499	2	530	151	683	31	134	104	269	2190
05:00 PM	3	188	10	201	35	93	10	138	4	168	52	224	11	37	29	77	640
05:15 PM	1	190	19	210	40	96	15	151	0	123	35	158	8	43	24	75	594
05:30 PM	3	143	12	158	21	119	7	147	3	116	19	138	8	48	35	91	534
05:45 PM	0	143	16	159	33	92	13	138	2	147	47	196	9	34	25	68	561
Total	7	664	57	728	129	400	45	574	9	554	153	716	36	162	113	311	2329
Grand Total	43	1957	165	2165	417	1105	142	1664	20	1574	406	2000	110	420	314	844	6673
Apprch %	2	90.4	7.6		25.1	66.4	8.5		1	78.7	20.3		13	49.8	37.2		
Total %	0.6	29.3	2.5	32.4	6.2	16.6	2.1	24.9	0.3	23.6	6.1	30	1.6	6.3	4.7	12.6	
Passenger Vehicles	40	1832	130	2002	415	1104	138	1657	18	1464	400	1882	90	390	301	781	6322
% Passenger Vehicles	93	93.6	78.8	92.5	99.5	99.9	97.2	99.6	90	93	98.5	94.1	81.8	92.9	95.9	92.5	94.7
Dual Wheeled	0	21	0	21	1	0	2	3	0	9	5	14	1	0	5	6	44
% Dual Wheeled	0	1.1	0	1	0.2	0	1.4	0.2	0	0.6	1.2	0.7	0.9	0	1.6	0.7	0.7
Buses	3	104	35	142	1	1	2	4	2	101	1	104	19	30	8	57	307
% Buses	7	5.3	21.2	6.6	0.2	0.1	1.4	0.2	10	6.4	0.2	5.2	17.3	7.1	2.5	6.8	4.6

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	188	10	201	35	93	10	138	4	168	52	224	11	37	29	77	640
05:15 PM	1	190	19	210	40	96	15	151	0	123	35	158	8	43	24	75	594
05:30 PM	3	143	12	158	21	119	7	147	3	116	19	138	8	48	35	91	534
05:45 PM	0	143	16	159	33	92	13	138	2	147	47	196	9	34	25	68	561
Total Volume	7	664	57	728	129	400	45	574	9	554	153	716	36	162	113	311	2329
% App. Total	1	91.2	7.8		22.5	69.7	7.8		1.3	77.4	21.4		11.6	52.1	36.3		
PHF	.583	.874	.750	.867	.806	.840	.750	.950	.563	.824	.736	.799	.818	.844	.807	.854	.910

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				03:15 PM				04:15 PM				04:45 PM			
+0 mins.	5	181	9	195	40	89	12	141	0	131	41	172	6	38	28	72
+15 mins.	1	162	15	178	40	100	15	155	1	129	35	165	11	37	29	77
+30 mins.	3	188	10	201	41	111	12	164	0	149	38	187	8	43	24	75
+45 mins.	1	190	19	210	35	92	13	140	4	168	52	224	8	48	35	91
Total Volume	10	721	53	784	156	392	52	600	5	577	166	748	33	166	116	315
% App. Total	1.3	92	6.8		26	65.3	8.7		0.7	77.1	22.2		10.5	52.7	36.8	
PHF	.500	.949	.697	.933	.951	.883	.867	.915	.313	.859	.798	.835	.750	.865	.829	.865

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

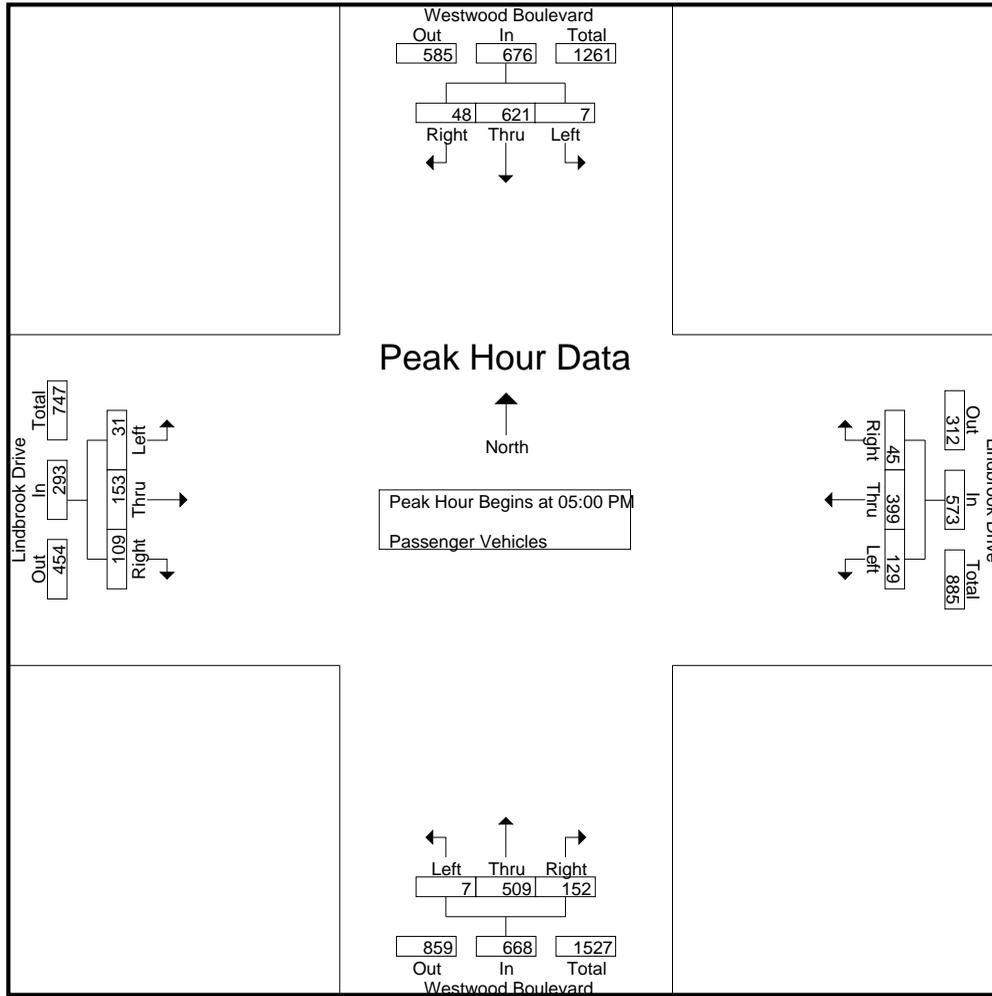
Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	9	121	7	137	31	85	15	131	3	97	18	118	9	29	21	59	445
03:15 PM	3	119	15	137	40	89	11	140	0	124	25	149	9	32	26	67	493
03:30 PM	5	162	13	180	39	100	15	154	1	121	28	150	10	26	18	54	538
03:45 PM	8	167	13	188	41	111	10	162	5	117	28	150	8	25	28	61	561
Total	25	569	48	642	151	385	51	587	9	459	99	567	36	112	93	241	2037
04:00 PM	1	139	10	150	34	92	13	139	1	116	36	153	6	29	30	65	507
04:15 PM	2	179	7	188	33	84	14	131	0	120	40	160	8	32	23	63	542
04:30 PM	5	172	8	185	33	73	11	117	1	122	35	158	4	29	20	53	513
04:45 PM	0	152	9	161	35	71	4	110	0	138	38	176	5	35	26	66	513
Total	8	642	34	684	135	320	42	497	2	496	149	647	23	125	99	247	2075
05:00 PM	3	181	9	193	35	93	10	138	3	150	52	205	9	35	27	71	607
05:15 PM	1	181	13	195	40	95	15	150	0	115	35	150	7	41	24	72	567
05:30 PM	3	133	11	147	21	119	7	147	2	105	19	126	7	45	34	86	506
05:45 PM	0	126	15	141	33	92	13	138	2	139	46	187	8	32	24	64	530
Total	7	621	48	676	129	399	45	573	7	509	152	668	31	153	109	293	2210
Grand Total	40	1832	130	2002	415	1104	138	1657	18	1464	400	1882	90	390	301	781	6322
Apprch %	2	91.5	6.5		25	66.6	8.3		1	77.8	21.3		11.5	49.9	38.5		
Total %	0.6	29	2.1	31.7	6.6	17.5	2.2	26.2	0.3	23.2	6.3	29.8	1.4	6.2	4.8	12.4	

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	3	181	9	193	35	93	10	138	3	150	52	205	9	35	27	71	607
05:15 PM	1	181	13	195	40	95	15	150	0	115	35	150	7	41	24	72	567
05:30 PM	3	133	11	147	21	119	7	147	2	105	19	126	7	45	34	86	506
05:45 PM	0	126	15	141	33	92	13	138	2	139	46	187	8	32	24	64	530
Total Volume	7	621	48	676	129	399	45	573	7	509	152	668	31	153	109	293	2210
% App. Total	1	91.9	7.1		22.5	69.6	7.9		1	76.2	22.8		10.6	52.2	37.2		
PHF	.583	.858	.800	.867	.806	.838	.750	.955	.583	.848	.731	.815	.861	.850	.801	.852	.910

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	3	181	9	193	35	93	10	138	3	150	52	205	9	35	27	71
+15 mins.	1	181	13	195	40	95	15	150	0	115	35	150	7	41	24	72
+30 mins.	3	133	11	147	21	119	7	147	2	105	19	126	7	45	34	86
+45 mins.	0	126	15	141	33	92	13	138	2	139	46	187	8	32	24	64
Total Volume	7	621	48	676	129	399	45	573	7	509	152	668	31	153	109	293
% App. Total	1	91.9	7.1		22.5	69.6	7.9		1	76.2	22.8		10.6	52.2	37.2	
PHF	.583	.858	.800	.867	.806	.838	.750	.955	.583	.848	.731	.815	.861	.850	.801	.852

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

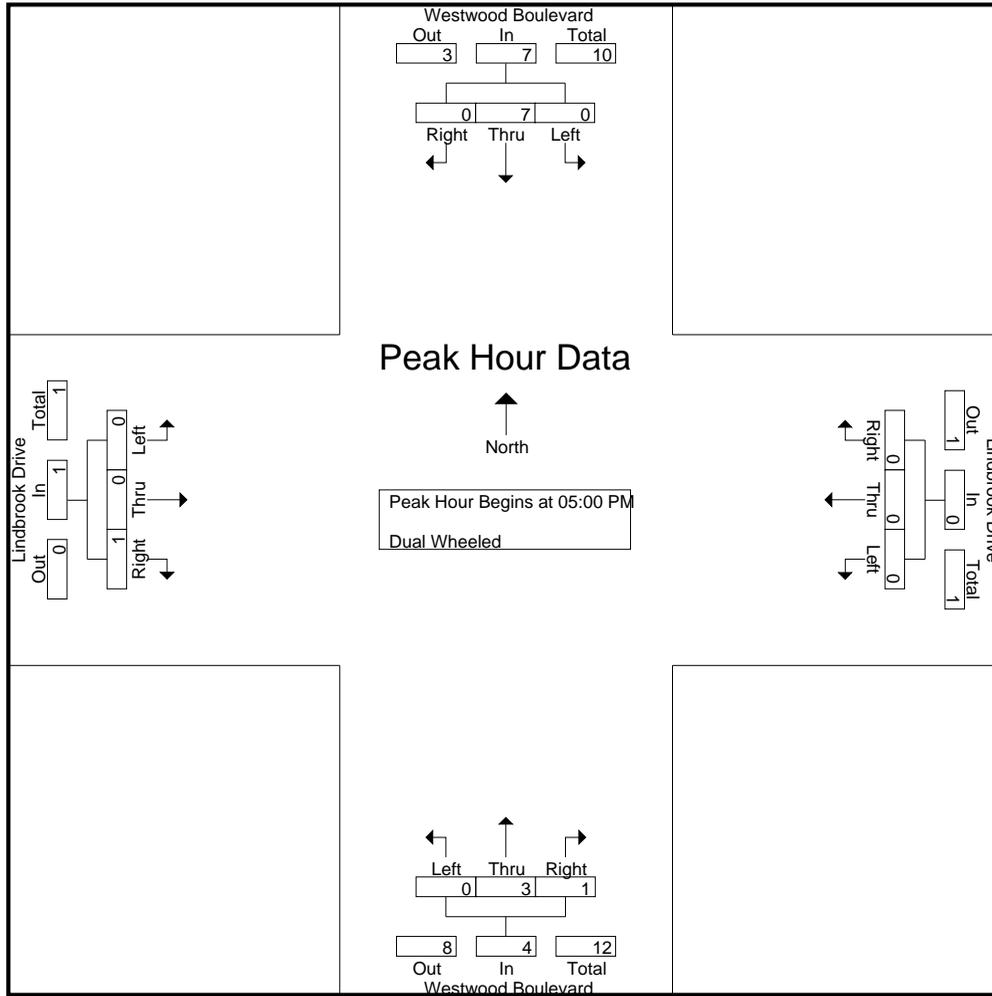
Groups Printed- Dual Wheeled

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	4	0	4	0	0	0	0	0	2	1	3	0	0	0	0	7
03:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	3
03:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	1	0	1	2	5
03:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	6	0	6	1	0	2	3	0	3	2	5	1	0	2	3	17
04:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:30 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	2	2	5
Total	0	8	0	8	0	0	0	0	0	3	2	5	0	0	2	2	15
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
Total	0	7	0	7	0	0	0	0	0	3	1	4	0	0	1	1	12
Grand Total	0	21	0	21	1	0	2	3	0	9	5	14	1	0	5	6	44
Apprch %	0	100	0		33.3	0	66.7		0	64.3	35.7		16.7	0	83.3		
Total %	0	47.7	0	47.7	2.3	0	4.5	6.8	0	20.5	11.4	31.8	2.3	0	11.4	13.6	

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
Total Volume	0	7	0	7	0	0	0	0	0	3	1	4	0	0	1	1	12
% App. Total	0	100	0		0	0	0		0	75	25		0	0	100		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.250	.500	.000	.000	.250	.250	.600

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	3	1	4	0	0	0	1	1
% App. Total	0	100	0		0	0	0		0	75	25		0	0	0	100	
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.375	.250	.500	.000	.000	.250	.250	

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

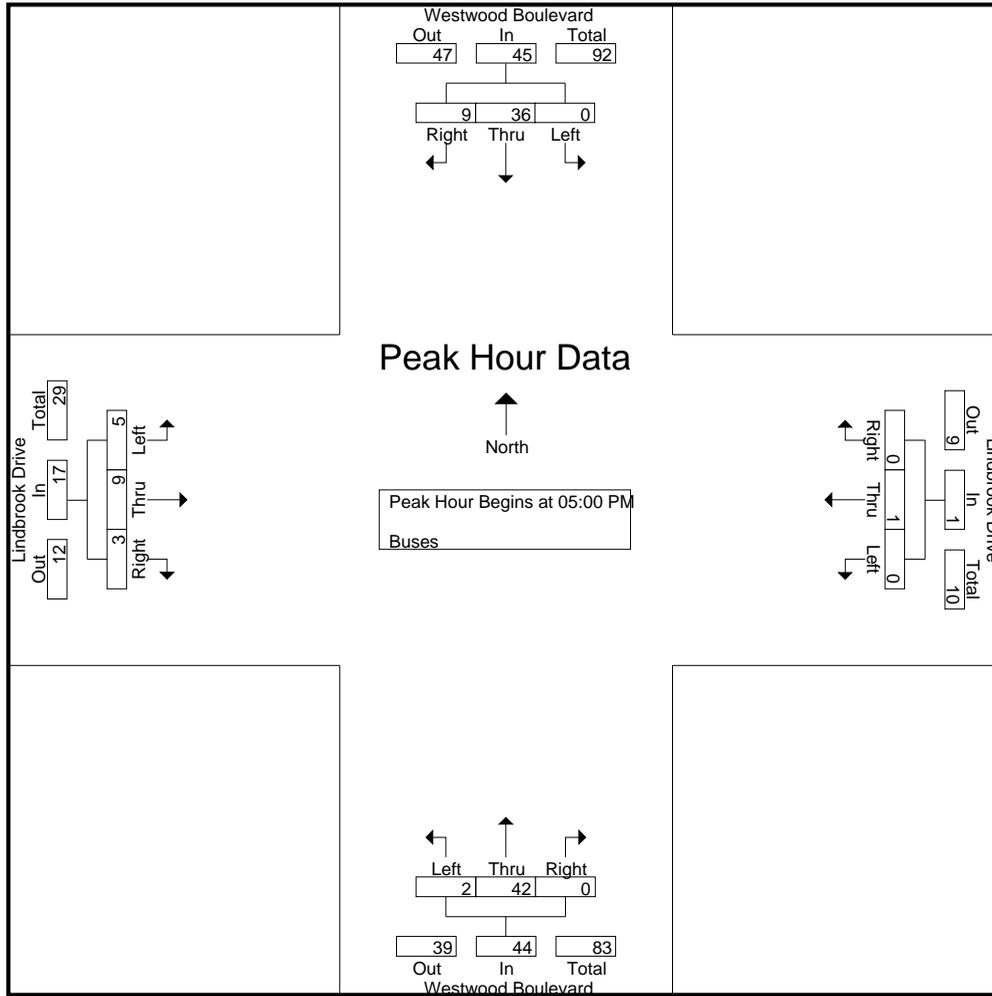
Groups Printed- Buses

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	8	6	14	0	0	0	0	0	7	0	7	2	2	0	4	25
03:15 PM	1	12	3	16	0	0	0	0	0	4	1	5	2	4	0	6	27
03:30 PM	0	7	3	10	0	0	0	0	0	10	0	10	1	3	1	5	25
03:45 PM	0	10	0	10	0	0	1	1	0	7	0	7	1	3	1	5	23
Total	1	37	12	50	0	0	1	1	0	28	1	29	6	12	2	20	100
04:00 PM	0	5	5	10	1	0	0	1	0	5	0	5	3	1	1	5	21
04:15 PM	1	12	2	15	0	0	0	0	0	11	0	11	1	2	1	4	30
04:30 PM	0	5	1	6	0	0	1	1	0	6	0	6	3	3	1	7	20
04:45 PM	1	9	6	16	0	0	0	0	0	9	0	9	1	3	0	4	29
Total	2	31	14	47	1	0	1	2	0	31	0	31	8	9	3	20	100
05:00 PM	0	6	1	7	0	0	0	0	1	16	0	17	2	2	1	5	29
05:15 PM	0	8	6	14	0	1	0	1	0	8	0	8	1	2	0	3	26
05:30 PM	0	8	1	9	0	0	0	0	1	11	0	12	1	3	1	5	26
05:45 PM	0	14	1	15	0	0	0	0	0	7	0	7	1	2	1	4	26
Total	0	36	9	45	0	1	0	1	2	42	0	44	5	9	3	17	107
Grand Total	3	104	35	142	1	1	2	4	2	101	1	104	19	30	8	57	307
Apprch %	2.1	73.2	24.6		25	25	50		1.9	97.1	1		33.3	52.6	14		
Total %	1	33.9	11.4	46.3	0.3	0.3	0.7	1.3	0.7	32.9	0.3	33.9	6.2	9.8	2.6	18.6	

Start Time	Westwood Boulevard Southbound				Lindbrook Drive Westbound				Westwood Boulevard Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	6	1	7	0	0	0	0	1	16	0	17	2	2	1	5	29
05:15 PM	0	8	6	14	0	1	0	1	0	8	0	8	1	2	0	3	26
05:30 PM	0	8	1	9	0	0	0	0	1	11	0	12	1	3	1	5	26
05:45 PM	0	14	1	15	0	0	0	0	0	7	0	7	1	2	1	4	26
Total Volume	0	36	9	45	0	1	0	1	2	42	0	44	5	9	3	17	107
% App. Total	0	80	20		0	100	0		4.5	95.5	0		29.4	52.9	17.6		
PHF	.000	.643	.375	.750	.000	.250	.000	.250	.500	.656	.000	.647	.625	.750	.750	.850	.922

City of Los Angeles
 N/S: Westwood Boulevard
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 01_LAC_Westwood_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	6	1	7	0	0	0	0	1	16	0	17	2	2	1	5
+15 mins.	0	8	6	14	0	1	0	1	0	8	0	8	1	2	0	3
+30 mins.	0	8	1	9	0	0	0	0	1	11	0	12	1	3	1	5
+45 mins.	0	14	1	15	0	0	0	0	0	7	0	7	1	2	1	4
Total Volume	0	36	9	45	0	1	0	1	2	42	0	44	5	9	3	17
% App. Total	0	80	20		0	100	0		4.5	95.5	0		29.4	52.9	17.6	
PHF	.000	.643	.375	.750	.000	.250	.000	.250	.500	.656	.000	.647	.625	.750	.750	.850

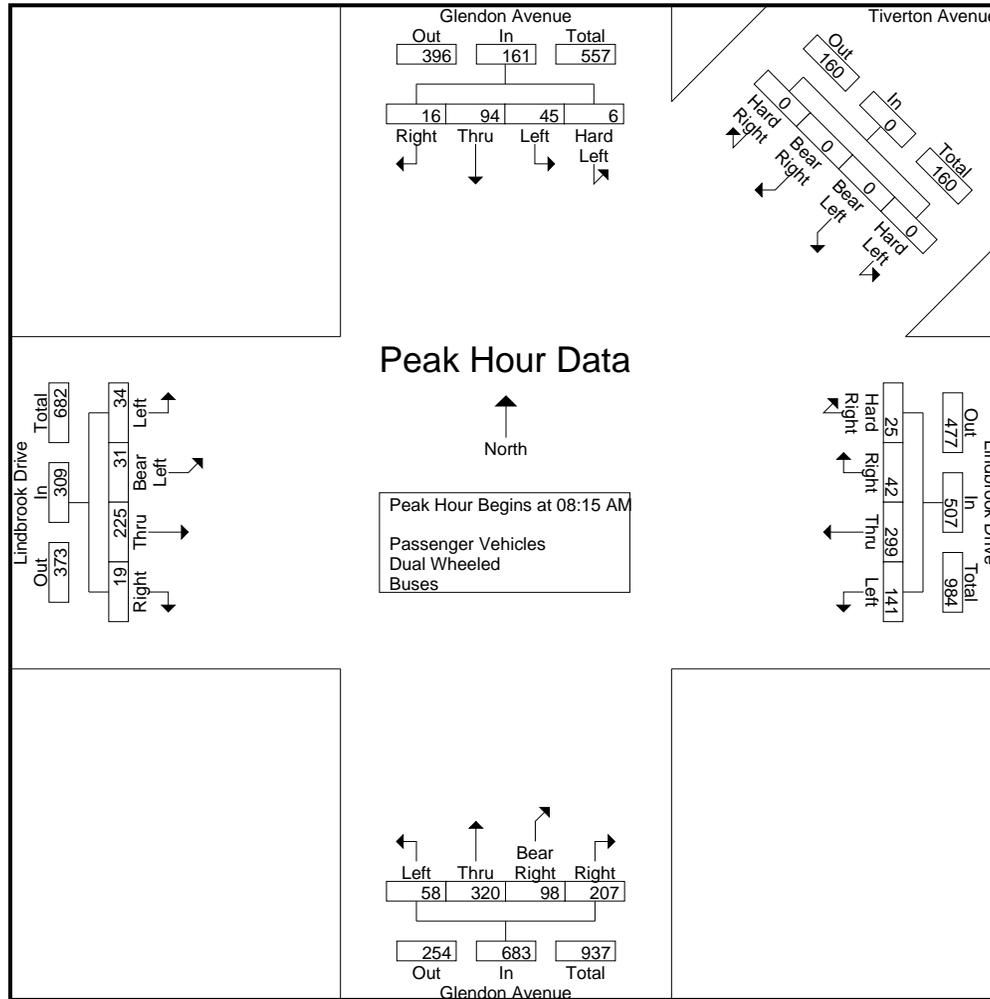
City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
07:00 AM	1	1	12	1	15	0	0	0	0	0	20	41	3	3	67	14	61	28	32	135	1	8	26	6	41	258
07:15 AM	1	2	11	2	16	0	0	0	0	0	27	42	6	0	75	17	51	33	35	136	7	7	27	6	47	274
07:30 AM	0	12	16	1	29	0	0	0	0	0	31	53	7	6	97	24	57	32	46	159	4	9	42	5	60	345
07:45 AM	2	7	22	8	39	0	0	0	0	0	34	66	8	4	112	24	76	39	52	191	10	12	64	3	89	431
Total	4	22	61	12	99	0	0	0	0	0	112	202	24	13	351	79	245	132	165	621	22	36	159	20	237	1308
08:00 AM	5	4	20	5	34	0	0	0	0	0	36	72	20	3	131	13	66	25	53	157	6	13	36	4	59	381
08:15 AM	1	11	11	4	27	0	0	0	0	0	37	85	12	6	140	14	77	30	46	167	6	9	54	6	75	409
08:30 AM	2	9	25	7	43	0	0	0	0	0	38	70	14	7	129	23	69	22	49	163	7	6	53	6	72	407
08:45 AM	3	14	25	2	44	0	0	0	0	0	32	82	4	5	123	10	84	28	61	183	4	10	58	4	76	426
Total	11	38	81	18	148	0	0	0	0	0	143	309	50	21	523	60	296	105	209	670	23	38	201	20	282	1623
09:00 AM	0	11	33	3	47	0	0	0	0	0	34	62	12	7	115	11	90	18	51	170	17	6	60	3	86	418
09:15 AM	1	14	25	8	48	0	0	0	0	0	42	58	16	6	122	14	72	9	47	142	6	4	45	3	58	370
09:30 AM	2	12	29	5	48	0	0	0	0	0	31	71	17	7	126	3	80	17	61	161	11	5	46	6	68	403
09:45 AM	3	8	29	7	47	0	0	0	0	0	47	76	16	11	150	15	72	14	49	150	9	3	44	4	60	407
Total	6	45	116	23	190	0	0	0	0	0	154	267	61	31	513	43	314	58	208	623	43	18	195	16	272	1598
Grand Total	21	105	258	53	437	0	0	0	0	0	409	778	135	65	1387	182	855	295	582	1914	88	92	555	56	791	4529
Apprch %	4.8	24	59	12.1		0	0	0	0		29.5	56.1	9.7	4.7		9.5	44.7	15.4	30.4		11.1	11.6	70.2	7.1		
Total %	0.5	2.3	5.7	1.2	9.6	0	0	0	0	0	9	17.2	3	1.4	30.6	4	18.9	6.5	12.9	42.3	1.9	2	12.3	1.2	17.5	
Passenger Vehicles	20	103	253	51	427	0	0	0	0	0	403	767	135	64	1369	182	839	291	574	1886	86	91	529	44	750	4432
% Passenger Vehicles	95.2	98.1	98.1	96.2	97.7	0	0	0	0	0	98.5	98.6	100	98.5	98.7	100	98.1	98.6	98.6	98.5	97.7	98.9	95.3	78.6	94.8	97.9
Dual Wheeled	1	1	4	1	7	0	0	0	0	0	6	4	0	1	11	0	10	3	8	21	2	1	3	4	10	49
% Dual Wheeled	4.8	1	1.6	1.9	1.6	0	0	0	0	0	1.5	0.5	0	1.5	0.8	0	1.2	1	1.4	1.1	2.3	1.1	0.5	7.1	1.3	1.1
Buses	0	1	1	1	3	0	0	0	0	0	0	7	0	0	7	0	6	1	0	7	0	0	23	8	31	48
% Buses	0	1	0.4	1.9	0.7	0	0	0	0	0	0	0.9	0	0	0.5	0	0.7	0.3	0	0.4	0	0	4.1	14.3	3.9	1.1

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 08:15 AM																										
08:15 AM	1	11	11	4	27	0	0	0	0	0	37	85	12	6	140	14	77	30	46	167	6	9	54	6		
08:30 AM	2	9	25	7	43	0	0	0	0	0	38	70	14	7	129	23	69	22	49	163	7	6	53	6	72	407
08:45 AM	3	14	25	2	44	0	0	0	0	0	32	82	4	5	123	10	84	28	61	183	4	10				426
09:00 AM	0	11	33	3	47	0	0	0	0	0	34	62	12	7	115	11	90	18	51	170	17	6	60	3	86	418
Total Volume	6	45	94	16	161	0	0	0	0	0	141	299	42	25	507	58	320	98	207	683	34	31	225	19	309	1660
% App. Total	3.7	28	58.4	9.9		0	0	0	0		27.8	59	8.3	4.9		8.5	46.9	14.3	30.3		11	10	72.8	6.1		
PHF	.500	.804	.712	.571	.856	.000	.000	.000	.000	.000	.928	.879	.750	.893	.905	.630	.889	.817	.848	.933	.500	.775	.938	.792	.898	.974



Counts Unlimited
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City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM					07:00 AM					08:00 AM					08:15 AM									
+0 mins.	0	11	33	3	47	0	0	0	0	0	36	72	20	3	131	14	77	30	46	167	6	9	54	6	
+15 mins.	1	14	25	8	48	0	0	0	0	0	37	85	12	6	140	23	69	22	49	163	7	6	53	6	72
+30 mins.	2	12	29	5	48	0	0	0	0	0	38	70	14	7	129	10	84	28	61	183	4	10			
+45 mins.	3	8	29	7	47	0	0	0	0	0	32	82	4	5	123	11	90	18	51	170	17	6	60	3	86
Total Volume	6	45	116	23	190	0	0	0	0	0	143	309	50	21	523	58	320	98	207	683	34	31	225	19	309
% App. Total	3.2	23.7	61.1	12.1		0	0	0	0	0	27.3	59.1	9.6	4		8.5	46.9	14.3	30.3		11	10	72.8	6.1	
PHF	.500	.804	.879	.719	.990	.000	.000	.000	.000	.000	.941	.909	.625	.750	.934	.630	.889	.817	.848	.933	.500	.775	.938	.792	.898

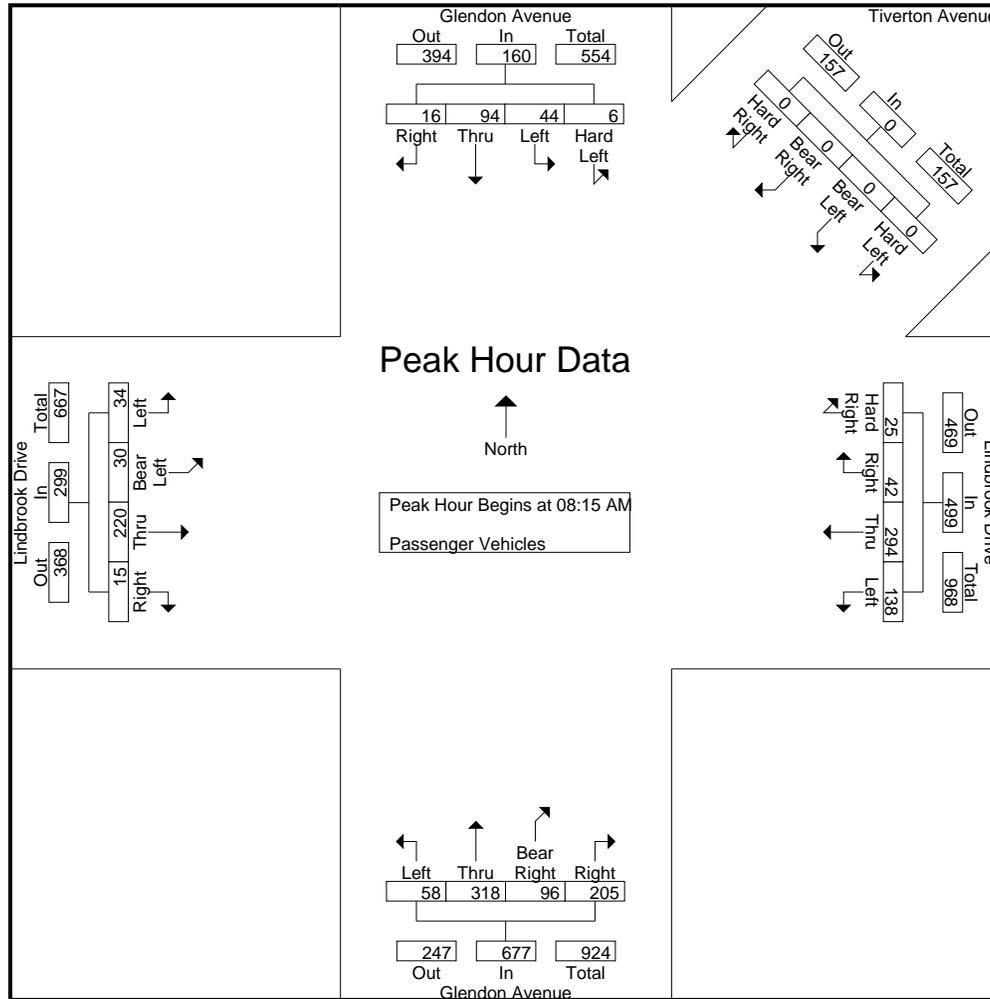
City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
07:00 AM	1	1	11	1	14	0	0	0	0	0	20	41	3	3	67	14	57	28	31	130	1	8	25	4	38	249
07:15 AM	1	2	11	2	16	0	0	0	0	0	27	42	6	0	75	17	47	32	33	129	6	7	23	5	41	261
07:30 AM	0	11	13	1	25	0	0	0	0	0	31	52	7	6	96	24	57	32	45	158	4	9	40	4	57	336
07:45 AM	1	7	22	7	37	0	0	0	0	0	33	64	8	4	109	24	75	39	52	190	10	12	61	3	86	422
Total	3	21	57	11	92	0	0	0	0	0	111	199	24	13	347	79	236	131	161	607	21	36	149	16	222	1268
08:00 AM	5	4	19	5	33	0	0	0	0	0	35	71	20	2	128	13	63	25	53	154	6	13	32	2	53	368
08:15 AM	1	11	11	4	27	0	0	0	0	0	35	84	12	6	137	14	77	30	46	167	6	8	53	6	73	404
08:30 AM	2	8	25	7	42	0	0	0	0	0	38	70	14	7	129	23	68	20	48	159	7	6	52	5	70	400
08:45 AM	3	14	25	2	44	0	0	0	0	0	31	82	4	5	122	10	84	28	60	182	4	10	56	3	73	421
Total	11	37	80	18	146	0	0	0	0	0	139	307	50	20	516	60	292	103	207	662	23	37	193	16	269	1593
09:00 AM	0	11	33	3	47	0	0	0	0	0	34	58	12	7	111	11	89	18	51	169	17	6	59	1	83	410
09:15 AM	1	14	25	8	48	0	0	0	0	0	41	58	16	6	121	14	72	9	47	142	6	4	42	2	54	365
09:30 AM	2	12	29	5	48	0	0	0	0	0	31	70	17	7	125	3	80	16	59	158	10	5	45	6	66	397
09:45 AM	3	8	29	6	46	0	0	0	0	0	47	75	16	11	149	15	70	14	49	148	9	3	41	3	56	399
Total	6	45	116	22	189	0	0	0	0	0	153	261	61	31	506	43	311	57	206	617	42	18	187	12	259	1571
Grand Total	20	103	253	51	427	0	0	0	0	0	403	767	135	64	1369	182	839	291	574	1886	86	91	529	44	750	4432
Apprch %	4.7	24.1	59.3	11.9		0	0	0	0		29.4	56	9.9	4.7		9.7	44.5	15.4	30.4		11.5	12.1	70.5	5.9		
Total %	0.5	2.3	5.7	1.2	9.6	0	0	0	0	0	9.1	17.3	3	1.4	30.9	4.1	18.9	6.6	13	42.6	1.9	2.1	11.9	1	16.9	

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total	
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total		
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 08:15 AM																											
08:15 AM	1	11	11	4	27	0	0	0	0	0	35	84	12	6	137	14	77	30	46	167	6	8	53	6			400
08:30 AM	2	8	25	7	42	0	0	0	0	0	38	70	14	7	129	23	68	20	48	159	7	6	52	5	70		421
08:45 AM	3	14	25	2	44	0	0	0	0	0	31	82	4	5	122	10	84	28	60	182	4	10					410
09:00 AM	0	11	33	3	47	0	0	0	0	0	34	58	12	7	111	11	89	18	51	169	17	6	59	1	83		1635
Total Volume	6	44	94	16	160	0	0	0	0	0	138	294	42	25	499	58	318	96	205	677	34	30	220	15	299		1635
% App. Total	3.8	27.5	58.8	10		0	0	0	0	0	27.7	58.9	8.4	5		8.6	47	14.2	30.3		11.4	10	73.6	5			
PHF	.500	.786	.712	.571	.851	.000	.000	.000	.000	.000	.908	.875	.750	.893	.911	.630	.893	.800	.854	.930	.500	.750	.932	.625	.901		.971



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City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					08:15 AM					08:15 AM					08:15 AM									
+0 mins.	1	11	11	4	27	0	0	0	0	0	35	84	12	6	137	14	77	30	46	167	6	8	53	6	
+15 mins.	2	8	25	7	42	0	0	0	0	0	38	70	14	7	129	23	68	20	48	159	7	6	52	5	70
+30 mins.	3	14	25	2	44	0	0	0	0	0	31	82	4	5	122	10	84	28	60	182	4	10			
+45 mins.	0	11	33	3	47	0	0	0	0	0	34	58	12	7	111	11	89	18	51	169	17	6	59	1	83
Total Volume	6	44	94	16	160	0	0	0	0	0	138	294	42	25	499	58	318	96	205	677	34	30	220	15	299
% App. Total	3.8	27.5	58.8	10		0	0	0	0	0	27.7	58.9	8.4	5		8.6	47	14.2	30.3		11.4	10	73.6	5	
PHF	.500	.786	.712	.571	.851	.000	.000	.000	.000	.000	.908	.875	.750	.893	.911	.630	.893	.800	.854	.930	.500	.750	.932	.625	.901

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

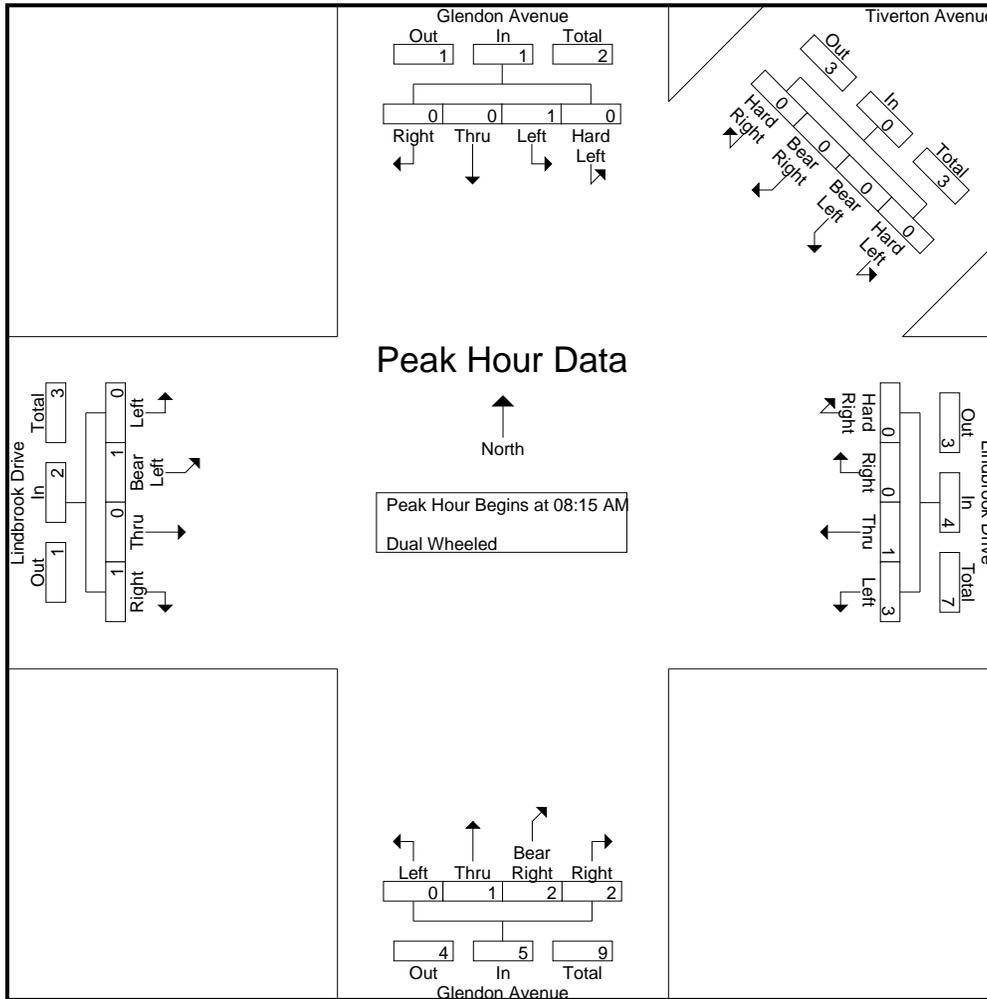
Groups Printed- Dual Wheeled

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	1	1	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	1	0	1	0	2	6
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	4
07:45 AM	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	1	0	3	0	4	0	0	0	0	0	1	2	0	0	3	0	6	0	4	10	1	0	1	1	3	20
08:00 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2	0	2	0	0	2	0	0	1	1	2	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	1	1	0	2	0	0	0	0	0	4	0	0	1	5	0	2	2	2	6	0	1	1	1	3	16
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	1	1	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	1	4
09:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	1	2	5
Total	0	0	0	1	1	0	0	0	0	0	1	2	0	0	3	0	2	1	2	5	1	0	1	2	4	13
Grand Total	1	1	4	1	7	0	0	0	0	0	6	4	0	1	11	0	10	3	8	21	2	1	3	4	10	49
Apprch %	14.3	14.3	57.1	14.3		0	0	0	0		54.5	36.4	0	9.1		0	47.6	14.3	38.1		20	10	30	40		
Total %	2	2	8.2	2	14.3	0	0	0	0	0	12.2	8.2	0	2	22.4	0	20.4	6.1	16.3	42.9	4.1	2	6.1	8.2	20.4	

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1			1	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	1		
Total Volume	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	0	1	2	2	5	0	1	0	1	2	12
% App. Total	0	100	0	0		0	0	0	0		75	25	0	0		0	20	40	40		0	50	0	50		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.250	.000	.000	.500	.000	.250	.250	.500	.417	.000	.250	.000	.250	.500	.750

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					08:15 AM					08:15 AM					08:15 AM											
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	1	
Total Volume	0	1	0	0	1	0	0	0	0	0	3	1	0	0	4	0	1	2	2	5	0	1	0	1	2	2	
% App. Total	0	100	0	0		0	0	0	0		75	25	0	0		0	20	40	40		0	50	0	50			
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.250	.000	.000	.500	.000	.250	.250	.500	.417	.000	.250	.000	.250	.500		

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Buses

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	3	1	4	7
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	5
Total	0	1	1	1	3	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	0	0	9	3	12	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	3	1	4	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	7	3	10	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	2	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	0	7	2	9	14
Grand Total	0	1	1	1	3	0	0	0	0	0	0	7	0	0	7	0	6	1	0	7	0	0	23	8	31	48
Apprch %	0	33.3	33.3	33.3		0	0	0	0		0	100	0	0		0	85.7	14.3	0		0	0	74.2	25.8		
Total %	0	2.1	2.1	2.1	6.2	0	0	0	0	0	0	14.6	0	0	14.6	0	12.5	2.1	0	14.6	0	0	47.9	16.7	64.6	

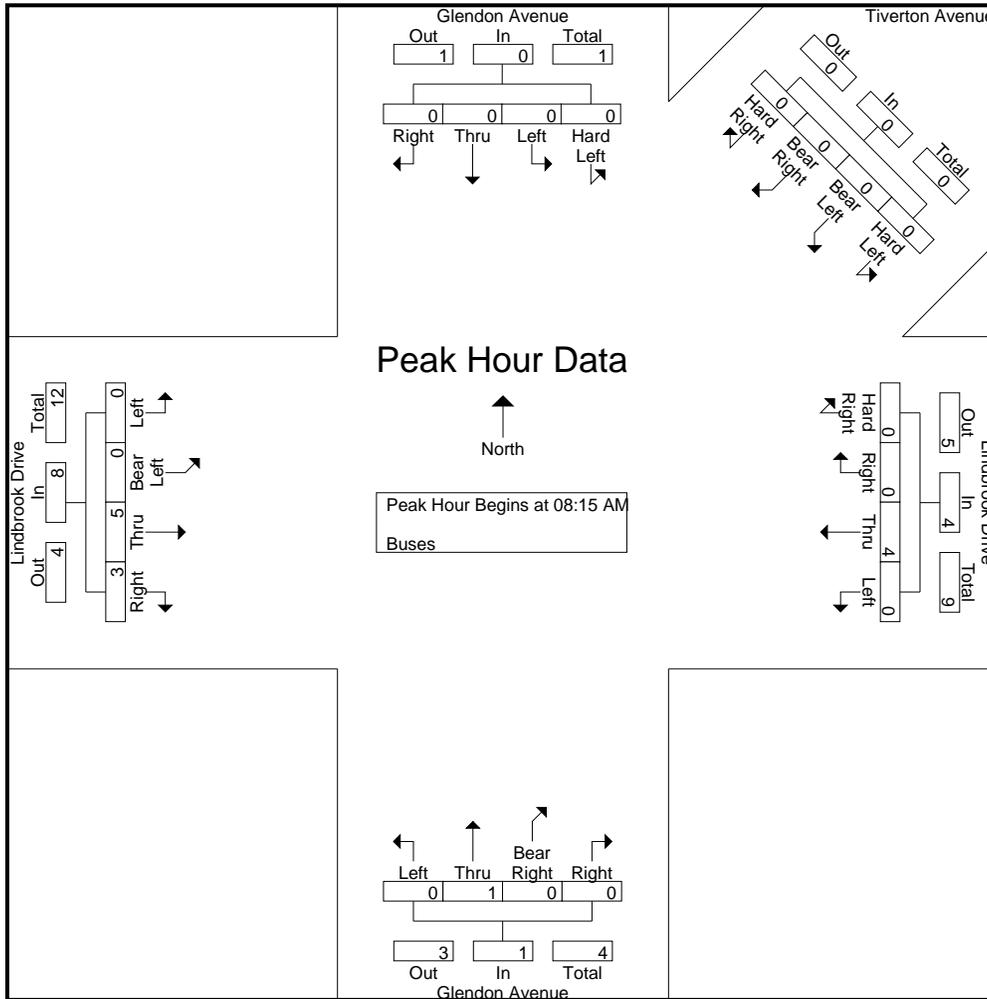
Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1		
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	2	5
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	0	5	3	8	13
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0		0	100	0	0		0	0	62.5	37.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.250	.000	.000	.250	.000	.000	.625	.750	.667	.650

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					08:15 AM					08:15 AM					08:15 AM										
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	
+30 mins.	0	2	1	3																						
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	0	5	3	8	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	100	0	0	100	0	0	62.5	37.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.000	.250	.000	.000	.250	.000	.000	.625	.750	.667	

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

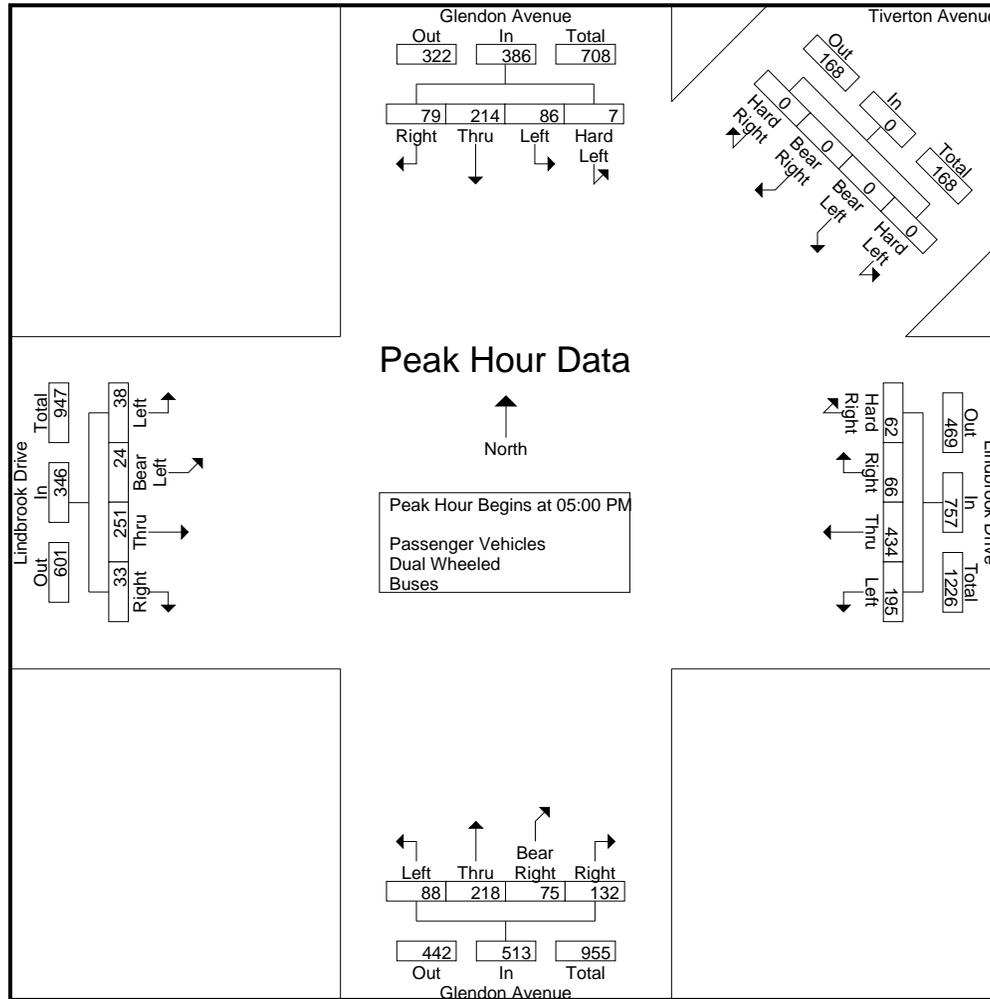
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
03:00 PM	3	13	54	17	87	0	0	0	0	0	45	89	11	5	150	17	48	20	32	117	7	8	49	5	69	423
03:15 PM	4	17	57	19	97	0	0	0	0	0	37	97	11	7	152	17	36	13	23	89	14	7	58	6	85	423
03:30 PM	3	9	50	15	77	0	0	0	0	0	51	102	6	14	173	24	44	12	23	103	8	8	54	11	81	434
03:45 PM	2	14	42	13	71	0	0	0	0	0	40	118	12	4	174	22	44	18	17	101	8	5	36	9	58	404
Total	12	53	203	64	332	0	0	0	0	0	173	406	40	30	649	80	172	63	95	410	37	28	197	31	293	1684
04:00 PM	0	23	55	20	98	0	0	0	0	0	40	98	11	12	161	13	47	12	18	90	8	6	46	6	66	415
04:15 PM	3	20	49	12	84	0	0	0	0	0	53	100	11	9	173	13	58	22	21	114	11	3	54	4	72	443
04:30 PM	1	17	50	10	78	0	0	0	0	0	50	89	7	7	153	16	53	12	27	108	9	6	49	8	72	411
04:45 PM	3	13	59	20	95	0	0	0	0	0	49	72	12	12	145	7	57	15	33	112	10	4	55	8	77	429
Total	7	73	213	62	355	0	0	0	0	0	192	359	41	40	632	49	215	61	99	424	38	19	204	26	287	1698
05:00 PM	0	24	55	17	96	0	0	0	0	0	57	101	10	13	181	18	57	23	36	134	8	7	66	12	93	504
05:15 PM	1	28	63	16	108	0	0	0	0	0	63	114	16	7	200	24	53	14	37	128	3	5	57	8	73	509
05:30 PM	1	19	52	25	97	0	0	0	0	0	38	107	21	24	190	26	51	19	30	126	16	9	54	6	85	498
05:45 PM	5	15	44	21	85	0	0	0	0	0	37	112	19	18	186	20	57	19	29	125	11	3	74	7	95	491
Total	7	86	214	79	386	0	0	0	0	0	195	434	66	62	757	88	218	75	132	513	38	24	251	33	346	2002
Grand Total	26	212	630	205	1073	0	0	0	0	0	560	1199	147	132	2038	217	605	199	326	1347	113	71	652	90	926	5384
Apprch %	2.4	19.8	58.7	19.1		0	0	0	0		27.5	58.8	7.2	6.5		16.1	44.9	14.8	24.2		12.2	7.7	70.4	9.7		
Total %	0.5	3.9	11.7	3.8	19.9	0	0	0	0	0	10.4	22.3	2.7	2.5	37.9	4	11.2	3.7	6.1	25	2.1	1.3	12.1	1.7	17.2	
Passenger Vehicles	26	208	623	204	1061	0	0	0	0	0	553	1194	146	131	2024	214	589	198	325	1326	112	71	629	78	890	5301
% Passenger Vehicles	100	98.1	98.9	99.5	98.9	0	0	0	0	0	98.8	99.6	99.3	99.2	99.3	98.6	97.4	99.5	99.7	98.4	99.1	100	96.5	86.7	96.1	98.5
Dual Wheeled	0	3	6	1	10	0	0	0	0	0	6	3	1	1	11	1	2	1	1	5	1	0	4	2	7	33
% Dual Wheeled	0	1.4	1	0.5	0.9	0	0	0	0	0	1.1	0.3	0.7	0.8	0.5	0.5	0.3	0.5	0.3	0.4	0.9	0	0.6	2.2	0.8	0.6
Buses	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	2	14	0	0	16	0	0	19	10	29	50
% Buses	0	0.5	0.2	0	0.2	0	0	0	0	0	0.2	0.2	0	0	0.1	0.9	2.3	0	0	1.2	0	0	2.9	11.1	3.1	0.9

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
05:00 PM	0	24	55	17	96	0	0	0	0	0	57	101	10	13	181	18	57	23	36	134	8	7	66	12		
05:15 PM	1	28	63	16	108	0	0	0	0	0	63	114	16	7	200	24	53	14	37	128	3	5	57	8	73	509
05:30 PM	1	19	52	25	97	0	0	0	0	0	38	107	21	24	190	26	51	19	30	126	16	9				
05:45 PM	5	15	44	21	85	0	0	0	0	0	37	112	19	18	186	20	57	19	29	125	11	3	74	7	95	491
Total Volume	7	86	214	79	386	0	0	0	0	0	195	434	66	62	757	88	218	75	132	513	38	24	251	33	346	2002
% App. Total	1.8	22.3	55.4	20.5		0	0	0	0		25.8	57.3	8.7	8.2		17.2	42.5	14.6	25.7		11	6.9	72.5	9.5		
PHF	.350	.768	.849	.790	.894	.000	.000	.000	.000	.000	.774	.952	.786	.646	.946	.846	.956	.815	.892	.957	.594	.667	.848	.688	.911	.983

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					03:00 PM					05:00 PM					05:00 PM									
+0 mins.	3	13	59	20	95	0	0	0	0	0	57	101	10	13	181	18	57	23	36	134	8	7	66	12	
+15 mins.	0	24	55	17	96	0	0	0	0	0	63	114	16	7	200	24	53	14	37	128	3	5	57	8	73
+30 mins.	1	28	63	16	108	0	0	0	0	0	38	107	21	24	190	26	51	19	30	126	16	9			
+45 mins.	1	19	52	25	97	0	0	0	0	0	37	112	19	18	186	20	57	19	29	125	11	3	74	7	95
Total Volume	5	84	229	78	396	0	0	0	0	0	195	434	66	62	757	88	218	75	132	513	38	24	251	33	346
% App. Total	1.3	21.2	57.8	19.7		0	0	0	0	0	25.8	57.3	8.7	8.2		17.2	42.5	14.6	25.7		11	6.9	72.5	9.5	
PHF	.417	.750	.909	.780	.917	.000	.000	.000	.000	.000	.774	.952	.786	.646	.946	.846	.956	.815	.892	.957	.594	.667	.848	.688	.911

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

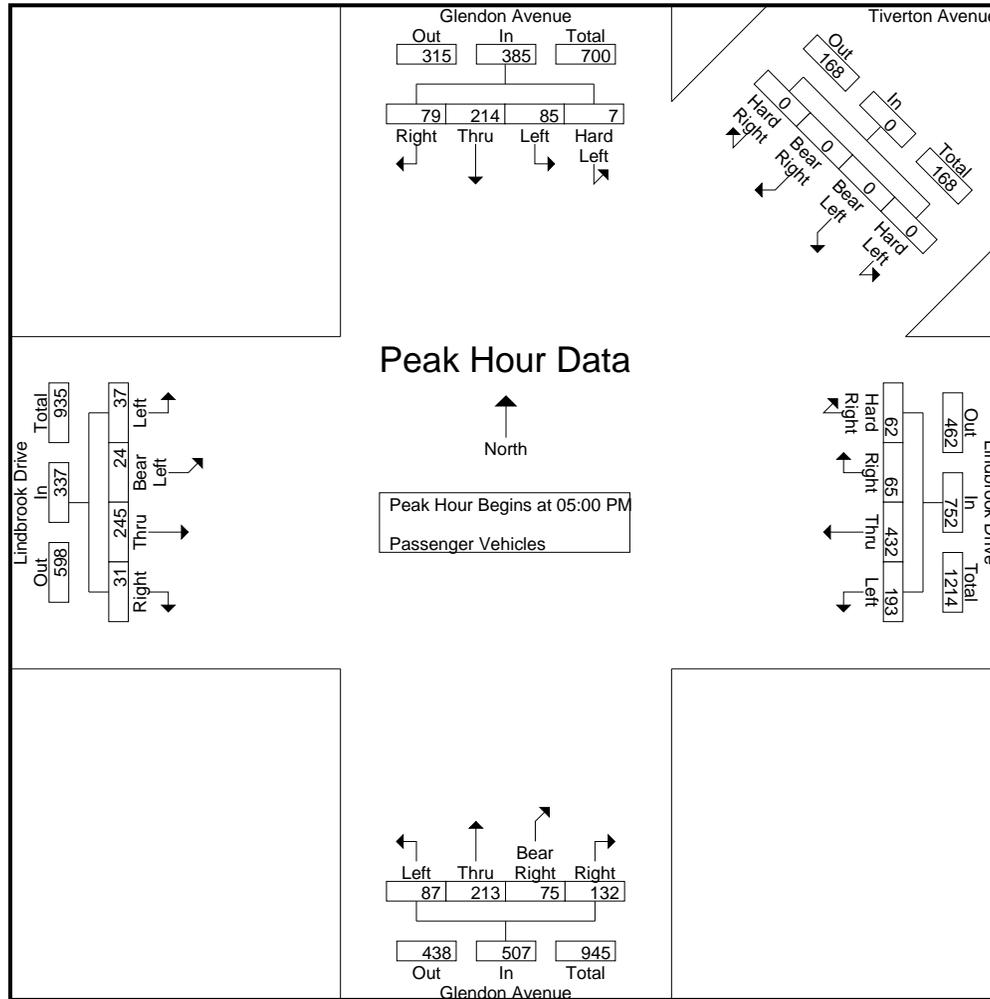
Groups Printed- Passenger Vehicles

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
03:00 PM	3	13	53	17	86	0	0	0	0	0	42	89	11	5	147	17	46	20	32	115	7	8	46	4	65	413
03:15 PM	4	17	56	19	96	0	0	0	0	0	37	97	11	7	152	17	35	12	23	87	14	7	55	5	81	416
03:30 PM	3	8	50	15	76	0	0	0	0	0	51	101	6	14	172	24	43	12	22	101	8	8	53	10	79	428
03:45 PM	2	14	41	12	69	0	0	0	0	0	40	117	12	4	173	21	43	18	17	99	8	5	34	8	55	396
Total	12	52	200	63	327	0	0	0	0	0	170	404	40	30	644	79	167	62	94	402	37	28	188	27	280	1653
04:00 PM	0	23	53	20	96	0	0	0	0	0	40	98	11	12	161	12	45	12	18	87	8	6	45	4	63	407
04:15 PM	3	19	49	12	83	0	0	0	0	0	52	100	11	9	172	13	56	22	21	112	11	3	51	3	68	435
04:30 PM	1	17	49	10	77	0	0	0	0	0	49	88	7	6	150	16	51	12	27	106	9	6	48	7	70	403
04:45 PM	3	12	58	20	93	0	0	0	0	0	49	72	12	12	145	7	57	15	33	112	10	4	52	6	72	422
Total	7	71	209	62	349	0	0	0	0	0	190	358	41	39	628	48	209	61	99	417	38	19	196	20	273	1667
05:00 PM	0	24	55	17	96	0	0	0	0	0	57	101	10	13	181	17	54	23	36	130	8	7	64	11	90	497
05:15 PM	1	27	63	16	107	0	0	0	0	0	62	113	15	7	197	24	53	14	37	128	3	5	56	8	72	504
05:30 PM	1	19	52	25	97	0	0	0	0	0	37	107	21	24	189	26	49	19	30	124	16	9	52	5	82	492
05:45 PM	5	15	44	21	85	0	0	0	0	0	37	111	19	18	185	20	57	19	29	125	10	3	73	7	93	488
Total	7	85	214	79	385	0	0	0	0	0	193	432	65	62	752	87	213	75	132	507	37	24	245	31	337	1981
Grand Total	26	208	623	204	1061	0	0	0	0	0	553	1194	146	131	2024	214	589	198	325	1326	112	71	629	78	890	5301
Apprch %	2.5	19.6	58.7	19.2		0	0	0	0		27.3	59	7.2	6.5		16.1	44.4	14.9	24.5		12.6	8	70.7	8.8		
Total %	0.5	3.9	11.8	3.8	20	0	0	0	0	0	10.4	22.5	2.8	2.5	38.2	4	11.1	3.7	6.1	25	2.1	1.3	11.9	1.5	16.8	

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
05:00 PM	0	24	55	17	96	0	0	0	0	0	57	101	10	13	181	17	54	23	36	130	8	7	64	11	90	497
05:15 PM	1	27	63	16	107	0	0	0	0	0	62	113	15	7	197	24	53	14	37	128	3	5	56	8	72	504
05:30 PM	1	19	52	25	97	0	0	0	0	0	37	107	21	24	189	26	49	19	30	124	16	9	52	5	82	492
05:45 PM	5	15	44	21	85	0	0	0	0	0	37	111	19	18	185	20	57	19	29	125	10	3	73	7	93	488
Total Volume	7	85	214	79	385	0	0	0	0	0	193	432	65	62	752	87	213	75	132	507	37	24	245	31	337	1981
% App. Total	1.8	22.1	55.6	20.5		0	0	0	0	0	25.7	57.4	8.6	8.2		17.2	42	14.8	26		11	7.1	72.7	9.2		
PHF	.350	.787	.849	.790	.900	.000	.000	.000	.000	.000	.778	.956	.774	.646	.954	.837	.934	.815	.892	.975	.578	.667	.839	.705	.906	.983

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM									
+0 mins.	0	24	55	17	96	0	0	0	0	0	57	101	10	13	181	17	54	23	36	130	8	7	64	11	
+15 mins.	1	27	63	16	107	0	0	0	0	0	62	113	15	7	197	24	53	14	37	128	3	5	56	8	72
+30 mins.	1	19	52	25	97	0	0	0	0	0	37	107	21	24	189	26	49	19	30	124	16	9			
+45 mins.	5	15	44	21	85	0	0	0	0	0	37	111	19	18	185	20	57	19	29	125	10	3	73	7	93
Total Volume	7	85	214	79	385	0	0	0	0	0	193	432	65	62	752	87	213	75	132	507	37	24	245	31	337
% App. Total	1.8	22.1	55.6	20.5		0	0	0	0	0	25.7	57.4	8.6	8.2		17.2	42	14.8	26		11	7.1	72.7	9.2	
PHF	.350	.787	.849	.790	.900	.000	.000	.000	.000	.000	.778	.956	.774	.646	.954	.837	.934	.815	.892	.975	.578	.667	.839	.705	.906

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

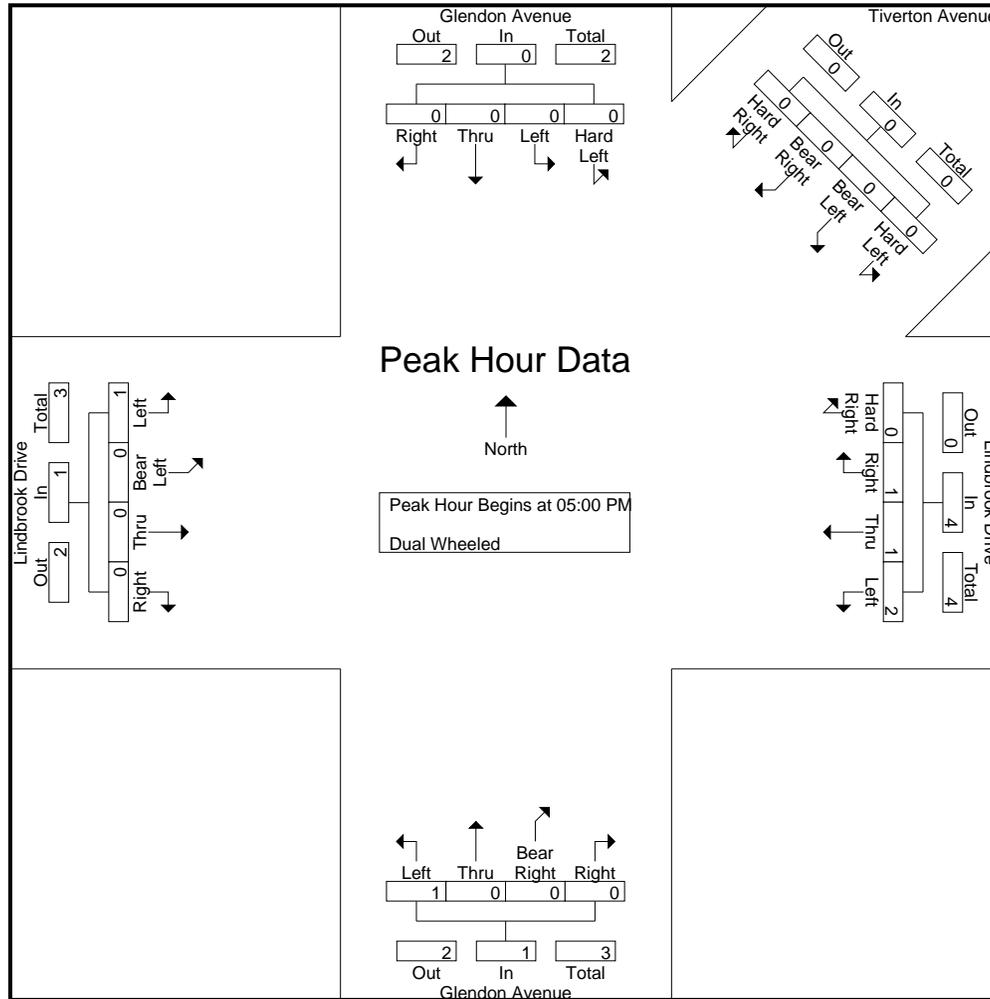
Groups Printed- Dual Wheeled

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
03:00 PM	0	0	1	0	1	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	1	0	1	6
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	3
03:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	3	1	5	0	0	0	0	0	3	1	0	0	4	0	1	1	1	3	0	0	2	0	2	14
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5
Total	0	2	3	0	5	0	0	0	0	0	1	1	0	1	3	0	1	0	0	1	0	0	2	2	4	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	1	0	0	0	1	1	0	0	0	1	6
Grand Total	0	3	6	1	10	0	0	0	0	0	6	3	1	1	11	1	2	1	1	5	1	0	4	2	7	33
Apprch %	0	30	60	10		0	0	0	0		54.5	27.3	9.1	9.1		20	40	20	20		14.3	0	57.1	28.6		
Total %	0	9.1	18.2	3	30.3	0	0	0	0	0	18.2	9.1	3	3	33.3	3	6.1	3	3	15.2	3	0	12.1	6.1	21.2	

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	1	0	0	0	1	1	0	0	0	1	6
% App. Total	0	0	0	0	0	0	0	0	0	0	50	25	25	0		100	0	0	0		250	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.250	.000	.500	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.750

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM



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 Corona, CA 92878
 (951) 268-6268

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM										
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	1	0	0	0	1	1	0	0	0	1	
% App. Total	0	0	0	0	0	0	0	0	0	0	50	25	25	0	50	100	0	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.250	.000	.500	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

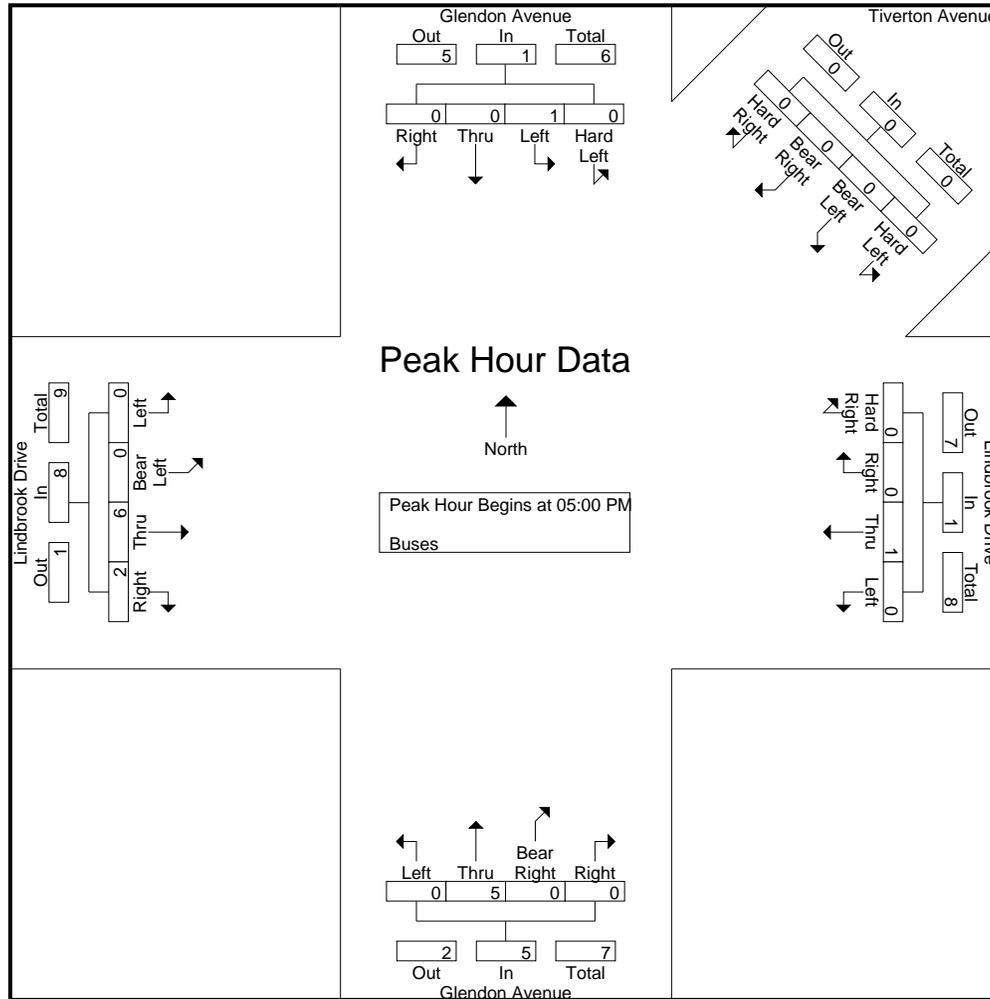
Groups Printed- Buses

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	3	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	3	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	0	2	1	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4	0	0	5	0	0	7	4	11	17
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	1	2	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	1	4	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	1	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	5	0	0	6	0	0	6	4	10	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	1	3	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	6	2	8	15
Grand Total	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	2	14	0	0	16	0	0	19	10	29	50
Apprch %	0	50	50	0		0	0	0	0		33.3	66.7	0	0		12.5	87.5	0	0		0	0	65.5	34.5		
Total %	0	2	2	0	4	0	0	0	0	0	2	4	0	0	6	4	28	0	0	32	0	0	38	20	58	

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	1	3	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	6	2	8	15
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		0	0	75	25		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.417	.000	.000	.417	.000	.000	.750	.500	.667	.625

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



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 Corona, CA 92878
 (951) 268-6268

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 02_LAC_Glendon_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 3

Start Time	Glendon Avenue Southbound					Tiverton Avenue Southwestbound					Lindbrook Drive Westbound					Glendon Avenue Northbound					Lindbrook Drive Eastbound					Int. Total
	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	1	3
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	6	2	8
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		0	0	75	25	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.417	.000	.000	.417	.000	.000	.750	.500	.667

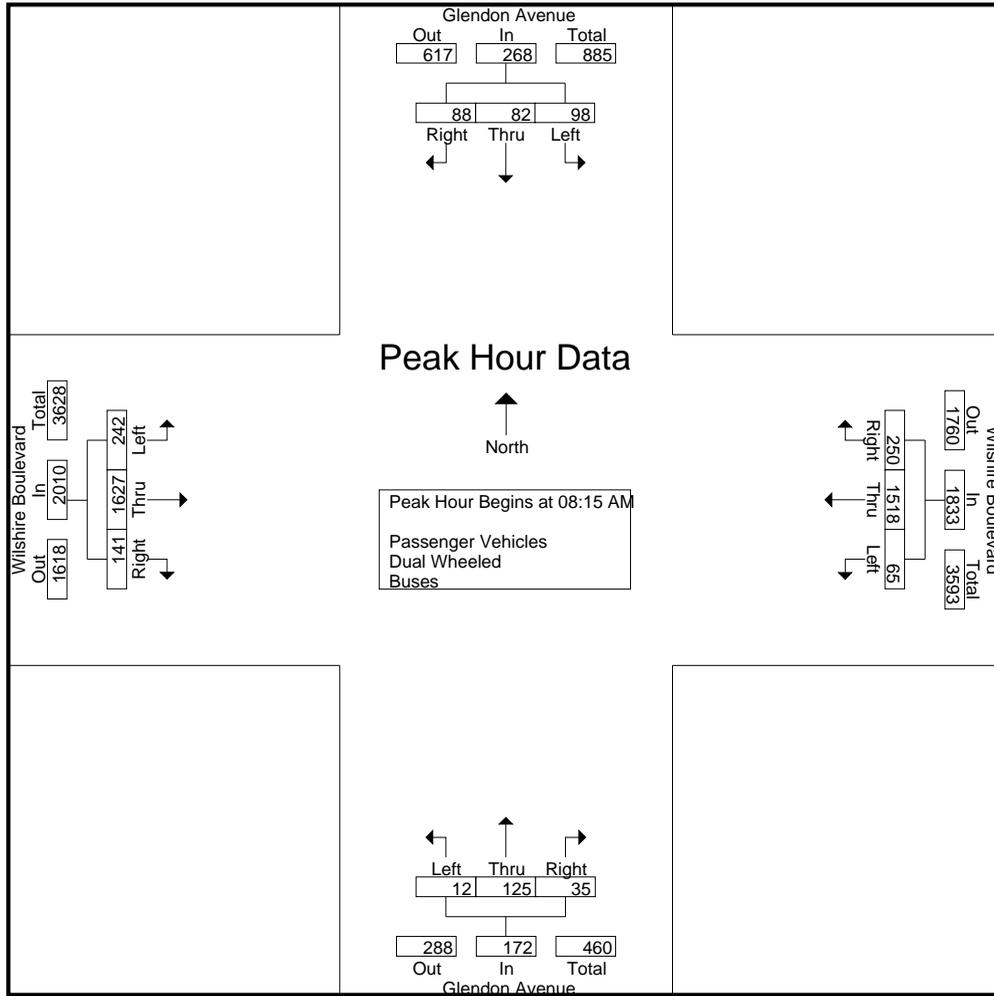
City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	20	7	13	40	12	420	46	478	0	15	5	20	46	303	19	368	906
07:15 AM	11	14	20	45	15	433	45	493	3	14	2	19	54	335	18	407	964
07:30 AM	9	3	20	32	12	390	49	451	5	31	4	40	60	339	15	414	937
07:45 AM	18	17	21	56	10	347	49	406	6	42	4	52	68	347	19	434	948
Total	58	41	74	173	49	1590	189	1828	14	102	15	131	228	1324	71	1623	3755
08:00 AM	18	12	27	57	11	388	44	443	5	35	9	49	53	353	31	437	986
08:15 AM	15	12	21	48	15	355	59	429	5	30	10	45	61	380	30	471	993
08:30 AM	25	23	16	64	13	404	63	480	1	34	11	46	55	418	41	514	1104
08:45 AM	27	30	26	83	18	356	74	448	4	28	6	38	56	412	28	496	1065
Total	85	77	90	252	57	1503	240	1800	15	127	36	178	225	1563	130	1918	4148
09:00 AM	31	17	25	73	19	403	54	476	2	33	8	43	70	417	42	529	1121
09:15 AM	22	15	30	67	19	320	54	393	3	27	11	41	61	346	31	438	939
09:30 AM	15	18	15	48	24	241	53	318	5	30	14	49	54	386	41	481	896
09:45 AM	22	10	38	70	8	240	42	290	8	37	11	56	55	352	33	440	856
Total	90	60	108	258	70	1204	203	1477	18	127	44	189	240	1501	147	1888	3812
Grand Total	233	178	272	683	176	4297	632	5105	47	356	95	498	693	4388	348	5429	11715
Apprch %	34.1	26.1	39.8		3.4	84.2	12.4		9.4	71.5	19.1		12.8	80.8	6.4		
Total %	2	1.5	2.3	5.8	1.5	36.7	5.4	43.6	0.4	3	0.8	4.3	5.9	37.5	3	46.3	
Passenger Vehicles	225	174	254	653	176	4151	611	4938	43	350	92	485	687	4249	342	5278	11354
% Passenger Vehicles	96.6	97.8	93.4	95.6	100	96.6	96.7	96.7	91.5	98.3	96.8	97.4	99.1	96.8	98.3	97.2	96.9
Dual Wheeled	7	4	12	23	0	62	15	77	4	6	3	13	5	79	6	90	203
% Dual Wheeled	3	2.2	4.4	3.4	0	1.4	2.4	1.5	8.5	1.7	3.2	2.6	0.7	1.8	1.7	1.7	1.7
Buses	1	0	6	7	0	84	6	90	0	0	0	0	1	60	0	61	158
% Buses	0.4	0	2.2	1	0	2	0.9	1.8	0	0	0	0	0.1	1.4	0	1.1	1.3

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	15	12	21	48	15	355	59	429	5	30	10	45	61	380	30	471	993
08:30 AM	25	23	16	64	13	404	63	480	1	34	11	46	55	418	41	514	1104
08:45 AM	27	30	26	83	18	356	74	448	4	28	6	38	56	412	28	496	1065
09:00 AM	31	17	25	73	19	403	54	476	2	33	8	43	70	417	42	529	1121
Total Volume	98	82	88	268	65	1518	250	1833	12	125	35	172	242	1627	141	2010	4283
% App. Total	36.6	30.6	32.8		3.5	82.8	13.6		7	72.7	20.3		12	80.9	7		
PHF	.790	.683	.846	.807	.855	.939	.845	.955	.600	.919	.795	.935	.864	.973	.839	.950	.955



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:30 AM				08:15 AM				07:45 AM				08:15 AM			
+0 mins.	25	23	16	64	15	355	59	429	6	42	4	52	61	380	30	471
+15 mins.	27	30	26	83	13	404	63	480	5	35	9	49	55	418	41	514
+30 mins.	31	17	25	73	18	356	74	448	5	30	10	45	56	412	28	496
+45 mins.	22	15	30	67	19	403	54	476	1	34	11	46	70	417	42	529
Total Volume	105	85	97	287	65	1518	250	1833	17	141	34	192	242	1627	141	2010
% App. Total	36.6	29.6	33.8		3.5	82.8	13.6		8.9	73.4	17.7		12	80.9	7	
PHF	.847	.708	.808	.864	.855	.939	.845	.955	.708	.839	.773	.923	.864	.973	.839	.950

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

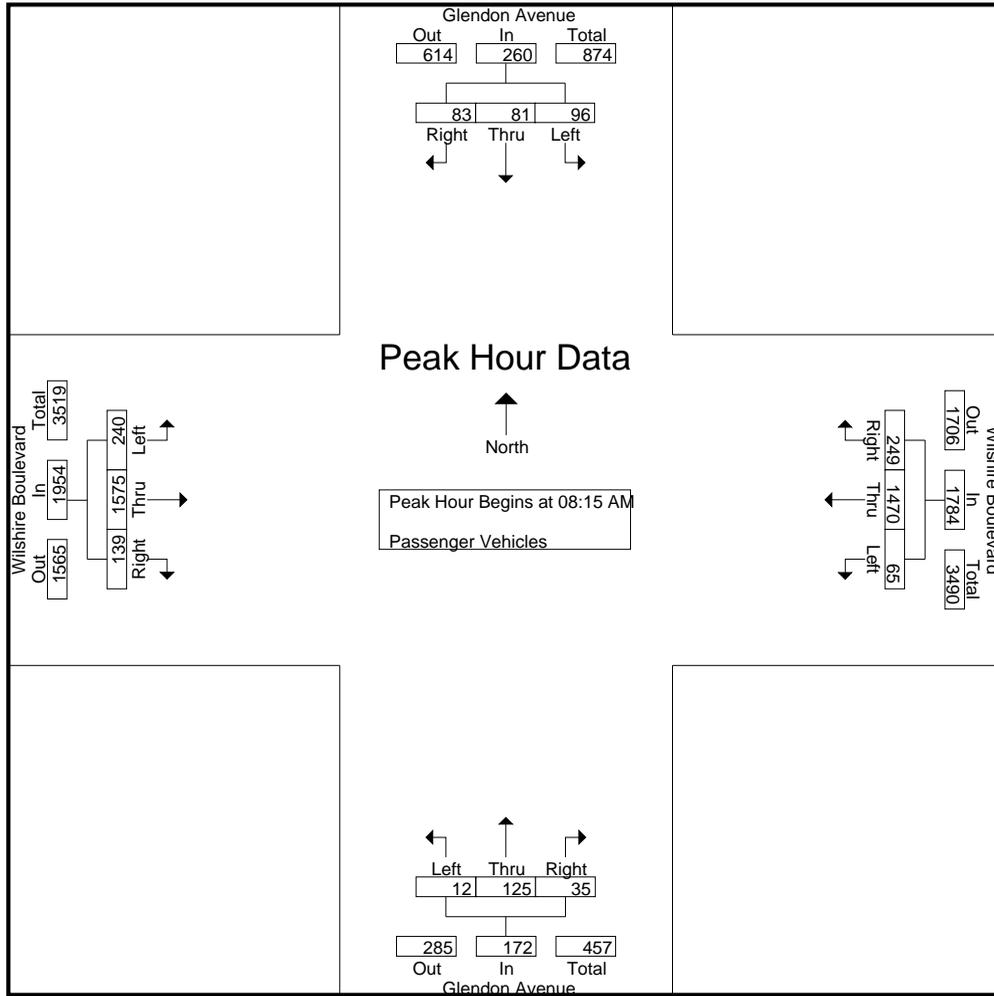
Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	20	7	13	40	12	407	43	462	0	15	5	20	46	292	19	357	879
07:15 AM	9	13	18	40	15	421	44	480	3	14	2	19	53	323	18	394	933
07:30 AM	8	3	19	30	12	376	48	436	5	30	3	38	60	336	15	411	915
07:45 AM	17	17	20	54	10	336	47	393	4	41	3	48	68	335	19	422	917
Total	54	40	70	164	49	1540	182	1771	12	100	13	125	227	1286	71	1584	3644
08:00 AM	17	12	21	50	11	371	42	424	5	34	9	48	53	340	30	423	945
08:15 AM	15	12	19	46	15	340	59	414	5	30	10	45	60	365	30	455	960
08:30 AM	25	23	15	63	13	397	62	472	1	34	11	46	55	404	41	500	1081
08:45 AM	25	30	25	80	18	344	74	436	4	28	6	38	56	403	28	487	1041
Total	82	77	80	239	57	1452	237	1746	15	126	36	177	224	1512	129	1865	4027
09:00 AM	31	16	24	71	19	389	54	462	2	33	8	43	69	403	40	512	1088
09:15 AM	22	14	29	65	19	306	50	375	3	27	11	41	60	333	31	424	905
09:30 AM	15	17	15	47	24	232	51	307	5	28	13	46	54	376	39	469	869
09:45 AM	21	10	36	67	8	232	37	277	6	36	11	53	53	339	32	424	821
Total	89	57	104	250	70	1159	192	1421	16	124	43	183	236	1451	142	1829	3683
Grand Total	225	174	254	653	176	4151	611	4938	43	350	92	485	687	4249	342	5278	11354
Apprch %	34.5	26.6	38.9		3.6	84.1	12.4		8.9	72.2	19		13	80.5	6.5		
Total %	2	1.5	2.2	5.8	1.6	36.6	5.4	43.5	0.4	3.1	0.8	4.3	6.1	37.4	3	46.5	

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:15 AM	15	12	19	46	15	340	59	414	5	30	10	45	60	365	30	455	960
08:30 AM	25	23	15	63	13	397	62	472	1	34	11	46	55	404	41	500	1081
08:45 AM	25	30	25	80	18	344	74	436	4	28	6	38	56	403	28	487	1041
09:00 AM	31	16	24	71	19	389	54	462	2	33	8	43	69	403	40	512	1088
Total Volume	96	81	83	260	65	1470	249	1784	12	125	35	172	240	1575	139	1954	4170
% App. Total	36.9	31.2	31.9		3.6	82.4	14		7	72.7	20.3		12.3	80.6	7.1		
PHF	.774	.675	.830	.813	.855	.926	.841	.945	.600	.919	.795	.935	.870	.975	.848	.954	.958

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	15	12	19	46	15	340	59	414	5	30	10	45	60	365	30	455
+15 mins.	25	23	15	63	13	397	62	472	1	34	11	46	55	404	41	500
+30 mins.	25	30	25	80	18	344	74	436	4	28	6	38	56	403	28	487
+45 mins.	31	16	24	71	19	389	54	462	2	33	8	43	69	403	40	512
Total Volume	96	81	83	260	65	1470	249	1784	12	125	35	172	240	1575	139	1954
% App. Total	36.9	31.2	31.9		3.6	82.4	14		7	72.7	20.3		12.3	80.6	7.1	
PHF	.774	.675	.830	.813	.855	.926	.841	.945	.600	.919	.795	.935	.870	.975	.848	.954

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

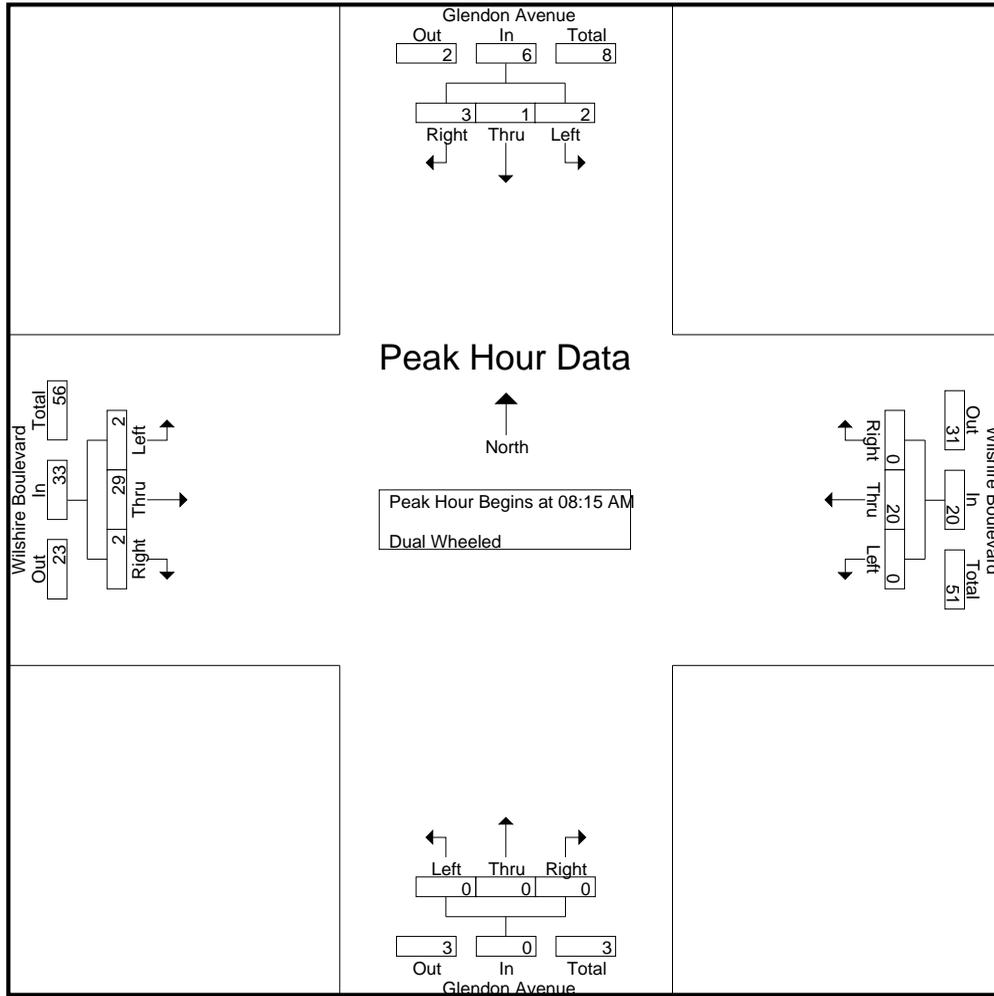
Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	2	6	0	0	0	0	0	6	0	6	12
07:15 AM	2	1	1	4	0	3	0	3	0	0	0	0	0	6	0	6	13
07:30 AM	1	0	0	1	0	7	1	8	0	1	1	2	0	0	0	0	11
07:45 AM	1	0	1	2	0	3	2	5	2	1	1	4	0	5	0	5	16
Total	4	1	2	7	0	17	5	22	2	2	2	6	0	17	0	17	52
08:00 AM	0	0	5	5	0	6	1	7	0	1	0	1	0	9	1	10	23
08:15 AM	0	0	1	1	0	7	0	7	0	0	0	0	1	6	0	7	15
08:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6	11
08:45 AM	2	0	1	3	0	4	0	4	0	0	0	0	0	6	0	6	13
Total	2	0	8	10	0	21	1	22	0	1	0	1	1	27	1	29	62
09:00 AM	0	1	0	1	0	5	0	5	0	0	0	0	1	11	2	14	20
09:15 AM	0	1	0	1	0	9	4	13	0	0	0	0	1	8	0	9	23
09:30 AM	0	1	0	1	0	5	0	5	0	2	1	3	0	6	2	8	17
09:45 AM	1	0	2	3	0	5	5	10	2	1	0	3	2	10	1	13	29
Total	1	3	2	6	0	24	9	33	2	3	1	6	4	35	5	44	89
Grand Total	7	4	12	23	0	62	15	77	4	6	3	13	5	79	6	90	203
Apprch %	30.4	17.4	52.2		0	80.5	19.5		30.8	46.2	23.1		5.6	87.8	6.7		
Total %	3.4	2	5.9	11.3	0	30.5	7.4	37.9	2	3	1.5	6.4	2.5	38.9	3	44.3	

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:15 AM	0	0	1	1	0	7	0	7	0	0	0	0	1	6	0	7	15
08:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6	11
08:45 AM	2	0	1	3	0	4	0	4	0	0	0	0	0	6	0	6	13
09:00 AM	0	1	0	1	0	5	0	5	0	0	0	0	1	11	2	14	20
Total Volume	2	1	3	6	0	20	0	20	0	0	0	0	2	29	2	33	59
% App. Total	33.3	16.7	50		0	100	0		0	0	0		6.1	87.9	6.1		
PHF	.250	.250	.750	.500	.000	.714	.000	.714	.000	.000	.000	.000	.500	.659	.250	.589	.738

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	0	1	1	0	7	0	7	0	0	0	0	1	6	0	7
+15 mins.	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6
+30 mins.	2	0	1	3	0	4	0	4	0	0	0	0	0	6	0	6
+45 mins.	0	1	0	1	0	5	0	5	0	0	0	0	1	11	2	14
Total Volume	2	1	3	6	0	20	0	20	0	0	0	0	2	29	2	33
% App. Total	33.3	16.7	50		0	100	0		0	0	0		6.1	87.9	6.1	
PHF	.250	.250	.750	.500	.000	.714	.000	.714	.000	.000	.000	.000	.500	.659	.250	.589

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Buses

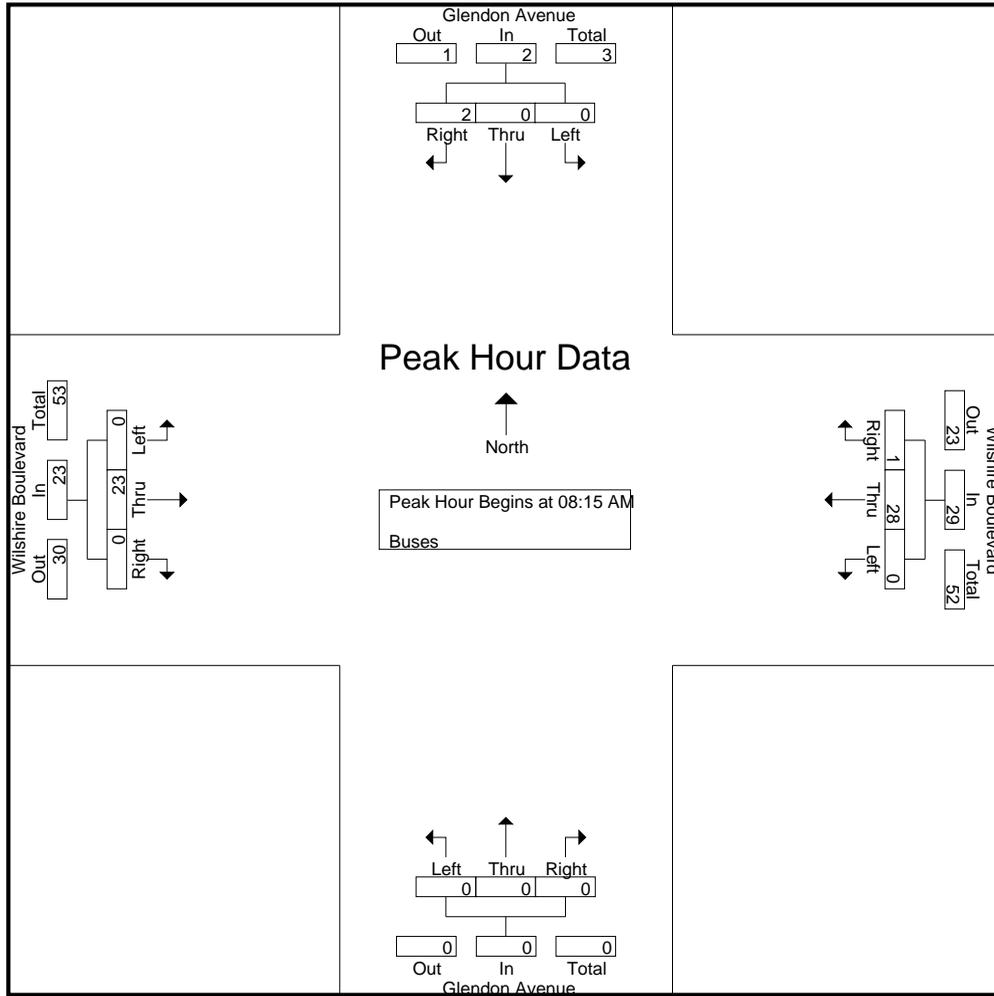
Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	9	1	10	0	0	0	0	0	5	0	5	15
07:15 AM	0	0	1	1	0	9	1	10	0	0	0	0	1	6	0	7	18
07:30 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	3	0	3	11
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
Total	0	0	2	2	0	33	2	35	0	0	0	0	1	21	0	22	59
08:00 AM	1	0	1	2	0	11	1	12	0	0	0	0	0	4	0	4	18
08:15 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	9	0	9	18
08:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	8	0	8	12
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
Total	1	0	2	3	0	30	2	32	0	0	0	0	0	24	0	24	59
09:00 AM	0	0	1	1	0	9	0	9	0	0	0	0	0	3	0	3	13
09:15 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	5	0	5	11
09:30 AM	0	0	0	0	0	4	2	6	0	0	0	0	0	4	0	4	10
09:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	2	2	0	21	2	23	0	0	0	0	0	15	0	15	40
Grand Total	1	0	6	7	0	84	6	90	0	0	0	0	1	60	0	61	158
Apprch %	14.3	0	85.7		0	93.3	6.7		0	0	0		1.6	98.4	0		
Total %	0.6	0	3.8	4.4	0	53.2	3.8	57	0	0	0	0	0.6	38	0	38.6	

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:15 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	9	0	9	18
08:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	8	0	8	12
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
09:00 AM	0	0	1	1	0	9	0	9	0	0	0	0	0	3	0	3	13
Total Volume	0	0	2	2	0	28	1	29	0	0	0	0	0	23	0	23	54
% App. Total	0	0	100		0	96.6	3.4		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.778	.250	.806	.000	.000	.000	.000	.000	.639	.000	.639	.750

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	8	0	8
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3
+45 mins.	0	0	1	1	0	9	0	9	0	0	0	0	0	3	0	3
Total Volume	0	0	2	2	0	28	1	29	0	0	0	0	0	23	0	23
% App. Total	0	0	100		0	96.6	3.4		0	0	0		0	100	0	
PHF	.000	.000	.500	.500	.000	.778	.250	.806	.000	.000	.000	.000	.000	.639	.000	.639

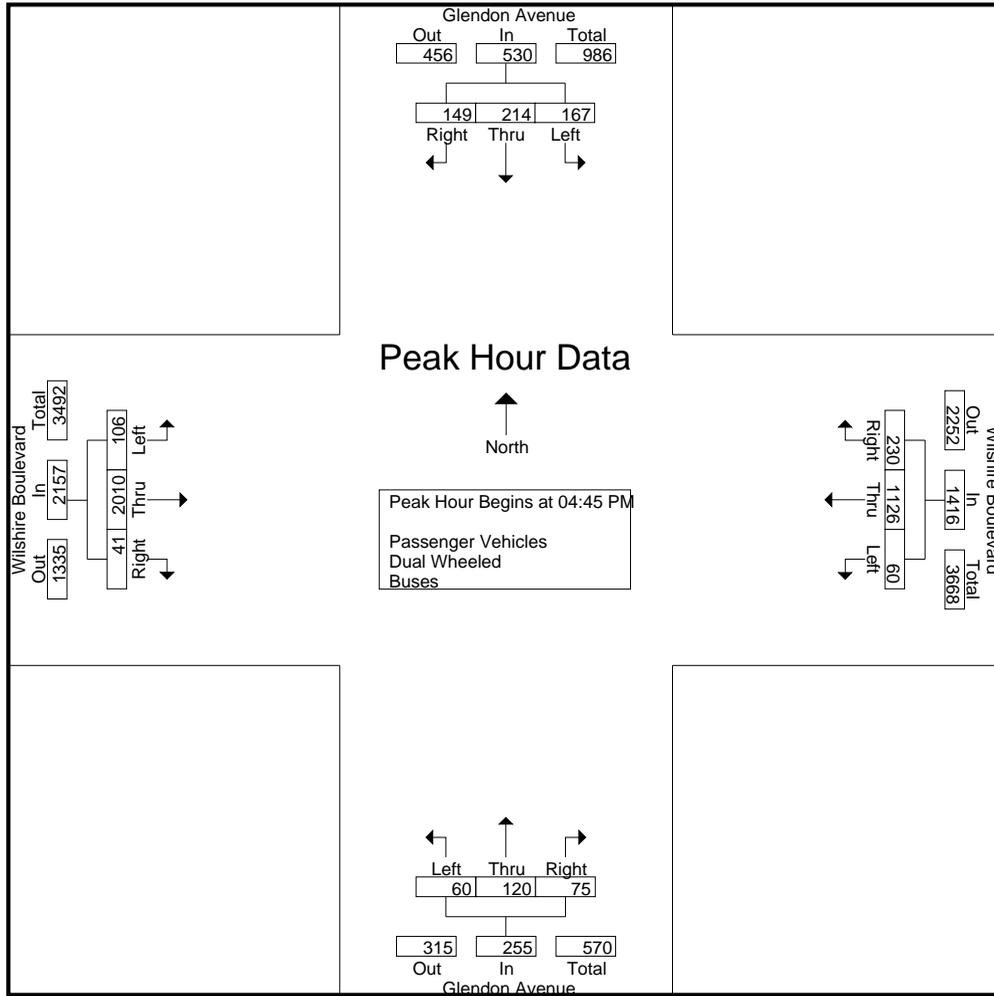
City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	39	37	30	106	17	218	30	265	11	23	9	43	39	390	8	437	851
03:15 PM	31	39	16	86	14	161	20	195	7	36	13	56	22	402	11	435	772
03:30 PM	44	47	25	116	15	197	31	243	6	21	21	48	24	406	13	443	850
03:45 PM	29	34	19	82	23	225	45	293	12	25	12	49	22	435	14	471	895
Total	143	157	90	390	69	801	126	996	36	105	55	196	107	1633	46	1786	3368
04:00 PM	28	48	25	101	21	211	33	265	8	31	20	59	24	424	13	461	886
04:15 PM	43	58	20	121	22	284	49	355	9	21	18	48	32	451	9	492	1016
04:30 PM	36	34	41	111	12	269	38	319	10	32	23	65	34	451	11	496	991
04:45 PM	32	52	40	124	11	296	46	353	8	33	15	56	23	471	4	498	1031
Total	139	192	126	457	66	1060	166	1292	35	117	76	228	113	1797	37	1947	3924
05:00 PM	56	62	43	161	20	333	56	409	22	29	22	73	23	517	10	550	1193
05:15 PM	44	62	28	134	8	206	71	285	14	26	19	59	32	514	11	557	1035
05:30 PM	35	38	38	111	21	291	57	369	16	32	19	67	28	508	16	552	1099
05:45 PM	38	27	35	100	6	304	53	363	14	26	15	55	33	448	9	490	1008
Total	173	189	144	506	55	1134	237	1426	66	113	75	254	116	1987	46	2149	4335
Grand Total	455	538	360	1353	190	2995	529	3714	137	335	206	678	336	5417	129	5882	11627
Apprch %	33.6	39.8	26.6		5.1	80.6	14.2		20.2	49.4	30.4		5.7	92.1	2.2		
Total %	3.9	4.6	3.1	11.6	1.6	25.8	4.5	31.9	1.2	2.9	1.8	5.8	2.9	46.6	1.1	50.6	
Passenger Vehicles	452	536	346	1334	188	2916	506	3610	137	335	203	675	335	5303	126	5764	11383
% Passenger Vehicles	99.3	99.6	96.1	98.6	98.9	97.4	95.7	97.2	100	100	98.5	99.6	99.7	97.9	97.7	98	97.9
Dual Wheeled	2	2	1	5	2	26	4	32	0	0	3	3	1	20	3	24	64
% Dual Wheeled	0.4	0.4	0.3	0.4	1.1	0.9	0.8	0.9	0	0	1.5	0.4	0.3	0.4	2.3	0.4	0.6
Buses	1	0	13	14	0	53	19	72	0	0	0	0	0	94	0	94	180
% Buses	0.2	0	3.6	1	0	1.8	3.6	1.9	0	0	0	0	0	1.7	0	1.6	1.5

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	32	52	40	124	11	296	46	353	8	33	15	56	23	471	4	498	1031
05:00 PM	56	62	43	161	20	333	56	409	22	29	22	73	23	517	10	550	1193
05:15 PM	44	62	28	134	8	206	71	285	14	26	19	59	32	514	11	557	1035
05:30 PM	35	38	38	111	21	291	57	369	16	32	19	67	28	508	16	552	1099
Total Volume	167	214	149	530	60	1126	230	1416	60	120	75	255	106	2010	41	2157	4358
% App. Total	31.5	40.4	28.1		4.2	79.5	16.2		23.5	47.1	29.4		4.9	93.2	1.9		
PHF	.746	.863	.866	.823	.714	.845	.810	.866	.682	.909	.852	.873	.828	.972	.641	.968	.913



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	36	34	41	111	22	284	49	355	8	33	15	56	23	471	4	498
+15 mins.	32	52	40	124	12	269	38	319	22	29	22	73	23	517	10	550
+30 mins.	56	62	43	161	11	296	46	353	14	26	19	59	32	514	11	557
+45 mins.	44	62	28	134	20	333	56	409	16	32	19	67	28	508	16	552
Total Volume	168	210	152	530	65	1182	189	1436	60	120	75	255	106	2010	41	2157
% App. Total	31.7	39.6	28.7		4.5	82.3	13.2		23.5	47.1	29.4		4.9	93.2	1.9	
PHF	.750	.847	.884	.823	.739	.887	.844	.878	.682	.909	.852	.873	.828	.972	.641	.968

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

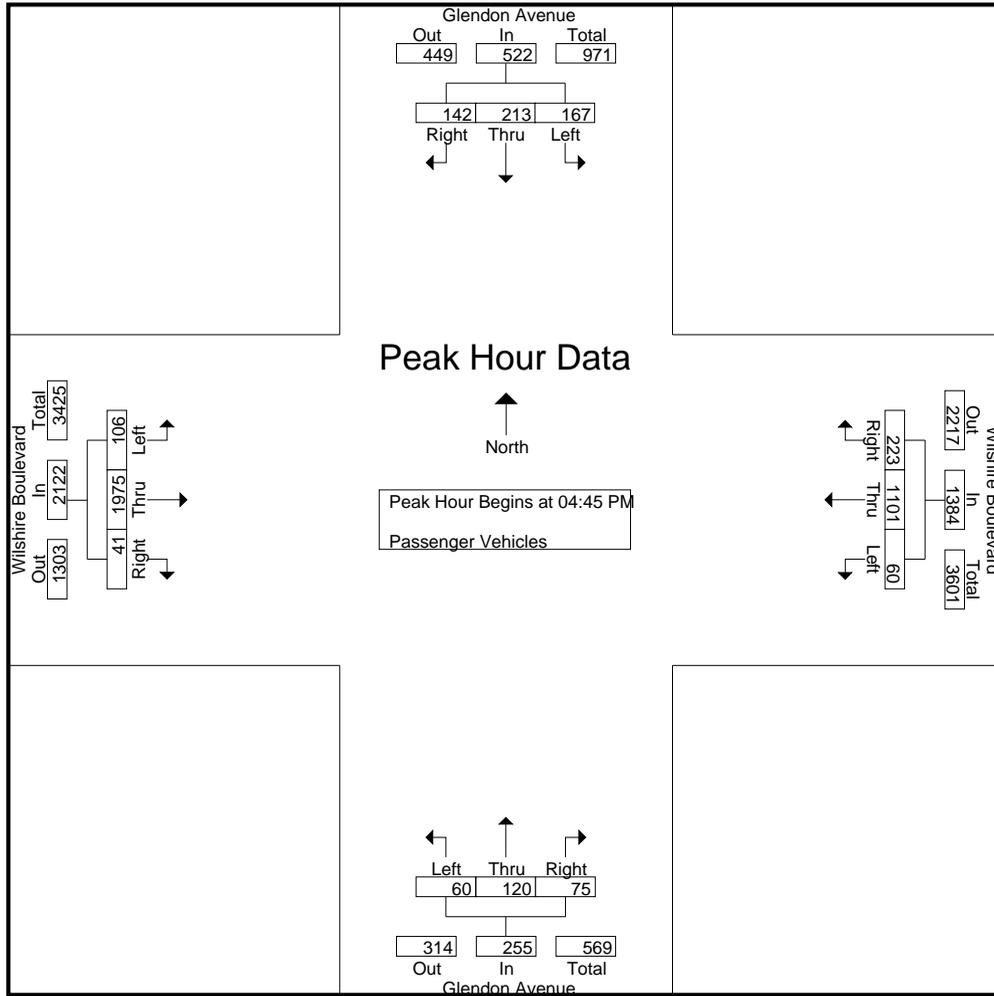
Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	39	37	30	106	16	209	28	253	11	23	9	43	38	383	8	429	831
03:15 PM	29	39	15	83	14	153	18	185	7	36	13	56	22	392	10	424	748
03:30 PM	44	47	23	114	14	186	29	229	6	21	21	48	24	401	13	438	829
03:45 PM	29	34	19	82	23	219	44	286	12	25	12	49	22	424	13	459	876
Total	141	157	87	385	67	767	119	953	36	105	55	196	106	1600	44	1750	3284
04:00 PM	28	48	24	100	21	209	29	259	8	31	20	59	24	409	12	445	863
04:15 PM	43	57	20	120	22	276	46	344	9	21	17	47	32	440	9	481	992
04:30 PM	35	34	39	108	12	265	36	313	10	32	22	64	34	438	11	483	968
04:45 PM	32	52	36	120	11	286	46	343	8	33	15	56	23	456	4	483	1002
Total	138	191	119	448	66	1036	157	1259	35	117	74	226	113	1743	36	1892	3825
05:00 PM	56	61	43	160	20	326	53	399	22	29	22	73	23	510	10	543	1175
05:15 PM	44	62	27	133	8	203	70	281	14	26	19	59	32	506	11	549	1022
05:30 PM	35	38	36	109	21	286	54	361	16	32	19	67	28	503	16	547	1084
05:45 PM	38	27	34	99	6	298	53	357	14	26	14	54	33	441	9	483	993
Total	173	188	140	501	55	1113	230	1398	66	113	74	253	116	1960	46	2122	4274
Grand Total	452	536	346	1334	188	2916	506	3610	137	335	203	675	335	5303	126	5764	11383
Apprch %	33.9	40.2	25.9		5.2	80.8	14		20.3	49.6	30.1		5.8	92	2.2		
Total %	4	4.7	3	11.7	1.7	25.6	4.4	31.7	1.2	2.9	1.8	5.9	2.9	46.6	1.1	50.6	

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	32	52	36	120	11	286	46	343	8	33	15	56	23	456	4	483	1002
05:00 PM	56	61	43	160	20	326	53	399	22	29	22	73	23	510	10	543	1175
05:15 PM	44	62	27	133	8	203	70	281	14	26	19	59	32	506	11	549	1022
05:30 PM	35	38	36	109	21	286	54	361	16	32	19	67	28	503	16	547	1084
Total Volume	167	213	142	522	60	1101	223	1384	60	120	75	255	106	1975	41	2122	4283
% App. Total	32	40.8	27.2		4.3	79.6	16.1		23.5	47.1	29.4		5	93.1	1.9		
PHF	.746	.859	.826	.816	.714	.844	.796	.867	.682	.909	.852	.873	.828	.968	.641	.966	.911

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	32	52	36	120	11	286	46	343	8	33	15	56	23	456	4	483
+15 mins.	56	61	43	160	20	326	53	399	22	29	22	73	23	510	10	543
+30 mins.	44	62	27	133	8	203	70	281	14	26	19	59	32	506	11	549
+45 mins.	35	38	36	109	21	286	54	361	16	32	19	67	28	503	16	547
Total Volume	167	213	142	522	60	1101	223	1384	60	120	75	255	106	1975	41	2122
% App. Total	32	40.8	27.2		4.3	79.6	16.1		23.5	47.1	29.4		5	93.1	1.9	
PHF	.746	.859	.826	.816	.714	.844	.796	.867	.682	.909	.852	.873	.828	.968	.641	.966

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

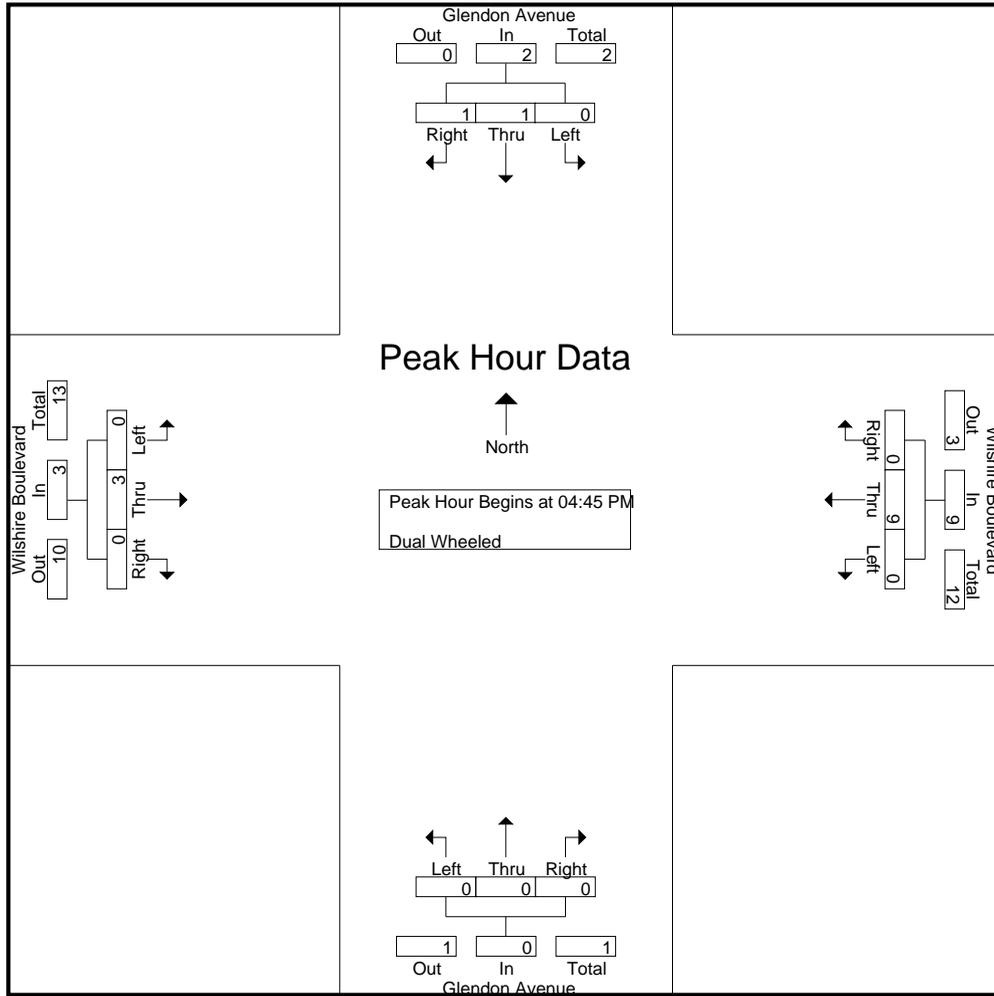
File Name : 03_LAC_Glendon_Wilshire PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	1	6	2	9	0	0	0	0	1	2	0	3	12
03:15 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	4	1	5	7
03:30 PM	0	0	0	0	1	7	0	8	0	0	0	0	0	0	0	0	8
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
Total	1	0	0	1	2	15	3	20	0	0	0	0	1	8	2	11	32
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
04:30 PM	1	0	0	1	0	0	1	1	0	0	1	1	0	5	0	5	8
04:45 PM	0	0	1	1	0	6	0	6	0	0	0	0	0	1	0	1	8
Total	1	1	1	3	0	6	1	7	0	0	2	2	0	10	1	11	23
05:00 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	1	0	1	0	5	0	5	0	0	1	1	0	2	0	2	9
Grand Total	2	2	1	5	2	26	4	32	0	0	3	3	1	20	3	24	64
Apprch %	40	40	20		6.2	81.2	12.5		0	0	100		4.2	83.3	12.5		
Total %	3.1	3.1	1.6	7.8	3.1	40.6	6.2	50	0	0	4.7	4.7	1.6	31.2	4.7	37.5	

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	1	1	0	6	0	6	0	0	0	0	0	1	0	1	8
05:00 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	1	1	2	0	9	0	9	0	0	0	0	0	3	0	3	14
% App. Total	0	50	50		0	100	0		0	0	0		0	100	0		
PHF	.000	.250	.250	.500	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.438

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	0	6	0	6	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	1	1	2	0	9	0	9	0	0	0	0	0	3	0	3
% App. Total	0	50	50		0	100	0		0	0	0		0	100	0	
PHF	.000	.250	.250	.500	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Buses

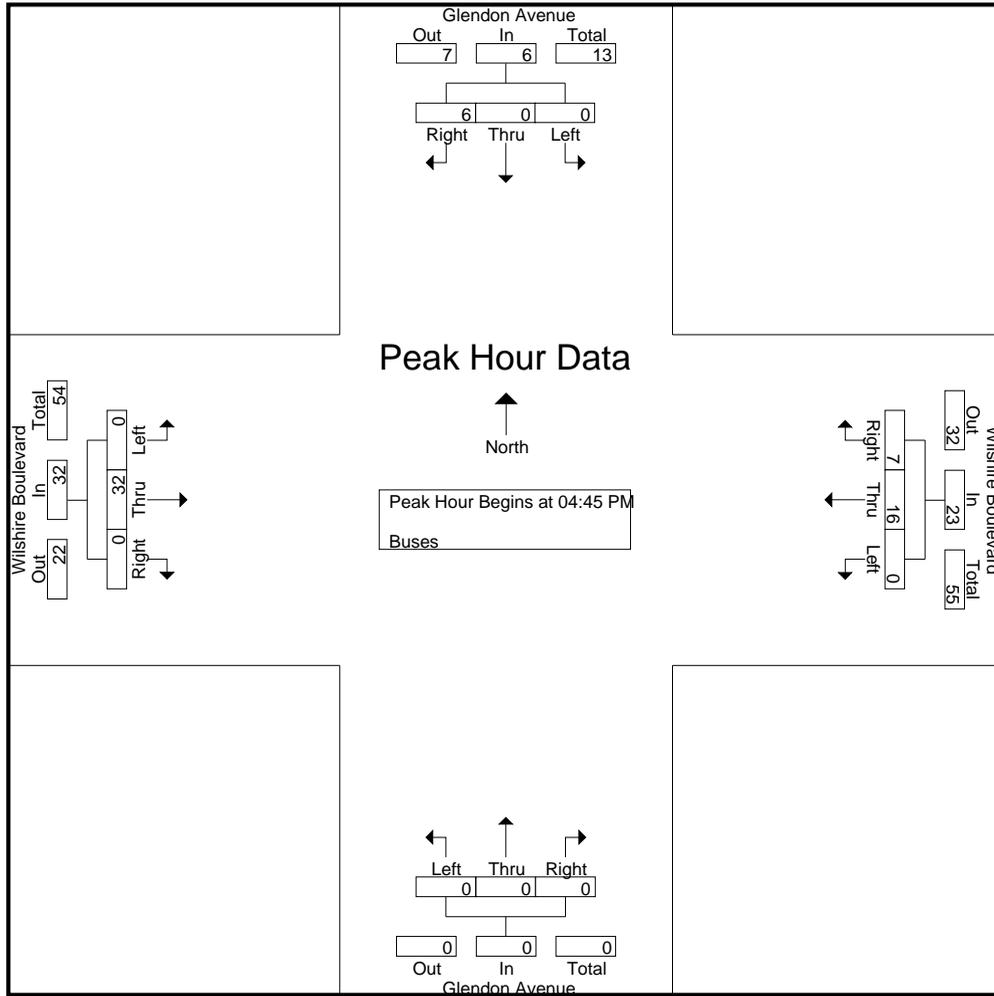
Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
03:15 PM	1	0	1	2	0	8	1	9	0	0	0	0	0	6	0	6	17
03:30 PM	0	0	2	2	0	4	2	6	0	0	0	0	0	5	0	5	13
03:45 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	9	0	9	14
Total	1	0	3	4	0	19	4	23	0	0	0	0	0	25	0	25	52
04:00 PM	0	0	1	1	0	2	4	6	0	0	0	0	0	13	0	13	20
04:15 PM	0	0	0	0	0	8	3	11	0	0	0	0	0	9	0	9	20
04:30 PM	0	0	2	2	0	4	1	5	0	0	0	0	0	8	0	8	15
04:45 PM	0	0	3	3	0	4	0	4	0	0	0	0	0	14	0	14	21
Total	0	0	6	6	0	18	8	26	0	0	0	0	0	44	0	44	76
05:00 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	7	0	7	15
05:15 PM	0	0	1	1	0	3	1	4	0	0	0	0	0	7	0	7	12
05:30 PM	0	0	2	2	0	4	3	7	0	0	0	0	0	4	0	4	13
05:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	7	0	7	12
Total	0	0	4	4	0	16	7	23	0	0	0	0	0	25	0	25	52
Grand Total	1	0	13	14	0	53	19	72	0	0	0	0	0	94	0	94	180
Apprch %	7.1	0	92.9		0	73.6	26.4		0	0	0		0	100	0		
Total %	0.6	0	7.2	7.8	0	29.4	10.6	40	0	0	0	0	0	52.2	0	52.2	

Start Time	Glendon Avenue Southbound				Wilshire Boulevard Westbound				Glendon Avenue Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	3	3	0	4	0	4	0	0	0	0	0	14	0	14	21
05:00 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	7	0	7	15
05:15 PM	0	0	1	1	0	3	1	4	0	0	0	0	0	7	0	7	12
05:30 PM	0	0	2	2	0	4	3	7	0	0	0	0	0	4	0	4	13
Total Volume	0	0	6	6	0	16	7	23	0	0	0	0	0	32	0	32	61
% App. Total	0	0	100		0	69.6	30.4		0	0	0		0	100	0		
PHF	.000	.000	.500	.500	.000	.800	.583	.719	.000	.000	.000	.000	.000	.571	.000	.571	.726

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

City of Los Angeles
 N/S: Glendon Avenue
 E/W: Wilshire Boulevard
 Weather: Clear

File Name : 03_LAC_Glendon_Wilshire PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	3	3	0	4	0	4	0	0	0	0	0	14	0	14
+15 mins.	0	0	0	0	0	5	3	8	0	0	0	0	0	7	0	7
+30 mins.	0	0	1	1	0	3	1	4	0	0	0	0	0	7	0	7
+45 mins.	0	0	2	2	0	4	3	7	0	0	0	0	0	4	0	4
Total Volume	0	0	6	6	0	16	7	23	0	0	0	0	0	32	0	32
% App. Total	0	0	100		0	69.6	30.4		0	0	0		0	100	0	
PHF	.000	.000	.500	.500	.000	.800	.583	.719	.000	.000	.000	.000	.000	.571	.000	.571

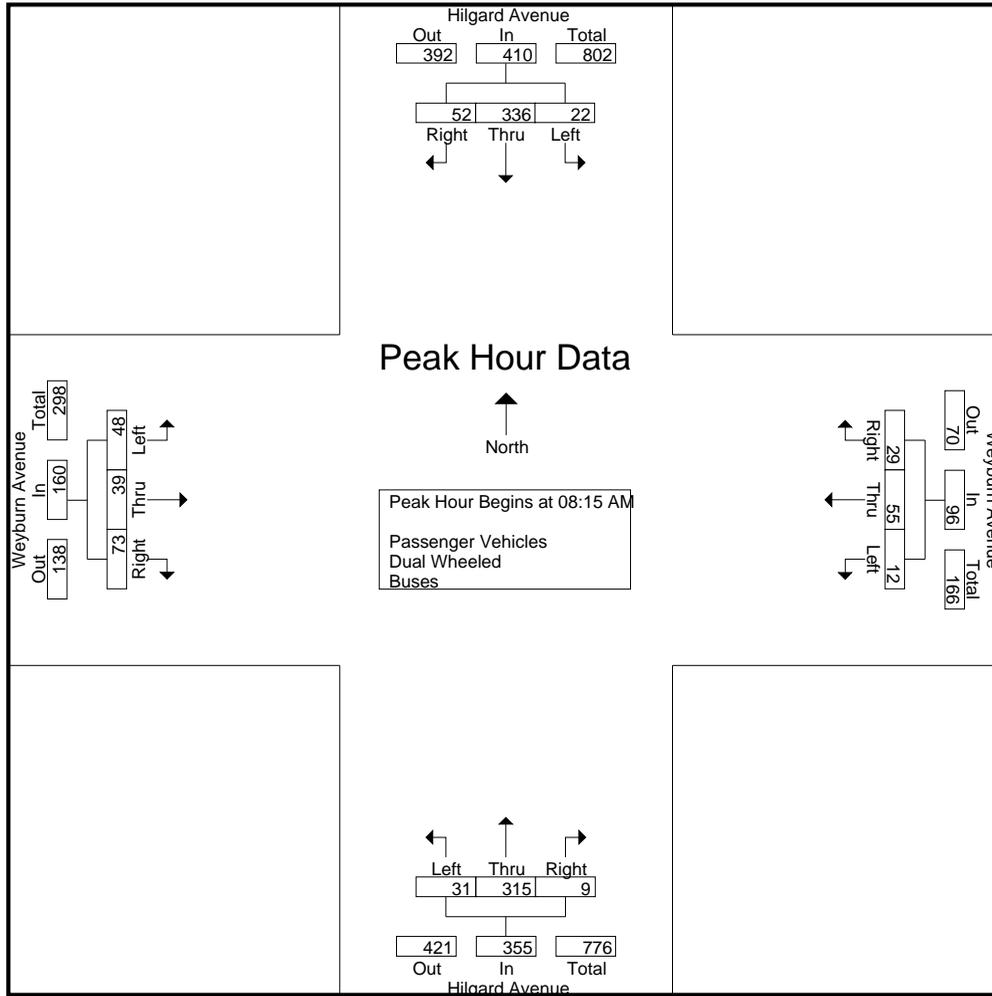
City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	40	5	46	1	6	4	11	7	57	1	65	3	1	20	24	146
07:15 AM	1	39	15	55	1	9	4	14	2	72	2	76	6	2	12	20	165
07:30 AM	3	48	7	58	3	13	7	23	9	85	0	94	14	10	19	43	218
07:45 AM	9	53	7	69	2	20	10	32	9	93	2	104	11	7	10	28	233
Total	14	180	34	228	7	48	25	80	27	307	5	339	34	20	61	115	762
08:00 AM	3	73	11	87	2	11	3	16	8	96	5	109	10	7	22	39	251
08:15 AM	4	85	16	105	4	20	7	31	13	65	1	79	14	9	21	44	259
08:30 AM	4	75	13	92	2	14	7	23	6	84	2	92	10	12	14	36	243
08:45 AM	5	82	17	104	5	16	6	27	7	84	4	95	8	9	15	32	258
Total	16	315	57	388	13	61	23	97	34	329	12	375	42	37	72	151	1011
09:00 AM	9	94	6	109	1	5	9	15	5	82	2	89	16	9	23	48	261
09:15 AM	5	62	17	84	0	15	3	18	9	69	6	84	11	8	27	46	232
09:30 AM	3	73	14	90	2	18	4	24	5	69	2	76	15	6	28	49	239
09:45 AM	5	89	11	105	1	10	8	19	5	73	0	78	20	6	20	46	248
Total	22	318	48	388	4	48	24	76	24	293	10	327	62	29	98	189	980
Grand Total	52	813	139	1004	24	157	72	253	85	929	27	1041	138	86	231	455	2753
Apprch %	5.2	81	13.8		9.5	62.1	28.5		8.2	89.2	2.6		30.3	18.9	50.8		
Total %	1.9	29.5	5	36.5	0.9	5.7	2.6	9.2	3.1	33.7	1	37.8	5	3.1	8.4	16.5	
Passenger Vehicles	51	791	136	978	24	154	69	247	83	895	27	1005	136	83	223	442	2672
% Passenger Vehicles	98.1	97.3	97.8	97.4	100	98.1	95.8	97.6	97.6	96.3	100	96.5	98.6	96.5	96.5	97.1	97.1
Dual Wheeled	1	14	3	18	0	3	3	6	2	8	0	10	2	3	8	13	47
% Dual Wheeled	1.9	1.7	2.2	1.8	0	1.9	4.2	2.4	2.4	0.9	0	1	1.4	3.5	3.5	2.9	1.7
Buses	0	8	0	8	0	0	0	0	0	26	0	26	0	0	0	0	34
% Buses	0	1	0	0.8	0	0	0	0	0	2.8	0	2.5	0	0	0	0	1.2

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	4	85	16	105	4	20	7	31	13	65	1	79	14	9	21	44	259
08:30 AM	4	75	13	92	2	14	7	23	6	84	2	92	10	12	14	36	243
08:45 AM	5	82	17	104	5	16	6	27	7	84	4	95	8	9	15	32	258
09:00 AM	9	94	6	109	1	5	9	15	5	82	2	89	16	9	23	48	261
Total Volume	22	336	52	410	12	55	29	96	31	315	9	355	48	39	73	160	1021
% App. Total	5.4	82	12.7		12.5	57.3	30.2		8.7	88.7	2.5		30	24.4	45.6		
PHF	.611	.894	.765	.940	.600	.688	.806	.774	.596	.938	.563	.934	.750	.813	.793	.833	.978



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				07:30 AM				07:30 AM				09:00 AM			
+0 mins.	4	85	16	105	3	13	7	23	9	85	0	94	16	9	23	48
+15 mins.	4	75	13	92	2	20	10	32	9	93	2	104	11	8	27	46
+30 mins.	5	82	17	104	2	11	3	16	8	96	5	109	15	6	28	49
+45 mins.	9	94	6	109	4	20	7	31	13	65	1	79	20	6	20	46
Total Volume	22	336	52	410	11	64	27	102	39	339	8	386	62	29	98	189
% App. Total	5.4	82	12.7		10.8	62.7	26.5		10.1	87.8	2.1		32.8	15.3	51.9	
PHF	.611	.894	.765	.940	.688	.800	.675	.797	.750	.883	.400	.885	.775	.806	.875	.964

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

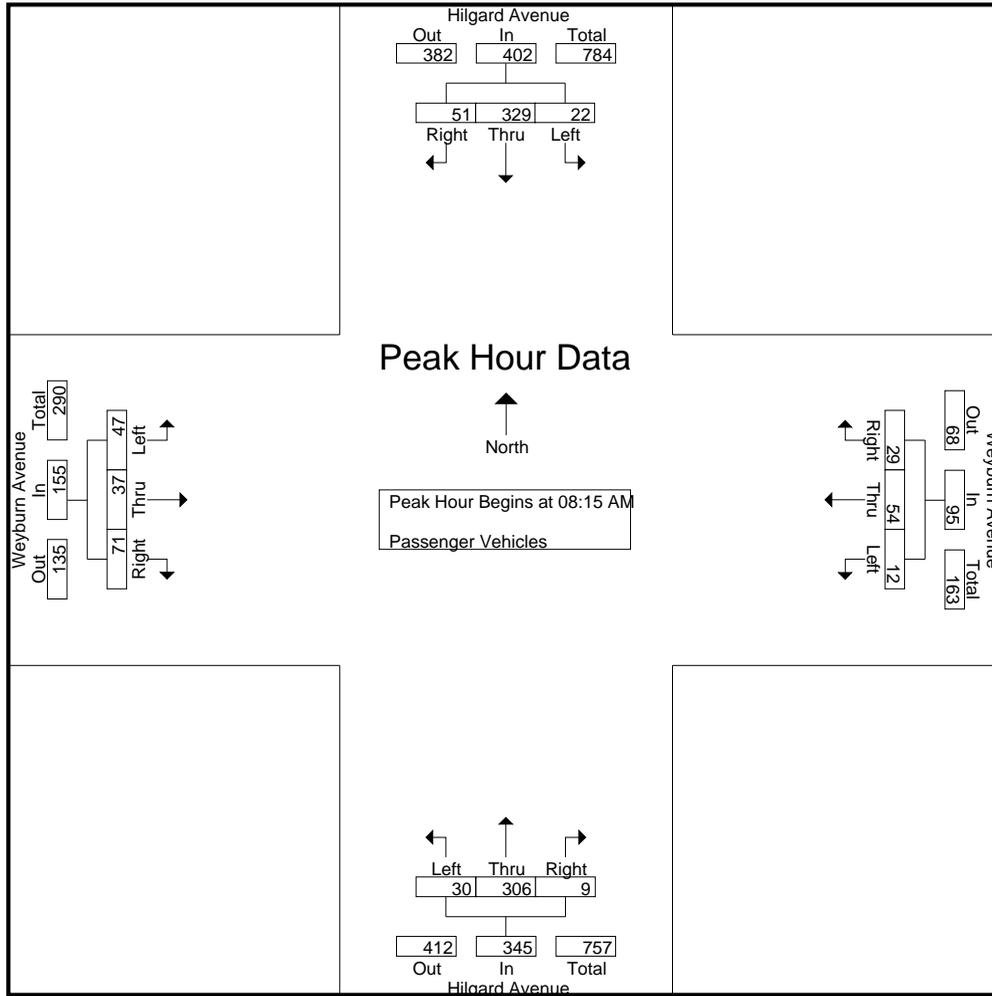
Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	39	5	45	1	6	4	11	6	54	1	61	3	1	19	23	140
07:15 AM	1	39	13	53	1	9	4	14	2	68	2	72	6	1	12	19	158
07:30 AM	3	47	7	57	3	13	7	23	9	84	0	93	14	10	19	43	216
07:45 AM	8	51	7	66	2	20	10	32	9	91	2	102	11	7	9	27	227
Total	13	176	32	221	7	48	25	80	26	297	5	328	34	19	59	112	741
08:00 AM	3	71	11	85	2	11	3	16	8	92	5	105	10	7	22	39	245
08:15 AM	4	84	15	103	4	19	7	30	13	64	1	78	14	9	21	44	255
08:30 AM	4	73	13	90	2	14	7	23	6	81	2	89	10	10	13	33	235
08:45 AM	5	81	17	103	5	16	6	27	6	81	4	91	8	9	15	32	253
Total	16	309	56	381	13	60	23	96	33	318	12	363	42	35	71	148	988
09:00 AM	9	91	6	106	1	5	9	15	5	80	2	87	15	9	22	46	254
09:15 AM	5	60	17	82	0	14	2	16	9	66	6	81	10	8	26	44	223
09:30 AM	3	70	14	87	2	18	3	23	5	64	2	71	15	6	27	48	229
09:45 AM	5	85	11	101	1	9	7	17	5	70	0	75	20	6	18	44	237
Total	22	306	48	376	4	46	21	71	24	280	10	314	60	29	93	182	943
Grand Total	51	791	136	978	24	154	69	247	83	895	27	1005	136	83	223	442	2672
Apprch %	5.2	80.9	13.9		9.7	62.3	27.9		8.3	89.1	2.7		30.8	18.8	50.5		
Total %	1.9	29.6	5.1	36.6	0.9	5.8	2.6	9.2	3.1	33.5	1	37.6	5.1	3.1	8.3	16.5	

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:15 AM	4	84	15	103	4	19	7	30	13	64	1	78	14	9	21	44	255
08:30 AM	4	73	13	90	2	14	7	23	6	81	2	89	10	10	13	33	235
08:45 AM	5	81	17	103	5	16	6	27	6	81	4	91	8	9	15	32	253
09:00 AM	9	91	6	106	1	5	9	15	5	80	2	87	15	9	22	46	254
Total Volume	22	329	51	402	12	54	29	95	30	306	9	345	47	37	71	155	997
% App. Total	5.5	81.8	12.7		12.6	56.8	30.5		8.7	88.7	2.6		30.3	23.9	45.8		
PHF	.611	.904	.750	.948	.600	.711	.806	.792	.577	.944	.563	.948	.783	.925	.807	.842	.977

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM							
+0 mins.	4	84	15	103	4	19	7	30	13	64	1	78	14	9	21	44
+15 mins.	4	73	13	90	2	14	7	23	6	81	2	89	10	10	13	33
+30 mins.	5	81	17	103	5	16	6	27	6	81	4	91	8	9	15	32
+45 mins.	9	91	6	106	1	5	9	15	5	80	2	87	15	9	22	46
Total Volume	22	329	51	402	12	54	29	95	30	306	9	345	47	37	71	155
% App. Total	5.5	81.8	12.7		12.6	56.8	30.5		8.7	88.7	2.6		30.3	23.9	45.8	
PHF	.611	.904	.750	.948	.600	.711	.806	.792	.577	.944	.563	.948	.783	.925	.807	.842

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

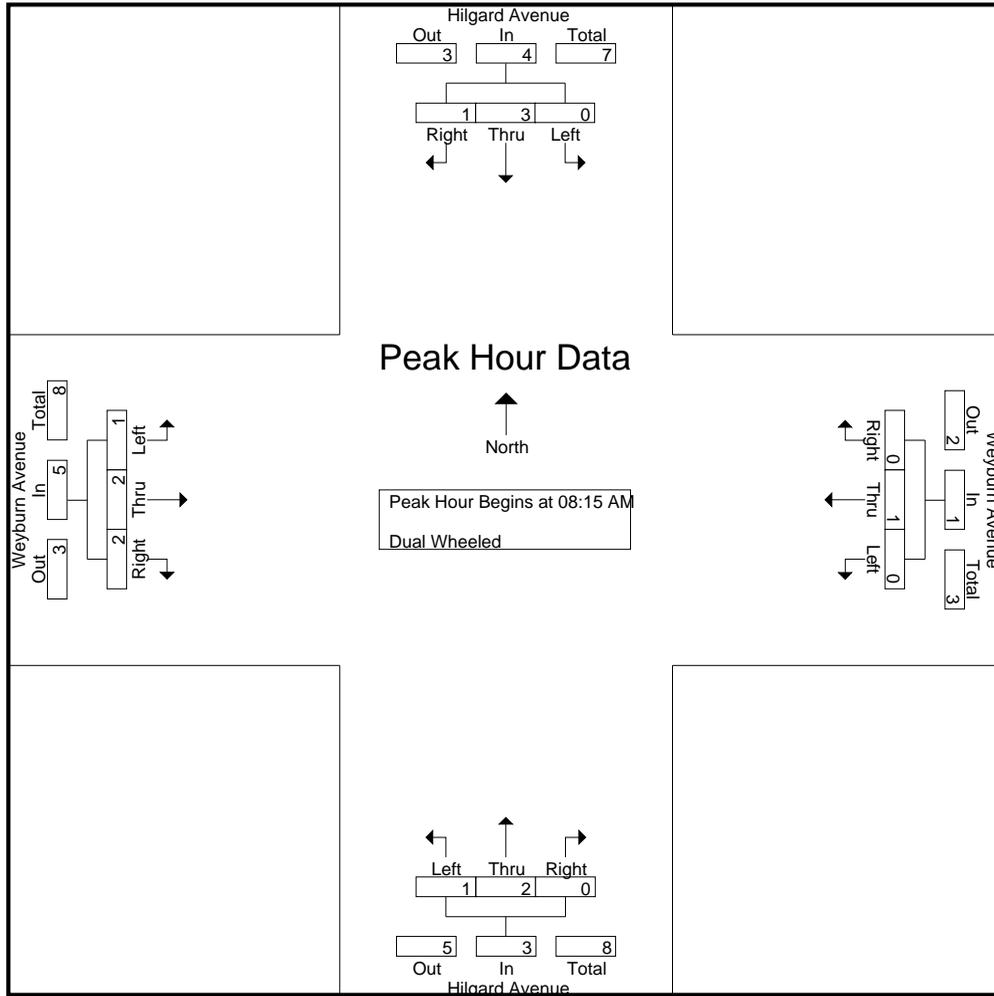
Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
07:15 AM	0	0	2	2	0	0	0	0	0	1	0	1	0	1	0	1	4
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	1	3	2	6	0	0	0	0	1	1	0	2	0	1	2	3	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	2	1	3	6
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	0	3	1	4	0	1	0	1	1	2	0	3	0	2	1	3	11
09:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
09:15 AM	0	1	0	1	0	1	1	2	0	1	0	1	1	0	1	2	6
09:30 AM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	1	1	6
09:45 AM	0	4	0	4	0	1	1	2	0	2	0	2	0	0	2	2	10
Total	0	8	0	8	0	2	3	5	0	5	0	5	2	0	5	7	25
Grand Total	1	14	3	18	0	3	3	6	2	8	0	10	2	3	8	13	47
Apprch %	5.6	77.8	16.7		0	50	50		20	80	0		15.4	23.1	61.5		
Total %	2.1	29.8	6.4	38.3	0	6.4	6.4	12.8	4.3	17	0	21.3	4.3	6.4	17	27.7	

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	2	1	3	6
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
09:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Total Volume	0	3	1	4	0	1	0	1	1	2	0	3	1	2	2	5	13
% App. Total	0	75	25		0	100	0		33.3	66.7	0		20	40	40		
PHF	.000	.375	.250	.500	.000	.250	.000	.250	.250	.500	.000	.375	.250	.250	.500	.417	.542

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	2	1	3
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	3	1	4	0	1	0	1	1	2	0	3	1	2	2	5
% App. Total	0	75	25		0	100	0		33.3	66.7	0		20	40	40	
PHF	.000	.375	.250	.500	.000	.250	.000	.250	.250	.500	.000	.375	.250	.250	.500	.417

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

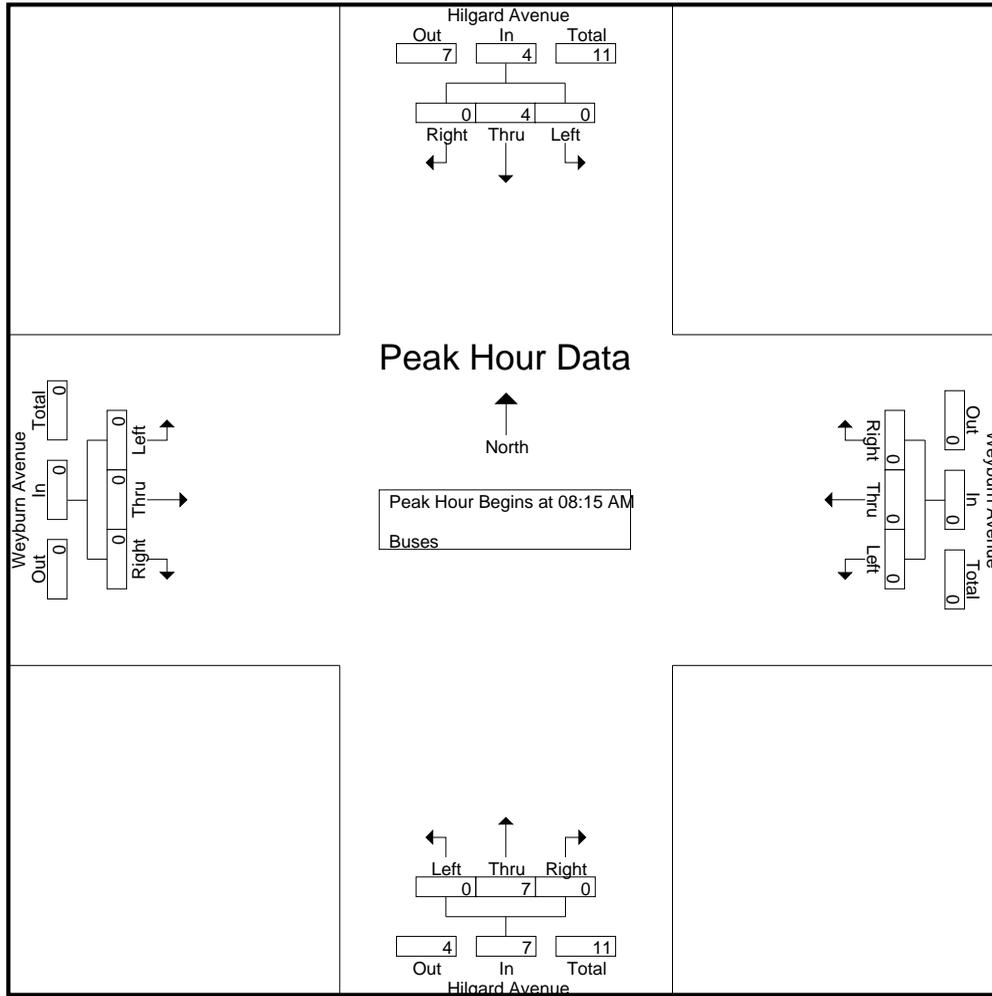
File Name : 04_LAC_Hilgard_Weyburn AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Buses

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	9	0	9	0	0	0	0	10
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	3	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
09:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
09:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
Grand Total	0	8	0	8	0	0	0	0	0	26	0	26	0	0	0	0	34
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	23.5	0	23.5	0	0	0	0	0	76.5	0	76.5	0	0	0	0	

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.688

Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:15 AM



Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

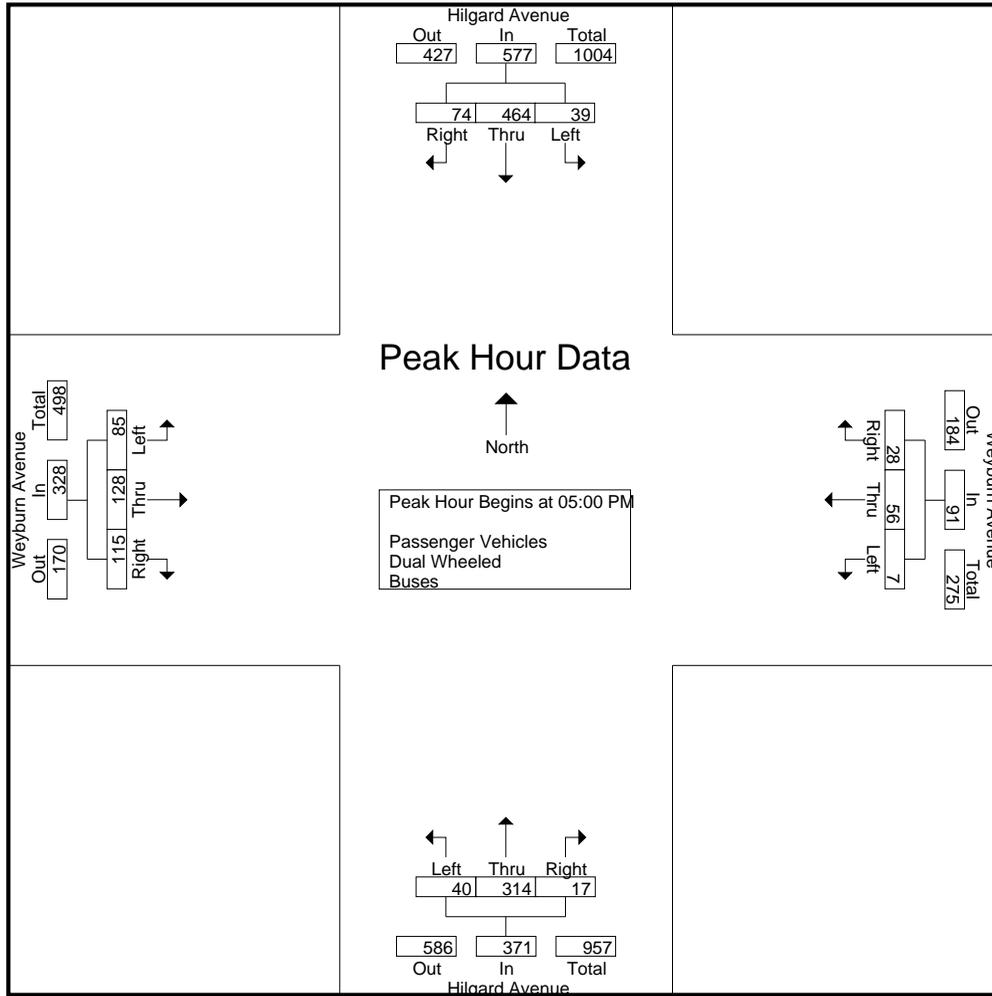
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	10	102	23	135	3	20	4	27	11	64	1	76	18	17	34	69	307
03:15 PM	4	110	15	129	1	15	2	18	17	53	4	74	16	16	40	72	293
03:30 PM	6	122	23	151	2	14	9	25	17	52	2	71	23	18	26	67	314
03:45 PM	3	107	9	119	1	17	7	25	12	66	7	85	24	18	25	67	296
Total	23	441	70	534	7	66	22	95	57	235	14	306	81	69	125	275	1210
04:00 PM	10	112	15	137	2	14	3	19	16	61	1	78	19	26	30	75	309
04:15 PM	5	94	17	116	3	21	6	30	14	82	5	101	18	23	41	82	329
04:30 PM	6	92	25	123	5	14	8	27	11	78	3	92	33	21	37	91	333
04:45 PM	10	102	14	126	2	21	7	30	9	78	4	91	25	21	32	78	325
Total	31	400	71	502	12	70	24	106	50	299	13	362	95	91	140	326	1296
05:00 PM	13	127	21	161	2	18	7	27	10	92	3	105	14	30	30	74	367
05:15 PM	9	123	16	148	1	12	7	20	10	69	5	84	25	33	30	88	340
05:30 PM	8	105	20	133	3	12	8	23	11	74	4	89	22	34	27	83	328
05:45 PM	9	109	17	135	1	14	6	21	9	79	5	93	24	31	28	83	332
Total	39	464	74	577	7	56	28	91	40	314	17	371	85	128	115	328	1367
Grand Total	93	1305	215	1613	26	192	74	292	147	848	44	1039	261	288	380	929	3873
Apprch %	5.8	80.9	13.3		8.9	65.8	25.3		14.1	81.6	4.2		28.1	31	40.9		
Total %	2.4	33.7	5.6	41.6	0.7	5	1.9	7.5	3.8	21.9	1.1	26.8	6.7	7.4	9.8	24	
Passenger Vehicles	93	1301	214	1608	24	186	71	281	146	824	44	1014	258	286	377	921	3824
% Passenger Vehicles	100	99.7	99.5	99.7	92.3	96.9	95.9	96.2	99.3	97.2	100	97.6	98.9	99.3	99.2	99.1	98.7
Dual Wheeled	0	2	0	2	2	5	3	10	1	5	0	6	3	2	3	8	26
% Dual Wheeled	0	0.2	0	0.1	7.7	2.6	4.1	3.4	0.7	0.6	0	0.6	1.1	0.7	0.8	0.9	0.7
Buses	0	2	1	3	0	1	0	1	0	19	0	19	0	0	0	0	23
% Buses	0	0.2	0.5	0.2	0	0.5	0	0.3	0	2.2	0	1.8	0	0	0	0	0.6

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	127	21	161	2	18	7	27	10	92	3	105	14	30	30	74	367
05:15 PM	9	123	16	148	1	12	7	20	10	69	5	84	25	33	30	88	340
05:30 PM	8	105	20	133	3	12	8	23	11	74	4	89	22	34	27	83	328
05:45 PM	9	109	17	135	1	14	6	21	9	79	5	93	24	31	28	83	332
Total Volume	39	464	74	577	7	56	28	91	40	314	17	371	85	128	115	328	1367
% App. Total	6.8	80.4	12.8		7.7	61.5	30.8		10.8	84.6	4.6		25.9	39	35.1		
PHF	.750	.913	.881	.896	.583	.778	.875	.843	.909	.853	.850	.883	.850	.941	.958	.932	.931

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:15 PM				04:30 PM			
+0 mins.	13	127	21	161	3	21	6	30	14	82	5	101	33	21	37	91
+15 mins.	9	123	16	148	5	14	8	27	11	78	3	92	25	21	32	78
+30 mins.	8	105	20	133	2	21	7	30	9	78	4	91	14	30	30	74
+45 mins.	9	109	17	135	2	18	7	27	10	92	3	105	25	33	30	88
Total Volume	39	464	74	577	12	74	28	114	44	330	15	389	97	105	129	331
% App. Total	6.8	80.4	12.8		10.5	64.9	24.6		11.3	84.8	3.9		29.3	31.7	39	
PHF	.750	.913	.881	.896	.600	.881	.875	.950	.786	.897	.750	.926	.735	.795	.872	.909

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

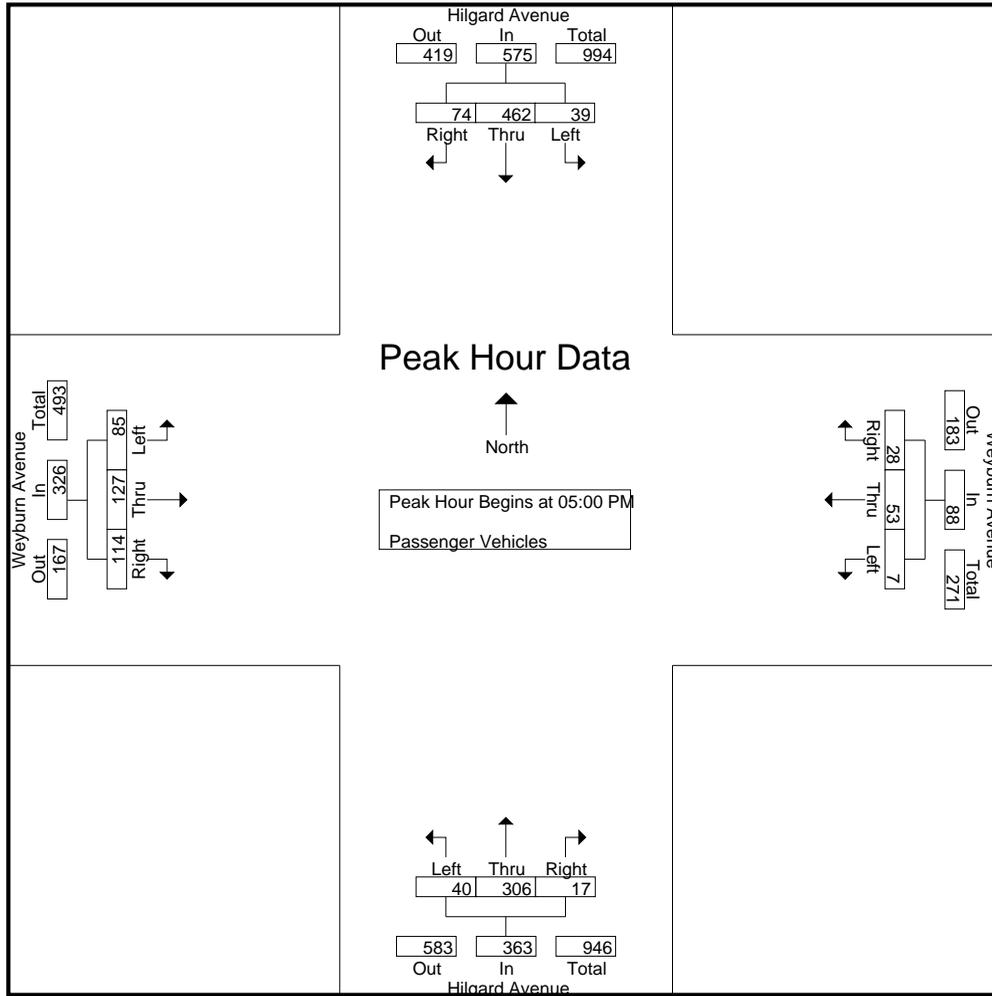
Groups Printed- Passenger Vehicles

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	10	102	23	135	3	20	4	27	10	62	1	73	17	17	34	68	303
03:15 PM	4	110	15	129	1	13	2	16	17	51	4	72	15	16	39	70	287
03:30 PM	6	122	23	151	2	14	7	23	17	50	2	69	23	18	26	67	310
03:45 PM	3	106	9	118	1	17	7	25	12	63	7	82	24	18	25	67	292
Total	23	440	70	533	7	64	20	91	56	226	14	296	79	69	124	272	1192
04:00 PM	10	112	15	137	2	14	2	18	16	60	1	77	18	26	30	74	306
04:15 PM	5	93	17	115	2	20	6	28	14	80	5	99	18	23	41	82	324
04:30 PM	6	92	24	122	4	14	8	26	11	75	3	89	33	20	36	89	326
04:45 PM	10	102	14	126	2	21	7	30	9	77	4	90	25	21	32	78	324
Total	31	399	70	500	10	69	23	102	50	292	13	355	94	90	139	323	1280
05:00 PM	13	126	21	160	2	17	7	26	10	90	3	103	14	30	30	74	363
05:15 PM	9	122	16	147	1	12	7	20	10	67	5	82	25	33	29	87	336
05:30 PM	8	105	20	133	3	11	8	22	11	73	4	88	22	33	27	82	325
05:45 PM	9	109	17	135	1	13	6	20	9	76	5	90	24	31	28	83	328
Total	39	462	74	575	7	53	28	88	40	306	17	363	85	127	114	326	1352
Grand Total	93	1301	214	1608	24	186	71	281	146	824	44	1014	258	286	377	921	3824
Apprch %	5.8	80.9	13.3		8.5	66.2	25.3		14.4	81.3	4.3		28	31.1	40.9		
Total %	2.4	34	5.6	42.1	0.6	4.9	1.9	7.3	3.8	21.5	1.2	26.5	6.7	7.5	9.9	24.1	

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	126	21	160	2	17	7	26	10	90	3	103	14	30	30	74	363
05:15 PM	9	122	16	147	1	12	7	20	10	67	5	82	25	33	29	87	336
05:30 PM	8	105	20	133	3	11	8	22	11	73	4	88	22	33	27	82	325
05:45 PM	9	109	17	135	1	13	6	20	9	76	5	90	24	31	28	83	328
Total Volume	39	462	74	575	7	53	28	88	40	306	17	363	85	127	114	326	1352
% App. Total	6.8	80.3	12.9		8	60.2	31.8		11	84.3	4.7		26.1	39	35		
PHF	.750	.917	.881	.898	.583	.779	.875	.846	.909	.850	.850	.881	.850	.962	.950	.937	.931

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM							
+0 mins.	13	126	21	160	2	17	7	26	10	90	3	103	14	30	30	74
+15 mins.	9	122	16	147	1	12	7	20	10	67	5	82	25	33	29	87
+30 mins.	8	105	20	133	3	11	8	22	11	73	4	88	22	33	27	82
+45 mins.	9	109	17	135	1	13	6	20	9	76	5	90	24	31	28	83
Total Volume	39	462	74	575	7	53	28	88	40	306	17	363	85	127	114	326
% App. Total	6.8	80.3	12.9		8	60.2	31.8		11	84.3	4.7		26.1	39	35	
PHF	.750	.917	.881	.898	.583	.779	.875	.846	.909	.850	.850	.881	.850	.962	.950	.937

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

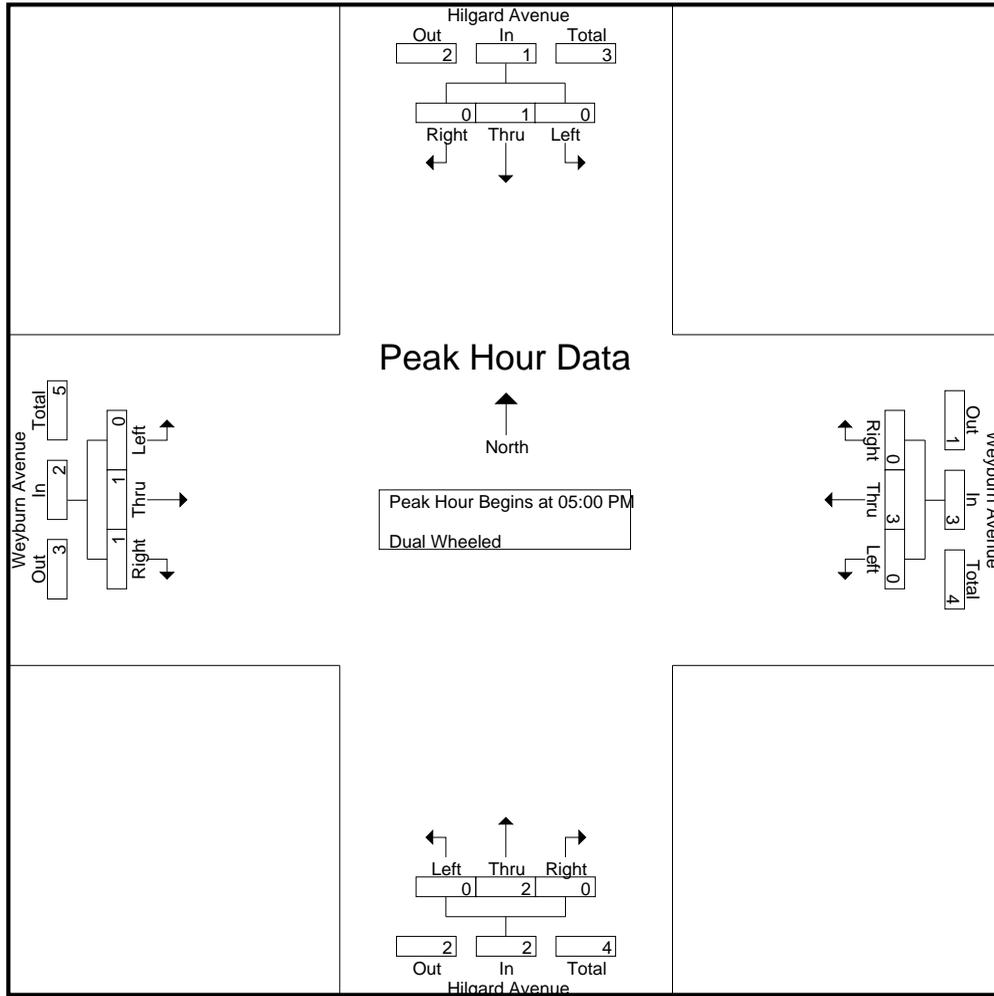
Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	1	3
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	3
03:30 PM	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	2	3	1	2	0	3	2	0	1	3	10
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	1	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	1	4	0	1	0	1	1	1	1	3	8
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	3	0	3	0	2	0	2	0	1	1	2	8
Grand Total	0	2	0	2	2	5	3	10	1	5	0	6	3	2	3	8	26
Apprch %	0	100	0		20	50	30		16.7	83.3	0		37.5	25	37.5		
Total %	0	7.7	0	7.7	7.7	19.2	11.5	38.5	3.8	19.2	0	23.1	11.5	7.7	11.5	30.8	

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	3	0	3	0	2	0	2	0	1	1	2	8
% App. Total	0	100	0		0	100	0		0	100	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.500	.000	.500	.000	.250	.250	.500	1.00

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	3	0	3	0	2	0	2	0	1	1	2
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	50	50	0
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.500	.000	.500	.000	.250	.250	.500

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

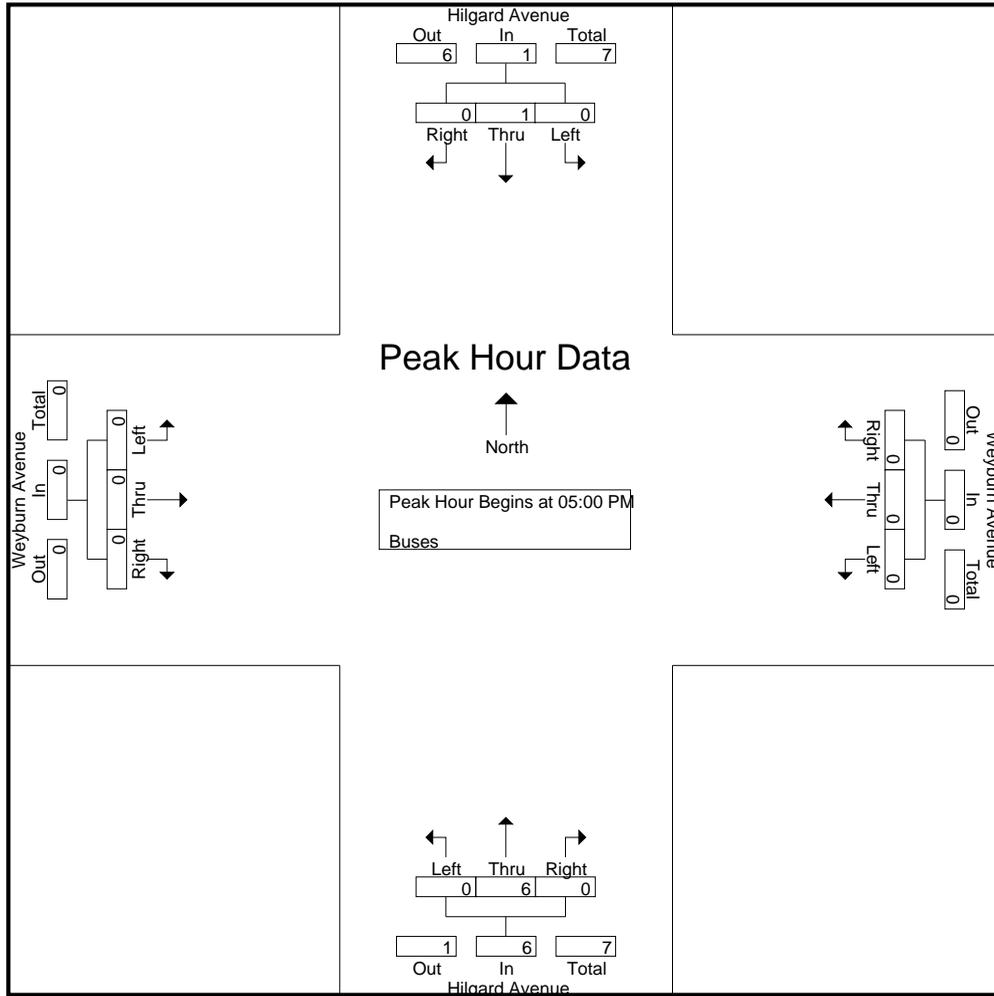
Groups Printed- Buses

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	1	0	1	0	7	0	7	0	0	0	0	8
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	6	0	6	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
Grand Total	0	2	1	3	0	1	0	1	0	19	0	19	0	0	0	0	23
Apprch %	0	66.7	33.3		0	100	0		0	100	0		0	0	0		
Total %	0	8.7	4.3	13	0	4.3	0	4.3	0	82.6	0	82.6	0	0	0	0	

Start Time	Hilgard Avenue Southbound				Weyburn Avenue Westbound				Hilgard Avenue Northbound				Weyburn Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.875

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Weyburn Avenue
 Weather: Clear

File Name : 04_LAC_Hilgard_Weyburn PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

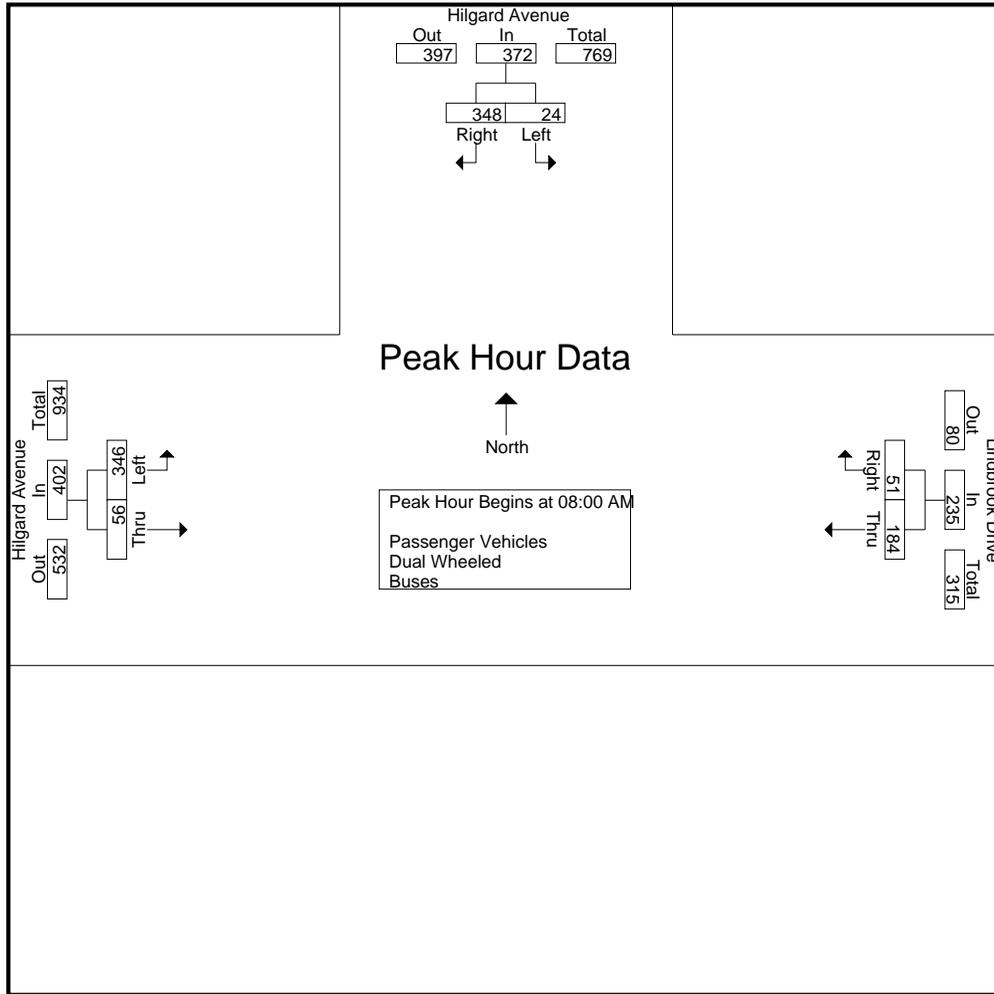
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	50	54	31	11	42	53	6	59	155
07:15 AM	3	47	50	36	9	45	68	11	79	174
07:30 AM	2	62	64	31	8	39	84	15	99	202
07:45 AM	2	57	59	62	14	76	90	10	100	235
Total	11	216	227	160	42	202	295	42	337	766
08:00 AM	6	86	92	49	16	65	98	15	113	270
08:15 AM	8	98	106	64	16	80	64	9	73	259
08:30 AM	3	78	81	32	10	42	87	18	105	228
08:45 AM	7	86	93	39	9	48	97	14	111	252
Total	24	348	372	184	51	235	346	56	402	1009
09:00 AM	5	103	108	32	14	46	82	21	103	257
09:15 AM	6	76	82	41	11	52	75	11	86	220
09:30 AM	9	90	99	38	8	46	76	9	85	230
09:45 AM	4	98	102	32	9	41	75	17	92	235
Total	24	367	391	143	42	185	308	58	366	942
Grand Total	59	931	990	487	135	622	949	156	1105	2717
Apprch %	6	94		78.3	21.7		85.9	14.1		
Total %	2.2	34.3	36.4	17.9	5	22.9	34.9	5.7	40.7	
Passenger Vehicles	57	902	959	484	134	618	918	149	1067	2644
% Passenger Vehicles	96.6	96.9	96.9	99.4	99.3	99.4	96.7	95.5	96.6	97.3
Dual Wheeled	2	20	22	3	1	4	5	7	12	38
% Dual Wheeled	3.4	2.1	2.2	0.6	0.7	0.6	0.5	4.5	1.1	1.4
Buses	0	9	9	0	0	0	26	0	26	35
% Buses	0	1	0.9	0	0	0	2.7	0	2.4	1.3

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	6	86	92	49	16	65	98	15	113	270
08:15 AM	8	98	106	64	16	80	64	9	73	259
08:30 AM	3	78	81	32	10	42	87	18	105	228
08:45 AM	7	86	93	39	9	48	97	14	111	252
Total Volume	24	348	372	184	51	235	346	56	402	1009
% App. Total	6.5	93.5		78.3	21.7		86.1	13.9		
PHF	.750	.888	.877	.719	.797	.734	.883	.778	.889	.934

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	09:00 AM			07:45 AM			08:30 AM		
+0 mins.	5	103	108	62	14	76	87	18	105
+15 mins.	6	76	82	49	16	65	97	14	111
+30 mins.	9	90	99	64	16	80	82	21	103
+45 mins.	4	98	102	32	10	42	75	11	86
Total Volume	24	367	391	207	56	263	341	64	405
% App. Total	6.1	93.9		78.7	21.3		84.2	15.8	
PHF	.667	.891	.905	.809	.875	.822	.879	.762	.912

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

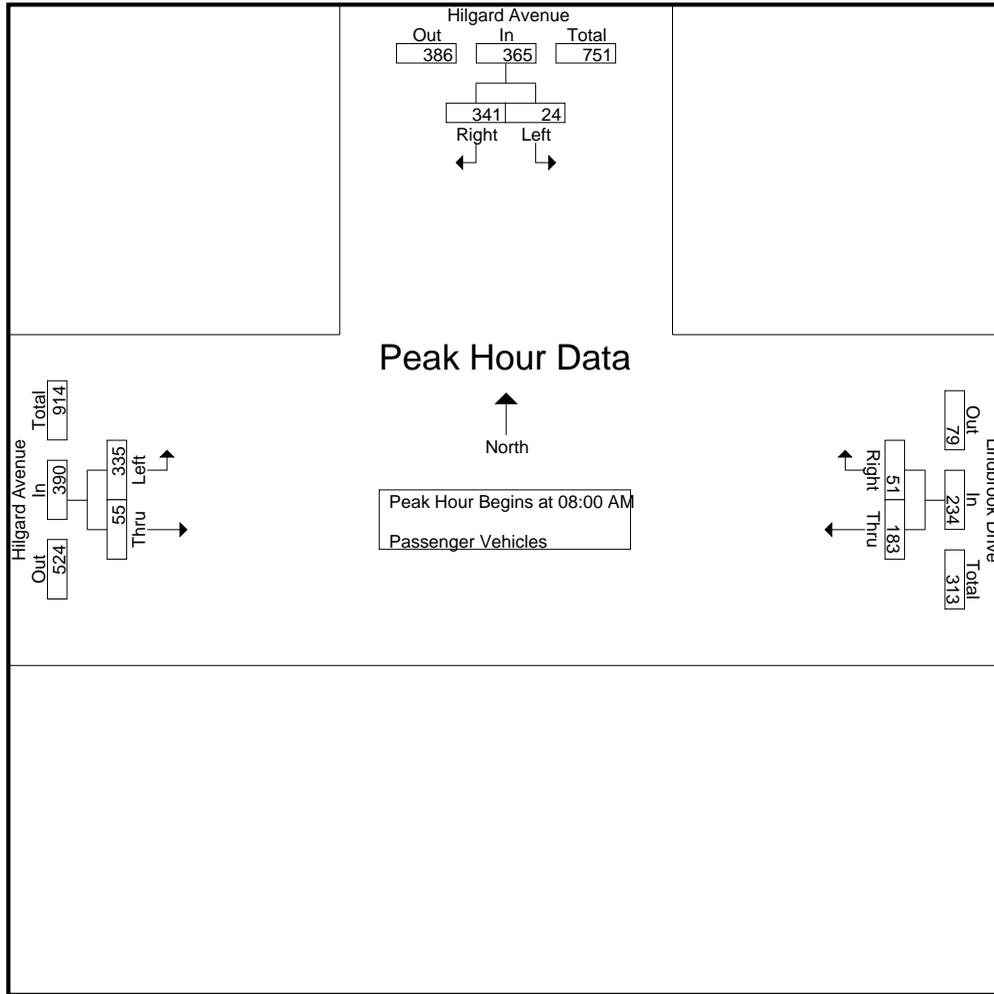
Groups Printed- Passenger Vehicles

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	48	52	31	10	41	50	6	56	149
07:15 AM	3	47	50	36	9	45	64	11	75	170
07:30 AM	2	60	62	30	8	38	83	14	97	197
07:45 AM	2	54	56	62	14	76	88	10	98	230
Total	11	209	220	159	41	200	285	41	326	746
08:00 AM	6	84	90	49	16	65	94	14	108	263
08:15 AM	8	97	105	64	16	80	63	9	72	257
08:30 AM	3	75	78	31	10	41	85	18	103	222
08:45 AM	7	85	92	39	9	48	93	14	107	247
Total	24	341	365	183	51	234	335	55	390	989
09:00 AM	5	99	104	32	14	46	78	18	96	246
09:15 AM	6	73	79	41	11	52	74	10	84	215
09:30 AM	7	88	95	37	8	45	73	9	82	222
09:45 AM	4	92	96	32	9	41	73	16	89	226
Total	22	352	374	142	42	184	298	53	351	909
Grand Total	57	902	959	484	134	618	918	149	1067	2644
Apprch %	5.9	94.1		78.3	21.7		86	14		
Total %	2.2	34.1	36.3	18.3	5.1	23.4	34.7	5.6	40.4	

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	6	84	90	49	16	65	94	14	108	263
08:15 AM	8	97	105	64	16	80	63	9	72	257
08:30 AM	3	75	78	31	10	41	85	18	103	222
08:45 AM	7	85	92	39	9	48	93	14	107	247
Total Volume	24	341	365	183	51	234	335	55	390	989
% App. Total	6.6	93.4		78.2	21.8		85.9	14.1		
PHF	.750	.879	.869	.715	.797	.731	.891	.764	.903	.940

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	6	84	90	49	16	65	94	14	108
+15 mins.	8	97	105	64	16	80	63	9	72
+30 mins.	3	75	78	31	10	41	85	18	103
+45 mins.	7	85	92	39	9	48	93	14	107
Total Volume	24	341	365	183	51	234	335	55	390
% App. Total	6.6	93.4		78.2	21.8		85.9	14.1	
PHF	.750	.879	.869	.715	.797	.731	.891	.764	.903

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

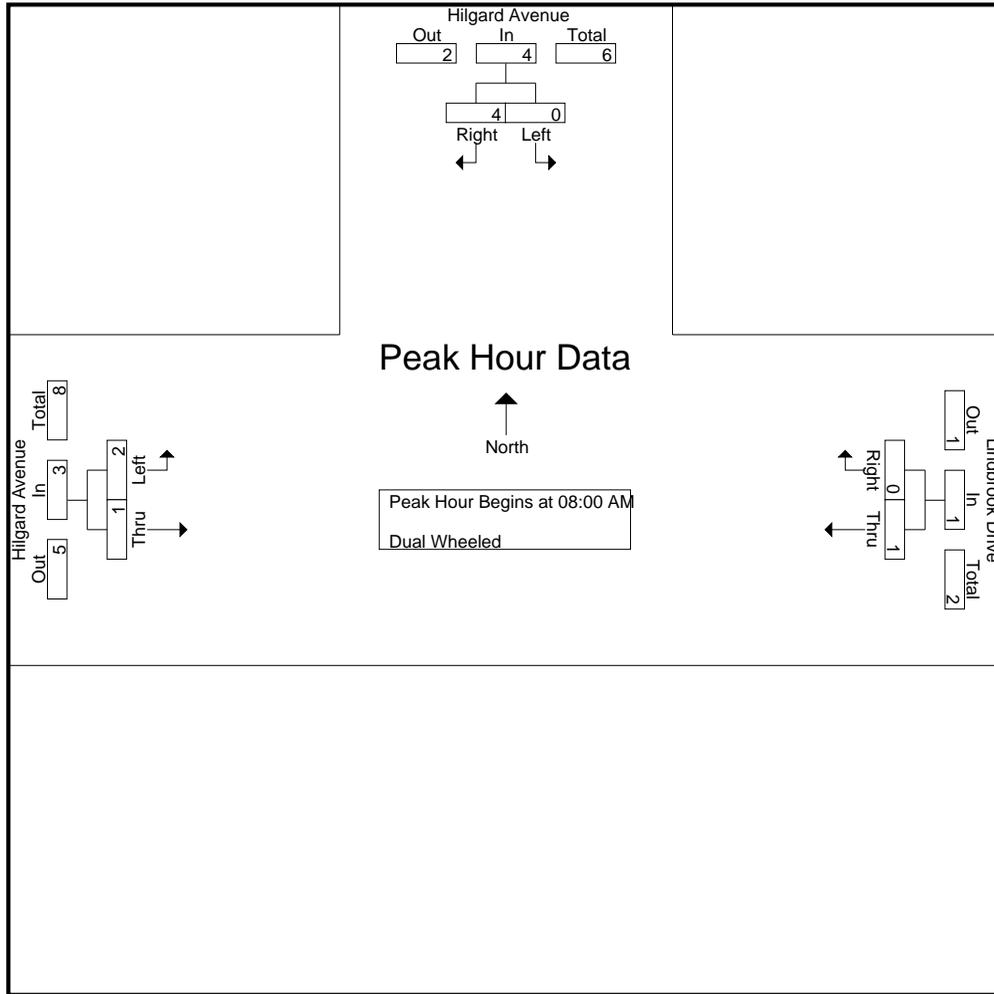
Groups Printed- Dual Wheeled

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	2	2	0	1	1	0	0	0	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	2	2	1	0	1	0	1	1	4
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	6	6	1	1	2	1	1	2	10
08:00 AM	0	1	1	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	3	3	1	0	1	0	0	0	4
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	4	4	1	0	1	2	1	3	8
09:00 AM	0	2	2	0	0	0	1	3	4	6
09:15 AM	0	1	1	0	0	0	0	1	1	2
09:30 AM	2	1	3	1	0	1	0	0	0	4
09:45 AM	0	6	6	0	0	0	1	1	2	8
Total	2	10	12	1	0	1	2	5	7	20
Grand Total	2	20	22	3	1	4	5	7	12	38
Apprch %	9.1	90.9		75	25		41.7	58.3		
Total %	5.3	52.6	57.9	7.9	2.6	10.5	13.2	18.4	31.6	

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	1	1	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	3	3	1	0	1	0	0	0	4
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	4	4	1	0	1	2	1	3	8
% App. Total	0	100		100	0		66.7	33.3		
PHF	.000	.333	.333	.250	.000	.250	.250	.250	.375	.500

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	1	1	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	3	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	4	4	1	0	1	2	1	3
% App. Total	0	100		100	0		66.7	33.3	
PHF	.000	.333	.333	.250	.000	.250	.250	.250	.375

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

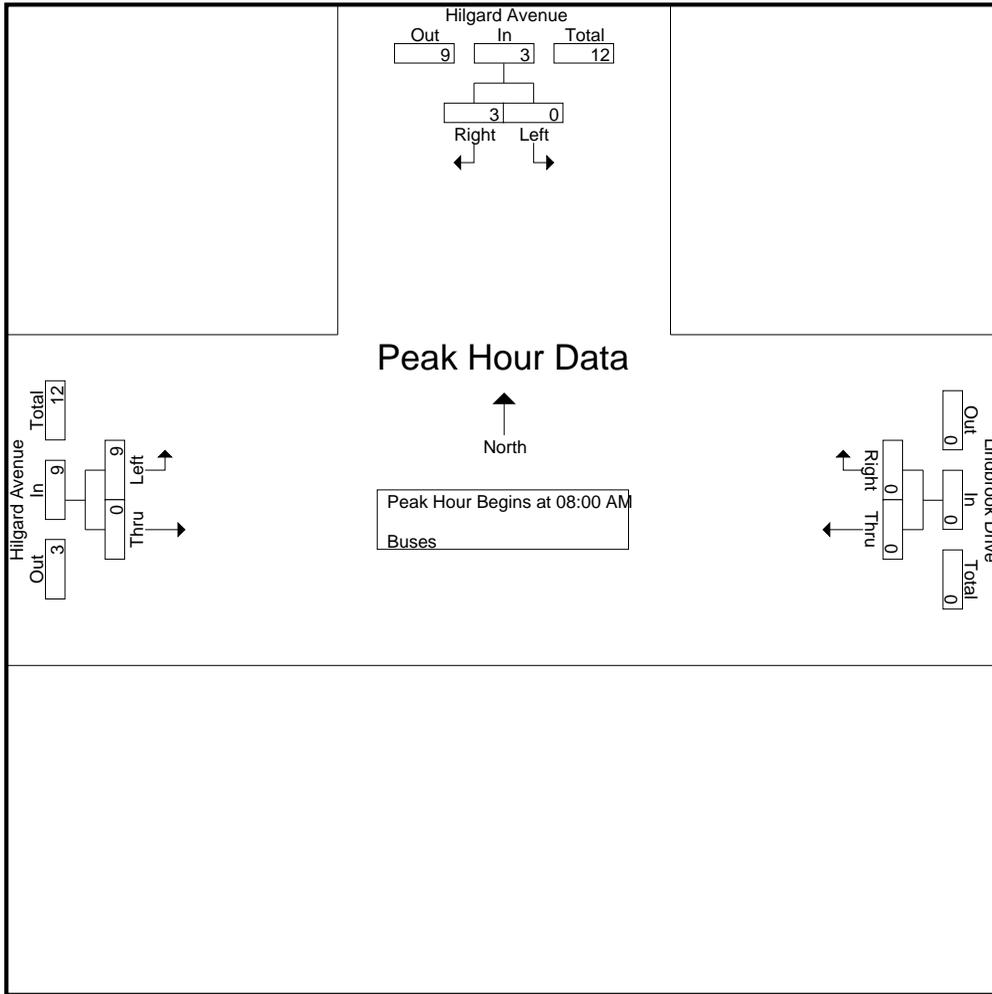
Groups Printed- Buses

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	3	0	3	3
07:15 AM	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	1	1	0	0	0	9	0	9	10
08:00 AM	0	1	1	0	0	0	4	0	4	5
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	3	3	0	0	0	9	0	9	12
09:00 AM	0	2	2	0	0	0	3	0	3	5
09:15 AM	0	2	2	0	0	0	1	0	1	3
09:30 AM	0	1	1	0	0	0	3	0	3	4
09:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	5	5	0	0	0	8	0	8	13
Grand Total	0	9	9	0	0	0	26	0	26	35
Apprch %	0	100		0	0		100	0		
Total %	0	25.7	25.7	0	0	0	74.3	0	74.3	

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	1	1	0	0	0	4	0	4	5
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	3	3	0	0	0	9	0	9	12
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.563	.000	.563	.600

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	3	3	0	0	0	9	0	9
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.563	.000	.563

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

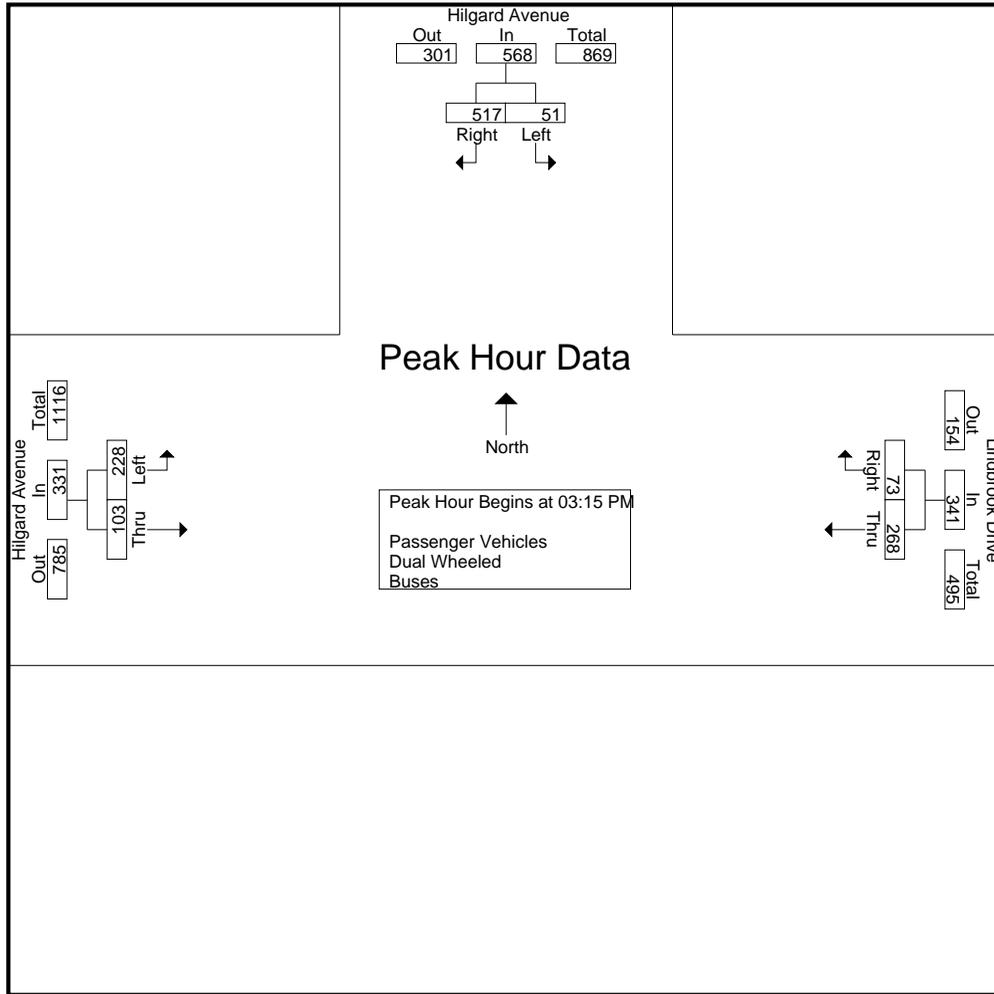
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	13	126	139	68	18	86	59	27	86	311
03:15 PM	12	138	150	75	15	90	54	28	82	322
03:30 PM	9	135	144	66	21	87	49	25	74	305
03:45 PM	10	119	129	73	21	94	62	15	77	300
Total	44	518	562	282	75	357	224	95	319	1238
04:00 PM	20	125	145	54	16	70	63	35	98	313
04:15 PM	12	123	135	36	22	58	78	29	107	300
04:30 PM	19	114	133	20	17	37	77	30	107	277
04:45 PM	10	128	138	16	11	27	79	34	113	278
Total	61	490	551	126	66	192	297	128	425	1168
05:00 PM	15	145	160	23	18	41	88	29	117	318
05:15 PM	19	134	153	15	11	26	72	37	109	288
05:30 PM	11	116	127	33	15	48	73	31	104	279
05:45 PM	13	126	139	29	10	39	84	25	109	287
Total	58	521	579	100	54	154	317	122	439	1172
Grand Total	163	1529	1692	508	195	703	838	345	1183	3578
Apprch %	9.6	90.4		72.3	27.7		70.8	29.2		
Total %	4.6	42.7	47.3	14.2	5.4	19.6	23.4	9.6	33.1	
Passenger Vehicles	163	1521	1684	506	193	699	815	342	1157	3540
% Passenger Vehicles	100	99.5	99.5	99.6	99	99.4	97.3	99.1	97.8	98.9
Dual Wheeled	0	5	5	1	2	3	4	3	7	15
% Dual Wheeled	0	0.3	0.3	0.2	1	0.4	0.5	0.9	0.6	0.4
Buses	0	3	3	1	0	1	19	0	19	23
% Buses	0	0.2	0.2	0.2	0	0.1	2.3	0	1.6	0.6

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	12	138	150	75	15	90	54	28	82	322
03:30 PM	9	135	144	66	21	87	49	25	74	305
03:45 PM	10	119	129	73	21	94	62	15	77	300
04:00 PM	20	125	145	54	16	70	63	35	98	313
Total Volume	51	517	568	268	73	341	228	103	331	1240
% App. Total	9	91		78.6	21.4		68.9	31.1		
PHF	.638	.937	.947	.893	.869	.907	.905	.736	.844	.963

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			03:00 PM			04:30 PM		
+0 mins.	19	114	133	68	18	86	77	30	107
+15 mins.	10	128	138	75	15	90	79	34	113
+30 mins.	15	145	160	66	21	87	88	29	117
+45 mins.	19	134	153	73	21	94	72	37	109
Total Volume	63	521	584	282	75	357	316	130	446
% App. Total	10.8	89.2		79	21		70.9	29.1	
PHF	.829	.898	.913	.940	.893	.949	.898	.878	.953

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

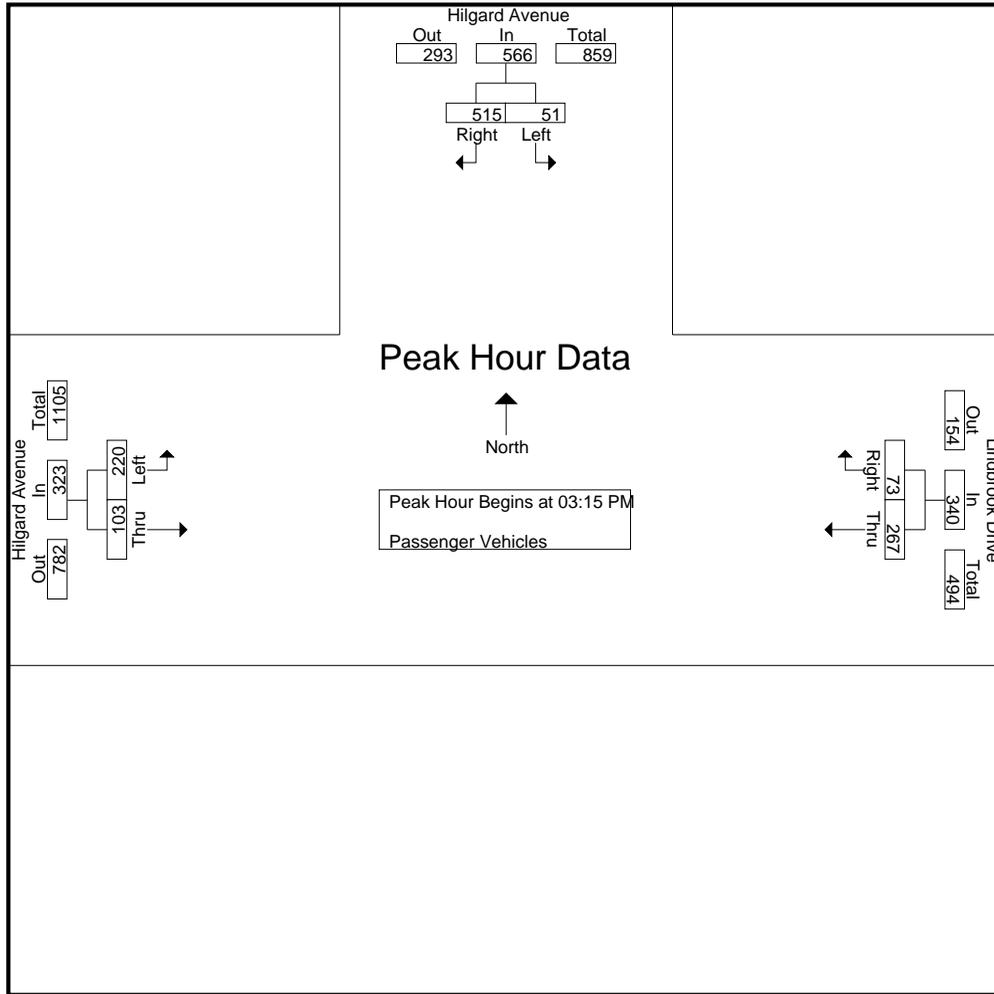
Groups Printed- Passenger Vehicles

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	13	125	138	68	16	84	58	26	84	306
03:15 PM	12	137	149	75	15	90	52	28	80	319
03:30 PM	9	135	144	66	21	87	47	25	72	303
03:45 PM	10	118	128	72	21	93	59	15	74	295
Total	44	515	559	281	73	354	216	94	310	1223
04:00 PM	20	125	145	54	16	70	62	35	97	312
04:15 PM	12	123	135	35	22	57	76	29	105	297
04:30 PM	19	112	131	20	17	37	74	29	103	271
04:45 PM	10	128	138	16	11	27	78	33	111	276
Total	61	488	549	125	66	191	290	126	416	1156
05:00 PM	15	144	159	23	18	41	86	29	115	315
05:15 PM	19	132	151	15	11	26	70	37	107	284
05:30 PM	11	116	127	33	15	48	72	31	103	278
05:45 PM	13	126	139	29	10	39	81	25	106	284
Total	58	518	576	100	54	154	309	122	431	1161
Grand Total	163	1521	1684	506	193	699	815	342	1157	3540
Apprch %	9.7	90.3		72.4	27.6		70.4	29.6		
Total %	4.6	43	47.6	14.3	5.5	19.7	23	9.7	32.7	

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	12	137	149	75	15	90	52	28	80	319
03:30 PM	9	135	144	66	21	87	47	25	72	303
03:45 PM	10	118	128	72	21	93	59	15	74	295
04:00 PM	20	125	145	54	16	70	62	35	97	312
Total Volume	51	515	566	267	73	340	220	103	323	1229
% App. Total	9	91		78.5	21.5		68.1	31.9		
PHF	.638	.940	.950	.890	.869	.914	.887	.736	.832	.963

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:15 PM			03:15 PM			03:15 PM		
+0 mins.	12	137	149	75	15	90	52	28	80
+15 mins.	9	135	144	66	21	87	47	25	72
+30 mins.	10	118	128	72	21	93	59	15	74
+45 mins.	20	125	145	54	16	70	62	35	97
Total Volume	51	515	566	267	73	340	220	103	323
% App. Total	9	91		78.5	21.5		68.1	31.9	
PHF	.638	.940	.950	.890	.869	.914	.887	.736	.832

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

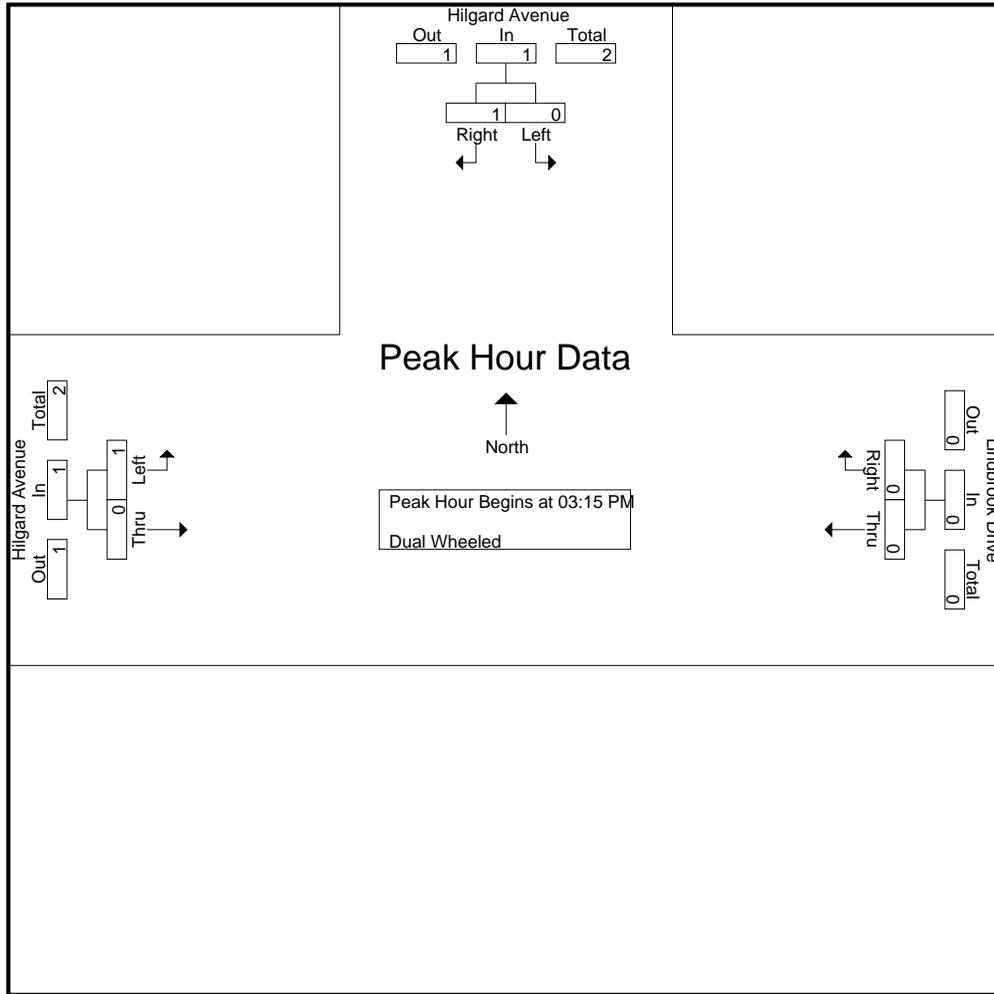
Groups Printed- Dual Wheeled

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	0	1	1	0	2	2	0	1	1	4
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	2	2	1	1	2	6
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	1	1	0	0	0	1	1	2	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	1	0	1	1	2	3	5
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	0	0	2	0	2	4
Grand Total	0	5	5	1	2	3	4	3	7	15
Apprch %	0	100		33.3	66.7		57.1	42.9		
Total %	0	33.3	33.3	6.7	13.3	20	26.7	20	46.7	

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	1	1	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM			03:15 PM			03:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

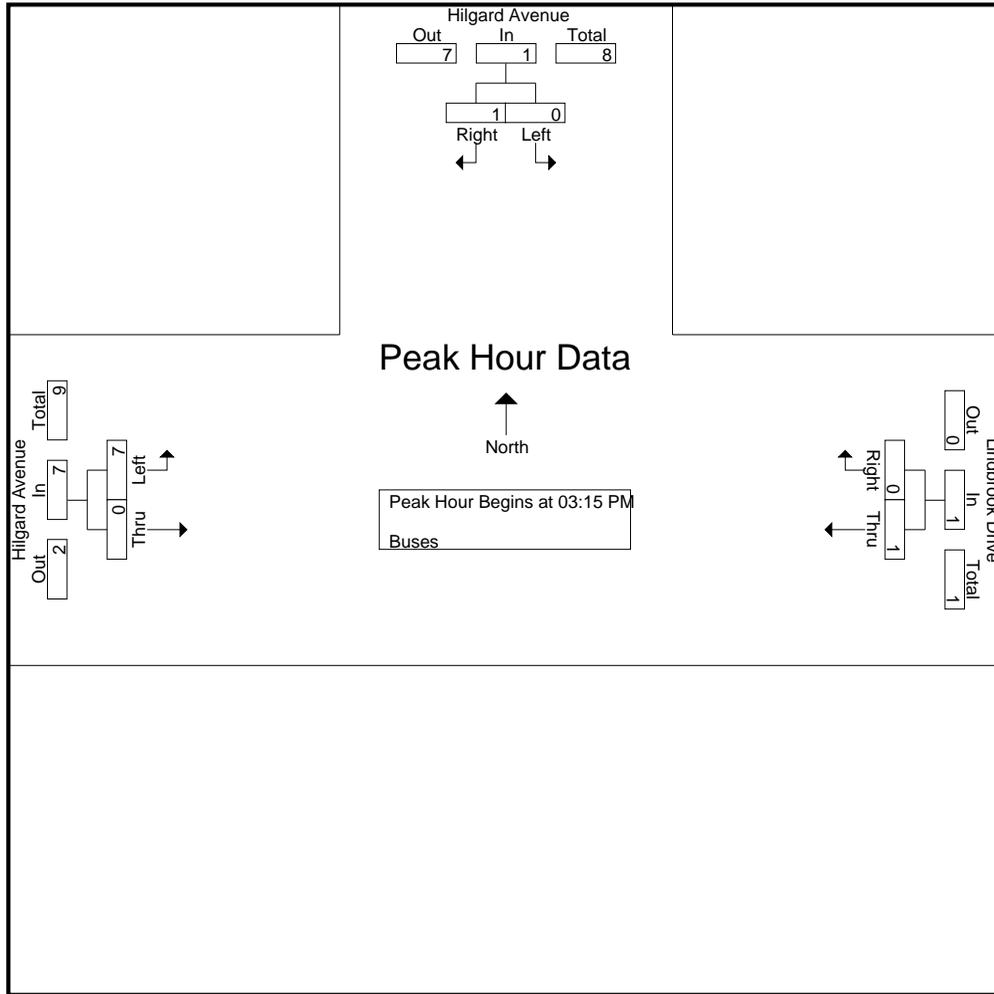
Groups Printed- Buses

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	1	1	0	0	0	2	0	2	3
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	1	0	1	3	0	3	4
Total	0	1	1	1	0	1	7	0	7	9
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	1	1	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	6	0	6	7
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	0	0	0	6	0	6	7
Grand Total	0	3	3	1	0	1	19	0	19	23
Apprch %	0	100		100	0		100	0		
Total %	0	13	13	4.3	0	4.3	82.6	0	82.6	

Start Time	Hilgard Avenue Southbound			Lindbrook Drive Westbound			Hilgard Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	0	1	1	0	0	0	2	0	2	3
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	1	0	1	3	0	3	4
04:00 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	1	0	1	7	0	7	9
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.250	.000	.250	.583	.000	.583	.563

City of Los Angeles
 N/S: Hilgard Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 05_LAC_Hilgard_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM			03:15 PM			03:15 PM		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	1	0	1	3	0	3
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	1	0	1	7	0	7
% App. Total	0	100		100	0		100	0	
PHF	.000	.250	.250	.250	.000	.250	.583	.000	.583

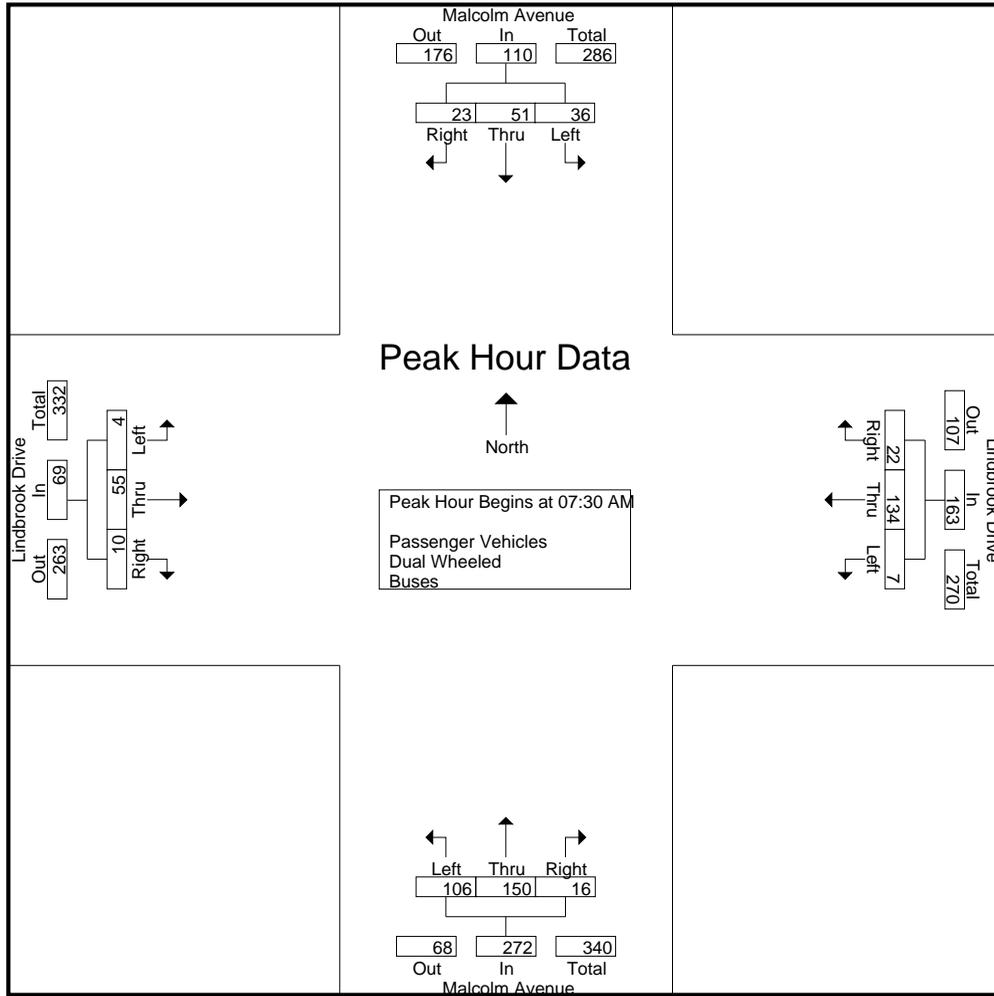
City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	11	3	16	4	18	0	22	18	20	1	39	0	8	1	9	86
07:15 AM	2	10	4	16	0	27	3	30	17	25	0	42	1	7	5	13	101
07:30 AM	12	14	2	28	4	22	5	31	15	50	4	69	0	14	2	16	144
07:45 AM	11	15	7	33	1	31	6	38	37	39	6	82	1	13	1	15	168
Total	27	50	16	93	9	98	14	121	87	134	11	232	2	42	9	53	499
08:00 AM	6	12	8	26	1	32	6	39	26	27	5	58	0	19	1	20	143
08:15 AM	7	10	6	23	1	49	5	55	28	34	1	63	3	9	6	18	159
08:30 AM	11	13	1	25	5	31	2	38	14	35	3	52	2	16	3	21	136
08:45 AM	8	14	4	26	0	34	9	43	11	24	4	39	2	18	5	25	133
Total	32	49	19	100	7	146	22	175	79	120	13	212	7	62	15	84	571
09:00 AM	9	13	0	22	2	31	4	37	13	30	2	45	2	14	7	23	127
09:15 AM	9	13	8	30	4	28	1	33	13	30	8	51	1	20	3	24	138
09:30 AM	6	8	6	20	4	31	4	39	12	32	6	50	1	14	2	17	126
09:45 AM	5	14	5	24	1	30	3	34	9	23	2	34	1	15	3	19	111
Total	29	48	19	96	11	120	12	143	47	115	18	180	5	63	15	83	502
Grand Total	88	147	54	289	27	364	48	439	213	369	42	624	14	167	39	220	1572
Apprch %	30.4	50.9	18.7		6.2	82.9	10.9		34.1	59.1	6.7		6.4	75.9	17.7		
Total %	5.6	9.4	3.4	18.4	1.7	23.2	3.1	27.9	13.5	23.5	2.7	39.7	0.9	10.6	2.5	14	
Passenger Vehicles	88	141	53	282	25	361	48	434	213	362	40	615	12	161	38	211	1542
% Passenger Vehicles	100	95.9	98.1	97.6	92.6	99.2	100	98.9	100	98.1	95.2	98.6	85.7	96.4	97.4	95.9	98.1
Dual Wheeled	0	5	1	6	2	3	0	5	0	7	2	9	2	6	1	9	29
% Dual Wheeled	0	3.4	1.9	2.1	7.4	0.8	0	1.1	0	1.9	4.8	1.4	14.3	3.6	2.6	4.1	1.8
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.7	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	14	2	28	4	22	5	31	15	50	4	69	0	14	2	16	144
07:45 AM	11	15	7	33	1	31	6	38	37	39	6	82	1	13	1	15	168
08:00 AM	6	12	8	26	1	32	6	39	26	27	5	58	0	19	1	20	143
08:15 AM	7	10	6	23	1	49	5	55	28	34	1	63	3	9	6	18	159
Total Volume	36	51	23	110	7	134	22	163	106	150	16	272	4	55	10	69	614
% App. Total	32.7	46.4	20.9		4.3	82.2	13.5		39	55.1	5.9		5.8	79.7	14.5		
PHF	.750	.850	.719	.833	.438	.684	.917	.741	.716	.750	.667	.829	.333	.724	.417	.863	.914



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				08:30 AM			
+0 mins.	12	14	2	28	1	32	6	39	15	50	4	69	2	16	3	21
+15 mins.	11	15	7	33	1	49	5	55	37	39	6	82	2	18	5	25
+30 mins.	6	12	8	26	5	31	2	38	26	27	5	58	2	14	7	23
+45 mins.	7	10	6	23	0	34	9	43	28	34	1	63	1	20	3	24
Total Volume	36	51	23	110	7	146	22	175	106	150	16	272	7	68	18	93
% App. Total	32.7	46.4	20.9		4	83.4	12.6		39	55.1	5.9		7.5	73.1	19.4	
PHF	.750	.850	.719	.833	.350	.745	.611	.795	.716	.750	.667	.829	.875	.850	.643	.930

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

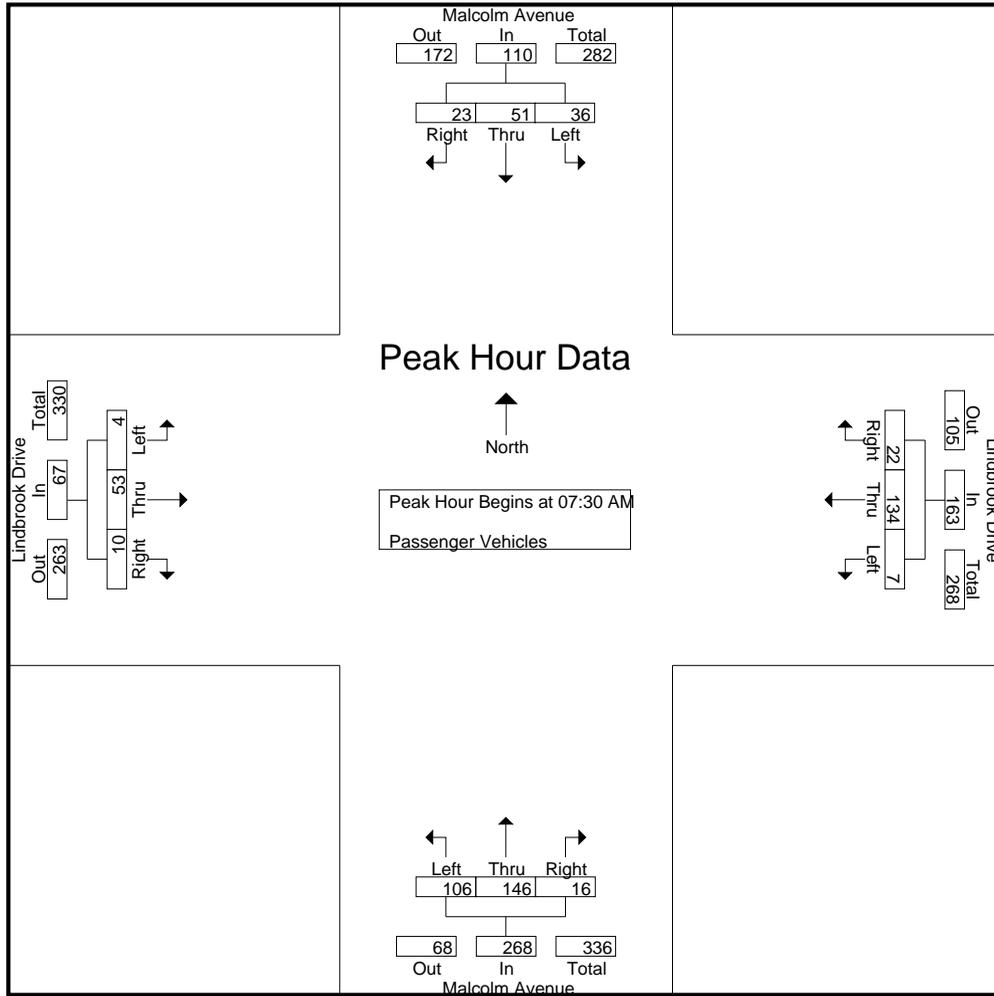
Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	11	3	16	4	17	0	21	18	20	1	39	0	8	1	9	85
07:15 AM	2	10	4	16	0	27	3	30	17	25	0	42	1	7	5	13	101
07:30 AM	12	14	2	28	4	22	5	31	15	48	4	67	0	14	2	16	142
07:45 AM	11	15	7	33	1	31	6	38	37	39	6	82	1	13	1	15	168
Total	27	50	16	93	9	97	14	120	87	132	11	230	2	42	9	53	496
08:00 AM	6	12	8	26	1	32	6	39	26	27	5	58	0	17	1	18	141
08:15 AM	7	10	6	23	1	49	5	55	28	32	1	61	3	9	6	18	157
08:30 AM	11	12	1	24	5	30	2	37	14	35	3	52	2	15	3	20	133
08:45 AM	8	13	4	25	0	34	9	43	11	24	4	39	2	18	5	25	132
Total	32	47	19	98	7	145	22	174	79	118	13	210	7	59	15	81	563
09:00 AM	9	12	0	21	2	31	4	37	13	29	2	44	1	13	7	21	123
09:15 AM	9	12	7	28	3	28	1	32	13	29	8	50	0	19	3	22	132
09:30 AM	6	7	6	19	3	30	4	37	12	32	4	48	1	14	1	16	120
09:45 AM	5	13	5	23	1	30	3	34	9	22	2	33	1	14	3	18	108
Total	29	44	18	91	9	119	12	140	47	112	16	175	3	60	14	77	483
Grand Total	88	141	53	282	25	361	48	434	213	362	40	615	12	161	38	211	1542
Apprch %	31.2	50	18.8		5.8	83.2	11.1		34.6	58.9	6.5		5.7	76.3	18		
Total %	5.7	9.1	3.4	18.3	1.6	23.4	3.1	28.1	13.8	23.5	2.6	39.9	0.8	10.4	2.5	13.7	

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	12	14	2	28	4	22	5	31	15	48	4	67	0	14	2	16	142
07:45 AM	11	15	7	33	1	31	6	38	37	39	6	82	1	13	1	15	168
08:00 AM	6	12	8	26	1	32	6	39	26	27	5	58	0	17	1	18	141
08:15 AM	7	10	6	23	1	49	5	55	28	32	1	61	3	9	6	18	157
Total Volume	36	51	23	110	7	134	22	163	106	146	16	268	4	53	10	67	608
% App. Total	32.7	46.4	20.9		4.3	82.2	13.5		39.6	54.5	6		6	79.1	14.9		
PHF	.750	.850	.719	.833	.438	.684	.917	.741	.716	.760	.667	.817	.333	.779	.417	.931	.905

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	12	14	2	28	4	22	5	31	15	48	4	67	0	14	2	16
+15 mins.	11	15	7	33	1	31	6	38	37	39	6	82	1	13	1	15
+30 mins.	6	12	8	26	1	32	6	39	26	27	5	58	0	17	1	18
+45 mins.	7	10	6	23	1	49	5	55	28	32	1	61	3	9	6	18
Total Volume	36	51	23	110	7	134	22	163	106	146	16	268	4	53	10	67
% App. Total	32.7	46.4	20.9		4.3	82.2	13.5		39.6	54.5	6		6	79.1	14.9	
PHF	.750	.850	.719	.833	.438	.684	.917	.741	.716	.760	.667	.817	.333	.779	.417	.931

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

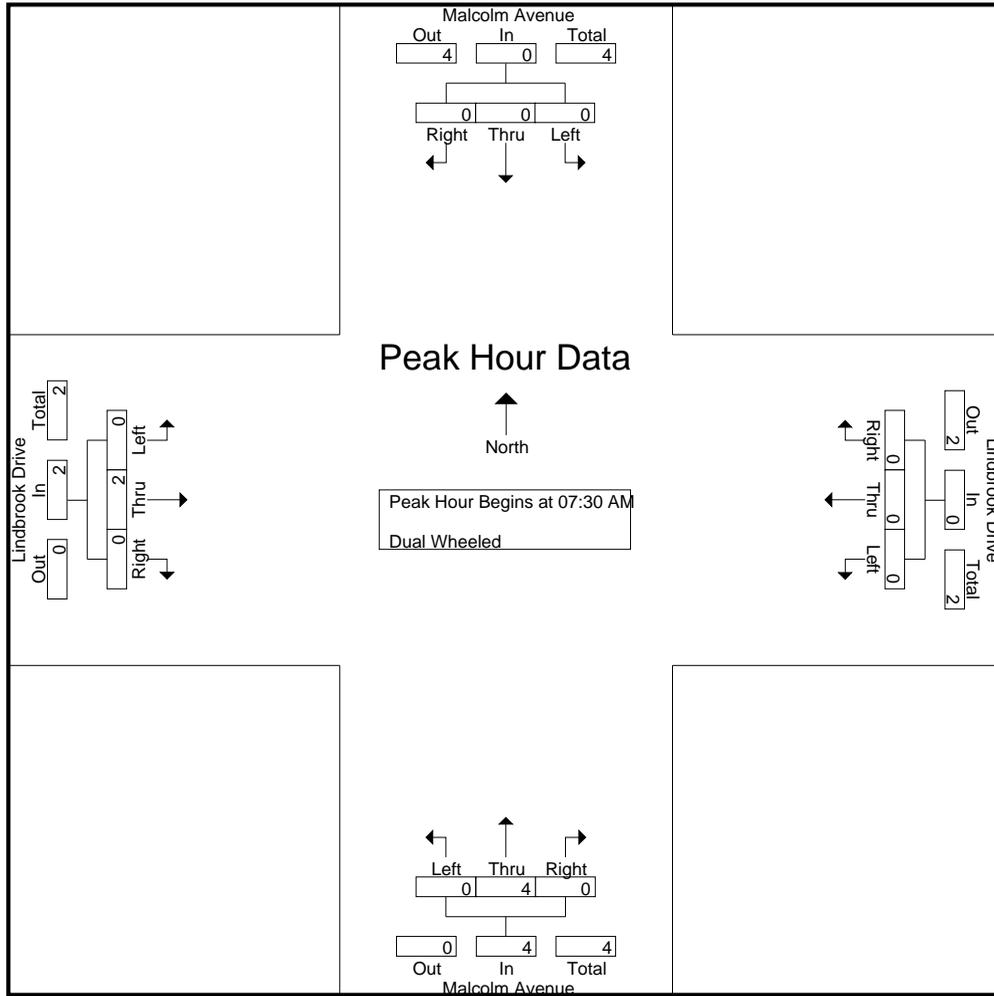
Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	1	0	1	0	2	0	2	0	3	0	3	8
09:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	1	0	2	4
09:15 AM	0	1	1	2	1	0	0	1	0	1	0	1	1	1	0	2	6
09:30 AM	0	0	0	0	1	1	0	2	0	0	2	2	0	0	1	1	5
09:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total	0	3	1	4	2	1	0	3	0	3	2	5	2	3	1	6	18
Grand Total	0	5	1	6	2	3	0	5	0	7	2	9	2	6	1	9	29
Apprch %	0	83.3	16.7		40	60	0		0	77.8	22.2		22.2	66.7	11.1		
Total %	0	17.2	3.4	20.7	6.9	10.3	0	17.2	0	24.1	6.9	31	6.9	20.7	3.4	31	

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	2	6
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.750

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	2	0	2
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

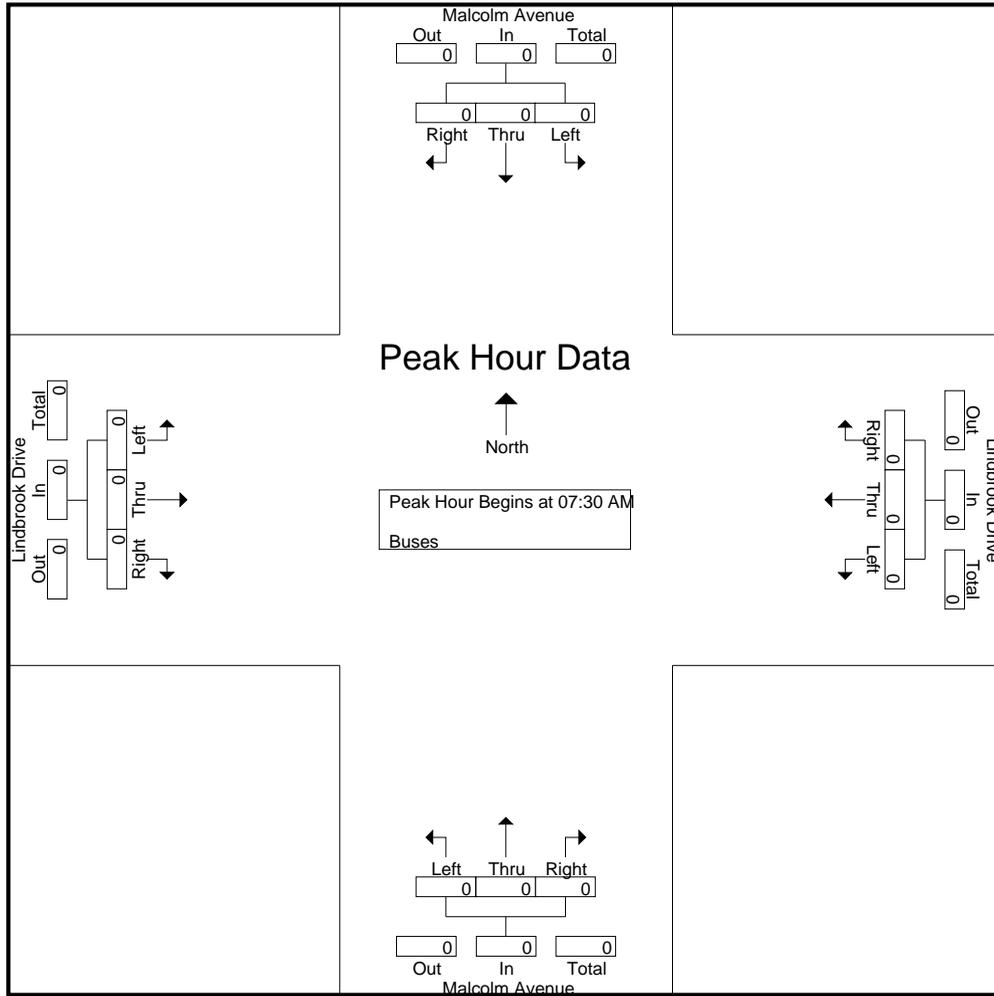
Groups Printed- Buses

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0		

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook AM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

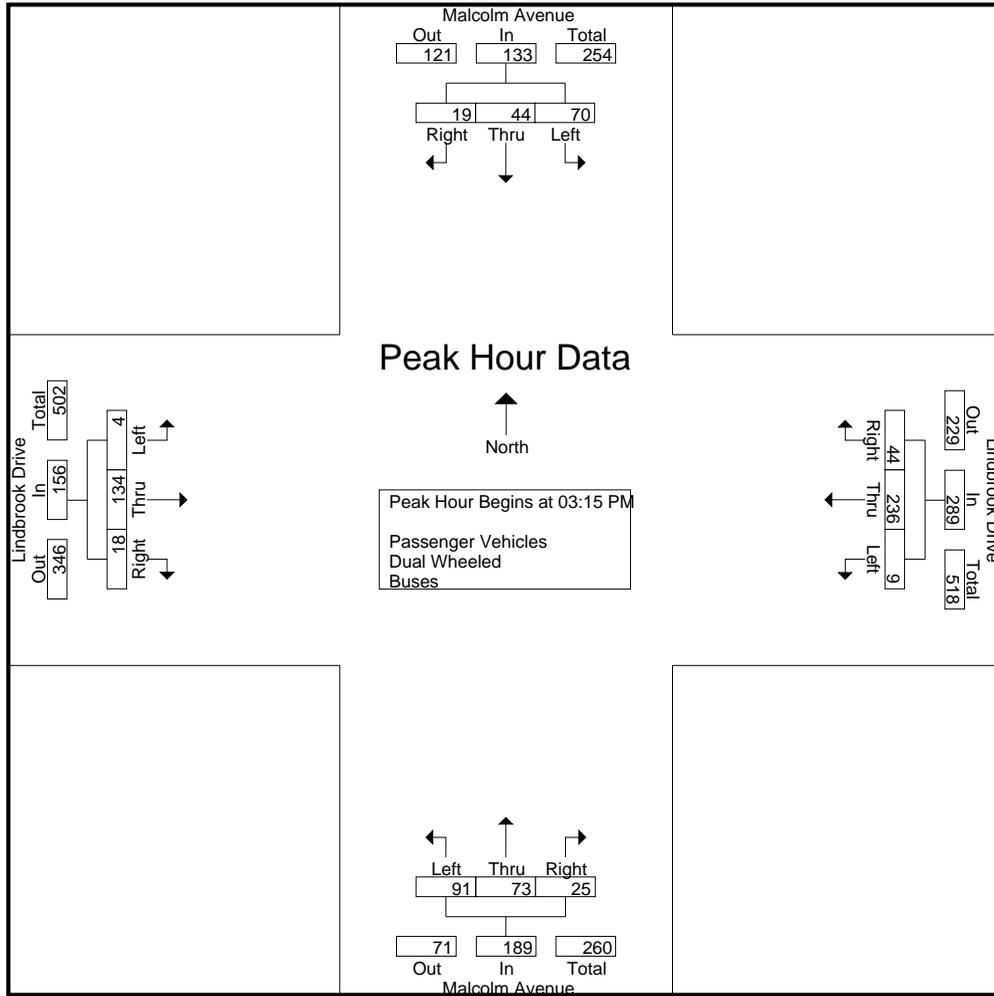
City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	16	11	8	35	4	56	10	70	20	22	6	48	2	23	11	36	189
03:15 PM	16	13	9	38	3	68	7	78	14	12	10	36	1	32	7	40	192
03:30 PM	17	11	3	31	5	69	16	90	18	12	8	38	2	31	2	35	194
03:45 PM	13	11	4	28	0	66	11	77	27	30	2	59	0	23	3	26	190
Total	62	46	24	132	12	259	44	315	79	76	26	181	5	109	23	137	765
04:00 PM	24	9	3	36	1	33	10	44	32	19	5	56	1	48	6	55	191
04:15 PM	20	12	6	38	2	26	6	34	22	27	6	55	2	34	3	39	166
04:30 PM	24	8	6	38	1	20	0	21	12	22	5	39	3	37	6	46	144
04:45 PM	20	12	2	34	1	14	6	21	12	20	3	35	4	30	4	38	128
Total	88	41	17	146	5	93	22	120	78	88	19	185	10	149	19	178	629
05:00 PM	30	14	4	48	4	21	4	29	14	25	0	39	3	37	7	47	163
05:15 PM	27	19	5	51	3	16	4	23	12	22	4	38	5	39	5	49	161
05:30 PM	25	21	4	50	1	21	5	27	15	22	2	39	4	33	6	43	159
05:45 PM	22	17	3	42	3	17	3	23	16	25	4	45	4	29	7	40	150
Total	104	71	16	191	11	75	16	102	57	94	10	161	16	138	25	179	633
Grand Total	254	158	57	469	28	427	82	537	214	258	55	527	31	396	67	494	2027
Apprch %	54.2	33.7	12.2		5.2	79.5	15.3		40.6	49	10.4		6.3	80.2	13.6		
Total %	12.5	7.8	2.8	23.1	1.4	21.1	4	26.5	10.6	12.7	2.7	26	1.5	19.5	3.3	24.4	
Passenger Vehicles	253	156	56	465	28	426	82	536	212	253	55	520	31	396	66	493	2014
% Passenger Vehicles	99.6	98.7	98.2	99.1	100	99.8	100	99.8	99.1	98.1	100	98.7	100	100	98.5	99.8	99.4
Dual Wheeled	1	2	1	4	0	1	0	1	1	3	0	4	0	0	1	1	10
% Dual Wheeled	0.4	1.3	1.8	0.9	0	0.2	0	0.2	0.5	1.2	0	0.8	0	0	1.5	0.2	0.5
Buses	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0.5	0.8	0	0.6	0	0	0	0	0.1

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	16	13	9	38	3	68	7	78	14	12	10	36	1	32	7	40	192
03:30 PM	17	11	3	31	5	69	16	90	18	12	8	38	2	31	2	35	194
03:45 PM	13	11	4	28	0	66	11	77	27	30	2	59	0	23	3	26	190
04:00 PM	24	9	3	36	1	33	10	44	32	19	5	56	1	48	6	55	191
Total Volume	70	44	19	133	9	236	44	289	91	73	25	189	4	134	18	156	767
% App. Total	52.6	33.1	14.3		3.1	81.7	15.2		48.1	38.6	13.2		2.6	85.9	11.5		
PHF	.729	.846	.528	.875	.450	.855	.688	.803	.711	.608	.625	.801	.500	.698	.643	.709	.988



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				03:00 PM				03:45 PM				04:30 PM			
+0 mins.	30	14	4	48	4	56	10	70	27	30	2	59	3	37	6	46
+15 mins.	27	19	5	51	3	68	7	78	32	19	5	56	4	30	4	38
+30 mins.	25	21	4	50	5	69	16	90	22	27	6	55	3	37	7	47
+45 mins.	22	17	3	42	0	66	11	77	12	22	5	39	5	39	5	49
Total Volume	104	71	16	191	12	259	44	315	93	98	18	209	15	143	22	180
% App. Total	54.5	37.2	8.4		3.8	82.2	14		44.5	46.9	8.6		8.3	79.4	12.2	
PHF	.867	.845	.800	.936	.600	.938	.688	.875	.727	.817	.750	.886	.750	.917	.786	.918

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Passenger Vehicles

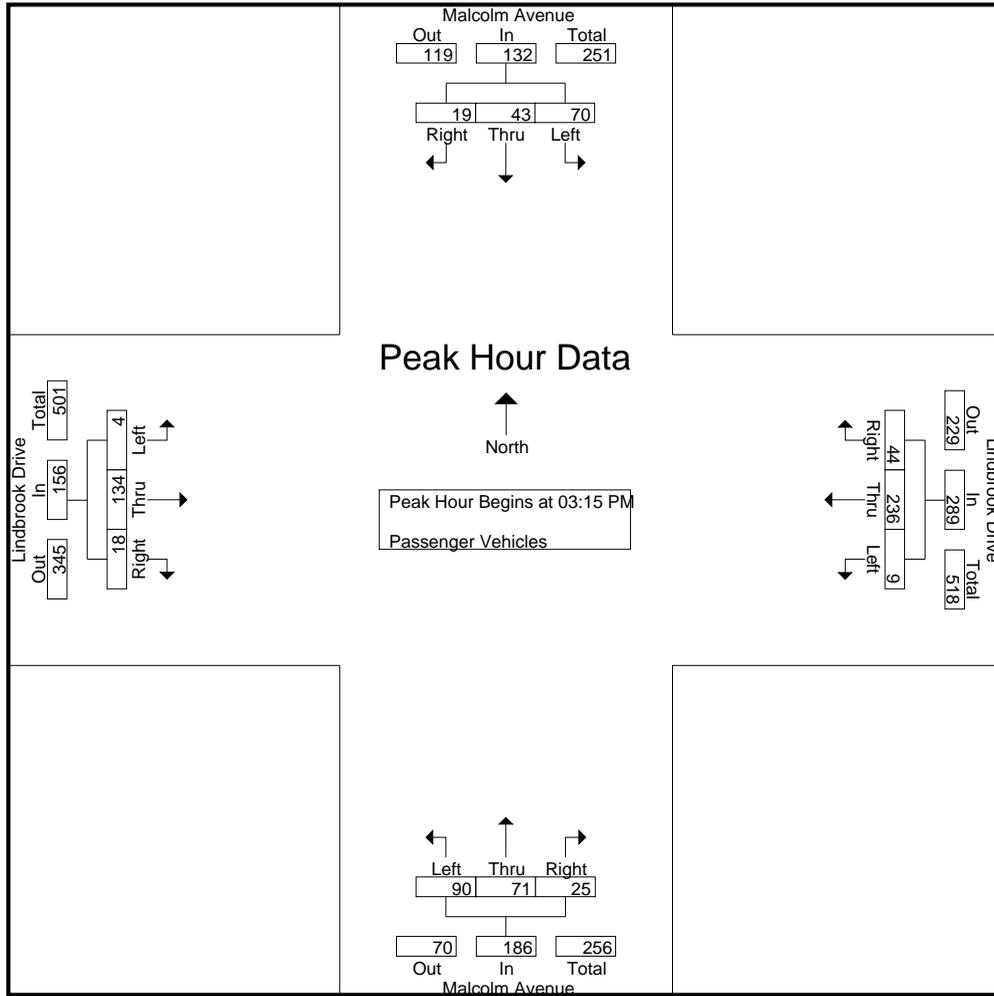
Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	16	11	8	35	4	55	10	69	19	22	6	47	2	23	10	35	186
03:15 PM	16	13	9	38	3	68	7	78	14	11	10	35	1	32	7	40	191
03:30 PM	17	11	3	31	5	69	16	90	18	12	8	38	2	31	2	35	194
03:45 PM	13	10	4	27	0	66	11	77	26	30	2	58	0	23	3	26	188
Total	62	45	24	131	12	258	44	314	77	75	26	178	5	109	22	136	759
04:00 PM	24	9	3	36	1	33	10	44	32	18	5	55	1	48	6	55	190
04:15 PM	20	12	5	37	2	26	6	34	22	27	6	55	2	34	3	39	165
04:30 PM	23	8	6	37	1	20	0	21	12	22	5	39	3	37	6	46	143
04:45 PM	20	12	2	34	1	14	6	21	12	19	3	34	4	30	4	38	127
Total	87	41	16	144	5	93	22	120	78	86	19	183	10	149	19	178	625
05:00 PM	30	14	4	48	4	21	4	29	14	25	0	39	3	37	7	47	163
05:15 PM	27	19	5	51	3	16	4	23	12	21	4	37	5	39	5	49	160
05:30 PM	25	20	4	49	1	21	5	27	15	22	2	39	4	33	6	43	158
05:45 PM	22	17	3	42	3	17	3	23	16	24	4	44	4	29	7	40	149
Total	104	70	16	190	11	75	16	102	57	92	10	159	16	138	25	179	630
Grand Total	253	156	56	465	28	426	82	536	212	253	55	520	31	396	66	493	2014
Apprch %	54.4	33.5	12		5.2	79.5	15.3		40.8	48.7	10.6		6.3	80.3	13.4		
Total %	12.6	7.7	2.8	23.1	1.4	21.2	4.1	26.6	10.5	12.6	2.7	25.8	1.5	19.7	3.3	24.5	

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:15 PM	16	13	9	38	3	68	7	78	14	11	10	35	1	32	7	40	191
03:30 PM	17	11	3	31	5	69	16	90	18	12	8	38	2	31	2	35	194
03:45 PM	13	10	4	27	0	66	11	77	26	30	2	58	0	23	3	26	188
04:00 PM	24	9	3	36	1	33	10	44	32	18	5	55	1	48	6	55	190
Total Volume	70	43	19	132	9	236	44	289	90	71	25	186	4	134	18	156	763
% App. Total	53	32.6	14.4		3.1	81.7	15.2		48.4	38.2	13.4		2.6	85.9	11.5		
PHF	.729	.827	.528	.868	.450	.855	.688	.803	.703	.592	.625	.802	.500	.698	.643	.709	.983

Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:15 PM

City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 2



Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:15 PM				03:15 PM				03:15 PM				03:15 PM			
+0 mins.	16	13	9	38	3	68	7	78	14	11	10	35	1	32	7	40
+15 mins.	17	11	3	31	5	69	16	90	18	12	8	38	2	31	2	35
+30 mins.	13	10	4	27	0	66	11	77	26	30	2	58	0	23	3	26
+45 mins.	24	9	3	36	1	33	10	44	32	18	5	55	1	48	6	55
Total Volume	70	43	19	132	9	236	44	289	90	71	25	186	4	134	18	156
% App. Total	53	32.6	14.4		3.1	81.7	15.2		48.4	38.2	13.4		2.6	85.9	11.5	
PHF	.729	.827	.528	.868	.450	.855	.688	.803	.703	.592	.625	.802	.500	.698	.643	.709

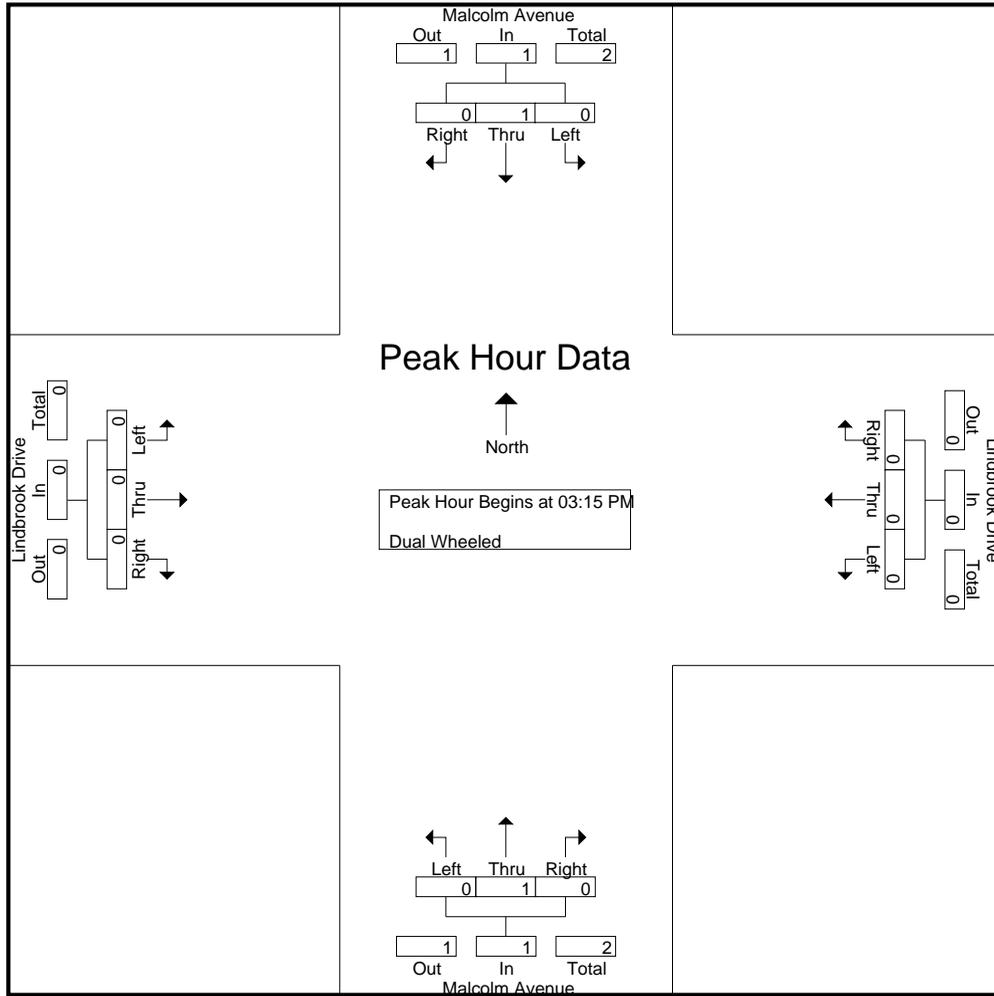
City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Dual Wheeled

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	1	0	0	1	0	0	1	1	4
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	2	1	4	0	1	0	1	1	3	0	4	0	0	1	1	10
Apprch %	25	50	25		0	100	0		25	75	0		0	0	100		
Total %	10	20	10	40	0	10	0	10	10	30	0	40	0	0	10	10	

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500



Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:15 PM				03:15 PM				03:15 PM				03:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

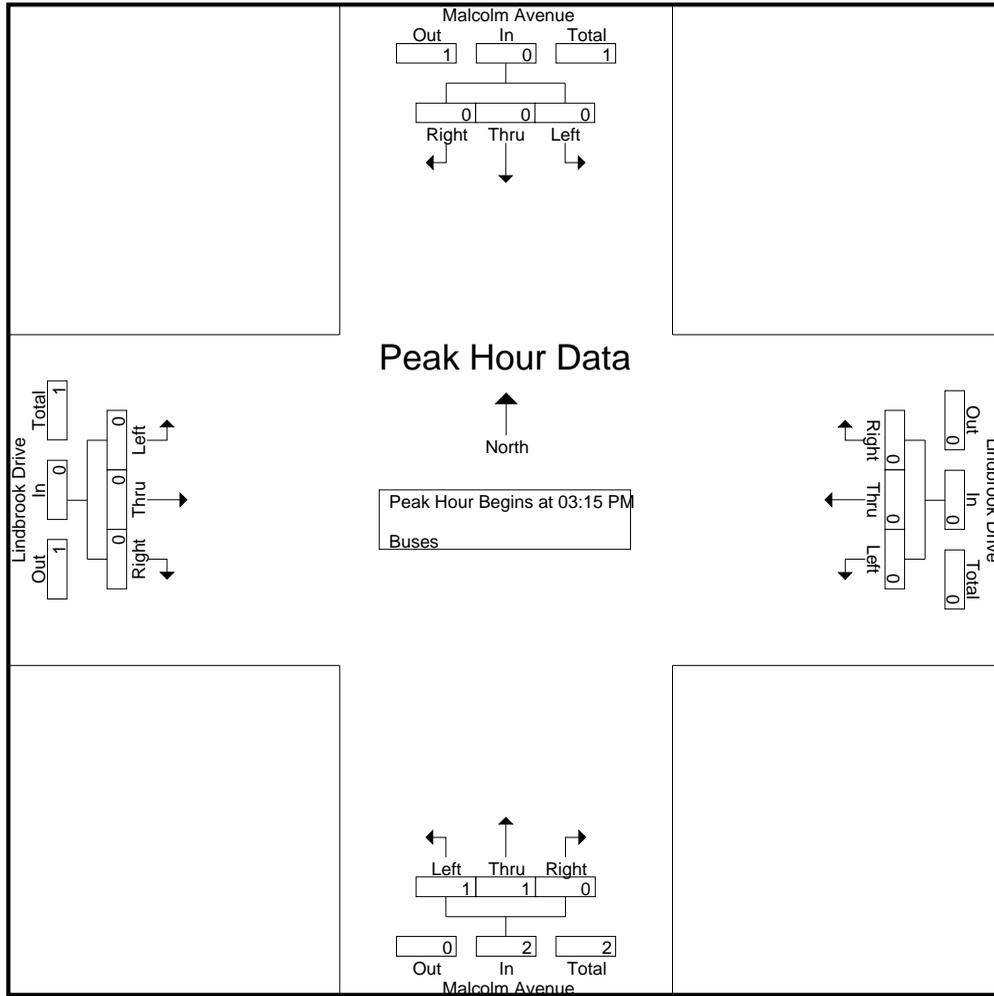
City of Los Angeles
 N/S: Malcolm Avenue
 E/W: Lindbrook Drive
 Weather: Clear

File Name : 06_LAC_Malcolm_Lindbrook PM
 Site Code : 16619374
 Start Date : 5/22/2019
 Page No : 1

Groups Printed- Buses

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
Apprch %	0	0	0	0	0	0	0	0	33.3	66.7	0		0	0	0	0	
Total %	0	0	0	0	0	0	0	0	33.3	66.7	0	100	0	0	0	0	

Start Time	Malcolm Avenue Southbound				Lindbrook Drive Westbound				Malcolm Avenue Northbound				Lindbrook Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	50	50	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500



Peak Hour Analysis From 03:15 PM to 04:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:15 PM				03:15 PM				03:15 PM				03:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	50	50	0		0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Westwood Boulevard

East/West Lindbrook Drive

Day: Wednesday **Date:** May 22, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Western **I/S CODE** 17456

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	72	50	20	16
BIKES	56	77	34	14
BUSES	238	290	123	13

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	204	7.15	102	9.45	61	8.45	109	8.15
<i>PM PK 15 MIN</i>	224	5.00	210	5.15	91	5.30	164	3.45
<i>AM PK HOUR</i>	731	7.15	359	9.00	213	8.15	410	8.00
<i>PM PK HOUR</i>	748	4.15	784	4.30	315	4.45	600	3.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	575	130	708
8-9	4	560	132	696
9-10	12	530	127	669
3-4	9	490	102	601
4-5	2	530	151	683
5-6	9	554	153	716
TOTAL	39	3239	795	4073

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	212	28	249
8-9	7	295	27	329
9-10	9	315	35	359
3-4	26	612	60	698
4-5	10	681	48	739
5-6	7	664	57	728
TOTAL	68	2779	255	3102

TOTAL

N-S	957
1025	
1028	
1299	
1422	
1444	
7175	

XING S/L

Ped	Sch
243	0
279	0
188	0
91	0
167	0
121	0
1089	0

XING N/L

Ped	Sch
105	0
140	1
111	0
106	0
154	0
189	0
805	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	79	42	143
8-9	41	103	55	199
9-10	25	105	67	197
3-4	43	124	97	264
4-5	31	134	104	269
5-6	36	162	113	311
TOTAL	198	707	478	1383

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	75	199	30	304
8-9	89	284	37	410
9-10	77	211	39	327
3-4	152	385	54	591
4-5	136	320	43	499
5-6	129	400	45	574
TOTAL	658	1799	248	2705

TOTAL

E-W	447
609	
524	
855	
768	
885	
4088	

XING W/L

Ped	Sch
288	0
281	0
317	0
243	0
342	0
383	0
1854	0

XING E/L

Ped	Sch
172	0
193	0
127	0
188	0
186	0
231	0
1097	0

BICYCLE COUNT SUMMARY

STREET:

North/South:	Westwood Boulevard		
East/West:	Lindbrook Drive		
Day:	Wednesday	Date:	5/22/2019
School Day:	Yes	District:	Western
Hours:	7-10 AM, 3-6 PM	Staff:	CUI
		Weather:	CLEAR
		I/S Code:	17456

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	13	1	14
8-9	1	17	0	18
9-10	0	14	2	16
3-4	0	1	0	1
4-5	0	3	0	3
5-6	0	4	0	4
TOTAL	1	52	3	56

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	3	0	3	17
8-9	1	1	0	2	20
9-10	1	2	0	3	19
3-4	0	10	1	11	12
4-5	1	20	2	23	26
5-6	1	29	5	35	39
TOTAL	4	65	8	77	133

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	1	0	4
8-9	7	1	0	8
9-10	8	10	0	18
3-4	0	2	0	2
4-5	1	0	0	1
5-6	0	1	0	1
TOTAL	19	15	0	34

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	4
8-9	0	0	0	0	8
9-10	0	0	1	1	19
3-4	0	0	0	0	2
4-5	0	3	0	3	4
5-6	1	9	0	10	11
TOTAL	1	12	1	14	48

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	2	7	1	0	10
- No helmet riders	33	29	15	7	84
- Sidewalk Riding	16	9	3	4	32
- Wrong way riding	5	4	5	1	15

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Westwood Boulevard				
East/West:	Lindbrook Drive				
Day:	Wednesday	Date:	May 22, 2019	Weather:	CLEAR
School Day:	YES	District:	Western	I/S Code:	17456
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	11	78	27	80	196
7:15-7:30	34	70	54	86	244
7:30-7:45	31	59	41	61	192
7:45-8:00	29	36	50	61	176
8:00-8:15	34	60	53	65	212
8:15-8:30	30	65	41	67	203
8:30-8:45	48	57	49	77	231
8:45-9:00	29	97	50	72	248
9:00-9:15	29	46	29	76	180
9:15-9:30	28	45	32	79	184
9:30-9:45	25	44	30	72	171
9:45-10:00	29	53	36	90	208

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	105	243	172	288	808
8 - 9	141	279	193	281	894
9 - 10	111	188	127	317	743
TOTAL	357	710	492	886	2445

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	15	36	72	136	259
3:15-3:30	26	30	88	90	234
3:30-3:45	37	44	90	116	287
3:45-4:00	28	72	126	144	370
4:00-4:15	44	92	98	152	386
4:15-4:30	38	80	94	166	378
4:30-4:45	33	66	106	184	389
4:45-5:00	39	96	74	182	391
5:00-5:15	63	44	150	188	445
5:15-5:30	42	66	100	228	436
5:30-5:45	40	82	114	160	396
5:45-6:00	44	50	98	190	382

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	106	182	376	486	1150
4 - 5	154	334	372	684	1544
5 - 6	189	242	462	766	1659
TOTAL	449	758	1210	1936	4353

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	1	0	7	8
8	12	6	30	56

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Glendon Avenue

East/West Lindbrook Drive

Day: Wednesday Date: May 22, 2019 Weather: CLEAR

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

School Day: YES District: Western I/S CODE 16896

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	26	17	17	22
BIKES	18	31	18	20
BUSES	23	5	60	10

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
AM PK 15 MIN	191	7.45	48	9.15	89	7.45	150	9.45
PM PK 15 MIN	134	5.00	108	5.15	95	5.45	200	5.15
AM PK HOUR	683	8.15	190	9.00	309	8.15	523	8.00
PM PK HOUR	513	5.00	396	4.45	346	5.00	757	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	245	297	621
8-9	60	296	314	670
9-10	43	314	266	623
3-4	80	172	158	410
4-5	49	215	160	424
5-6	88	218	207	513
TOTAL	399	1460	1402	3261

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	61	12	99
8-9	49	81	18	148
9-10	51	116	23	190
3-4	65	203	64	332
4-5	80	213	62	355
5-6	93	214	79	386
TOTAL	364	888	258	1510

TOTAL

N-S	720
818	
813	
742	
779	
899	
4771	

XING S/L

Ped	Sch
42	10
53	15
64	24
73	20
82	19
103	2
417	90

XING N/L

Ped	Sch
52	12
76	33
86	28
83	18
99	25
193	7
589	123

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	159	20	237
8-9	61	201	20	282
9-10	61	195	16	272
3-4	65	197	31	293
4-5	57	204	26	287
5-6	62	251	33	346
TOTAL	364	1207	146	1717

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	112	202	37	351
8-9	143	309	71	523
9-10	154	267	92	513
3-4	173	406	70	649
4-5	192	359	81	632
5-6	195	434	128	757
TOTAL	969	1977	479	3425

TOTAL

E-W	588
805	
785	
942	
919	
1103	
5142	

XING W/L

Ped	Sch
38	16
60	20
70	24
114	19
142	23
147	10
571	112

XING E/L

Ped	Sch
19	25
42	33
35	45
68	28
81	35
115	0
360	166

BICYCLE COUNT SUMMARY

STREET:

North/South:	Glendon Avenue		
East/West:	Lindbrook Drive		
Day:	Wednesday	Date:	5/22/2019
School Day:	Yes	District:	Western
Hours:	7-10 AM, 3-6 PM	Staff:	CUI
		Weather:	CLEAR
		I/S Code:	16896

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	1	3	1	5
9-10	0	6	0	6
3-4	0	0	0	0
4-5	0	2	0	2
5-6	1	0	1	2
TOTAL	2	14	2	18

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	2	0	2	5
8-9	1	1	0	2	7
9-10	0	1	1	2	8
3-4	1	5	0	6	6
4-5	0	2	2	4	6
5-6	2	11	2	15	17
TOTAL	4	22	5	31	49

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1	0	3
8-9	0	1	0	1
9-10	1	2	0	3
3-4	1	2	1	4
4-5	1	0	0	1
5-6	1	5	0	6
TOTAL	6	11	1	18

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	1	1	0	2	5
8-9	0	3	0	3	4
9-10	1	0	1	2	5
3-4	1	0	0	1	5
4-5	0	3	0	3	4
5-6	5	4	0	9	15
TOTAL	8	11	1	20	38

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	2	1	2	3	8
- No helmet riders	10	8	5	9	32
- Sidewalk Riding	5	6	5	6	22
- Wrong way riding	5	3	3	2	13

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Glendon Avenue				
East/West:	Lindbrook Drive				
Day:	Wednesday	Date:	May 22, 2019	Weather:	CLEAR
School Day:	YES	District:	Western	I/S Code:	16896
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	9	9	6	34
7:15-7:30	8	8	7	10	33
7:30-7:45	18	12	11	13	54
7:45-8:00	28	23	17	25	93
8:00-8:15	28	16	11	17	72
8:15-8:30	22	8	22	19	71
8:30-8:45	29	19	21	17	86
8:45-9:00	30	25	21	27	103
9:00-9:15	38	21	28	19	106
9:15-9:30	27	19	20	25	91
9:30-9:45	22	19	24	28	93
9:45-10:00	27	29	8	22	86

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	64	52	44	54	214
8 - 9	109	68	75	80	332
9 - 10	114	88	80	94	376
TOTAL	287	208	199	228	922

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	20	38	38	56	152
3:15-3:30	36	44	26	74	180
3:30-3:45	22	30	34	62	148
3:45-4:00	23	34	38	36	131
4:00-4:15	34	38	28	66	166
4:15-4:30	41	56	28	78	203
4:30-4:45	21	28	70	58	177
4:45-5:00	28	42	36	82	188
5:00-5:15	55	46	44	72	217
5:15-5:30	69	56	78	72	275
5:30-5:45	31	42	48	78	199
5:45-6:00	45	62	60	72	239

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	101	146	136	228	611
4 - 5	124	164	162	284	734
5 - 6	200	206	230	294	930
TOTAL	425	516	528	806	2275

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	0	0	0	1
10	13	13	16	52

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Glendon Avenue

East/West Wilshire Boulevard

Day: Wednesday **Date:** May 22, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Western **I/S CODE** 16907

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	16	28	114	109
BIKES	24	27	9	11
BUSES	0	21	155	162

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	56	9.45	83	8.45	529	9.00	493	7.15
<i>PM PK 15 MIN</i>	73	5.00	161	5.00	557	5.15	409	5.00
<i>AM PK HOUR</i>	192	7.45	287	8.30	2010	8.15	1833	8.15
<i>PM PK HOUR</i>	255	4.45	530	4.30	2157	4.45	1436	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	102	15	131
8-9	15	127	36	178
9-10	18	127	44	189
3-4	36	105	55	196
4-5	35	117	76	228
5-6	66	113	75	254
TOTAL	184	691	301	1176

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	41	74	173
8-9	85	77	90	252
9-10	90	60	108	258
3-4	143	157	90	390
4-5	139	192	126	457
5-6	173	189	144	506
TOTAL	688	716	632	2036

TOTAL

N-S	304
430	
447	
586	
685	
760	
3212	

XING S/L

Ped	Sch
30	21
61	42
55	28
32	19
40	26
70	17
288	153

XING N/L

Ped	Sch
36	4
44	6
37	0
49	5
66	5
77	0
309	20

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	228	1324	71	1623
8-9	225	1563	130	1918
9-10	240	1501	147	1888
3-4	107	1633	46	1786
4-5	113	1797	37	1947
5-6	116	1987	46	2149
TOTAL	1029	9805	477	11311

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	1590	189	1828
8-9	57	1503	240	1800
9-10	70	1204	203	1477
3-4	69	801	126	996
4-5	66	1060	166	1292
5-6	55	1134	237	1426
TOTAL	366	7292	1161	8819

TOTAL

E-W	3451
3718	
3365	
2782	
3239	
3575	
20130	

XING W/L

Ped	Sch
27	19
30	27
21	29
12	28
29	38
47	40
166	181

XING E/L

Ped	Sch
25	15
51	18
75	17
62	12
87	15
103	15
403	92

BICYCLE COUNT SUMMARY

STREET:

North/South:	Glendon Avenue		
East/West:	Wilshire Boulevard		
Day:	Wednesday	Date:	5/22/2019
School Day:	Yes	District:	Western
Hours:	7-10 AM, 3-6 PM	Staff:	CUI
		Weather:	CLEAR
		I/S Code:	16907

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	7	0	7
8-9	0	7	0	7
9-10	0	6	0	6
3-4	0	0	0	0
4-5	0	1	0	1
5-6	0	3	0	3
TOTAL	0	24	0	24

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	1	0	0	1	8
8-9	0	2	0	2	9
9-10	0	4	0	4	10
3-4	0	0	0	0	0
4-5	0	9	0	9	10
5-6	0	11	0	11	14
TOTAL	1	26	0	27	51

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	0	0	0
9-10	0	2	0	2
3-4	0	1	0	1
4-5	0	1	0	1
5-6	0	3	0	3
TOTAL	0	9	0	9

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	1	0	1	3
8-9	0	4	0	4	4
9-10	0	2	0	2	4
3-4	0	1	0	1	2
4-5	0	1	0	1	2
5-6	0	2	0	2	5
TOTAL	0	11	0	11	20

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	0	0	0
- No helmet riders	3	9	5	7	24
- Sidewalk Riding	7	8	5	10	30
- Wrong way riding	4	6	3	4	17

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Glendon Avenue				
East/West:	Wilshire Boulevard				
Day:	Wednesday	Date:	May 22, 2019	Weather:	CLEAR
School Day:	YES	District:	Western	I/S Code:	16907
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	8	9	9	8	34
7:15-7:30	10	12	6	9	37
7:30-7:45	7	14	12	14	47
7:45-8:00	15	16	13	15	59
8:00-8:15	9	23	17	18	67
8:15-8:30	15	16	11	11	53
8:30-8:45	10	30	22	13	75
8:45-9:00	16	34	19	15	84
9:00-9:15	13	20	21	18	72
9:15-9:30	6	23	22	13	64
9:30-9:45	8	23	15	13	59
9:45-10:00	10	17	34	6	67

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	40	51	40	46	177
8 - 9	50	103	69	57	279
9 - 10	37	83	92	50	262
TOTAL	127	237	201	153	718

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	12	16	36	8	72
3:15-3:30	9	14	18	0	41
3:30-3:45	11	14	32	8	65
3:45-4:00	22	20	38	8	88
4:00-4:15	14	16	48	20	98
4:15-4:30	18	14	36	12	80
4:30-4:45	17	40	52	22	131
4:45-5:00	22	10	38	4	74
5:00-5:15	22	34	52	8	116
5:15-5:30	23	38	62	34	157
5:30-5:45	13	40	66	18	137
5:45-6:00	19	28	26	34	107

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	54	64	124	24	266
4 - 5	71	80	174	58	383
5 - 6	77	140	206	94	517
TOTAL	202	284	504	176	1166

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	0	1	0	2
6	4	8	5	23

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hilgard Avenue

East/West Weyburn Avenue

Day: Wednesday **Date:** May 22, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Western **I/S CODE** 17446

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	16	20	21	16
BUSES	2	4	3	3
BUSES	45	11	0	1

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	109	8.00	109	9.00	49	9.30	32	7.45
<i>PM PK 15 MIN</i>	105	5.00	161	5.00	91	4.30	30	4.15
<i>AM PK HOUR</i>	386	7.30	410	8.15	189	9.00	102	7.30
<i>PM PK HOUR</i>	389	4.15	577	5.00	331	4.30	114	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	307	5	339
8-9	34	329	12	375
9-10	24	293	10	327
3-4	57	235	14	306
4-5	50	299	13	362
5-6	40	314	17	371
TOTAL	232	1777	71	2080

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	180	34	228
8-9	16	315	57	388
9-10	22	318	48	388
3-4	23	441	70	534
4-5	31	400	71	502
5-6	39	464	74	577
TOTAL	145	2118	354	2617

TOTAL

N-S	567
7-8	763
8-9	715
9-10	840
3-4	864
4-5	948
TOTAL	4697

XING S/L

Ped	Sch
16	4
18	5
15	3
14	4
20	13
32	6
115	35

XING N/L

Ped	Sch
11	13
24	19
13	7
9	7
16	13
37	7
110	66

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	20	61	115
8-9	42	37	72	151
9-10	62	29	98	189
3-4	81	69	125	275
4-5	95	91	140	326
5-6	85	128	115	328
TOTAL	399	374	611	1384

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	48	25	80
8-9	13	61	23	97
9-10	4	48	24	76
3-4	7	66	22	95
4-5	12	70	24	106
5-6	7	56	28	91
TOTAL	50	349	146	545

TOTAL

E-W	195
7-8	248
8-9	265
9-10	370
3-4	432
4-5	419
TOTAL	1929

XING W/L

Ped	Sch
18	18
17	11
14	9
13	9
8	13
17	12
87	72

XING E/L

Ped	Sch
39	14
26	23
25	6
13	6
32	19
47	6
182	74

BICYCLE COUNT SUMMARY

STREET:

North/South:	Hilgard Avenue		
East/West:	Weyburn Avenue		
Day:	Wednesday	Date:	5/22/2019
School Day:	Yes	District:	Western
Hours:	7-10 AM, 3-6 PM	Staff:	CUI
		Weather:	CLEAR
		I/S Code:	17446

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	0	1
9-10	0	1	0	1
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	2	0	2

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	0	0	0	0	1
9-10	0	0	0	0	1
3-4	0	0	0	0	0
4-5	0	2	0	2	2
5-6	0	2	0	2	2
TOTAL	0	4	0	4	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	1	0	1
4-5	0	1	0	1
5-6	0	1	0	1
TOTAL	0	3	0	3

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	2	2	2
8-9	0	0	0	0	0
9-10	0	1	0	1	1
3-4	0	0	0	0	1
4-5	0	0	0	0	1
5-6	0	0	0	0	1
TOTAL	0	1	2	3	6

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	0	0	1
- No helmet riders	2	4	2	3	11
- Sidewalk Riding	0	1	0	0	1
- Wrong way riding	0	1	0	0	1

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Hilgard Avenue				
East/West:	Weyburn Avenue				
Day:	Wednesday	Date:	May 22, 2019	Weather:	CLEAR
School Day:	YES	District:	Western	I/S Code:	17446
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	5	7	10	9	31
7:15-7:30	2	1	7	9	19
7:30-7:45	9	7	17	7	40
7:45-8:00	8	5	19	11	43
8:00-8:15	5	4	9	2	20
8:15-8:30	9	9	10	5	33
8:30-8:45	11	2	13	10	36
8:45-9:00	18	8	17	11	54
9:00-9:15	3	5	5	5	18
9:15-9:30	5	4	6	6	21
9:30-9:45	3	6	11	10	30
9:45-10:00	9	3	9	2	23

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	24	20	53	36	133
8 - 9	43	23	49	28	143
9 - 10	20	18	31	23	92
TOTAL	87	61	133	87	368

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	5	4	6	0	15
3:15-3:30	3	6	6	4	19
3:30-3:45	2	12	8	10	32
3:45-4:00	6	6	6	12	30
4:00-4:15	6	4	12	4	26
4:15-4:30	3	8	16	0	27
4:30-4:45	9	10	16	4	39
4:45-5:00	11	18	20	8	57
5:00-5:15	14	12	10	12	48
5:15-5:30	10	18	32	6	66
5:30-5:45	8	20	24	10	62
5:45-6:00	12	14	28	6	60

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	16	28	26	26	96
4 - 5	29	40	64	16	149
5 - 6	44	64	94	34	236
TOTAL	89	132	184	76	481

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
2	2	3	2	9

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hilgard Avenue

East/West Lindbrook Drive

Day: Wednesday **Date:** May 22, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Western **I/S CODE** 17450

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	0	27	19	7
BIKES	6	10	0	5
BUSES	0	12	45	1

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	0	7.00	108	9.00	113	8.00	80	8.15
<i>PM PK 15 MIN</i>	0	3.00	160	5.00	117	5.00	94	3.45
<i>AM PK HOUR</i>	0	7.00	391	9.00	405	8.30	263	7.45
<i>PM PK HOUR</i>	0	3.00	584	4.30	446	4.30	357	3.00

NORTHBOUND Approach

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

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	0	216	227
8-9	24	0	348	372
9-10	24	0	367	391
3-4	44	0	518	562
4-5	61	0	490	551
5-6	58	0	521	579
TOTAL	222	0	2460	2682

TOTAL

N-S	227
372	
391	
562	
551	
579	
2682	

XING S/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

XING N/L

Ped	Sch
4	0
9	0
7	0
3	0
0	0
4	0
27	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	295	42	0	337
8-9	346	56	0	402
9-10	308	58	0	366
3-4	224	95	0	319
4-5	297	128	0	425
5-6	317	122	0	439
TOTAL	1787	501	0	2288

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	160	42	202
8-9	0	184	51	235
9-10	0	143	42	185
3-4	0	282	75	357
4-5	0	126	66	192
5-6	0	100	54	154
TOTAL	0	995	330	1325

TOTAL

E-W	539
637	
551	
676	
617	
593	
3613	

XING W/L

Ped	Sch
3	0
2	0
2	0
2	0
6	0
5	0
20	0

XING E/L

Ped	Sch
38	0
32	7
36	0
9	0
28	0
41	1
184	8

City of Los Angeles
 Department of Transportation
BICYCLE COUNT SUMMARY

STREET:

North/South:	Hilgard Avenue		
East/West:	Lindbrook Drive		
Day:	Wednesday	Date:	5/22/2019
School Day:	Yes	District:	Western
Hours:	7-10 AM, 3-6 PM	Staff:	CUI
		Weather:	CLEAR
		I/S Code:	17450

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	0	1
9-10	0	1	1	2
3-4	0	0	0	0
4-5	0	0	2	2
5-6	0	0	1	1
TOTAL	0	2	4	6

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	0	1	0	1	2
9-10	0	0	0	0	2
3-4	0	0	0	0	0
4-5	0	3	0	3	5
5-6	0	6	0	6	7
TOTAL	0	10	0	10	16

EASTBOUND Approach

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

WESTBOUND Approach

Hours	Lt	Th	Rt	Total	E-W
7-8	0	0	0	0	0
8-9	1	0	2	3	3
9-10	1	0	0	1	1
3-4	0	0	0	0	0
4-5	0	0	0	0	0
5-6	1	0	0	1	1
TOTAL	3	0	2	5	5

REMARKS (6 hour total):

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	0	2	3
- No helmet riders	3	6	0	2	11
- Sidewalk Riding	1	1	0	0	2
- Wrong way riding	0	0	0	0	0

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI

LADOT 2015 CMP

PEDESTRIAN COUNT SUMMARY

STREET:

North/South:	Hilgard Avenue				
East/West:	Lindbrook Drive				
Day:	Wednesday	Date:	May 22, 2019	Weather:	CLEAR
School Day:	YES	District:	Western	I/S Code:	17450
Hours:	7-10 AM, 3-6 PM	Staff:	CUI		

AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	0	0	8	2	10
7:15-7:30	1	0	8	0	9
7:30-7:45	3	0	9	0	12
7:45-8:00	0	0	13	1	14
8:00-8:15	2	0	12	1	15
8:15-8:30	2	0	5	0	7
8:30-8:45	5	0	10	1	16
8:45-9:00	0	0	12	0	12
9:00-9:15	0	0	7	0	7
9:15-9:30	0	0	6	1	7
9:30-9:45	7	0	15	0	22
9:45-10:00	0	0	8	1	9

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	4	0	38	3	45
8 - 9	9	0	39	2	50
9 - 10	7	0	36	2	45
TOTAL	20	0	113	7	140

PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	0	0	2	4	6
3:15-3:30	0	0	6	0	6
3:30-3:45	1	0	6	0	7
3:45-4:00	2	0	4	0	6
4:00-4:15	0	0	6	4	10
4:15-4:30	0	0	18	4	22
4:30-4:45	0	0	12	0	12
4:45-5:00	0	0	20	4	24
5:00-5:15	1	0	4	0	5
5:15-5:30	0	0	28	0	28
5:30-5:45	2	0	24	4	30
5:45-6:00	1	0	26	6	33

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	3	0	18	4	25
4 - 5	0	0	56	12	68
5 - 6	4	0	82	10	96
TOTAL	7	0	156	26	189

REMARKS (6 hour total):

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	1	0	1
2	2	4	0	8

N: North, S: South, E: East, W: West, I/S: Intersection

Source:

LADOT 2015 CMP



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Malcolm Avenue

East/West Lindbrook Drive

Day: Wednesday **Date:** May 22, 2019 **Weather:** CLEAR

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

School Day: YES **District:** Western **I/S CODE** -

	N/B	S/B	E/B	W/B
DUAL-WHEELED BIKES	13	10	10	6
BUSES	0	3	4	4
BUSES	3	1	0	0

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AM PK 15 MIN</i>	82	7.45	33	7.45	25	8.45	55	8.15
<i>PM PK 15 MIN</i>	59	3.45	51	5.15	55	4.00	90	3.30
<i>AM PK HOUR</i>	272	7.30	110	7.30	93	8.30	175	8.00
<i>PM PK HOUR</i>	209	3.45	191	5.00	180	4.30	315	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	134	11	232
8-9	79	120	13	212
9-10	47	115	18	180
3-4	79	76	26	181
4-5	78	88	19	185
5-6	57	94	10	161
TOTAL	427	627	97	1151

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	50	16	93
8-9	32	49	19	100
9-10	29	48	19	96
3-4	62	46	24	132
4-5	88	41	17	146
5-6	104	71	16	191
TOTAL	342	305	111	758

TOTAL

N-S
325
312
276
313
331
352
1909

XING S/L

Ped	Sch
20	2
18	2
17	5
4	1
11	3
8	6
78	19

XING N/L

Ped	Sch
16	0
14	2
7	2
6	3
9	1
5	3
57	11

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	42	9	53
8-9	7	62	15	84
9-10	5	63	15	83
3-4	5	109	23	137
4-5	10	149	19	178
5-6	16	138	25	179
TOTAL	45	563	106	714

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	98	14	121
8-9	7	146	22	175
9-10	11	120	12	143
3-4	12	259	44	315
4-5	5	93	22	120
5-6	11	75	16	102
TOTAL	55	791	130	976

TOTAL

E-W
174
259
226
452
298
281
1690

XING W/L

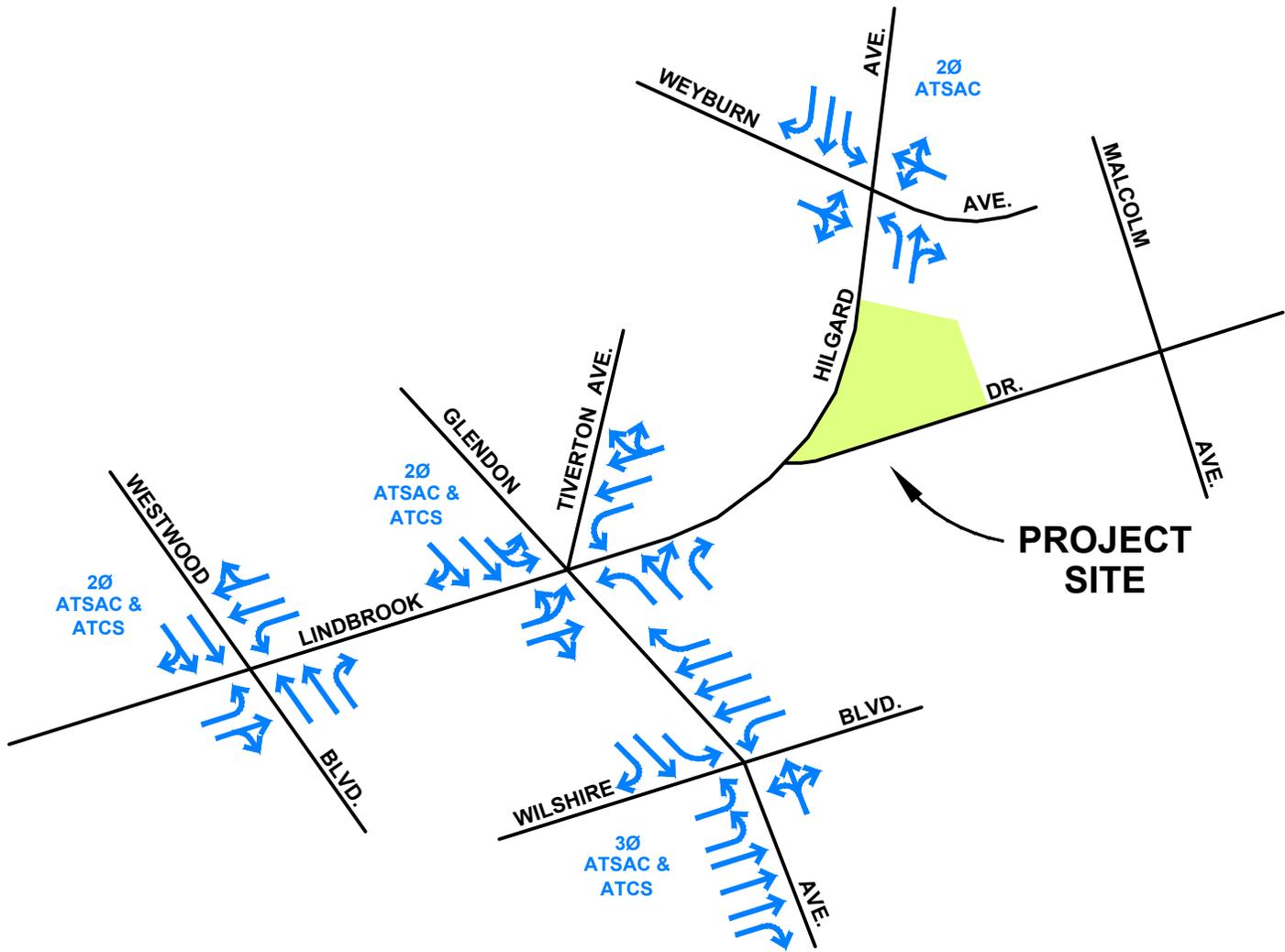
Ped	Sch
16	0
9	0
9	1
9	1
12	3
11	3
66	8

XING E/L

Ped	Sch
7	0
5	1
0	1
0	0
2	0
2	0
16	2

APPENDIX B

**STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS**



LEGEND	
Ø	: NUMBER OF SIGNAL PHASES
ATCS	: AUTOMATED TRAFFIC SURVEILLANCE AND CONTROL
ATCS	: ADAPTIVE TRAFFIC CONTROL SYSTEM
BLUE	: EXISTING & FUTURE CONDITIONS

APPENDIX B

10/22/2019

UCLA/Hilgard/Faculty/Housing/LANE-CONFIG

STUDY INTERSECTION GEOMETRICS
AND TRAFFIC CONTROL CONDITIONS

Transportation Planning
 Traffic Engineering
 300 Corporate Pointe, Suite 470
 Culver City, California 90230
 PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX C
CMA LOS CALCULATION WORKSHEETS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	DH	Date:	10/25/2019				
1	East-West Street:	LINDBROOK DRIVE	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	RK	Project:	UCLA Hilgard Faculty				
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0
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Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	GLENDON AVENUE			Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	DH		Date:	10/25/2019						
2	East-West Street:	LINDBROOK DRIVE			Projection Year:	2023		Peak Hour:	PM		Reviewed by:	RK		Project:	UCLA Hilgard Faculty						
No. of Phases		2			Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		ATSAC-1 or ATSAC+ATCS-2?		2		Override Capacity		0		
NB--		0		SB--		0		NB--		0		SB--		0		NB--		0		SB--	
EB--		0		WB--		0		EB--		0		WB--		0		EB--		0		WB--	
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Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	GLENDON AVENUE			Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	DH		Date:	10/25/2019			
	East-West Street:	WILSHIRE BOULEVARD			Projection Year:	2023		Peak Hour:	PM		Reviewed by:	RK		Project:	UCLA Hilgard Faculty			
	No. of Phases					3			3			3			3		3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0		0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	
	ATSAC-1 or ATSAC+ATCS-2?	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	
	Override Capacity					2			2			2			2		2	
						0			0			0			0		0	
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						0												

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	HILGARD AVENUE			Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	DH		Date:	10/25/2019				
4	East-West Street:	WEYBURN AVENUE			Projection Year:	2023		Peak Hour:	AM		Reviewed by:	RK		Project:	UCLA Hilgard Faculty				
No. of Phases		2			2		2		2		2		2		2		2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		0		0		0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		0		0		0		0		0		0		
ATSAC-1 or ATSAC+ATCS-2?		1			1		1		1		1		1		1		1		
Override Capacity		0			0		0		0		0		0		0		0		
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	2	33	33	0	32	1	32	2	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	315	0	324	11	326	335	22	350	0	359	11	361	0	370	0	361	0	370
	Through-Right		1							1				1				1	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
SOUTHBOUND	Left	22	1	22	0	22	22	4	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	336	1	336	2	338	338	22	372	1	372	2	374	1	374	0	374	1	374
	Through-Right		0							0				0				0	
	Right	52	1	52	0	52	52	0	54	1	54	0	54	1	54	0	54	1	54
EASTBOUND	Left	48	0	48	0	48	48	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		0							0				0				0	
	Through	39	0	160	0	39	160	0	41	0	167	0	41	0	167	0	41	0	167
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	76	0	0	0	76	0	0	0	76	0	0
WESTBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	55	0	96	0	55	96	0	57	0	103	0	57	0	103	0	57	0	103
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	4	34	0	0	0	34	0	0	0	34	0	0
CRITICAL VOLUMES		North-South:		367	North-South:		371	North-South:		404	North-South:		408	North-South:		408	North-South:		408
		East-West:		172	East-West:		172	East-West:		179	East-West:		179	East-West:		179	East-West:		179
		SUM:		539	SUM:		543	SUM:		583	SUM:		587	SUM:		587	SUM:		587
VOLUME/CAPACITY (V/C) RATIO:								0.389				0.391				0.391			
V/C LESS ATSAC/ATCS ADJUSTMENT:								0.319				0.321				0.321			
LEVEL OF SERVICE (LOS):								A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	HILGARD AVENUE		Year of Count:	2019		Ambient Growth: (%):	1		Conducted by:	DH		Date:	10/25/2019					
4	East-West Street:	WEYBURN AVENUE		Projection Year:	2023		Peak Hour:	PM		Reviewed by:	RK		Project:	UCLA Hilgard Faculty					
No. of Phases						2			2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0			0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
Override Capacity						1			1			1			1				
						0			0			0			0				
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	40	1	40	1	41	41	0	42	1	42	1	43	1	43	0	43	1	43
	Left-Through		0							0			0				0		
	Through	314	0	331	3	317	334	43	370	0	388	3	373	0	391	0	373	0	391
	Through-Right		1							1			1				1		
	Right	17	0	0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	39	1	39	0	39	39	6	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0			0				0		
	Through	464	1	464	10	474	474	45	528	1	528	10	538	1	538	0	538	1	538
	Through-Right		0							0			0				0		
	Right	74	1	74	0	74	74	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
EASTBOUND	Left	85	0	85	0	85	85	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through		0							0			0				0		
	Through	128	0	328	0	128	330	0	133	0	341	0	133	0	343	0	133	0	343
	Through-Right		0							0			0				0		
	Right	115	0	0	2	117	0	0	120	0	0	2	122	0	0	0	122	0	0
	Left-Through-Right		1							1			1				1		
	Left-Right		0							0			0				0		
WESTBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0			0				0		
	Through	56	0	91	0	56	91	0	58	0	104	0	58	0	104	0	58	0	104
	Through-Right		0							0			0				0		
	Right	28	0	0	0	28	0	10	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1			1				1		
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 504		North-South: 515		North-South: 570		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581	
		East-West: 335		East-West: 337		East-West: 348		East-West: 350		East-West: 350		East-West: 350		East-West: 350		East-West: 350		East-West: 350	
		SUM: 839		SUM: 852		SUM: 918		SUM: 931		SUM: 931		SUM: 931		SUM: 931		SUM: 931		SUM: 931	
VOLUME/CAPACITY (V/C) RATIO:				0.559		0.568		0.612		0.621		0.621		0.621		0.621		0.621	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489		0.498		0.542		0.551		0.551		0.551		0.551		0.551	
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

APPENDIX D
VMT CALCULATOR REPORT OUTPUTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	100	DU
Housing Multi-Family	100	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	381 Daily Vehicle Trips
0 Daily VMT	1,928 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	381 Net Daily Trips
The net increase in daily VMT ≤ 0	1,928 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

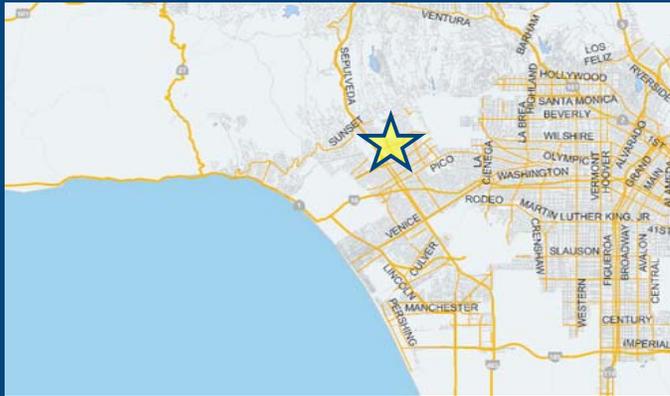


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	100	DU

TDM Strategies

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

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

A **Parking**

Reduce Parking Supply Proposed Prj Mitigation

city code parking provision for the project site

actual parking provision for the project site

Unbundle Parking Proposed Prj Mitigation

monthly parking cost (dollar) for the project site

Parking Cash-Out Proposed Prj Mitigation

percent of employees eligible

Price Workplace Parking Proposed Prj Mitigation

daily parking charge (dollar)

percent of employees subject to priced parking

Residential Area Parking Permits Proposed Prj Mitigation

cost (dollar) of annual permit

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
381 Daily Vehicle Trips	381 Daily Vehicle Trips
1,928 Daily VMT	1,928 Daily VMT
5.2 Household VMT per Capita	5.2 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 7.4 15% Below APC	Household: No Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	Work: N/A Threshold = 11.1 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 6, 2020

Project Name: UCLA Hilgard Faculty Housing Project

Project Scenario: With Project

Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	100	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	Office	General Office	0.000
Medical Office		0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 6, 2020

Project Name: UCLA Hilgard Faculty Housing Project

Project Scenario: With Project

Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

Analysis Results			
Total Employees: 0			
Total Population: 225			
Proposed Project		With Mitigation	
381	Daily Vehicle Trips	381	Daily Vehicle Trips
1,928	Daily VMT	1,928	Daily VMT
5.2	Household VMT per Capita	5.2	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.4			
Work = 11.1			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.4	No	Household > 7.4	No
Work > 11.1	N/A	Work > 11.1	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 6, 2020

Project Name: UCLA Hilgard Faculty Housing Project

Project Scenario: With Project

Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	<i>Reduce parking supply</i>	<i>City code parking provision (spaces)</i>	0	0
		<i>Actual parking provision (spaces)</i>	0	0
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	\$0	\$0
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	0%	0%
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	\$0.00	\$0.00
		<i>Employees subject to priced parking (%)</i>	0%	0%
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 6, 2020

Project Name: UCLA Hilgard Faculty Housing Project

Project Scenario: With Project

Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 6, 2020

Project Name: UCLA Hilgard Faculty Housing Project

Project Scenario: With Project

Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

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



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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 6, 2020
 Project Name: UCLA Hilgard Faculty Housing Project
 Project Scenario: With Project
 Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 6, 2020
 Project Name: UCLA Hilgard Faculty Housing Project
 Project Scenario: With Project
 Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

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

Final Combined & Maximum TDM Effect

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

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 6, 2020

Project Name: UCLA Hilgard Faculty Housing Project

Project Scenario: With Project

Project Address: 1018 S HILGARD AVE, 90024



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	135	-18.5%	110	3.7	500	407
Home Based Other Production	363	-44.1%	203	3.8	1,379	771
Non-Home Based Other Production	0	0.0%	0	7.4	0	0
Home-Based Work Attraction	0	0.0%	0	13.5	0	0
Home-Based Other Attraction	66	-45.5%	36	10.6	700	382
Non-Home Based Other Attraction	36	-11.1%	32	11.5	414	368

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	110	407	0.0%	110	407
Home Based Other Production	0.0%	203	771	0.0%	203	771
Non-Home Based Other Production	0.0%	0	0	0.0%	0	0
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	36	382	0.0%	36	382
Non-Home Based Other Attraction	0.0%	32	368	0.0%	32	368

MXD VMT Methodology Per Capita & Per Employee

Total Population: 225

Total Employees: 0

APC: West Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,178	1,178
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	5.2	5.2
<i>Total Work Based VMT Per Employee</i>	N/A	N/A