# 3440 Wilshire Boulevard Project Transportation Analysis



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# **1. INTRODUCTION**

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed 3440 Wilshire Project, located at 3440 Wilshire Boulevard, south of Wilshire Boulevard, west of Mariposa Avenue and east of Irolo Street in the City of Los Angeles. This study was conducted as part of an environmental document being prepared for the proposed Project.

## PROJECT DESCRIPTION

The proposed project is on Wilshire Boulevard between Irolo Street and Mariposa Avenue. The adjacent land uses includes a church to the north, apartments to the south, retail, a school, and parking to the east, and office and retail to the west. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system. Regional access to the project site is provided by the Santa Monica Freeway, Interstate 10 (I-10), with access ramps approximately 1.7 miles to the south and the Hollywood Freeway, United States 101 (US-101) with access ramps approximately 1.6 miles to the north. The project is located directly adjacent to the Metro Purple Line Wilshire/Normandie Station.

The project site is currently a parking structure with two office buildings on the site that will remain. The existing office buildings contain approximately 760,456 square feet of office space, including retail, fast food restaurants, and sit down restaurants. The Project will demolish the existing parking structure and build 641 multifamily high rise residential units and 18,454 square feet of retail space. In addition, the project will build two levels of underground parking structure and four levels of above ground parking.

The site currently has five driveways that provide access to the existing uses on the site. Two full access driveways are located on Mariposa Avenue. Two full access driveways are located on 7th Street and one full access driveway is located on Irolo Street. With the project, the southern driveway on Mariposa Avenue will be closed, leaving the site with four driveways to service the property. The residents will primarily use the Mariposa Avenue driveway and eastern 7th Street driveway, but all other land uses on the site will have access to use each of the driveways, similar to the existing site access. The loading areas for the project uses will be located in the parking structure on Level 1 and will be accessible from the Mariposa Avenue driveway. A site plan of the project site is presented in Figure 2A and 2B.

## STUDY SCOPE

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a memorandum of understanding dated August 2018. The MOU is included in Appendix A to this document.



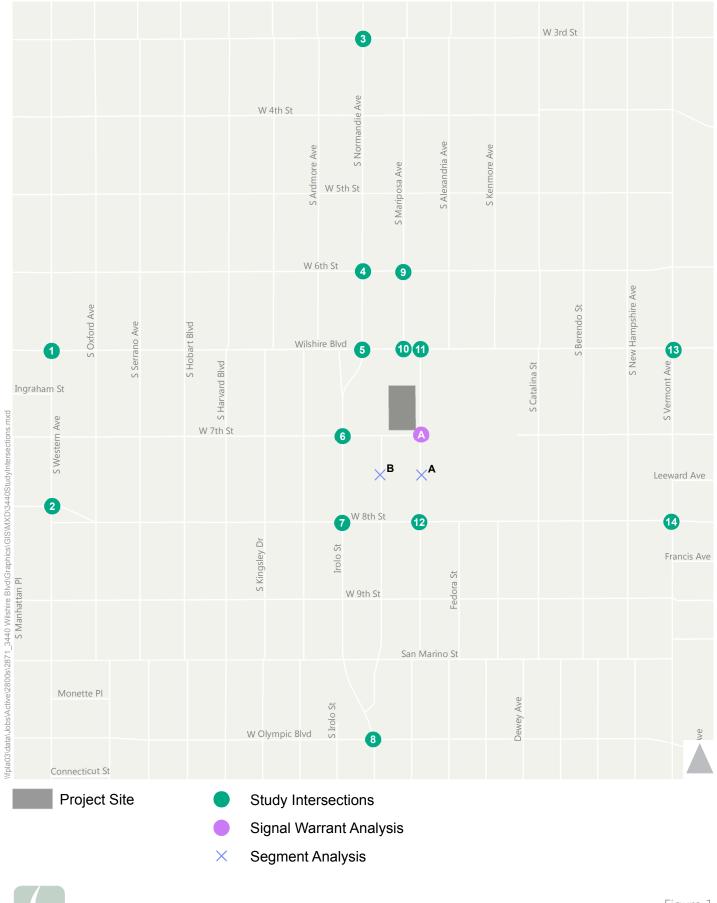
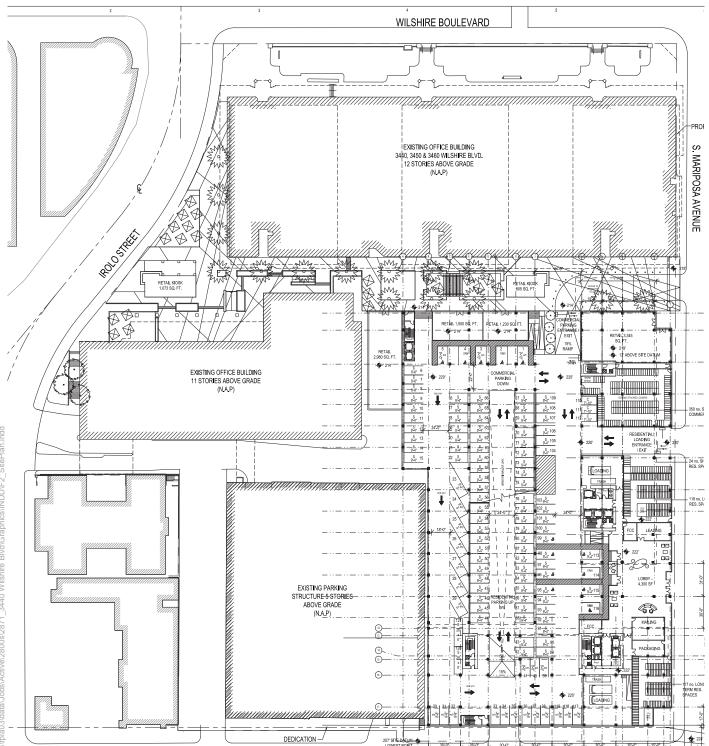


Figure 1 3440 Wilshire Study Intersections



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Figure 2A Site Plan - Level 1



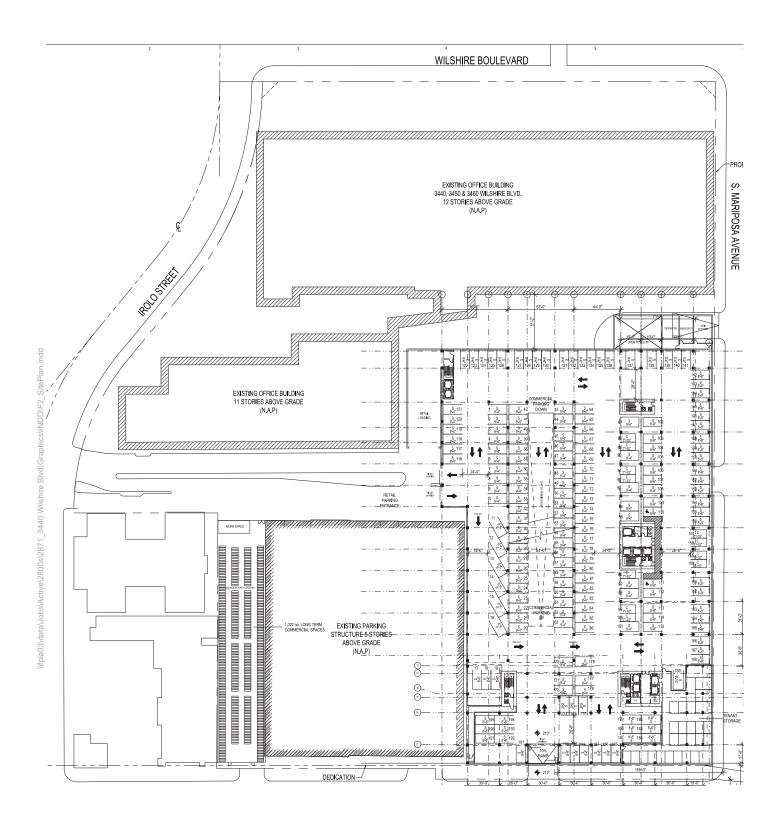


Figure 2B Site Plan - Level B1





### TRAFFIC SCENARIOS

The study assumes that the project would be completed by year 2026 and is directed at analyzing the potential project generated traffic impact on local street system under both existing and future year traffic conditions. The following traffic scenarios have been developed and analyzed as part of this study:

- <u>Existing Conditions</u> The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the transportation system serving the project site, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described below.
- <u>Existing plus Project Conditions</u> This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of Project-generated traffic. The impacts of the proposed Project on existing traffic operating conditions were then identified.
- <u>Future Base (Year 2026) Conditions</u> Future traffic projections without the proposed project were developed for the year 2026. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth, related projects, and transportation network changes in the vicinity of the project site by the year 2026.
- <u>Future (Year 2026) plus Project Conditions</u> This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of Project-generated traffic. The impacts of the proposed Project on future traffic operating conditions were then identified.

### STUDY LOCATIONS

Fourteen signalized intersections, one stop-controlled intersections, and two local street segments were selected for analysis in consultation with LADOT.

#### **Signalized Intersections**

The following 14 signalized intersections, illustrated in Figure 1, were identified in conjunction with LADOT to be analyzed as part of the scope of work for this Project:

- 1. Western Avenue & Wilshire Boulevard
- 2. Western Avenue & 8<sup>th</sup> Street
- 3. Normandie Avenue & 3<sup>rd</sup> Street
- 4. Normandie Avenue & 6<sup>th</sup> Street
- 5. Normandie Avenue & Wilshire Boulevard
- 6. Irolo Street & 7<sup>th</sup> Street
- 7. Irolo Street & 8<sup>th</sup> Street
- 8. Normandie Avenue & Olympic Boulevard
- 9. Mariposa Avenue & 6<sup>th</sup> Street
- 10. Mariposa Avenue (West) & Wilshire Boulevard
- 11. Mariposa Avenue (East) & Wilshire Boulevard





- 12. Mariposa Avenue & 8<sup>th</sup> Street
- 13. Vermont Avenue & Wilshire Boulevard
- 14. Vermont Avenue & 8<sup>th</sup> Street

#### **Unsignalized Analysis**

The following stop-controlled intersection, illustrated in Figure 1, was identified in conjunction with LADOT to be considered for a signal warrant analysis:

A. Mariposa Avenue & 7<sup>th</sup> Street

#### Segment Analysis

The following two segments, illustrated in Figure 1, were identified in conjunction with LADOT to be analyzed as part of the scope of work for this Project:

Segment A. Mariposa Avenue, south of 7<sup>th</sup> Street Segment B. Normandie Avenue, south of 7<sup>th</sup> Street

#### **Freeway Analysis**

The *Congestion Management Program for Los Angeles* County (CMP) (Metro, 2010) requires that all CMP mainline freeway monitoring locations where a proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours be analyzed. The proposed Project is not expected to add 150 or more vehicle trips during the AM or PM peak hours on nearby freeways (see Chapter 5). Therefore, no analysis of freeway segments is required for CMP purposes.

In addition, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (October 2013, as amended in December 2015), sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the traffic study memorandum of understanding for this Project that the Project would not meet the criteria requiring a freeway impact analysis (see Appendix A). Accordingly, no further analysis under the City's amended agreement with Caltrans was required.

## ORGANIZATION OF REPORT

This report is divided into nine chapters, including this introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area, a summary of existing traffic volumes, and an assessment of existing operating conditions. The methodologies used to develop traffic forecasts for the Existing, Existing plus Project, Future Base, and Future plus Project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts of the proposed Project under both existing and future conditions. The results of the neighborhood impact analysis are provided in Chapter 5. The results of the regional transportation system analysis are provided in Chapter 6. Chapter 7 provides an assessment of the proposed Project's access scheme. Chapter 8 summarizes the construction impact analysis. Chapter 9 provides the summary and conclusions.



## 2. EXISTING CONDITIONS

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

## STUDY AREA

The project site is within the Wilshire Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Western Avenue to the west, Vermont Avenue to the east, 3<sup>rd</sup> Street to the north, and Olympic Boulevard to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

## EXISTING STREET SYSTEM

Major arterials serving the study area include Western Avenue, Normandie Ave/Irolo St, Mariposa Avenue and Vermont Avenue in the north/south direction and 3<sup>rd</sup> Street, 6<sup>th</sup> Street, Wilshire Boulevard, 8<sup>th</sup> Street and Olympic Boulevard in the east/west direction.

Interstate 10 lies approximately two miles south of the site and US-101 lies approximately 1.5 miles north of the site. Each of these interstates provides regional access to and from the study area.

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

### FREEWAYS

- **Interstate 10** runs in an east/west direction and extends from the Pacific Ocean eastward through Los Angeles County and beyond. In the vicinity of the study area, the freeway provides four lanes in each direction plus auxiliary lanes. Ramps are provided at Western Avenue, Normandie Avenue and Vermont Avenue.
- **US-101** runs in the southeast-northwest direction, extending from downtown Los Angeles through Hollywood and the San Fernando Valley and beyond. In the vicinity of the study area, the Hollywood freeway provides four lanes in each direction plus auxiliary lanes. Ramps are provided at Western Avenue, Santa Monica Boulevard, Melrose Avenue, and Vermont Avenue.

### EAST/WEST STREETS

• **3rd Street** is designated as an Avenue II in the City of Los Angles' *Mobility Plan 2035* and runs north of the project site with two travel lanes in each direction within the project study area. Parking is



permitted along portions of the roadway on both sides of the street. Left-turn pockets are present at major intersections. 3rd Street is part of the Bicycle Enhanced Network, the Moderate Transit Enhanced Network, and the Pedestrian Enhanced Districts in the *Mobility Plan 2035*.

- **6th Street** is designated as an Avenue II that runs north of the project site with two travel lanes in each direction and with no on-street parking during peak hours. During non-peak hours, parking is permitted in the westbound direction leaving one travel lane in that direction and two eastbound travel lanes. Left-turn pockets are present at major intersections.
- **7th Street** is designated as an Avenue II that runs along the southern edge of the project site with one travel lane in each direction. Parking is permitted on both sides of the street and left-turn pockets are present at major intersections. Portions of 7th Street are part of the Neighborhood Enhanced Network and the Pedestrian Enhanced Districts in the *Mobility Plan 2035*.
- **8th Street** is designated as an Avenue II that runs south of the project site with two travel lanes in each direction. Parking is generally permitted on both sides of the street and left-turn pockets are present at major intersections. A portion of 8th Street near the project site is part of the Neighborhood Enhanced Network and the Pedestrian Enhanced Districts.
- **Olympic Boulevard** is designated as a Boulevard II that runs south of the project site with three travel lanes in each direction during peak hours and with two travel lanes in each direction during non-peak hours. Parking is permitted on both sides of the street only during non-peak hours. Left-turn pockets are present at major intersections. Olympic Boulevard is part of the Vehicle Enhanced Network and the Pedestrian Enhanced Districts.
- Wilshire Boulevard is designated as an Avenue I that runs north of the project site with two travel lanes in each direction and turn pockets are major intersections. An additional travel lane in each direction provides dedicated right-of-way for bus only lanes during peak hours. Parking is permitted on both sides of the street during non-peak period times. Wilshire Boulevard is part of the Tier 2 Bicycle Lane Network, the Comprehensive Transit Enhanced Network, and the Pedestrian Enhanced Districts.

### NORTH/SOUTH STREETS

- **Irolo Street** is designated as an Avenue III that runs west of the project site, south of Wilshire Boulevard with one travel lane in each direction. Parking is permitted on both sides of the street. Irolo Street is part of the Pedestrian Enhanced Districts in the *Mobility Plan 2035*.
- **Mariposa Avenue** is designated as a Local Street that runs east of the project site with one travel lane in each direction and parking permitted throughout the study area.
- **Normandie Avenue** is designated as an Avenue III that runs west of the project site with two southbound travel lanes and one northbound travel lane during the AM peak period and one southbound travel lane and two northbound travel lanes during the PM peak period. Parking is prohibited along the east side of the street during the AM peak period and is prohibited along the west side of the street during the PM peak period. Left-turn pockets are present at major





intersections. In the study area, Normandie Avenue is part of the Pedestrian Enhanced Districts north of Wilshire Boulevard and south of Irolo Street.

- Vermont Avenue is designated as an Avenue I that runs east of the project site with two travel lanes in each direction. Parking is permitted on both sides of the street and left-turn pockets are present at major intersections. North of Wilshire Boulevard, Vermont Avenue widens to three travel lanes in each direction during peak hours and parking is only permitted during non-peak hours. In the study area, Vermont Avenue is part of the Comprehensive Transit Enhanced Network and the Pedestrian Enhanced Districts.
- Western Avenue is designated as an Avenue II that runs west of the project site with two travel lanes in each direction. South of 6<sup>th</sup> street, parking is generally only permitted on one side of the street. North of 6<sup>th</sup> street, parking is permitted on both sides of the street. Left-turn pockets are present at major intersections. Western Avenue is part of the Moderate Plus Transit Enhanced Network and the Pedestrian Enhanced Districts.

Lane configurations of the study intersections are provided in Appendix B.

## EXISTING PUBLIC TRANSIT SERVICE

The Project site is served by a high level of public transit. Figure 3 shows the various metro bus routes, rapid bus routes, and Metro Rail lines providing service in the study area. The project is located adjacent to the Metro Purple Line Wilshire/Normandie Station. Eight local Metro (Route 16/17, 18, 20, 28, 66, 204, 206, 207), four Metro Rapid (Route 720, 728, 754, 757), two DASH (Wilshire Center/Koreatown and Hollywood/Wilshire), one Foothill Transit (Route 481), and one Commuter Express (Route 534) bus routes provide service within <sup>1</sup>/<sub>2</sub> mile of the project site along Wilshire Boulevard. In addition, Wilshire Boulevard has east-west dedicated bus lanes. Table 1 details the transit service near the project site.

## EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Figure 4 shows citywide designated bicycle facilities in the project area. As shown in the figure, Wilshire Boulevard has peak hour bus lanes with bicycles permitted. S Oxford Avenue contains a bike lane that extends from W 3<sup>rd</sup> Street northwards. W 7<sup>th</sup> Street contains a bike lane from S Catalina Street eastwards. The *Mobility Plan 2035* identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those which are more likely to be built by 2035. The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic-calming measures that close the gaps between streets containing bicycle facilities. Within the Study Area, W 7<sup>th</sup> Street east of S New Hampshire Avenue is a planned Tier 1 Protected Bicycle Lane. Several streets within the study area are included within the planned Neighborhood Enhanced Network, including W 9<sup>th</sup> Street/James Wood Boulevard, W 4<sup>th</sup> Street and S Harvard Boulevard.

The study area generally has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout the study area.





TABLE 1 3440 WILSHIRE PROJECT EXISTING TRANSIT SERVICE										
Transit Route         Operator         Service Type         Service From         Via         Weekday Headways										
Hansit Route	Operator	Service Type	Service From	Via	AM	PM				
/ilshire Center/Koreatown Loop	LADOT	Shuttle	Wilshire Center/Koreatown Loop	Western Ave	20 mins.	20 mins.				
Hollywood/Wilshire Loop	LADOT	Shuttle	Hollywood/Wilshire Loop	Western Ave	25 mins.	25 mins.				
16/17/316	Metro	Local	Century City to 6th & Los Angeles	3rd St	1-8 mins.	1-9 mins.				
18	Metro	Local	Wilshire Center to Montebello	6th St	8-12 mins.	6-20 mins				
20	Metro	Local	Santa Monica to 7th & Main	Wilshire Blvd	6-10 mins.	12-16 mins.				
28	Metro	Local	Century City to Eagle Rock	Olympic Blvd	9-13 mins.	8-15 mins.				
66	Metro	Local	Wilshire Center to Montebello	8th St	3-10 mins.	5-11 mins.				
204	Metro	Local	Athens to Hollywood	Vermont Ave	8-11 mins.	10-15 mins.				
206	Metro	Local	Athens to Hollywood	Normandie Ave/Irolo St	7-10 mins.	11-16 mins.				
207	Metro	Local	Los Feliz to Hawthorne	Western Ave	10-13 mins.	10-15 mins.				
720	Metro	Rapid	Santa Monica to Commerce	Wilshire Blvd	3-11 mins.	3-12 mins.				
728	Metro	Rapid	Century City to Union Station	Olympic Blvd	12 mins.	10-12 mins.				
754	Metro	Rapid	Athens to Hollywood	Vermont Ave	5-6 mins.	5-10 mins.				
757	Metro	Rapid	Hawthorne to Los Feliz	Western Ave	6-15 mins.	10-16 mins.				
481	Foothill	Regional	Wilshire Center to El Monte Station	Wilshire Blvd	20 mins.	15-20 mins.				
534	LADOT	Commuter Express	Westwood to Union Station	Olympic Blvd	15 mins.	30 mins.				
Purple Line	Metro	Heavy Rail	Koreatown to Union Station	Wilshire Blvd	10 mins.	10 mins.				



## EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

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

### EXISTING TRAFFIC VOLUMES

New weekday AM and PM peak hour turning movement counts were collected at the study intersections on Tuesday, April 17, 2018. The existing weekday morning and afternoon peak hour volumes at the study intersections are provided in Appendix B. Count sheets for these intersections are contained in Appendix C.

### LEVEL OF SERVICE METHODOLOGY

A variety of standard methodologies are available to analyze LOS. According to *Transportation Impact Study Guidelines* (LADOT, December 2016), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) to analyze signalized intersections in the City of Los Angeles. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 2A. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade.

For the driveway analysis, the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2010) methodology was used to analyze the delay. Under HCM methodology, delay is calculated in seconds and given an LOS grade, as shown in Table 2B.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All of the study intersections located in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.

### EXISTING LEVELS OF SERVICE

Existing year traffic volumes presented in Appendix B were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. Table 3 summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As indicated, all of the 14 signalized intersections analyzed for impacts operate at LOS D or better during both peak periods. Analysis sheets are provided in Appendix D.



#### TABLE 2A LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS CMA METHODOLOGY

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

TABLE 2B
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Control Delay (seconds/vehicle)
А	<u>&lt;</u> 10.0
В	> 10.0 and <u>&lt;</u> 15.0
С	> 15.0 and <u>&lt;</u> 25.0
D	> 25.0 and <u>&lt;</u> 35.0
E	> 35.0 and <u>&lt;</u> 50.0
F	> 50.0
Source: <i>Highway Capacity Manual,</i> Transp	portation Research Board, 2010.

	TABLE 3 3440 WILSHIRE PROJECT EXISTING CONDITIONS INTERSECTION LEVELS OF SERVICE									
NO.	INTERSECTION	PEAK HOUR	EXISTING (2018)							
			V/C	LOS						
1	Western Ave &	AM	0.719	С						
	Wilshire Blvd	PM	0.661	В						
2	Western Ave &	AM	0.660	В						
	8th St	PM	0.619	В						
3	Normandie Ave &	AM	0.627	В						
	3rd St	PM	0.587	А						
4	Normandie Ave &	AM	0.562	А						
	6th St	PM	0.571	А						
5	Normandie Ave &	AM	0.679	В						
	Wilshire Blvd	PM	0.687	В						
6	Irolo St &	AM	0.521	А						
	7th St	PM	0.583	А						
7	Irolo St &	AM	0.712	С						
	8th St	PM	0.709	C						
8	Normandie Ave &	AM	0.696	В						
	Olympic Blvd	PM	0.715	C						
9	Mariposa Ave &	AM	0.483	А						
	6th St	PM	0.517	Α						
10	Mariposa Ave (West) &	AM	0.545	А						
	Wilshire Blvd	PM	0.525	A						
11	Mariposa Ave (East) &	AM	0.511	A						
	Wilshire Blvd	PM	0.467	А						
12	Mariposa Ave &	AM	0.403	А						
	8th St	PM	0.450	A						
13	Vermont Ave &	AM	0.833	D						
	Wilshire Blvd	PM	0.757	С						
14	Vermont Ave &	AM	0.649	В						
	8th St	PM	0.651	В						

# **3. TRAFFIC PROJECTIONS**

## PROJECT TRAFFIC

The development of trip generation estimates for the proposed project involves the use of a 3-step process similar to that discussed for the cumulative projects: trip generation, trip distribution, and traffic assignment.

### PROJECT TRIP GENERATION

As discussed in Chapter 1, the proposed project consists of 641 multifamily high rise residential units and 18,454 square feet of retail space.

Trip generation rates from *Trip Generation*, 10<sup>th</sup> Edition (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of trips associated with the project and are presented in Table 4. The ITE 10<sup>th</sup> edition introduces and defines the geographic setting for four different settings/locations: Rural, General Urban/Suburban, Dense Multi-Use Urban, and City Core. In many instances, trip generation rates are provided for each land use by geographic setting. The Project is located in an area that meets the dense multi-use urban ITE definitions; therefore, the trip generation rates for dense multi-use urban were used when available. However, for mid-rise and high-rise multifamily housing sites in dense multi-use urban and center city core areas, empirical trip generation data from surveys conducted at properties located within the City of Los Angeles area are available as a secondary data source to the ITE trip rates. The local data reveals higher high-rise residential trip generation rates than the ITE 10<sup>th</sup> edition rates; therefore, the local data was used for the residential component of this project. A summary of the local data and ITE geographical settings is shown in the MOU in Appendix A.

Furthermore, ITE rates for General Urban/Suburban were used for the retail uses since data is not available for the Dense Multi-Use Urban geographic setting for retail uses. ITE daily rates for General Urban/Suburban were also used for daily trip generation for the residential uses since daily rate data is not available for the Dense Multi-Use Urban geographic setting for these uses.

While the ITE 10<sup>th</sup> edition data and local data account for geographic settings in urban environments, the data is based on single-use freestanding sites. These defining characteristics limit their applicability to mixed-use or multi-use development projects, such as the proposed project, which is in a high density walkable urban setting with frequent and nearby local and regional transit service. The land use mix, design features, and setting of the proposed project include characteristics that influence travel behavior differently from typical single-use developments. In order to estimate the project's trip generation within the context of the mixed-use setting, a Main Street analysis was conducted, as detailed in Appendix E. The project trip generation accounts for the mix of uses provided in the project, the dense urban setting in which it is located, and the level of transit service provided in the area.

The Main Street methodology as applied in this study starts by estimating the trip generation based on trip generation rates from *Trip Generation*, 9<sup>th</sup> Edition (Institute of Transportation Engineers [ITE],2012) and then estimates reductions to account for trip internalization and external non-automobile trips. The Main Street methodology estimates that the proposed project would generate about 32-44% percent fewer trips than the unadjusted ITE data. Informed adjustments were made to the ITE trip generation based on the Main



Street analysis to account for the improved density and diversity of land uses, pedestrian and bicycle connectivity, and transit service in the future.

Internal trip credits can be defined as a reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. These are trips usually made via walking within the site. Reflective of the travel behavior characteristics of the land uses in the Wilshire corridor as well as the Main Street analysis, a 15% internal credit was incorporated in the trip generation analysis.

Consistent with the City of Los Angeles' *Transportation Impact Study Guidelines* which state that developments above or adjacent to a Metro Rail, Metrolink, or Orange Line station, with convenient pedestrian access to the station may qualify for up to a 25% transit credit, the trip generation estimates incorporate a 25% transit credit.

Per LADOT's *Transportation Impact Study Guidelines*, Attachment I Policy on Pass-By Trips, pass-by credits were applied to portions of the development. A 50% pass-by credit was applied to the retail uses. Pass-by credits account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion. These trips would be attracted from traffic passing the site on Wilshire Boulevard and other nearby streets.

As shown in Table 4, the project would generate an estimated net increase of 2,040 daily trips, including 131 trips (19 inbound/112 outbound) during the AM peak hour and 186 trips (125 inbound/61 outbound) during the PM peak hour.

### PROJECT TRAFFIC DISTRIBUTION

The geographic distribution of trips generated by the proposed project is dependent on characteristics of the street system serving the project site; the level of accessibility of routes to and from the proposed project site; locations of employment and commercial centers to which residents of the project would be drawn; and residential areas from which the retail employees and other commercial visitors would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles' Travel Demand Model to inform the general distribution pattern for this study. The distribution of project trips is illustrated in Figure 5.

#### PROJECT TRAFFIC ASSIGNMENT

The traffic to be generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 5. Appendix B provides the assignment of the proposed Project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed project driveways on Mariposa Avenue, Irolo Street, and 7th Street.

#### **PROJECT DRIVEWAYS**

As discussed, the site currently has five driveways that provide access to the existing uses on the site. Two full access driveways are located on Mariposa Avenue, Two full access driveways are located on 7th Street and one full access driveway is located on Irolo Street. With the project, the southern driveway on Mariposa Avenue will be closed, leaving the site with four driveways to service the property. The residents will primarily use the Mariposa Avenue driveway and eastern 7th Street driveway, but all other land uses on the site will have access to use each of the driveways, similar to the existing site access.



				TRIP	T/ 3440 WILS GENERATIO			N								
		Trip Generation Rates [a] Estimated Trip Generation														
	ITE Land			l A	AM Peak Hou	ır	PI	M Peak Ho	our		AM	Peak Hour	Trips	PM Peak Hour Tri		Trips
Land Use	Use Code	Size	Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	ln	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail Less: Internal Capture [b] Less: Transit Credit [c] Total Driveway Trips Less: Pass-by [d] Net External Vehicle Trips Multifamily Houseing (High-Rise) [e] Internal Capture [b] Less: Transit Credit [f] Net External Vehicle Trips	820	18.454 ksf 641 DU	37.75 15% 25% 50% 4.45 15% 25%	0.94 25% 50% 0.23	62% 15% 12% 15%	38% 15% 88% 15%	3.81 25% 50% 0.3	48% 15% 70% 15%	52% 15% 30% 15%	697 (105) (148) 444 (222) <u>222</u> 2,852 (428) (606) <u>1,818</u>	11 (2) (2) 7 (3) <u>4</u> 18 (3) <u>15</u>	6 (1) (1) 4 (2) <u>2</u> 129 (19) [f] <u>110</u>	17 (3) (3) 11 (5) <u>6</u> 147 (22) <u>125</u>	34 (5) (7) 22 (11) <u>11</u> 134 (20) <u>114</u>	36 (5) (8) 23 (11) <u>12</u> 58 (9) [f] <u>49</u>	70 (10) (15) 45 (22) <u>23</u> 192 (29) <u>163</u>
TOTAL DRIVEWAY TRIPS										2,262	22	114	136	136	72	208
NET INCREMENTAL EXTERNAL TRIPS										2,040	19	112	131	125	61	186

Notes:

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

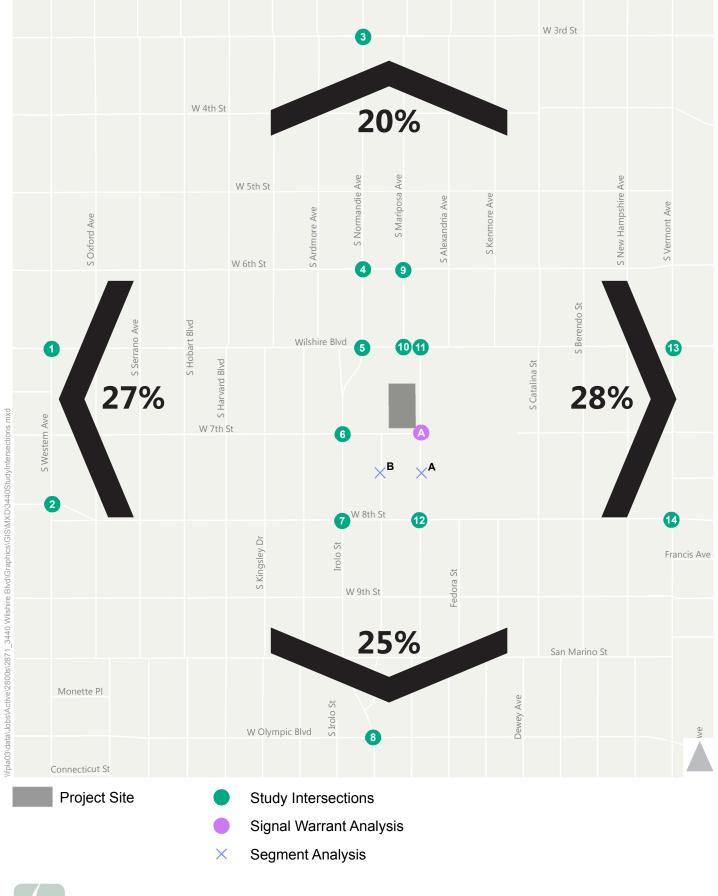
[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's Traffic Study Policies and Procedures, December 2016. The guidelines state that up to 25% transit credit may be taken for projects adjacent to a transit station or Rapid Bus stop.

[d] The pass-by credit is based on Attachment I of LADOT's Traffic Study Policies and Procedures, December 2016.

[e] Local high-rise residential data collected for LADOT was used to determine the trip generation for the residential land use. The local data did not include information on daily rates, so the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.

[f] The local high-rise residential data for the peak hours was collected in locations with access to transit; therefore, a transit credit was not applied during the peak hours. As local data was not available for daily, the general urban/suburban daily rate was used, making it appropriate to apply a transit credit.



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Figure 5 3440 Wilshire Trip Distribution



## EXISTING PLUS PROJECT TRAFFIC CONDITIONS

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

## FUTURE YEAR 2026 TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed project on future (Year 2026) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).

These projected traffic volumes, identified herein as the Future Base conditions, represent the future conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future (year 2026) plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

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

### BACKGROUND OR AMBIENT GROWTH

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2026. This adjustment was applied to the existing (year 2018) traffic volume data to reflect the effect of ambient growth by the year 2026.

### RELATED PROJECT TRAFFIC GENERATION AND ASSIGNMENT

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed project site prior to the buildout date of the proposed Project. The list of related projects was prepared based on data from LADOT and verified by City Planning. A total of 134 cumulative projects were identified in the study area; these projects are listed in Table 5 and illustrated in Figure 6.



#### Table 5 3440 Wilshire Project Related Project List

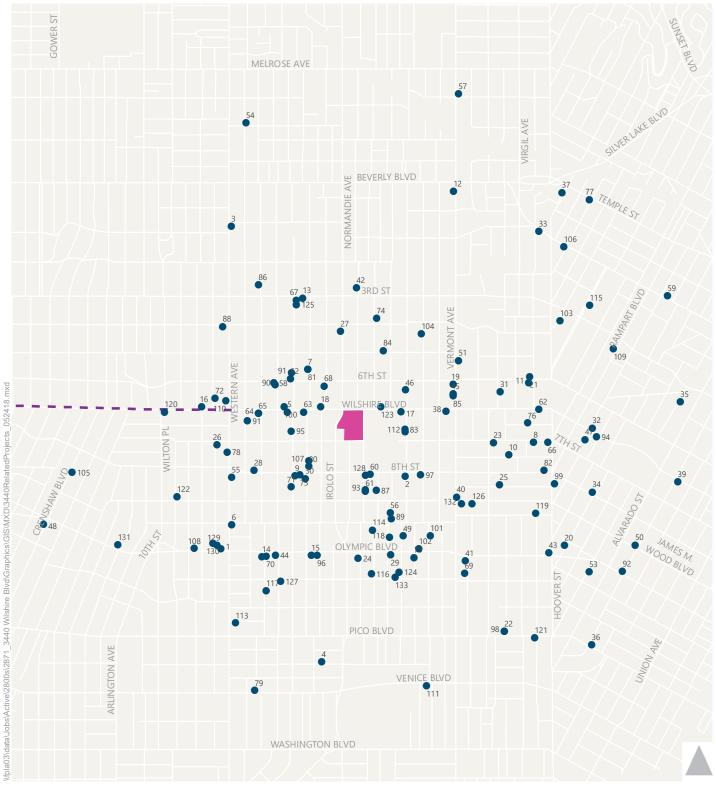
<table-container>          Image:         Image:</table-container>						Estimated Trip Generation [b]							
1         322 W Origing 91         Ordering of the origing 91         338 bit of the origing 91         438 bit of the origing 91	No.	Project Location [a]	Land Use		Size	Daily	AM F	Peak Hour	Trips	PM I	Trips		
Image: Aux wonge: and solver and solv					1.	Trips	In	Out	Total	In	Out	Total	
A     Description     Real     Self     Description     De	1	3323 W Olympic Bl				409	-13	49	36	39	-7	32	
1     100 Waters are interaction of the int	2	805 S Catalina St				1935	24	119	143	110	57	167	
4         200 W LSD Space         Address of a set o	3	100 N Western Ave	Retail	30	ksf	940	17	40	57	54	38	92	
Set of window show of any short of a set of a se													
9         905 Wetten Avenue         Apartments Real         70 BAL         500         60         310         70         280         710         720													
No.         No. <td></td>													
B         BOW 70 SA         Condominums balan         330 by 3.0 by 3.0 by         B <td></td>													
8     280 W Th 3:     Other Applied     Applied     313 More Applied     20     72 <td>7</td> <td>535 S Kingsley Dr</td> <td></td> <td></td> <td></td> <td>543</td> <td>8</td> <td>31</td> <td>39</td> <td>36</td> <td>19</td> <td>55</td>	7	535 S Kingsley Dr				543	8	31	39	36	19	55	
9         800 5 Harvard Bvd         Apertmentin Plat         133 plat         827         14         32         46         44         33         77           10         222 3V Leward Ave         Codominium         80 du         47         7         33         40         44         22         65           11         288 W 6h 5t         Commercial         12         Plat         73         154         227         168         33         161         74           12         241 N Vernont         Commercial         12         Plat         186         45         56         35         60         46         40         86           13         4110 V3 diversit         Real         74         505         75         25         78         103         90         50         70         50         78         103         90         50         70         50         78         103         40         40         10         50         70         50         78         103         40         40         10         50         70         79         70         70         70         70         70         70         70         70         70         7	8	2850 W 7th St	Other	40	rooms	1057	20	72	92	72	42	114	
10         2299 Viceward Ave         Condominium: Commercial         309 du 12         248 W 6h 5t         00         44         21         65           11         296 W 6h 5t         Commercial         329 du 12         241 N Vermont         Apartments         300 du 12         73         114         73         114         73         116         73         116         73         116         73         116         73         116         73         116         73         116         73         116         73         116         73         116         74         73         116         74         73         73         116         75	9	800 S Harvard Blvd	Apartments	131	du	827	14	32	46	44	33	77	
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110       110 wind Street       Metel Apartments       174 moorm 2 / 8 (a)       118       455       8.0       3.0       4.0       3.0       4.0       3.0         10       20 S wind wind wind wind wind wind wind wind	12	241 N Vermont				510	7	38	45	33	16	49	
14.       1011 Serrano Ave       Apartments       91 du       545       8.       33       41.       32.       18.       505         15       3076 W Olympic Blvd       Apartments       126 du/       116       106 du/       114       17       68       63       65       63       64       116       17       68       63       64       116       11       68       64       12       33       44       47       25       12         18       345 W Withine Bl       Apartments       133 du/       77       42       18       44       40       0       94         20       605 S Vermont Ave       Apartments       133 du/       78       18       44       25       23       235       18       47       38       49       38       19       55       23       23       235       235       235       235       235       235       23       23       23       24       24       24       24       24       24       24       24       24       24       24       24       24       24       24       24       24       24       24       25       25       23       25       23	13	4110 W 3rd Street	Hotel	174	rooms	1186	45	35	80	46	40	86	
15       30/6 W Orkinge Bil       Retail       15.00 [16.30] [sf       100       70 <th< td=""><td>14</td><td>1011 S Serrano Ave</td><td></td><td>91</td><td>du</td><td>545</td><td>8</td><td>33</td><td>41</td><td>32</td><td>18</td><td>50</td></th<>	14	1011 S Serrano Ave		91	du	545	8	33	41	32	18	50	
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Apartments $72$ du $2.765$ ksf $461$ $2$ $29$ $31$ $30$ $5$ $35$ $32$ $255$ Wilshire BlCondominiums Retail $160$ $du$ $1160$ $16$ $60$ $76$ $61$ $36$ $97$ $33$ $3330$ W Beverly BlApartments Childcare $400$ $495$ $26$ $34$ $63$ $35$ $32$ $67$ $34$ $205$ W 8th StreetApartments Retail $144$ $40u$ $333$ $-20$ $48$ $28$ $42$ $-15$ $27$ $35$ $422$ Lake StApartments Retail $144$ $4u$ $532$ $8$ $33$ $41$ $33$ $17$ $50$ $37$ $225$ N HoverApartments Retail $144$ $4u$ $532$ $8$ $33$ $41$ $33$ $17$ $50$ $37$ $225$ N HoverApartments $216$ $400$ $532$ $8$ $33$ $41$ $33$ $17$ $50$ $37$ $225$ N HoverApartments $216$ $440$ $1423$ $22$ $87$ $109$ $86$ $47$ $133$ $38$ $3240$ W Wilshire BlApartments $545$ $61u$ $1423$ $22$ $87$ $109$ $86$ $47$ $133$ $39$ $1930$ W Wilshire BlApartments $478$ $478$ $1355$ $155$ $173$ $188$ $89$ $23$ $112$ $39$ $1930$ W Wilshire BlOffice $4.4$ $47208$ $86$ $45$ $199$ $64$ $171$ <td>30</td> <td>815 S Kingslev Dr</td> <td></td> <td></td> <td>-</td> <td>542</td> <td>8</td> <td>33</td> <td>41</td> <td>33</td> <td>17</td> <td>50</td>	30	815 S Kingslev Dr			-	542	8	33	41	33	17	50	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			•				-						
32       2525 Wilshire BI       Condominiums Retail       160       du       1160       16       60       76       61       36       97         33       330 W Beverly BI       Apartments Childcare       4.237 ksf       495       26       34       63       35       32       67         34       2405 W 8th Street       Apartments Retail       4.430 ksf       333       -20       48       28       422       -15       27         35       422 Lake St       Apartments Retail       4.406 ksf       333       -20       48       28       42       -15       27         36       1929 W Pico BI       School       480 enrollment       821       140       66       206       20       42       62         37       235 N Hoover       Apartments       214 du       1423       22       87       109       86       47       133         38       3240 W Wilshire BI       Hotel       162       foroms       1,355       15       173       188       89       23       112         39       1930 W Wilshire BI       Mort       76       44 ksf       128       14       108       171       169       34	31	616 S Westmoreland Ave				461	2	29	31	30	5	35	
33330 W Beverly BIApartments Childcare40 du 4.237 ksf4952634633353267342405 W 8th StreetApartments Retail144 du 4.006 ksf333-20482842-152735422 Lake StApartments80 du53283341331750361929 W Pico BISchool480 enrollment8211406620620426237235 N HooverApartments214 du142322871098647133383240 W Wilshire BIHotel162 Apartments1,353151731888923112391930 W Wilshire BIApartments478 du Theatre Classroom50 enrollment Apartments1,35515517318884103446240888 S Vermont AvenueOffice Retail4.4 ksf 6.03 ksf2653994133137102235411000 S Vermont AvenueRetail Apartments3.94 ksf1036144589461337242257 S Mariposa AvenueRetail Apartments3.94 ksf1036144589461337243260 W Olympic BlvdApartments Retail146 Apartments3.94 ksf19127729910073173	32	2525 Wilshire Bl	Condominiums	160	du	1160	16	60	76	61	36	97	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	33	3330 W Beverly Bl	Apartments	40	du	495	26	34	63	35	32	67	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	34	2405 W 8th Street	Apartments	144	du	333	-20	48	28	42	-15	27	
36       1929 W Pico Bl       School       480 enrollment       821       140       66       206       20       42       62         37       235 N Hoover       Apartments       214 du       1423       22       87       109       86       47       133         38       3240 W Wilshire Bl       Hotel       162 rooms       1,353       15       173       188       89       23       112         39       1930 W Wilshire Bl       Apartments       478 du       1355       155       173       188       89       23       112         39       1930 W Wilshire Bl       Apartments       478 du       1355       155       173       188       84       103       -41       62         400       888 S Vermont Avenue       Office       4.4 ksf       220 rooms       255       45       19       64       171       169       34         41       1000 S Vermont Avenue       Apartments       236 du       2655       39       94       133       137       102       235         42       257 S Mariposa Avenue       Retail       3.94 ksf       1036       14       58       94       61       33       72 <td></td> <td>17</td> <td></td>											17		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$												62	
38       3240 W Wilshire BI       Apartments Retail       545 du       1,353       15       173       188       89       23       112         39       1930 W Wilshire BI       Apartments Theatre       478 du       Apartments       478 du       Apartments       1355       128       84       103       44       1355       112 <t< td=""><td></td><td></td><td></td><td>214</td><td>du</td><td></td><td></td><td></td><td></td><td></td><td></td><td>133</td></t<>				214	du							133	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	38	3240 W Wilshire Bl				1.353	15	173	188	89	23	112	
39       1930 W Wilshire BI       Theatre Classroom Hotel       1850 seats 50 enrollment 200 rooms       1355       -44       128       84       103       -41       62         40       888 S Vermont Avenue       Office Retail       44       ksf       250       A50       109       64       171       169       34       34         41       100 S Vermont Avenue       Apartments Retail       236       du       2655       39       94       133       137       102       235         42       257 S Mariposa Avenue       Retail Apartments Retail       3.94       ksf       1036       14       58       94       61       33       72         43       250 W Olympic Blvd       Apartments Retail       173       184.56       ksf       1911       27       72       99       100       73       73			Retail	5222	ksf	_,			200				
39       1930 W Wilshire BI       Classroom       50 enrollment       1355       -44       128       84       103       -41       62         40       888 S Vermont Avenue       Office       4.4 ksf       220 rooms       2526       45       19       64       171       169       340         41       1000 S Vermont Ave       Apartments Retail       236 du       2655       39       94       133       137       102       239         42       257 S Mariposa Avenue       Retail       3.94 ksf       1036       14       58       94       61       33       72         43       2501 W Olympic Blvd       Apartments Retail       173 du       1911       27       72       99       100       73       173													
40       888 S Vermont Avenue       Office Retail       4.4 ksf       2526       45       19       64       171       169       340         41       1000 S Vermont Ave       Apartments Retail       236 du       2655       39       94       133       137       102       2355         42       257 S Mariposa Avenue       Retail Apartments Apartments       3.94 ksf       1036       14       58       94       61       33       72         43       2501 W Olympic Blvd       Apartments Retail       173 du       1911       27       72       99       100       73       173	39	1930 W Wilshire Bl	Classroom	50	enrollment	1355	-44	128	84	103	-41	62	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	40	888 S Vermont Avenue	Office	4.4	ksf	2526	45	19	64	171	169	340	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $			Apartments	236	du								
42     257 S Mariposa Avenue     Apartments     140 du     1036     14     58     94     61     33     72       43     2501 W Olympic Blvd     Apartments     173 du     1911     27     72     99     100     73     173	71					2000			135	157	102	235	
43 2501 W Diympic Biva Retail 184.56 ksf 1911 27 72 99 100 73 173	42	257 S Mariposa Avenue	Apartments	140	du	1036	14	58	94	61	33	72	
44         3170 W Olympic Blvd         Retail         32.3 ksf         1624         24         89         113         94         56         150			Retail	184.56	ksf							173	
	44	3170 W Olympic Blvd	Retail	32.3	ksf	1624	24	89	113	94	56	150	

#### Table 5 3440 Wilshire Project Related Project List

N!-	During the sector of the	1		<b>C</b>		Estimated Trip Generation [b] Daily AM Peak Hour Trips PM Peak Hour Trips							
No.	Project Location [a]	Land Use	Size		Daily	AM Peak Hour Trips In Out Total							
		Hotel	200	rooms	Trips	IN	Out	Total	In	Out	Total		
		Condominiums	250										
45	631 S Vermont Av	Office	49.22		2599	95	95	190	115	120	235		
		Retail	21.32										
		Apartments	165	du									
46	621 S Catalina St	Retail	8.5	ksf	2776	26	55	81	180	95	275		
40	021 5 Catalina St	Restaurant	15		2770	20	55	01	100	55	275		
		Banquet Hall	15										
47	668 S Coronado St	Apartments	122		947	14	48	62	56	34	90		
		Retail	1182										
48	1009 S Crenshaw Blvd	Apartments		i ksf	587	-14	48	34	33	23	56		
49	966 Dewey Av	Retail Hotel	23.585	rooms	677	28	15	43	24	24	48		
50	2005 W James M Wood Blvd	Hotel		rooms	545	28	13	42	24	18	38		
50		Office		employees	5.5		10		20	10	50		
		Retail	17.5										
51	510 S Vermont Ave	Sr. Housing		du	3215	216	104	320	121	293	414		
		Community Center	13.2	ksf									
		Apartments	246	i ksf									
		Apartments	44										
52	3751 W 6th Street	Hotel rooms	200		1183	39	31	70	36	21	57		
		Retail		ksf					20				
50		Restaurant	8		000	22							
53	1030 S Lake St	Assisted Living		rooms	939	39	23	62	49	48	97		
54	500 S Oxford Ave	Condominiums Apartments		du du	439	6	27	33	26	13	39		
		Retail	29.73										
55	800 S Western Av	Restaurant		ksf	3908	127	98	225	149	111	260		
		Hotel	148										
56	923 S Kenmore Avenue	Apartments		du	432	7	26	33	26	15	40		
		Apartments		du									
57	600 N Vermont Av	Retail	14.6	i ksf	320	8	46	54	12	18	30		
		Condominiums	122	du									
58	3800 W 6th St	Hotel	192	rooms	1966	34	50	84	73	51	124		
		Retail	23.549	ksf									
59	2515 W Beverly Blvd	School		students	527	131	126	257	40	22	62		
		Condominiums	8										
60	3216 W 8th St	Hotel		rooms	694	24	18	42	42	32	74		
		Retail	4.808										
61	840 S Marinasa Au	Entertainment	2.465		978	15	60	75	61	31	92		
61	840 S Mariposa Av	Apartments Apartments		DU	978	15	60	75	61	31	92		
62	2900 Wilshire	Retail	10		3482	81	135	216	137	81	218		
02		Restaurant	5.5		3402	01	155	210	157	01	210		
		Apartments		DU									
63	3600 Wilshire	Retail	30	ksf	3307	47	202	249	202	107	309		
64	3700 Wilshire	Office	103.719		858	108	14	122	20	96	116		
C.F.		Apartments	510	DU	25.00	40	150	202	170	01	250		
65	3700 Wilshire	Retail	64.296	ksf	3500	49	153	202	178	81	259		
66	2806 W 7th St	Apartments	158	du	1051	16	64	81	64	34	98		
67	300 S Harvard Blvd	Hotel		rooms	447	69	64	133	65	52	117		
		Restaurant		ksf	· · · ·								
68	601 S Ardmore Ave	Apartments		du	4199	63	187	248	228	154	383		
	-	Commercial	31.689					<u> </u>					
69	1041 S Menlo Ave	Apartments		du kof	3797	55	112	167	187	152	339		
		Commercial	53.41	kst du									
70	1006 S Serrano Ave	Apartments Commercial	33.28		3097	46	115	161	161	119	279		
71	837 Harvard Blvd	Apartments		du	432	7	27	33	26	14	40		
		Apartments		du									
72	636 S Manhattan Pl	Retail		ksf	916	14	54	68	55	31	85		
70		Commercial	5.289		600	40	24		27	25			
73	1021 1/2 Catalina St	Apartments		du	692	10	31	41	37	25	63		
74	352 S Alexandria Ave	Apartments		du	392	6	24	30	24	13	37		
75	3418 W 8th St	Apartments		du	871	13	53	67	53	28	81		
76	2867 W Sunset Pl	Apartments		) du	399	6	24	31	24	13	37		
77	3200 Temple St	Apartments		du	392	6	24	30	24	13	37		
78	721 S Western Ave	Apartments		du	1503	22	69	92	82	55	137		
		Retail	10.282										
79	2229 W Venice Blvd	Office		) ksf	1324	165	22	187	30	148	179		
80	762 S Kingsley Dr	Apartments		du	446	7	27	34	27	15	42		
81	535 S Kingsley Dr	Condominums		du	418	5	26	32	25	12	37		
82	2723 W 8th St	School Apartments		students du	581 798	111	91	203	33	34	68 74		
83 84	685 S Catalina St 3551 W 5th St	Apartments Apartments		du du	798 459	12 7	49 28	61 35	48 28	26 15	43		
		Apartments		du									
85	635 S Vermont Ave	Commercial		ksf	1702	25	77	103	93	62	156		
	245 S Serrano Ave	Apartments		du	359	6	22	28	22	12	33		
86													

#### Table 5 3440 Wilshire Project Related Project List

89         5           90         6           91         6           91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	Project Location [a] 4250 W 4th St 933 1/2 S Kenmore Ave 601 S Hobart Ave 672 Oxford Ave 547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave 820 S Hoover St	Land Use       Apartments       Commercial       Apartments       Retail       Hotel       Condominiums       Apartments       Commercial       Apartments       Hotel       Commercial       Hotel       Condominium       Office       Apartments       Hotel       Retail       Condominium       Office       Apartments       Hotel       Restaurant       Retail       Apartments       Apartments	7.228 68 15.3 192 122 500 62.035 155 6.917 98 12.5 155 6.917 98 12.5 125 135 14 11 11 1.84 17.768	3 du 2 ksf 2 rooms 2 du 3 du 5 ksf 4 du 0 rooms 5 ksf 0 rooms	Daily           Trips           688           452           1460           6014           7872           375           569           1787	AM F In 10 7 77 89 169 50 7	Peak Hour 1           Out           26           28           107           229           141           47           36	Total           36           35           184           318           310           97	In           36           27           124           314           386           54	Peak Hour ' Out 26 15 96 230 396 49	Total           62           42           219           544           780           104
89         5           90         6           91         6           91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	933 1/2 S Kenmore Ave 601 S Hobart Ave 672 Oxford Ave 547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Commercial         Apartments         Retail         Hotel         Condominiums         Apartments         Commercial         Hotel         Commercial         Hotel         Commercial         Hotel         Condominium         Office         Apartments         Hotel         Retail         Office         Apartments         Hotel         Restaurant         Retail         Apartments         Apartments	7.228 68 15.3 192 122 500 62.035 155 6.917 98 12.5 155 6.917 98 12.5 125 135 14 11 11 1.84 17.768	ksf           3 du           2 ksf           2 rooms           4 du           5 ksf           9 rooms           6 ksf           9 rooms           7 ksf           8 ksf           9 coms           9 ksf           9 coms	688 452 1460 6014 7872 375 569	10 7 77 89 169 50	26 28 107 229 141 47	36 35 184 318 310	36 27 124 314 386	26 15 96 230 396	62 42 219 544 780
89         5           90         6           91         6           91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	933 1/2 S Kenmore Ave 601 S Hobart Ave 672 Oxford Ave 547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Commercial         Apartments         Retail         Hotel         Condominiums         Apartments         Commercial         Hotel         Commercial         Hotel         Commercial         Hotel         Condominium         Office         Apartments         Hotel         Retail         Office         Apartments         Hotel         Restaurant         Retail         Apartments         Apartments	7.228 68 15.3 192 122 500 62.035 155 6.917 98 12.5 155 6.917 98 12.5 125 135 14 11 11 1.84 17.768	ksf           3 du           2 ksf           2 rooms           4 du           5 ksf           9 rooms           6 ksf           9 rooms           7 ksf           8 ksf           9 coms           9 ksf           9 coms	452 1460 6014 7872 375 569	7 77 89 169 50	28 107 229 141 47	35 184 318 310	27 124 314 386	15 96 230 396	42 219 544 780
90         6           91         6           91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	601 S Hobart Ave 672 Oxford Ave 547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Retail         Hotel         Condominiums         Apartments         Commercial         Atotel         Commercial         Hotel         Condominium         Office         Apartments         Hotel         Retail         Condominium         Office         Apartments         Hotel         Restaurant         Retail         Apartments         Apartments         Apartments         Apartments         Apartments         Apartments	15.2 192 506 62.032 150 6.911 98 12.9 12.9 12.9 12.9 110 1.8& 17.768	2 ksf 2 rooms 2 du 3 ksf 4 du 0 rooms 5 ksf 7 ksf 3 du 9 ksf 9 du 9 ksf 9 du 9 ksf 9 du 9 ksf 9 du	1460 6014 7872 375 569	77 89 169 50	107 229 141 47	184 318 310	124 314 386	96 230 396	219 544 780
91         6           91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	672 Oxford Ave 547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Hotel Condominiums Apartments Commercial Apartments Hotel Commercial Hotel Retail Condominium Office Apartments Hotel Restaurant Retail Apartments Apartments	192 122 500 62.035 44 200 175 155 6.917 12.5 248 110 1.84 11.84	2 rooms 2 du 4 du 5 ksf 4 du 7 rooms 6 ksf 8 du 8 du 8 du 9 rooms 8 du 9 rooms 9 ksf 9 du 9 rooms 9 ksf 9 du 9 rooms 9 ksf 9 du 9 rooms 9 ksf 9 rooms 9 rooms	6014 7872 375 569	89 169 50	229 141 47	318 310	314 386	230 396	544 780
91         6           91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	672 Oxford Ave 547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Condominiums Apartments Commercial Apartments Hotel Commercial Hotel Retail Condominium Office Apartments Hotel Restaurant Retail Apartments Apartments	122 500 62.035 150 6.917 98 12.5 244 110 1.84	2 du 3 du 4 du 9 rooms 6 ksf 9 rooms 9 ksf 8 du 9 du 9 du 9 rooms 9 ksf 9 du 9 rooms 9 ksf 9	6014 7872 375 569	89 169 50	229 141 47	318 310	314 386	230 396	544 780
91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Apartments         Commercial         Apartments         Hotel         Commercial         Hotel         Retail         Condominium         Office         Apartments         Hotel         Restaurant         Retail         Apartments         Apartments         Apartments         Apartments         Apartments         Apartments         Apartments	506 62.035 44 200 175 150 6.917 98 12.5 248 110 1.84 17.768	du ksf du rooms ksf rooms ksf du ksf ksf du rooms du rooms	7872 375 569	169 50	141 47	310	386	396	780
91         5           92         2           93         8           94         2           95         6           96         3           97         3           98         1	547 S Harvard Blvd 2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Commercial         Apartments         Hotel         Commercial         Hotel         Retail         Condominium         Office         Apartments         Hotel         Restaurant         Restaurant         Apartments         Apartments         Apartments         Apartments         Apartments         Apartments         Apartments	62.035 44 200 175 150 6.917 98 12.5 248 110 1.84 17.768	5 ksf 4 du 5 rooms 6 ksf 7 ksf 8 du 9 ksf 9 ksf 9 du 10 rooms	7872 375 569	169 50	141 47	310	386	396	780
92         2           93         8           94         2           95         6           96         3           97         3           98         1	2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Apartments         Hotel         Commercial         Hotel         Retail         Condominium         Office         Apartments         Hotel         Restaurant         Retail         Apartments	44 200 175 150 6.917 98 12.5 248 110 1.84 17.768	du rooms ksf rooms rooms ksf du ksf du du o rooms	375 569	50	47				
92         2           93         8           94         2           95         6           96         3           97         3           98         1	2001 W Olympic Blvd 836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Commercial Hotel Retail Condominium Office Apartments Hotel Restaurant Retail Apartments Apartments	175 150 6.917 98 12.5 248 110 1.84 17.768	5 ksf 7 cooms 7 ksf 3 du 5 ksf 3 du 3 du 0 rooms	375 569	50	47				
93     8       94     2       95     6       96     3       97     3       98     1	836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Hotel Retail Condominium Office Apartments Hotel Restaurant Retail Apartments Apartments	150 6.917 98 12.5 248 110 1.84 17.768	0 rooms 7 ksf 3 du 5 ksf 3 du 0 rooms	569			97	54	49	104
93     8       94     2       95     6       96     3       97     3       98     1	836 S Mariposa Ave 2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Retail         Condominium         Office         Apartments         Hotel         Restaurant         Retail         Apartments         Apartments	6.917 98 12.5 248 110 1.84 17.768	7 ksf 3 du 5 ksf 3 du 0 rooms	569			97	54	49	104
94     2       95     6       96     3       97     3       98     1	2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Condominium Office Apartments Hotel Restaurant Retail Apartments Apartments	98 12.5 248 110 1.84 17.768	3 du 5 ksf 3 du 9 rooms		7	36				
94     2       95     6       96     3       97     3       98     1	2500 W Wilshire Blvd 687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Apartments Hotel Restaurant Retail Apartments Apartments	248 110 1.84 17.768	3 du ) rooms	1787			43	34	17	51
95     6       96     3       97     3       98     1	687 S Harvard Blvd 3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Hotel Restaurant Retail Apartments Apartments	110 1.84 17.768	) rooms		42	103	146	103	69	173
96 3 97 3 98 1	3060 W Olympic Blvd 3100 W 8th St 1255 S Elden Ave	Restaurant Retail Apartments Apartments	1.84 17.768			42	105	140	105	09	1/3
97 3 98 1	3100 W 8th St 1255 S Elden Ave	Retail Apartments Apartments	17.768	4 KST	292	45	41	86	42	33	75
97 3 98 1	3100 W 8th St 1255 S Elden Ave	Apartments Apartments		R ksf							
98 1	1255 S Elden Ave	Apartments		5 du	2262	34	98	132	123	83	206
98 1	1255 S Elden Ave	Retail	98	3 du	805	10	41	53	45	28	74
			3.575			12					
99 8	820 S Hoover St	Apartments		3 du	618	9	38	47	37	20	58
		Condominiums Retail	32	2 du 5 ksf	414	7	15	22	18	14	32
		Office	55.38								
100 3	3663 W Wilshire Blvd	School		5 seats	825	94	44	138	20	3	23
		School	420	) seats							<u> </u>
101 9	968 S Berendo St	Church	85.308		535	23	8	31	3	9	12
102 2	2789 W Olympic Bl	Office	27.81		612	16	8	24	25	29	54
103 3	326 S Reno St	Retail Apartments	20.607	5 du	326	5	20	25	20	11	31
	427 S Berendo St	Apartments		5 du	288	5	17	22	17	10	27
105 8	850 S Crenshaw	Apartments		1 du	293	4	18	22	18	10	28
106 3	3200 W Beverly Bl	Apartments		2 du	632	4	16	20	39	32	71
		Retail	5.867				25				
107 7	748 S Kingsley Drive	Apartments Assisted Living		7 du 5 du	406	6	25	31	24	14	38
108 3	3377 W Olympic Blvd	Office	8.682		358	13	0	13	8	28	36
		Restaurant	4.454	1 ksf							1
109 3	329 S Rampart Blvd	Apartments		5 du	279	6	17	23	17	9	26
		Affordable Housing		3 du	-			-		-	l
110 6	635 S Western Av	Apartments Retail		) du 9 ksf	672	6	17	23	17	9	26
111 1	1810 W Venice Blvd	Storage		1 ksf	385	12	10	22	20	20	40
112 6	689 S Catalina St	Apartments	61	Ldu	406	0	0	22	0	0	40
113 3	3062 W 12th Pl	Condominums		Ldu	439	6	20	25	24	15	39
114 (		Retail		5 ksf	200	4	10	20	10	9	25
	955 S Fedora St 228 S Occidental Blvd	Apartments Apartments		) du 3 du	266 319	4	16 20	20 24	16 19	9 10	25 30
	1053 S Fedora St	Apartments		) du	266	4	16	20	16	9	25
117 1	1124 S Serrano Ave	Apartments		2 du	279	4	17	21	17	9	26
	968 S Kenmore Ave	Apartments		L du	273	4	17	21	17	9	25
119 2	2649 W San Marino Ave	Apartments		5 du	306	5	19	23	19	10	29
		Apartments Coffee Shop		3 du 5 ksf							1
120 3	3986 W Wilshire	Restaurant		5 ksf	503	-50	6	-44	53	25	78
		Retail		2 ksf							
	2250 W Pico Blvd	Hotel		5 rooms	409	26	19	45	10	9	19
	870 S Gramercy Dr	Apartments		3 du	352	5	22	27	21	12	33
	3377 W Wilshire Blvd 1045 S Dewey Ave	Restaurant	11.971	L ksf 7 du	1077 446	0 7	10 27	10 34	60 27	30 15	90 42
	1045 S Dewey Ave 314 S Harvard Blvd	Apartments Apartments		) du	133	2	8	34 10	8	4	42
		Apartments		3 du							
	2842 W James M. Wood Blvd	Retail	19.544	1 ksf	2118	32	85	117	113	80	193
127 1	1100 S Hobart Ave[d]	Apartments		) du	259	6	15	21	16	10	26
120	200 S Marinasa Ava	Hotel		) rooms	1014	20	22	50	40	40	00
128 8	800 S Mariposa Ave	Apartments Commercial	7.181	3 du Liksf	1014	30	23	53	40	40	80
129 9	986 S Manhattan Pl	Apartments		l du	758	18	45	63	47	29	76
130 9	981 S Manhattan PI[d]	Apartments	95	5 du	632	15	37	52	39	25	64
	991 S 3rd Ave	Apartments		Ldu	339	5	21	26	21	11	32
	2878 W James M. Wood Blvd	Apartments		) du	333	5	21	26	20	11	31
	2755 W 11th Street Metro Purple Line	Apartments Light Rail Transit	67	7 du 	446	7	27	34	27	15	42
	DU = dwelling units	Light Nan Hallsit	1-	1	-		-				
	ksf = one thousand square feet										
	[a] Related projects list is based on informat	ion provided from LADOT in on	May 1, 201	8, and LADCP A	pril 26,2018						



- **Related Projects**
- Purple Line Extension
- Project Site

Figure 6 **Related Projects** 



#### **Trip Generation**

For related projects provided by LADOT, the trip generation was used as provided. For related projects provided by City Planning or other sources, trip generation was used from a combination of previous study findings and publicly available environmental documentation. Where trip generation estimates for the related projects were not available, they were calculated using trip generation rates contained in *Trip Generation*, 9<sup>th</sup>. Table 5 presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

#### **Trip Distribution**

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

#### **Traffic Assignment**

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

### TRANSPORTATION INFRASTRUCTURE PROJECTS

The Metro Purple Line subway is currently undergoing an extension from the Wilshire/Western station to Westwood/UCLA. Construction for the first section of the project began in 2015 and is anticipated to be completed in 2023. The second section of the project, began in 2018 and is anticipated to be completed in 2025. The full project includes additional stations at Westwood/UCLA and Westwood/Veterans Affairs Hospital.

There are no other infrastructure changes in the study area planned for implementation by year 2026 per confirmation by City staff. Therefore, network changes were not included in the analysis.

### FUTURE YEAR 2026 BASE TRAFFIC VOLUMES

Future year 2026 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in Appendix B. The Future Base traffic conditions represent an estimate of future conditions without the proposed Project inclusive of the ambient background growth and related projects traffic.

## FUTURE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed Project traffic volumes were added to the year 2026 Future Base traffic projections, resulting in Future (year 2026) plus Project AM and PM peak hour traffic volumes. As provided in Appendix B, the Future (year 2026) plus Project scenario presents future traffic conditions with the completion of the proposed Project.



## 4. INTERSECTION TRAFFIC IMPACT ANALYSIS

The traffic impact analysis evaluates the projected LOS at each study intersection under the Existing plus Project and Future (year 2026) plus Project conditions to estimate the incremental increase in the V/C ratios caused by the proposed Project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

## CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

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

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

## EXISTING PLUS PROJECT IMPACT ANALYSIS

### EXISTING PLUS PROJECT TRAFFIC LEVEL OF SERVICE

The existing plus project traffic volumes presented in Appendix B were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 6 summarizes the Existing plus Project LOS. Analysis sheets are provided in Appendix D. As indicated in Table 6, all 14 signalized intersections are projected to operate at LOS D or better during both peak hours.

### EXISTING PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 6, after applying the aforementioned City of Los Angeles significant impact criteria, it is determined that the proposed Project would not result in significant impacts under Existing plus Project conditions at any of the study intersections.



TABLE 6 3440 WILSHIRE PROJECT EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS								
NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		V/C	SIGNIFICANT
			V/C	LOS	V/C	LOS	INCREASE	IMPACT?
1	Western Ave &	AM	0.719	С	0.722	С	0.003	No
	Wilshire Blvd	PM	0.661	В	0.664	В	0.003	No
2	Western Ave &	AM	0.660	В	0.661	В	0.001	No
	8th St	PM	0.619	В	0.621	В	0.002	No
3	Normandie Ave &	AM	0.627	В	0.628	В	0.001	No
	3rd St	PM	0.587	А	0.588	А	0.001	No
4	Normandie Ave &	AM	0.562	А	0.563	А	0.001	No
	6th St	PM	0.571	А	0.573	А	0.002	No
5	Normandie Ave &	AM	0.679	В	0.680	В	0.001	No
	Wilshire Blvd	PM	0.687	В	0.697	В	0.010	No
6	Irolo St &	AM	0.521	А	0.532	А	0.011	No
	7th St	PM	0.583	А	0.601	В	0.018	No
7	Irolo St &	AM	0.712	С	0.716	С	0.004	No
	8th St	PM	0.709	С	0.713	С	0.004	No
8	Normandie Ave &	AM	0.696	В	0.697	В	0.001	No
	Olympic Blvd	PM	0.715	С	0.717	С	0.002	No
9	Mariposa Ave &	AM	0.483	А	0.487	А	0.004	No
	6th St	PM	0.517	А	0.523	А	0.006	No
10	Mariposa Ave (West) &	AM	0.545	А	0.551	А	0.006	No
	Wilshire Blvd	PM	0.525	А	0.537	А	0.012	No
11	Mariposa Ave (East) &	AM	0.511	А	0.527	А	0.016	No
	Wilshire Blvd	PM	0.467	А	0.493	А	0.026	No
12	Mariposa Ave &	AM	0.403	А	0.416	А	0.013	No
	8th St	PM	0.450	А	0.483	А	0.033	No
13	Vermont Ave &	AM	0.833	D	0.839	D	0.006	No
	Wilshire Blvd	PM	0.757	С	0.759	С	0.002	No
14	Vermont Ave &	AM	0.649	В	0.650	В	0.001	No
	8th St	PM	0.651	В	0.658	В	0.007	No

## FUTURE PLUS PROJECT IMPACT ANALYSIS

### FUTURE BASE TRAFFIC CONDITIONS

The year 2026 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 7 summarizes the future LOS. Seven of the 14 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions. The following seven intersections are projected to operate at LOS E or worse during one or both of the peak hours under Future Base conditions:

- 1. Western Avenue & Wilshire Boulevard (LOS E during AM and PM)
- 2. Western Avenue & 8<sup>th</sup> Street (LOS E during AM and LOS F during PM)
- 5. Normandie Avenue & Wilshire Boulevard (LOS F during AM and PM)
- 7. Irolo Street & 8<sup>th</sup> Street (LOS F during AM and PM)
- 8. Normandie Avenue & Olympic Boulevard (LOS E during AM and LOS F during PM)
- 13. Vermont Avenue & Wilshire Boulevard (LOS F during AM and PM)
- 14. Vermont Avenue & 8<sup>th</sup> Street (LOS E during AM and LOS F during PM)

### FUTURE PLUS PROJECT TRAFFIC CONDITIONS

The resulting Future (year 2026) plus Project peak hour traffic volumes, provided in Appendix B, were analyzed to determine the projected future operating conditions with the addition of the proposed Project traffic. The results of the Future (year 2026) plus Project analysis are also presented in Table 7, with analysis sheets provided in Appendix D. Seven of the 14 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future (year 2026) plus Project conditions. The following seven intersections are projected to operate at LOS E or worse during one or both of the peak hours under Future (year 2026) plus Project conditions:

- 1. Western Avenue & Wilshire Boulevard (LOS E during AM and PM)
- 2. Western Avenue & 8<sup>th</sup> Street (LOS E during AM and LOS F during PM)
- 5. Normandie Avenue & Wilshire Boulevard (LOS F during AM and PM)
- 7. Irolo Street & 8<sup>th</sup> Street (LOS F during AM and PM)
- 8. Normandie Avenue & Olympic Boulevard (LOS E during AM and LOS F during PM)
- 13. Vermont Avenue & Wilshire Boulevard (LOS F during AM and PM)
- 14. Vermont Avenue & 8<sup>th</sup> Street (LOS E during AM and LOS F during PM)

### FUTURE (YEAR 2026) PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 7, using the criteria for determination of significant impacts, it is determined that the proposed Project would not result in significant impacts under Future (year 2026) plus Project conditions. No mitigation measures are therefore required.



## TABLE 7

#### 3440 WILSHIRE PROJECT

#### FUTURE YEAR (2026) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2026)		FUTURE (2026) + PROJECT		V/C	SIGNIFICANT
			V/C	LOS	V/C	LOS	INCREASE	IMPACT?
1	Western Ave &	AM	0.972	E	0.975	E	0.003	No
	Wilshire Blvd	PM	0.940	E	0.943	Е	0.003	No
2	Western Ave &	AM	0.920	E	0.921	E	0.001	No
	8th St	PM	1.009	F	1.012	F	0.003	No
3	Normandie Ave &	AM	0.828	D	0.828	D	0.000	No
	3rd St	PM	0.864	D	0.866	D	0.002	No
4	Normandie Ave &	AM	0.789	С	0.789	С	0.000	No
	6th St	PM	0.755	С	0.756	С	0.001	No
5	Normandie Ave &	AM	1.037	F	1.038	F	0.001	No
	Wilshire Blvd	PM	1.058	F	1.062	F	0.004	No
6	Irolo St &	AM	0.657	В	0.668	В	0.011	No
	7th St	PM	0.809	D	0.826	D	0.017	No
7	Irolo St &	AM	1.189	F	1.194	F	0.005	No
	8th St	PM	1.279	F	1.285	F	0.006	No
8	Normandie Ave &	AM	0.962	E	0.963	E	0.001	No
	Olympic Blvd	PM	1.046	F	1.049	F	0.003	No
9	Mariposa Ave &	AM	0.569	А	0.575	А	0.006	No
	6th St	PM	0.619	В	0.625	В	0.006	No
10	Mariposa Ave (West) &	AM	0.690	В	0.696	В	0.006	No
	Wilshire Blvd	PM	0.701	С	0.713	С	0.012	No
11	Mariposa Ave (East) &	AM	0.657	В	0.673	В	0.016	No
	Wilshire Blvd	PM	0.635	В	0.661	В	0.026	No
12	Mariposa Ave &	AM	0.574	А	0.587	А	0.013	No
	8th St	PM	0.661	В	0.698	В	0.037	No
13	Vermont Ave &	AM	1.159	F	1.165	F	0.006	No
	Wilshire Blvd	PM	1.161	F	1.168	F	0.007	No
14	Vermont Ave &	AM	0.985	E	0.990	E	0.005	No
	8th St	PM	1.046	F	1.048	F	0.002	No



### UNSIGNALIZED INTERSECTION SIGNAL WARRANT ANALYSIS

One intersection near the project site is currently unsignalized, Mariposa Avenue & 7<sup>th</sup> Street. The City of Los Angeles traffic analysis methodology and significance criteria are for signalized intersections only. The City does not provide impact thresholds for unsignalized intersections. Rather, the LADOT *Transportation Impact Study Guidelines* states that "unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device."

Traffic volumes and lane configurations, as presented in Appendix B, were used to prepare the signal warrant analysis at the Mariposa Avenue & 7<sup>th</sup> Street unsignalized intersection under existing, existing plus project, future base, and future plus project conditions. As shown in Table 8, the intersection met the signal warrant thresholds during the PM peak hour under all analysis scenarios, except existing conditions. During the AM peak hour, the intersection met the signal warrant for future plus project conditions. Analysis sheets are provided in Appendix F.



	TABLE 8							
	3440 WILSHIRE PROJECT							
			ΡΕΑΚ ΗΟ	UR SIGNAL WARRANT ANALY	SIS			
Ne	NEW TERRETORIE PEAK EXISTING SIGNAL EXISTING PLUS PROJECT FUTURE BASE SIGNAL FUTURE PLUS PROJECT SIGN					FUTURE PLUS PROJECT SIGNAL		
INO.	No. INTERSECTIONS HOUR WARRANT MET SIGNAL WARRANT MET WARRANT MET WARRANT MET					WARRANT MET		
٨	Mariposa Ave &	AM	No	No	No	Yes		
A	7th St	PM	No	Yes	Yes	Yes		

# **5. NEIGHBORHOOD TRAFFIC IMPACT ANALYSIS**

This chapter presents the results of an analysis conducted regarding the potential for Project impacts on local residential streets in neighborhoods near the Project. The analysis was conducted on two residential street segments to the south of 7<sup>th</sup> Street and the project site on Normandie Avenue and Mariposa Avenue. These streets were selected in conjunction with the City of Los Angeles, as they were determined to have a greater likelihood of neighborhood cut-through traffic from the Project. The significance of potential impacts was assessed using criteria established by the City of Los Angeles.

24-hour machine counts were conducted on the two analyzed street segments in April 2018. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 1% per year as well as anticipated traffic from cumulative projects that could be constructed by 2026. The net new Project trips were assigned to the street network based on the Project trip distribution pattern presented in Chapter 3 and were added to the future base projection to obtain future plus project projections.

### NEIGHBORHOOD STREET IMPACTS

Under the City of Los Angeles guidelines, a project impact on a local residential street would be considered significant if the new commercial trips generated by the project result in increases in average daily traffic (ADT) volumes as follows:

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

Daily traffic volumes for the existing and projected future conditions are summarized in Tables 9 to 10. As shown, the proposed Project would not result in a significant impact at any of the study neighborhood street segments.



TABLE 9 3440 WILSHIRE PROJECT NEIGHBORHOOD STREET IMPACT ANALYSIS - EXISTING PLUS PROJECT ANALYSIS						
	Weekday Two Way Daily	With Project Impact Analysis				
Street Segment	Existing Base	Commercial Project Only	Existing plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Mariposa Ave south of 7th Street	5,531	77	5,608	1.4%	8%	NO
Normandie Ave south of 7th Street	4,164	[b]	4,164	[b]	8%	No

Notes:

[a] Uses City of Los Angeles impact criteria for residential street segments.

[b] Negligible number of project trips are projected to use this segment.

TABLE 10 3440 WILSHIRE PROJECT NEIGHBORHOOD STREET IMPACT ANALYSIS - CUMULATIVE PLUS PROJECT ANALYSIS							
Weekday Two-Way Daily Volume With Project Impact Analysis							
Street Segment	Existing Base	Cumulative Base	Commercial Project Only	Cumulative plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Mariposa Ave south of 7th Street	5,531	6,271	77	6,348	1.2%	8%	NO
Normandie Ave south of 7th Street	4,164	4,509	[b]	4,509	[b]	8%	NO

Notes:

[a] Uses City of Los Angeles impact criteria for residential street segments.

[b] Negligible number of project trips are projected to use this segment.

# 6. REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS

This section presents an analysis of potential impacts on the regional transportation system. This analysis was conducted in accordance with the procedures outlined in *Congestion Management Program for Los Angeles County* (Metro, 2010). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

In addition, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (October 2013, as amended in December 2015) sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the traffic study memorandum of understanding for the Project (see Appendix A) that the Project would not meet these criteria for requiring a freeway impact analysis.

### REGIONAL TRAFFIC IMPACT ANALYSIS

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

### SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when a certain threshold is exceeded. If the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C  $\ge$  0.02), causing LOS F (V/C > 1.00), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C  $\ge$  0.02).

### ARTERIAL MONITORING STATIONS

The CMP arterial monitoring station closest to the proposed project site is at Western Avenue & Wilshire Boulevard located west of the proposed project site. Based on the project trip distribution and trip generation, the project is expected to add approximately 11 trips in the AM peak hour and 17 trips in the PM peak hour through the CMP arterial monitoring station. The proposed project is not estimated to exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location; therefore, no further CMP arterial analysis is required.





### FREEWAY ANALYSIS

Regional access to the project site is provided by the US-101 Freeway located approximately 1.6 miles north of the project site and the I-10 Freeway located approximately 1.7 miles to the south of the project site, respectively. The CMP freeway monitoring stations closest to the project site includes the US-101 Freeway at Normandie Avenue and the I-10 Freeway at Budlong Avenue.

The CMP freeway monitoring station closest to the project site on the US-101 freeway is located at Normandie Avenue. Based on the Project distribution patterns, approximately 7.5% of project traffic is expected to travel through the US-101 freeway monitoring station at Normandie Avenue. According to the trip generation estimates shown in Table 4, the project is projected to result in an increase of 10 trips in the morning and 14 trips in the evening peak hour US-101 at Normandie Avenue.

The CMP freeway monitoring stations closest to the project site on the I-10 freeway are at Budlong Avenue. Approximately 7.5% of project traffic is expected to travel east on the I-10 freeway through Budlong Avenue and approximately 7.5% is expected to travel west on the I-10 freeway towards the City of Santa Monica. The project is projected to result in an increase of 10 trips in the morning and 14 trips in the evening peak hour on eastbound and westbound I-10 freeway.

Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway segments is required for CMP purposes.

### **REGIONAL TRANSIT IMPACT ANALYSIS**

Potential increases in transit person trips generated by the proposed project were estimated. Appendix C-8 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix C-8 of the 2010 CMP recommends summarizing the fixed-route local bus services within 1/4 mile of the project site and express bus routes and rail service within two miles of the project site.

Excluding the transit credit in the trip generation table shown in Table 4, the proposed Project would have an estimated increase in vehicle trip generation of approximately 201 net vehicle trips during the AM peak hour and 310 during the PM peak hour before the transit credit. Applying the AVR factor of 1.4 to the estimated vehicle trips would result in an estimated increase of approximately 281 and 434 person trips during the AM and PM peak hours, respectively.

As discussed in Chapter 3, a 25% transit credit was applied to the Project trip generation estimates to account for trips made to and from the project site using modes other than automobiles. The Project is located within a ¼-mile walking distance of the Metro Purple Line at the Wilshire/Western Station as well as the transit service documented in Table 1. Consistent with this approach, the Project would generate an estimated increase of 70 transit trips during the AM peak hour and 108 transit trips during the PM peak hour. Given the frequency of the high quality transit service in close proximity to the project site, including the Metro Purple Line subway and multiple Metro Rapid and local bus routes, the incremental transit riders resulting from the Project are not anticipated to result in a significant impact on the transit lines serving the area.





# 7. SITE ACCESS

The proposed project would have four driveways:

- A full-access driveway on Mariposa Avenue.
- Two full-access driveways on 7th Street.
- A full-access driveway on Irolo Street.

The loading areas for the project uses will be located in the parking structure on Level 1 and will be accessible from the Mariposa Avenue driveway.

### LEVEL OF SERVICE ANALYSIS FOR PROJECT DRIVEWAYS

A level of service analysis was conducted at to evaluate the ability of the project access plan to accommodate the anticipated traffic levels at the driveway access points. The residents will primarily use the Mariposa Avenue driveway and eastern 7th Street driveway, but all other land uses on the site will have access to use each of the driveways, similar to the existing site access. The driveway LOS analysis focuses on the two driveways which will be used by residents.

The driveway locations below will be unsignalized and stop-controlled and were analyzed using the 2-way Stop methodology from the HCM. The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented in Table 2B. Driveway analysis LOS worksheets are included in Appendix D. Table 11 shows the results of the LOS analysis at the unsignalized driveways.

Driveway Location	Peak	Existing p (20	lus Project 18)	•	us Project 26)
	Hour	Delay (seconds)	LOS	Delay (seconds)	LOS
7 <sup>th</sup> Street Eastern Driveway	AM	13.9	B	14.6	B
	PM	18.4	C	20.2	C
Mariposa Avenue Driveway	AM	21.9	C	24.6	C
	PM	23.2	C	26.0	D

TABLE 11 – DRIVEWAY SERVICE AN	ID IMPACT ANALYSIS
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As shown, the driveways are projected to operate at acceptable LOS (LOS D or better) under Existing plus Project (2018) and Future plus Project (2026) conditions.



# 8. CONSTRUCTION PERIOD IMPACT ANALYSIS

## CONSTRUCTION IMPACT CRITERIA

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

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

- Temporary Traffic Impacts:
  - The length of time of temporary street closures or closures of two or more traffic lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing traffic levels and LOS on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - o Potential safety issues involved with street or lane closures;
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - o The availability of alternative vehicular or pedestrian access within 1/4 mile of the lost access;
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within <sup>1</sup>/<sub>4</sub> mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/ destinations within a 1/4 mile radius of the affected stops or routes;
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).
- Temporary Loss of On-Street Parking:
  - The current utilization of existing on-street parking;
  - The availability of alternative parking locations or public transit options (e.g. bus, train) within 1/4 mile of the project site;
  - The length of time that existing parking spaces would be unavailable.





The LAMC provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

# CONSTRUCTION IMPACT ASSESSMENT

Construction of the project is anticipated to begin in January 2022 and end in January 2026 for a total construction duration of approximately 48 months to complete. The construction of the two project towers, Tower 1 and Tower 2, will be completed sequentially. Demolition and grading phases for both towers will occur at the same time and the construction and architectural coatings phases of Tower 1 and Tower 2 will occur sequentially. The construction is anticipated to involve four key phases:

- (1) demolition and site preparation 2 months;
- (2) grading 3 months;
- (3) construction 19 months for Tower 1 and 19 months for Tower 2;
- (4) architectural coatings 5 months for Tower 1 and 5 months for Tower 2.

The assessment of the Project against the construction impact factors established in the LA CEQA Thresholds *Guide* is presented in Table 12 and discussed below.

## TEMPORARY TRAFFIC IMPACTS

Full-time closures to the sidewalk and parking lane are anticipated for the project along Mariposa Avenue and 7<sup>th</sup> Street. Mariposa Avenue is classified as a local street and 7<sup>th</sup> Street is classified as an Avenue II. In addition, there are no emergency services located within the immediate vicinity of the affected streets. The closures during construction would be for the parking lane; therefore, the temporary construction impacts on the roadway network would be considered less than significant.

The sidewalks along Mariposa Avenue and 7<sup>th</sup> Street fronting the project construction will be closed for the duration of the project. Sidewalk and lane closures are not anticipated along Wilshire Boulevard. The sidewalk on the east side of Mariposa Avenue and south side of 7<sup>th</sup> Street will be open and pedestrians are anticipated to use this as a detour throughout construction. As such, the temporary impacts to pedestrians during construction would be less than significant.

The intersection of Mariposa Avenue (South) & Wilshire Boulevard operates at LOS A during both peak hours under existing conditions, and would operate at LOS A during the both peak hours under cumulative conditions. The intersection of Irolo Street & 7<sup>th</sup> Street operates at LOS A during both peak hours under existing conditions, and would operate at LOS B in the AM peak hour and LOS D during the PM peak hour under cumulative conditions.

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





### TEMPORARY LOSS OF ACCESS

The existing office building located directly north of the construction site will remain open throughout construction. In addition, the parking garage will remain open during construction as well providing parking for both the office building tenants and the construction workers. Pedestrian and vehicular access to properties located to the east and west of the project site will be open and unobstructed for the duration of construction. Since the Project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

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

Bus stops are not located along Mariposa Avenue or 7<sup>th</sup> Street where the parking lane closures would occur. A bus only lane is located on the south side of Wilshire Boulevard adjacent to the project site and a bus stop is present directly east of Irolo Street, but construction will not affect bus operations as there are no sidewalk or lane closures anticipated on Wilshire Boulevard along the Project frontage. Therefore, the project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.

### TEMPORARY LOSS OF ON-STREET PARKING

Construction would require temporary removal of well utilized on-street parking spaces along the project frontages of Mariposa Avenue, from Wilshire Boulevard to 7<sup>th</sup> Street, and 7<sup>th</sup> Street, from Irolo Street to Mariposa Avenue, to accommodate the construction area footprint and/or temporary truck staging. This would require the temporary removal of 12 two-hour metered parking spaces along Mariposa Avenue and 16 two-hour metered parking spaces along 7<sup>th</sup> Street for 24 months. Per the provisions in the California Public Resources Code Section 21099, which implements SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. As such, temporary parking impacts would be less than significant.



Assessment	Conclusion dering the following factors: • Less than significant.
<ul> <li>Temporary street closures or closures of two or more traffic lanes are not anticipated.</li> <li>The streets affected by any temporary lane or sidewalk closures (Mariposa Avenue and 7th Street) local street and Avenue II, respectively.</li> <li>The Mariposa/Wilshire and Irolo/7th intersections currently operates at LOS A during both peak periods. Mariposa/Wilshire operates at LOS A during both peak periods under cumulative. Irolo/7th operates at LOS B (AM) and LOS D (PM) under cumulative.</li> <li>None of the affected streets directly lead to a freeway on-or off-ramp or other state highways.</li> </ul>	
<ul> <li>traffic lanes are not anticipated.</li> <li>The streets affected by any temporary lane or sidewalk closures (Mariposa Avenue and 7th Street) local street and Avenue II, respectively.</li> <li>The Mariposa/Wilshire and Irolo/7th intersections currently operates at LOS A during both peak periods. Mariposa/Wilshire operates at LOS A during both peak periods under cumulative. Irolo/7th operates at LOS B (AM) and LOS D (PM) under cumulative.</li> <li>None of the affected streets directly lead to a freeway on-or off-ramp or other state highways.</li> </ul>	• Less than significant.
<ul> <li>traffic lanes are not anticipated.</li> <li>The streets affected by any temporary lane or sidewalk closures (Mariposa Avenue and 7th Street) local street and Avenue II, respectively.</li> <li>The Mariposa/Wilshire and Irolo/7th intersections currently operates at LOS A during both peak periods. Mariposa/Wilshire operates at LOS A during both peak periods under cumulative. Irolo/7th operates at LOS B (AM) and LOS D (PM) under cumulative.</li> <li>None of the affected streets directly lead to a freeway on-or off-ramp or other state highways.</li> </ul>	• Less than significant.
<ul> <li>closures (Mariposa Avenue and 7th Street) local street and Avenue II, respectively.</li> <li>The Mariposa/Wilshire and Irolo/7th intersections currently operates at LOS A during both peak periods. Mariposa/Wilshire operates at LOS A during both peak periods under cumulative. Irolo/7th operates at LOS B (AM) and LOS D (PM) under cumulative.</li> <li>None of the affected streets directly lead to a freeway on- or off-ramp or other state highways.</li> </ul>	<ul> <li>Less than significant.</li> </ul>
currently operates at LOS A during both peak periods. Mariposa/Wilshire operates at LOS A during both peak periods under cumulative. Irolo/7th operates at LOS B (AM) and LOS D (PM) under cumulative. • None of the affected streets directly lead to a freeway on- or off-ramp or other state highways.	Less than significant.
or off-ramp or other state highways.	
<ul> <li>Worksite traffic control plans would be prepared for any</li> </ul>	
temporary lane closures in accordance with applicable City and MUTCD guidelines.	
• There are no emergency services located within the immediate vicinity of the affected streets.	
<ul> <li>Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. Access to the office building and parking structure will remain throughout construction.</li> </ul>	Less than significant.
	-
<ul> <li>There are no bus stops along the Mariposa Avenue and 7th Street. There is one bus lane on the south side of Wilshire Boulevard, with a bus stop located along the project frontage but as lane closures are not anticipated along Wilshire Boulevard, project construction would not require blockage of the bus lane.</li> </ul>	Less than significant.
<ul> <li>The Project could require temporary removal of on-street parking spaces along the Project frontages on Mariposa Avenue and 7th Street to accommodate temporary truck staging or travel lanes. This requires the temporary removal of 28 well utilizted, two-hour, metered parking spaces for 24 months.</li> </ul>	<ul> <li>Less than significant in</li> </ul>
• Public transit options are available within 1/4 mile of the Project site, including: Metro Purple Line Wilshire/Normandie Station and rapid and local bus routes on 6th Street, 8th Street, 9th Street, and Wilshire.	accordance with SB 743/Public Resources Code Section 21099
	There are no emergency services located within the immediate vicinity of the affected streets.      Blockage of existing vehicle or pedestrian access to parcels ronting the construction area is not anticipated. Access to the office building and parking structure will remain throughout construction.      There are no bus stops along the Mariposa Avenue and 7th Street. There is one bus lane on the south side of Wilshire Boulevard, with a bus stop located along the project frontage out as lane closures are not anticipated along Wilshire Boulevard, project construction would not require blockage of the bus lane.      The Project could require temporary removal of on-street parking spaces along the Project frontages on Mariposa Avenue and 7th Street to accommodate temporary truck staging or travel lanes. This requires the temporary removal of 24 months.      Public transit options are available within 1/4 mile of the Project site, including: Metro Purple Line Wilshire/Normandie Station and rapid and local bus routes

# CONSTRUCTION TRAFFIC

## CONSTRUCTION TRUCKS

### Haul Trucks

Hauling activity is expected to occur during Phase 1, 2, and 3. Up to 30 haul trucks per day are anticipated on peak haul days in Phase 1 and up to 55 haul trucks per day are anticipated on peak haul days in Phase 2. One haul truck is anticipated in Phase 3.

Hauling hours are anticipated to be 7:00 AM to 5:00 PM. The haul route for the project will most likely be either eastbound on Wilshire Boulevard to the I-101 Freeway, or south on Irolo Street to the I-10 Freeway, to the Manning Pit Landfill in Irwindale. Trucks are expected to be staged off-site and dispatched to the project site as needed.

### **Equipment and Delivery Trucks**

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during each phase of construction. One example would be concrete delivery, which would be required for the parking garage and the buildings on-site. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

Minimal delivery/equipment trucks are expected to be needed under Phase 1 and Phase 2. Phase 3 is expected to generate up to 20 equipment/delivery trucks per day on peak activity days. Phase 4 is expected to generate up to 40 equipment/delivery trucks per day on peak activity days.

### CONSTRUCTION EMPLOYEES

The number of construction workers would vary throughout the construction period with the building construction phase generating the highest number of trips. Phase 1 is expected to involve a total of 15 workers on site on a daily basis and Phase 2 will involve up to approximately 20 workers on a peak day. Phase 3 is expected to involve a total of 200 workers on site on a daily basis and Phase 4 will involve up to approximately 5 workers on a peak day.

### CONSTRUCTION WORKER PARKING

During the demolition/excavation phase and the first portion of the building construction while the parking garage is under construction, it is anticipated that construction employees would be parked in the 3550 Wilshire parking lot directly next to the project site as well as in nearby buildings along Wilshire Boulevard owned by the project applicant. Once the subterranean parking structure component of the Project is complete, construction workers would also be parked in the additional spaces in the garage.



### CONSTRUCTION PERIOD TRIP GENERATION

Based on the aforementioned information, a construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour For the purposes of the trip generation analysis, the hauling hours were assumed to occur from 7:00 AM to 5:00 PM, a 10-hour period, which would create the highest number of haul trips in the peak hours. The delivery/equipment trucks are anticipated to arrive and depart between 7:00 AM and 5:00 PM, a 10-hour period. A PCE factor of 2.5 was assumed for haul trucks assuming the use of double-belly trailer trucks and a PCE factor of 2.0 was used for delivery trucks.

Table 13 shows a summary of construction period trip generation under each phase of construction. As shown, on a peak construction activity day, a total of up to 196 daily PCE trips are estimated to occur under Phase 1, of which 24 PCE trips would occur during each of the morning and evening peak hours. Phase 2 is estimated to generate a total of 331 daily PCE trips on a day with peak construction activity, of which 38 PCE trips are estimated to occur during each of the morning and evening peak hours. Phase 3 is estimated to generate a total of 485 daily PCE trips on a day with peak construction activity, of which 88 PCE trips are estimated to occur during each of the morning and evening peak hours. Phase 3 is estimated to generate a total of 170 daily PCE trips on a day with peak construction activity, of which 18 PCE trips are estimated to occur during each of the morning and evening peak hours. Phase 4 is estimated to generate a total of 170 daily PCE trips on a day with peak construction activity, of which 18 PCE trips are estimated to occur during each of the morning and evening peak hours.

At any given time, the peak construction activity is estimated to generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied (2,040 daily trips, 131 AM peak hour trips, and 186 PM peak hour trips, as shown in Table 4).

Although significant construction impacts are not anticipated, the influx of this material and equipment could create less than significant impacts on the adjacent roadway network based on the following considerations:

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



#### TABLE 13 3440 WILSHIRE PROJECT CONSTRUCTION PERIOD TRIP GENERATION

#### **Peak Daily Activity Under Each Phase**

	Demolition & Site Preparation	Grading	Construction	Architectural Coating
Construction Workers	15	20	200	5
Passenger Car Equivalent (PCE) factor	1.0	1.0	1.0	1.0
Haul Trucks	30	55	1	0
Passenger Car Equivalent (PCE) factor	2.5	2.5	2.5	2.5
Delivery/Equipment Trucks	4	4	20	40
Passenger Car Equivalent (PCE) factor	2.0	2.0	2.0	2.0

	CONSTRUC	TION PERIO	D TRIP GENER	ATION			
	Daily PCE	Morni	ng Peak Hour	PCE Trips	Evening	Peak Hour	PCE Trips
Phase	Trips [1]	In	Out	Total	In	Out	Total
Phase 1 - Demolition & Site Preparatior	i <u> </u>				•	*	•
Construction Worker Trips[2]	30	6	0	6	0	6	6
Haul Truck Trips [3]	150	8	8	16	8	8	16
Delivery/Equipment Truck Trips [3]	16	1	1	2	1	1	2
Phase 1 Total	196	15	9	24	9	15	24
Phase 2 - Grading	· · ·		•				·
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	275	14	14	28	14	14	28
Delivery/Equipment Truck Trips [3]	16	1	1	2	1	1	2
Phase 1 Total	331	23	15	38	15	23	38
Phase 3 - Construction			•		•		
Construction Worker Trips[2]	400	80	0	80	0	80	80
Haul Truck Trips [3]	5	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	80	4	4	8	4	4	8
Phase 3 Total	485	84	4	88	4	84	88
Phase 4 - Architectural Coatings	· · ·		•				·
Construction Worker Trips[2]	10	2	0	2	0	2	2
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	160	8	8	16	8	8	16
Phase 34Total	170	10	8	18	8	10	18

PCE - Passenger car equivalent

Notes:

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

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

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

# CONSTRUCTION MITIGATION MEASURES

As shown in Table 12, impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate fewer daily and peak hour trips than are projected for the project once it is completed and occupied. While mitigation measures are not required to mitigate significant impacts, to be conservative a Construction Traffic Management Plan and Construction Worker Parking Plan should be implemented.

A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Mariposa Avenue and 7<sup>th</sup> Street.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As one parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.
- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.





# 9. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development on the current site of 3440 Wilshire Boulevard. The following summarizes the results of this analysis:

- The proposed Project involves the construction of 641 multifamily high-rise units and 18,454 square feet of retail space.
- The proposed Project is located on Wilshire Boulevard between Irolo Street and Mariposa Avenue. Inbound and outbound vehicular access will be provided by four separate driveways, one on Mariposa Avenue, two on 7<sup>th</sup> Street, and one on Irolo Street. The loading areas for the project uses will be located in the parking structure on Level 1 and will be accessible from the Mariposa Avenue driveway.
- The Project would generate an estimated net increase of 2,040 daily vehicle trips, including 131 trips during the AM peak hour and 186 trips during the PM peak hour.
- The LOS analysis for the Existing plus Project and Future plus Project determined that the Project would not result in significant impacts at study area intersections.
- Significant CMP arterial, CMP freeway or transit impacts would not be created by the Project; therefore, no mitigation measures would be required.
- Impacts related to construction traffic were found to be less than significant. In addition, the peak
  construction activity will generate fewer daily and peak hour trips than are projected for the Project
  once it is completed and occupied. While mitigation measures are not required to mitigate
  significant impacts, to be conservative, a Construction Traffic Management Plan and Construction
  Worker Parking Plan should be implemented.



#### REFERENCES

2010 Highway Capacity Manual, Transportation Research Board, 2010.

City of Los Angeles Municipal Code.

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

*Mobility Plan 2035, An Element of the General Plan*, Los Angeles Department of City Planning, adopted by City Council September 7, 2016.

Transportation Impact Study Guidelines, LADOT, December 2016.

*Trip Generation, 9<sup>th</sup> Edition,* ITE, 2017.

*Trip Generation, 10<sup>th</sup> Edition,* ITE, 2017.

*Trip Generation Handbook, 2<sup>nd</sup> Edition,* ITE, 2004.

# Fehr / Peers

APPENDIX A: LADOT MOU

updaled 8/2/18

#### TRAFFIC STUDY - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name:	3440 Wilshire (Central Plaza Project)	
Project Address:	3440 Wilshire Boulevard, Los Angeles, CA 90010	
Project Description:	See Figure 1. Project includes 641 apartment units and 18,454 sf retail.	

Geographic Distribution: N \_\_ % S \_\_ % E \_\_ % W \_\_ % See Figure 2. Attach graphic illustrating project trip distribution percentages at the studied intersections

Trip Generation Rate(s): ITE 9th Edition / Other See Table 1.

Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

	<u>in</u>	out	total
AM Trips	19	112	131
PM Trips	125	61	186

Project Buildout Year: <u>2026</u> Ambient or CMP Growth Rate: <u>1</u>% Per Yr. Related Projects: See Attached Table 2 and Figure 3.

Subject to Freeway Impact Analysis in addition to CMP Analysis: \_\_\_YES\_x\_NO (See Attachment A) (freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Study Intersections: See Figure 2.

1. Western Ave & Wilshire Blvd	6. Irolo St & 7th St	11. Mariposa Ave (S) & Wilshire Blvd
2. Western Ave & 8th St	7. Irolo St & 8th St	12. Mariposa Ave & 8th St
3. Normandie Ave & 3rd St	8. Normandie Ave & Olympic Blvd	13. Vermont Ave & Wilshire Blvd
4. Normandie Ave & 6th St	9. Mariposa Ave & 6th St	14. Vermont Ave & 8th St
5. Normandie Ave & Wilshire Blvd	10. Mariposa Ave (N) & Wilshire Blvd	

Trip Credits: (Exact amount of credit subject to approval by LADOT)

Ŷ	Yes	No
Transit Usage	X	
Transportation Demand Management		х
Existing Active Land Use	X	
Previous Land Use		х
Internal Trip	X	
Pass-By Trip	X	the second s

Consultant Name: <u>Tom Gaul, Fehr & Peers</u> Address: 600 Wilshire, Suite 1050, Los Angeles, CA 90017

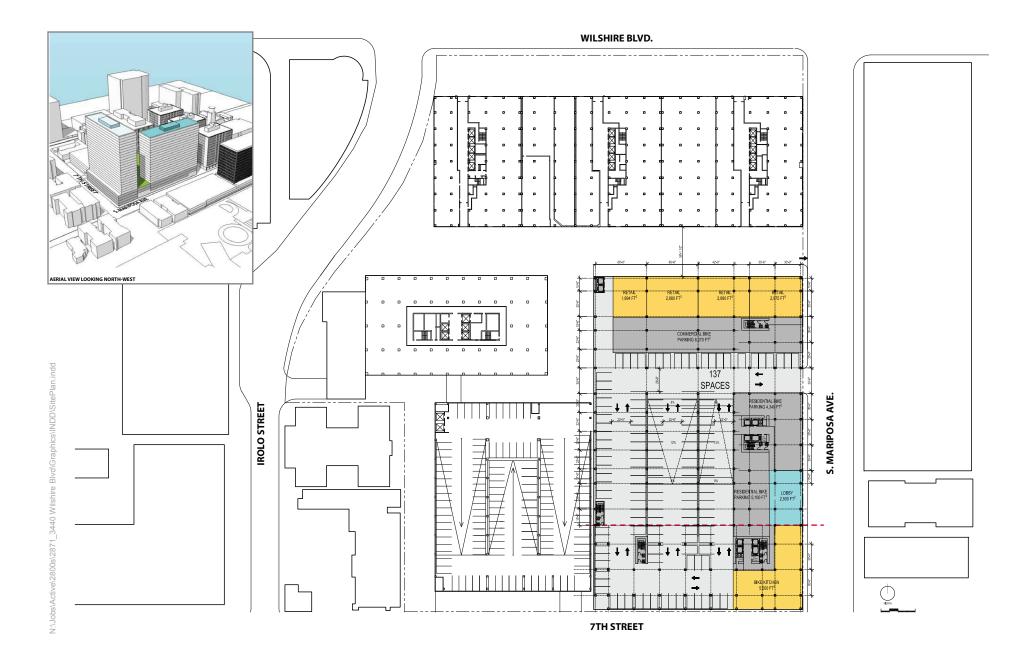
Phone No.: 213	3-261-3050		
Approved by:	L	m	5/9/18
	Consultant's Rep	resentative	Pate

Developer Garrett Lee, Jamison Properties 3470 Wilshire Blvd, St 700, Los Angeles, CA 90010

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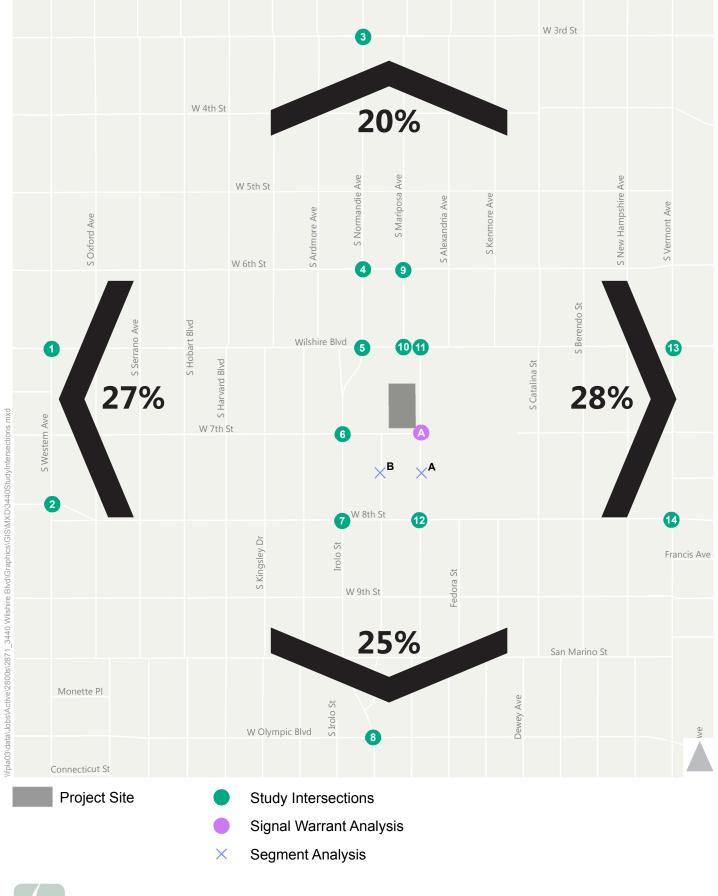
ADOT Representative

Date



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Figure 1 Site Plan and Aerial View



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Figure 5 3440 Wilshire Trip Distribution

				TRIP		ABLE 1 SHIRE PRO. PN - ITE 101		N								
					Trip Ge	neration Rat	tes [a]					Estimate	d Trip Gen	eration		
	ITE Land			A	AM Peak Hou	ur	PI	M Peak Ho	ur		AM	Peak Hour	Trips	PM	Peak Hour	Trips
Land Use	Use Code	Size	Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	18.454 ksf	37.75	0.94	62%	38%	3.81	48%	52%	697	11	6	17	34	36	70
Less: Internal Capture [b]			15%		15%	15%		15%	15%	(105)	(2)	(1)	(3)	(5)	(5)	(10)
Less: Transit Credit [c]			25%	25%			25%			(148)	(2)	(1)	(3)	(7)	(8)	(15)
Total Driveway Trips										444	7	4	11	22	23	45
Less: Pass-by [d]			50%	50%			50%			(222)	(3)	(2)	(5)	(11)	(11)	(22)
Net External Vehicle Trips										222	<u>4</u>	<u>2</u>	<u>6</u>	<u>11</u>	<u>12</u>	23
Multifamily Houseing (High-Rise) [e]	222	641 DU	4.45	0.23	12%	88%	0.3	70%	30%	2,852	18	129	147	134	58	192
Internal Capture [b]			15%		15%	15%		15%	15%	(428)	(3)	(19)	(22)	(20)	(9)	(29)
Less: Transit Credit [c]			25%							(606)	0	0	0	0	0	0
Net External Vehicle Trips										<u>1,818</u>	<u>15</u>	<u>110</u>	<u>125</u>	<u>114</u>	<u>49</u>	<u>163</u>
TOTAL DRIVEWAY TRIPS										2,262	22	114	136	136	72	208
NET INCREMENTAL EXTERNAL TRIPS										2,040	19	112	131	125	61	186

Notes:

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

[b] Internal capture represents the percentage of trips between land uses that occur within the site. Main Street model calibration of base ITE rates reflecting project & site specific characteristics.

[c] The transit credit is based on LADOT's Traffic Study Policies and Procedures, December 2016. The guidelines state that up to 25% transit credit may be taken for projects adjacent to a transit station or Rapid Bus stop.

[d] The pass-by credit is based on Attachment I of LADOT's Traffic Study Policies and Procedures , December 2016.

[e] Local high-rise residential data collected for LADOT was used to determine the trip generation for the residential land use. The local data did not include information on daily rates, so the general urban/suburban daily equation was used, making it appropriate to apply a transit credit.

# Fehr / Peers

# **DRAFT MEMORANDUM**

Date: July 17, 2018

To: Eddie Guerrero and Wes Pringle, LADOT

From: Tom Gaul and Amanda Heinke, Fehr & Peers

Subject: Trip Generation for Multifamily Residential Uses – ITE 10<sup>th</sup> Edition

In November 2017, the Institute of Traffic Engineers (ITE) released the 10<sup>th</sup> edition ITE Trip Generation Manual, which provided updated trip generation rates for numerous land uses. In light of the new 10<sup>th</sup> edition rates, a comparison of the 10<sup>th</sup> edition trip generation rates to the 9<sup>th</sup> edition rates as well as to the local trip generation data was conducted for multifamily residential uses. The purpose of this memorandum is twofold: (1) to present a brief summary of the changes in the ITE 10<sup>th</sup> edition multifamily residential trip rates and (2) provide a recommendation for multifamily residential trip generation rates in the City of Los Angeles for dense mixed-use urban areas and city core areas.

### Key ITE Multifamily Residential Trip Rate Changes

Both the ITE 9<sup>th</sup> and ITE 10<sup>th</sup> edition manuals include three categories for multifamily housing: low-rise, midrise, and high-rise multifamily housing. The definitions of the low-rise, mid-rise, and high-rise categories remain the same as described in the 9<sup>th</sup> edition: low-rise is one or two stories, mid-rise is three to 10 stories, high-rise is greater than 10 stories. The ITE 9<sup>th</sup> edition manual also included generic apartment rates (land use code 220) and generic condominium rates (land use code 230) that were not related to height. The ITE 10<sup>th</sup> edition manual no longer provides this option, only providing rates for low-rise, mid-rise, and highrise.

In addition, the ITE 10<sup>th</sup> edition introduces geographic setting for four different settings/locations: Rural, Urban/Suburban, Dense Multi-Use Urban, and City Core. The ITE 10<sup>th</sup> edition manual definitions for each of the geographic setting terms are shown in Attachment A.

Table 1 provides a comparison between the 9<sup>th</sup> edition and 10<sup>th</sup> edition rates for residential land uses by each geographical setting.



### Locally Available Trip Data

For mid-rise and high-rise multifamily housing sites in dense multi-use urban and center city core areas, trip generations rates from properties within the City of Los Angeles area are available as a secondary data source to the ITE trip rates. Table 2 provides data obtained from local trip generation surveys conducted as part of the *Measuring the Miles/Infill and Complete Streets* project for LADOT<sup>1</sup>, further categorized into properties that were mid-rise and high-rise as well as general urban/suburban, dense multi-use urban, or city center core areas to mirror the category distinctions in the ITE 10<sup>th</sup> edition trip generation manual. Table 2 provides the average trip generation for mid-rise and high-rise residential properties in the City of Los Angeles.

The local data reveals that mid-rise and high-rise multifamily average trip rates for the AM and PM peak hours in dense multi-use urban areas are lower than the ITE 9<sup>th</sup> edition rates, but higher than the ITE 10<sup>th</sup> edition peak hour rates. As the local data reveals a higher trip generation rates than the ITE 10<sup>th</sup> edition rates, the local data should be used for the purposes of estimating trip generation for mid-rise and high-rise projects in dense multi-use urban areas in the City of Los Angeles.

However, local data was not available for low-rise multifamily or for daily trip rates for mid-rise and highrise multifamily sites. In the absence of local data, the 10<sup>th</sup> edition general urban/suburban trip rates may be used. Transit credits may be considered according to LADOT transportation guidelines.

#### **Summary of Recommendations**

- For multifamily uses located in general urban/suburban areas, the ITE 10<sup>th</sup> edition residential trip rates for all multifamily housing types are statistically valid and are representative of recent travel patterns. These rates are acceptable to use as an estimate for residential vehicle trip generation.
- For multifamily mid-rise and multifamily high-rise uses located in dense multi-use urban areas, the local mid-rise and high-rise data should be applied to properties that meet the ITE definitions of location in dense multi-use urban areas since the local data reveals higher trip generation than the 10<sup>th</sup> edition ITE rates for the same uses. The following summarizes these rates:

<sup>&</sup>lt;sup>1</sup> Memorandum from Tom Gaul & Cary Bearn, Fehr & Peers, to Claire Bowin & David Somers, Los Angeles Department of City Planning, "Infill and Complete Streets Study, Tasks 2.1B & 2.1C Local Trip Generation Studies", April 20, 2017.



### Local Trip Generation Rates for Multifamily Mid-Rise and High-Rise Residential Land Uses in Dense Multi-Use Urban Areas

Land Use	AM Peak Hour (trips per DU)	PM Peak Hour (trips per DU)
Multifamily Mid-Rise	0.31	0.30
Multifamily High-Rise	0.23	0.30

- For multifamily mid-rise uses located in city center core areas, the ITE 10<sup>th</sup> edition trip rates should be used in the absence of sufficient local data points. For the multifamily high-rise uses in city center core areas, as both the ITE data and the local data are low in sample size, the local trip data for the dense multi-use areas should be used.
- For low-rise multifamily housing in dense multi-use urban and center city core areas, the low-rise trip rates for the general urban/suburban geographic setting should be used due to the lack of readily available local daily data. Transit credits may be considered for daily trip generation if using these rates under this scenario.

# TABLE 1 ITE MULTIFAMILY RESIDENTIAL VEHICLE TRIP GENERATION RATES (10th versus 9th)

ITE 9th Ed	dition Vehicl	e Rates			ITE 10t	h Edition V	/ehicle Rate	es			ITE 10th vs. 9th Comparable			
	Comparison to				General Urban/ Suburban			lulti-Use ban	Center C	ity Core	Dense General Multi-			
	Rate per	Sample	Apartment		Rate per	Sample	Rate per	Sample	Rate per	Sample	Urban/	Use	Center	
ITE 9th Land Use [a]	DU	Size	220	ITE 10th Land Use [a]	DU	Size	DU	Size	DU	Size	Suburban	Urban	City Core	
<u>Daily</u>														
220 Apartment	6.65	88												
221 Low-Rise Apartment	6.59	22 [b]	-1%	220 Multifamily Low-Rise	7.32	29	4.41	2 [b]	n/a		11%	-33%	n/a	
223 Mid-Rise Apartment	n/a		n/a	221 Multifamily Mid-Rise	5.44	27	2.59	1	3.74	3 [b]	n/a	n/a	n/a	
222 High-Rise Apartment	4.20	9	-37%	222 Multifamily High-Rise	4.45	11	2.07	11	2.16	2	6%	-51%	-49%	
AM Peak Hour														
220 Apartment	0.51	78												
221 Low-Rise Apartment	0.46	27 [b]	-10%	220 Multifamily Low-Rise	0.46	42	0.36	3 [b]	n/a		0%	-22%	n/a	
223 Mid-Rise Apartment	0.30	7	-41%	221 Multifamily Mid-Rise	0.36	53	0.20	4	0.31	8 [b]	20%	-33%	3%	
222 High-Rise Apartment	0.30	17	-41%	222 Multifamily High-Rise	0.31	25	0.21	11	0.22	2	3%	-30%	-27%	
PM Peak Hour														
220 Apartment	0.62	90												
221 Low-Rise Apartment	0.58	27 [b]	-6%	220 Multifamily Low-Rise	0.56	50	0.33	2 [b]	n/a		-3%	-43%	n/a	
223 Mid-Rise Apartment	0.39	7	-37%	221 Multifamily Mid-Rise	0.44	60	0.18	4	0.28	8 [b]	13%	-54%	-28%	
222 High-Rise Apartment	0.35	17	-44%	222 Multifamily High-Rise	0.36	25	0.19	11	0.23	2	3%	-46%	-34%	

#### Notes:

a. Low-rise = 1 or 2 stories

Mid-rise = 3 to 10 stories

High-rise = >10 stories

b. Available rates are per occuped DU, not per DU.

# TABLE 2 Vehicle Trips and Generation Rates for Market Rate Housing Study Locations Organized by ITE 10th Edition Residential Categories

Site #	# of Floors	ITE Setting/ Location	Name	Address	Source	Land Use	Located Within TPA?	Daily Vehicle Trips	AM Peak Hour Vehicle Trips	PM Peak Hour Vehicle Trips	Daily Trip Rate (Trips per DU)	AM Peak Hour Trip Rate (Trips per DU)	PM Peak Hour Trip Rate (Trips per DU)
Multifam	ily Housir	ng (High-Rise)											
10	29	Gen Urban/Suburban	Blair House	10490 Wilshire Blvd, Los Angeles, CA 90024	Fehr & Peers Trip Generation Rate Study	128 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.24	0.53
8	24	Gen Urban/Suburban	Remington	10727 Wilshire Blvd, Los Angeles, CA 90024	Fehr & Peers Trip Generation Rate Study	93 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.30	0.41
9	23	Gen Urban/Suburban	Wilshire Regent	10501 Wilshire Blvd, Los Angeles, CA 90024	Fehr & Peers Trip Generation Rate Study	208 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.17	0.16
											AVERAGE	0.24	0.37
Multifam	ily Housir	ng (High-Rise)											
7	21	Dense Multi-Use Urban	2160/2170 Century Park East	2160 Century Park E, Los Angeles, CA 90067	Fehr & Peers Trip Generation Rate Study	496 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.29	0.28
1	13	Dense Multi-Use Urban	Hollywood Ardmore	1850 Whitley Ave, Los Angeles, CA 90028	Counted Fall 2016	206 Residential Units;	No	695	36	52	3.37	0.17	0.25
19	14	Dense Multi-Use Urban	NoHo 14 Apartment Building	5440 Tujunga Ave, North Hollywood, CA 91601	California Strategic Growth Phase 2	180 Residential Units;	Yes	[a]	42	66	[a]	0.23	0.37
											AVERAGE	0.23	0.30
Multifam	ily Housir	ng (Mid-Rise)											
2	9	Dense Multi-Use Urban	3075 Wilshire	3075 Wilshire Blvd, Los Angeles, CA 90010	Counted Fall 2016	127 Residential Units;	Yes	352	25	36	2.77	0.20	0.28
18	6	Dense Multi-Use Urban	Gardens at Wilshire	3675 Wilshire Blvd, Los Angeles, CA 90010	California Strategic Growth Phase 2	159 Residential Units;	Yes	[a]	44	47	[a]	0.28	0.30
13	4	Dense Multi-Use Urban	Victor on Venice	10001 Venice Blvd, Los Angeles, CA 90034	California Strategic Growth Phase 1	116 Residential Units;	Yes	[a]	44	50	[a]	0.38	0.43
20	4	Dense Multi-Use Urban	Gallery at NoHo Commons	5416 Fair Avenue, North Hollywood, CA 91601	California Strategic Growth Phase 2	438 Residential Units;	Yes	[a]	150	146	[a]	0.34	0.33
6	4	Dense Multi-Use Urban	Palazzo East at Park La Brea	340 Hauser Blvd, Los Angeles, CA 90036	Fehr & Peers Trip Generation Rate Study	610 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.27	0.28
12	4	Dense Multi-Use Urban	Artisan on 2nd	601 E 2nd St, Los Angeles, CA 90012	California Strategic Growth Phase 1	118 Residential Units;	Yes	[a]	32	31	[a]	0.27	0.26
21	4	Dense Multi-Use Urban	AMLI Warner Center Apartments	21200 Kittridge Street, Woodland Hills, CA 91303	California Strategic Growth Phase 2	522 Residential Units;	Yes	[a]	227	182	[a]	0.43	0.35
5	3	Dense Multi-Use Urban	Skyline Terrace	930 Figueroa Terrace, Los Angeles, CA 90012	Fehr & Peers Trip Generation Rate Study	198 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.33	0.20
											AVERAGE	0.35	0.27
Multifam	ily Housir	ng (High-Rise)											
14	13	Center City Core	Pegasus Apartments	612 S Flower St, Los Angeles, CA 90017	California Strategic Growth Phase 1	322 Residential Units;	Yes	[a]	36	[a]	[a]	0.11	[a]
											AVERAGE	0.11	
Multifam	ily Housir	ng (Mid-Rise)											
4	6	Center City Core	The Medici	725 S Bixel St, Los Angeles, CA 90017	Fehr & Peers Trip Generation Rate Study	632 Residential Units;	Yes	[a]	[b]	[b]	[a]	0.15	0.15
11	6	Center City Core	Sakura Crossing	235 S San Pedro St, Los Angeles, CA 90012	California Strategic Growth Phase 1	230 Residential Units;	Yes	[a]	77	61	[a]	0.33	0.27
											AVERAGE	0.24	0.21

[a] Data not provided.

[b] Source presents trip generation information in rates only.



#### Attachment A

The following presents the definitions of the setting/location for City Center Core, Dense Multi-Use Urban, General Urban/Suburban, and Rural areas for use in the ITE Trip Generation Manual, 10<sup>th</sup> edition.

**Center City Core** – the downtown area for a major metropolitan region at the focal point of a regional light- or heavey-rail transit system. This area type is typified by multi-storied buildings, a wide range of land uses an extensive pedestrian sidewalk network, and shared and priced parking both on-street and in structured garages or surface lots. The area typically has more jobs than residents and therefore is typically an employment destination. The area also includes the immediate vicinity of the commercial core.

**Dense Multi-Use Urban** – a fully developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often off-street public parking. The complementary land uses provide the opportunity for short trips within the Dense multi-Use Urban area, made convenient by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from the area of development.

**General Urban/Suburban** – an area associated with almost homogeneous ehicle-centered access. Nearly all person trips that enter or exist a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on service a regional clientele whereas a service land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.

Rural – agricultural or undeveloped except for scattered parcels and at very low densities.

							Estimated	Trip Gener	ration [b]		
No.	Project Location [a]	Land Use		Size	Daily	AM P	Peak Hour 1	<b>rips</b>	PM	Peak Hour	Trips
					Trips	In	Out	Total	In	Out	Total
1	3323 W Olympic Bl	Condominiums Office	208 3.5	du ksf	409	-13	49	36	39	-7	32
2	805 S Catalina St	Condominiums Retail	300 5	du ksf	1935	24	119	143	110	57	167
3	100 N Western Ave	Retail Apartments		ksf du	940	17	40	57	54	38	92
4	2755 W 15th Street	School		enrollment	486	68	57	125	24	24	48
5	3640 W Wilshire Blvd	Apartments	209	du	1182	18	72	90	73	40	113
6	940 S Western Avenue	Apartments Retail		du ksf	380	6	31	37	26	11	37
7	535 S Kingsley Dr	Apartments	85	du	543	8	31	39	36	19	55
8	2850 W 7th St	Condominiums Other Retail		du rooms ksf	1057	20	72	92	72	42	114
9	800 S Harvard Blvd	Apartments Retail	131		827	14	32	46	44	33	77
10	2929 W Leeward Ave	Condominiums		du	476	7	33	40	44	21	65
10		Apartments	399		470	,				21	05
11	2968 W 6th St	Commercial Commercial	12	ksf ksf	2943	73	154	227	168	93	261
12		Apartments	100		510	7	20	45	22	10	10
	241 N Vermont	Retail Hotel		ksf rooms	510	7	38	45	33	16	49
13 14	4110 W 3rd Street 1011 S Serrano Ave	Retail Apartments	27.8		1186 545	45 8	35	80	46	40	86 50
		Apartments	226								
15	3076 W Olympic Blvd	Retail	16.907		1567	25	78	103	90	56	146
16	3875 W Wilshire Bl	Apartments	196		1114	17	68	85	69	37	106
17	3350 W Wilshire Bl	Apartments	121		728	11	43	54	47	25	72
18	3545 W Wilshire Blvd	Apartments Retail	433 49.849	ksf	917	-42	83	41	84	10	94
19	605 S Vermont Ave	Apartments Museum	103 30.937		755	17	39	56	42	37	79
20	1011 S Park View St	Apartments	108		594	9	38	47	38	19	57
	2965 W 6th St	Hotel		rooms	688	26	18	44	25	25	50
22 23	1255 E Elden Ave 2972 W 7th St	Apartments Apartments	180		376 486	0 7	32 59	32 66	28 43	10 8	38 51
		Retail		ksf							
24 25	1017 S Mariposa Ave 2859 W Francis Ave	Apartments		du du	373 492	5	23 28	28 35	23 31	12 5	35 36
		Apartments Apartments	162	du							
26	700 S Manhattan pl	Restaurant Retail		ksf ksf	1260	19	57	76	71	46	117
27	411 S Normandie Ave	Apartments	224		1407	22	86	108	87	47	134
28	3525 W 8th Street	Apartments Supermarket	367 22.906		1214	8	121	129	83	25	108
29	2870 W Olympic Blvd	Hotel Retail	78 16.384	rooms ksf	834	22	14	36	30	28	58
30	815 S Kingsley Dr	Apartments		du	542	8	33	41	33	17	50
31	616 S Westmoreland Ave	Apartments Restaurant Retail	2.765		461	2	29	31	30	5	35
32	2525 Wilshire Bl	Condominiums Retail	1.043 160 7.5		1160	16	60	76	61	36	97
33	3330 W Beverly Bl	Apartments Childcare		du	495	26	34	63	35	32	67
34	2405 W 8th Street	Apartments Retail	144 4.406		333	-20	48	28	42	-15	27
35	422 Lake St	Apartments		du	532	8	33	41	33	17	50
36	1929 W Pico Bl	School		enrollment	821	140	66	206	20	42	62
37	235 N Hoover	Apartments	214		1423	22	87	109	86	47	133
38	3240 W Wilshire Bl	Hotel Apartments	545		1,353	15	173	188	89	23	112
		Retail Apartments Theatre	5222 478 850								
39	1930 W Wilshire Bl	Classroom Hotel	50	enrollment rooms	1355	-44	128	84	103	-41	62

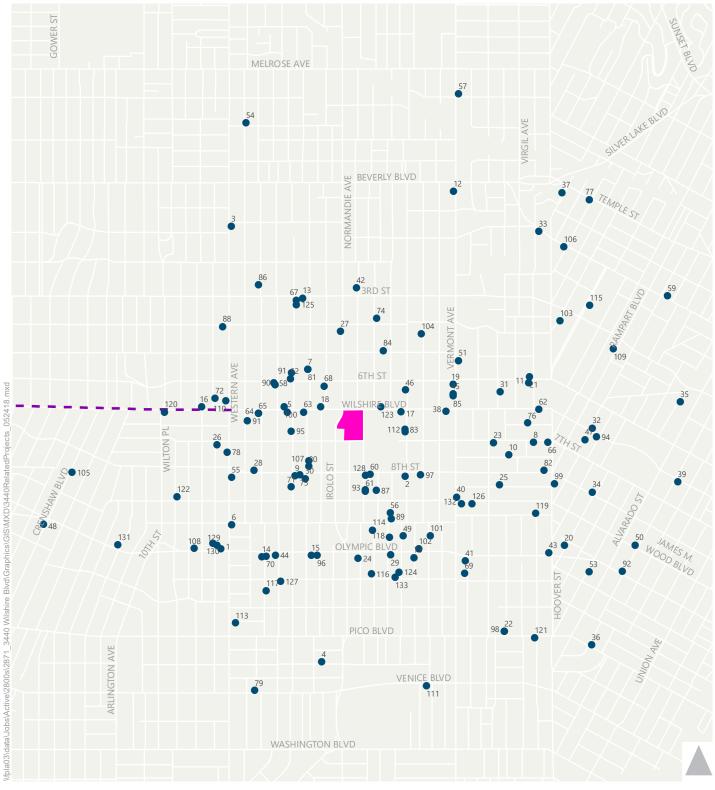
40	888 S Vermont Avenue	Office Retail	4.4 47.208	ksf ksf	2526	45	19	64	171	169	340
41	1000 S Vermont Ave	Apartments Retail		du	2655	39	94	133	137	102	239
42	257 S Mariposa Avenue	Retail	3.94	ksf	1036	14	58	94	61	33	72
43	2501 W Olympic Blvd	Apartments Apartments	140 173		1911	27	72	99	100	73	173
44	3170 W Olympic Blvd	Retail Retail	184.56 32.3		1624	24	89	113	94	56	175
		Hotel	200	rooms	1024	24		115			150
45	631 S Vermont Av	Condominiums Office	250 49.22	du ksf	2599	95	95	190	115	120	235
		Retail	21.32	ksf							
46	621 S Catalina St	Apartments Retail	165 8.5	du ksf	2776	26	55	81	180	95	275
40		Restaurant Banguet Hall		ksf ksf	2770	20		01	180	33	275
47	668 S Coronado St	Apartments	122	du	947	14	48	62	56	34	90
		Retail Apartments	1182 206	ksf ksf							
48	1009 S Crenshaw Blvd	Retail	23.585	du	587	-14	48	34	33	23	56
49	966 Dewey Av	Hotel		rooms	677	28	15	43	24	24	48
50	2005 W James M Wood Blvd	Hotel		rooms	545	24	18	42	20	18	38
		Office		employees							
51	510 S Vermont Ave	Retail Sr. Housing	17.5		3215	216	104	320	121	293	414
51	S10 S Vermont Ave	Sr. Housing Community Center	13.2	du kof	3215	210	104	320	121	293	414
		Apartments		ksf							
		Apartments		du							
		Hotel rooms		rooms							
52	3751 W 6th Street	Retail		ksf	1183	39	31	70	36	21	57
		Restaurant		ksf							
53	1030 S Lake St	Assisted Living	203	rooms	939	39	23	62	49	48	97
54	500 S Oxford Ave	Condominiums	89	du	439	6	27	33	26	13	39
		Apartments	96	du							
55	800 S Western Av	Retail	29.73	ksf	3908	127	98	225	149	111	260
55		Restaurant		ksf	3500	127	50	225	145	111	200
		Hotel		rooms							
56	923 S Kenmore Avenue	Apartments		du du	432	7	26	33	26	15	40
57	600 N Vermont Av	Apartments Retail	120		320	8	46	54	12	18	30
		Condominiums	14.0								
58	3800 W 6th St	Hotel		rooms	1966	34	50	84	73	51	124
		Retail	23.549								
59	2515 W Beverly Blvd	School	650	students	527	131	126	257	40	22	62
		Condominiums	8	du							
60	3216 W 8th St	Hotel	60	rooms	694	24	18	42	42	32	74
00		Retail	4.808		054	24	10	72	72	52	74
		Entertainment	2.465								
61	840 S Mariposa Av	Apartments	173		978	15	60	75	61	31	92
62	2900 Wilshire	Apartments		DU	2402	81	125	216	137	81	210
62		Retail Restaurant		ksf ksf	3482	81	135	210	137	81	218
		Apartments		DU							
63	3600 Wilshire	Retail		ksf	3307	47	202	249	202	107	309
64	3700 Wilshire	Office	103.719		858	108	14	122	20	96	116
		Apartments		DU							
65	3700 Wilshire	Retail	64.296		3500	49	153	202	178	81	259
66	2806 W 7th St	Apartments	158		1051	16	64	81	64	34	98
67	300 S Harvard Blvd	Hotel Restaurant		rooms ksf	447	69	64	133	65	52	117
1			400						220	154	383
68	601 S Ardmore Ave	Apartments Commercial	428		4199	63	187	248	228	134	
		Apartments Commercial Apartments	31.689								220
68 69	601 S Ardmore Ave 1041 S Menlo Ave	Commercial Apartments Commercial	31.689 228 53.41	ksf du ksf	4199 3797	63 55	187 112	248 167	187	152	339
		Commercial Apartments	31.689 228 53.41	ksf du ksf du							339 279
69	1041 S Menlo Ave	Commercial Apartments Commercial Apartments Commercial Apartments	31.689 228 53.41 252 33.28 65	ksf du ksf du ksf du	3797	55	112	167	187	152	
69 70	1041 S Menlo Ave 1006 S Serrano Ave	Commercial Apartments Commercial Apartments Commercial	31.689 228 53.41 252 33.28 65 132	ksf du ksf du ksf du du	3797 3097	55 46	112 115	167 161	187 161	152 119	279
69 70 71 72	1041 S Menlo Ave 1006 S Serrano Ave 837 Harvard Blvd 636 S Manhattan Pl	Commercial Apartments Commercial Apartments Commercial Apartments Apartments	31.689 228 53.41 252 33.28 65 132	ksf du ksf du ksf du du ksf	3797 3097 432 916	55 46 7 14	112 115 27 54	167 161 33 68	187 161 26 55	152 119 14 31	279 40 85
69 70 71 72 73	1041 S Menlo Ave 1006 S Serrano Ave 837 Harvard Blvd 636 S Manhattan Pl 1021 1/2 Catalina St	Commercial Apartments Commercial Apartments Commercial Apartments Apartments Retail Commercial Apartments	31.689 228 53.41 252 33.28 65 132 0.9 5.289 70	ksf du ksf du ksf du du ksf ksf du	3797 3097 432 916 692	55 46 7 14 10	112 115 27 54 31	167 161 33 68 41	187 161 26 55 37	152 119 14 31 25	279 40 85 63
69 70 71 72 73 74	1041 S Menlo Ave 1006 S Serrano Ave 837 Harvard Blvd 636 S Manhattan Pl 1021 1/2 Catalina St 352 S Alexandria Ave	Commercial Apartments Commercial Apartments Commercial Apartments Apartments Retail Commercial Apartments Apartments Apartments	31.689 228 53.41 252 33.28 65 132 0.9 5.289 70 59	ksf du ksf du ksf du du ksf ksf du du	3797 3097 432 916 692 392	55 46 7 14 10 6	112 115 27 54 31 24	167 161 33 68 41 30	187 161 26 55 37 24	152 119 14 31 25 13	279 40 85 63 37
69 70 71 72 73 74 75	1041 S Menlo Ave1006 S Serrano Ave837 Harvard Blvd636 S Manhattan Pl1021 1/2 Catalina St352 S Alexandria Ave3418 W 8th St	Commercial Apartments Commercial Apartments Commercial Apartments Apartments Retail Commercial Apartments Apartments Apartments Apartments	31.689 228 53.41 252 33.28 65 132 0.9 5.289 70 59 131	ksf du ksf du ksf du du ksf ksf du du du	3797 3097 432 916 692 392 871	55 46 7 14 10 6 13	112 115 27 54 31 24 53	167 161 33 68 41 30 67	187 161 26 55 37 24 53	152 119 14 31 25 13 28	279 40 85 63 37 81
69 70 71 72 73 74	1041 S Menlo Ave 1006 S Serrano Ave 837 Harvard Blvd 636 S Manhattan Pl 1021 1/2 Catalina St 352 S Alexandria Ave	Commercial Apartments Commercial Apartments Commercial Apartments Apartments Retail Commercial Apartments Apartments Apartments	31.689 228 53.41 252 33.28 65 132 0.9 5.289 70 5.289 70 5.289 70 5.289 70 5.289 70 5.289 70 5.289 70	ksf du ksf du ksf du du ksf ksf du du	3797 3097 432 916 692 392	55 46 7 14 10 6	112 115 27 54 31 24	167 161 33 68 41 30	187 161 26 55 37 24	152 119 14 31 25 13	279 40 85 63 37

	1	-	T	T	1			1	1		1
78	721 S Western Ave	Apartments		du	1503	22	69	92	82	55	137
, 0		Retail	10.282					52			
79	2229 W Venice Blvd	Office		) ksf	1324	165	22	187	30	148	179
80	762 S Kingsley Dr	Apartments	67	′ du	446	7	27	34	27	15	42
81	535 S Kingsley Dr	Condominums	72	du	418	5	26	32	25	12	37
82	2723 W 8th St	School	450	) students	581	111	91	203	33	34	68
83	685 S Catalina St	Apartments	120	) du	798	12	49	61	48	26	74
84	3551 W 5th St	Apartments	69	du	459	7	28	35	28	15	43
		Apartments	179	du							
85	635 S Vermont Ave	Commercial		ksf	1702	25	77	103	93	62	156
86	245 S Serrano Ave	Apartments		du	359	6	22	28	22	12	33
87	839 Fedora St	Condominium		du	436	6	27	33	26	13	39
07		Apartments		/ du	150	0	27	33	20		
88	4250 W 4th St	Commercial	7.228		688	10	26	36	36	26	62
00	022 1/2 5 Konmoro Avo				45.2	7	28	35	27	1 Г	12
89	933 1/2 S Kenmore Ave	Apartments		du Just	452	/	28	35	27	15	42
00	CO1 C Lichart Aug	Retail		ksf	1400	77	107	104	124	96	210
90	601 S Hobart Ave	Hotel		rooms	1460	77	107	184	124	96	219
		Condominiums		du du							
91	672 Oxford Ave	Apartments		du	6014	89	229	318	314	230	544
		Commercial	62.035								
		Apartments	44	du							
91	547 S Harvard Blvd	Hotel	200	rooms	7872	169	141	310	386	396	780
		Commercial	175	i ksf							
02	2001 W/ Olympic Plud	Hotel	150	) rooms	275	E0	47	97	54	49	104
92	2001 W Olympic Blvd	Retail	6.917	' ksf	375	50	4/	97	54	49	104
93	836 S Mariposa Ave	Condominium	98	3 du	569	7	36	43	34	17	51
		Office	12.5	ksf							
94	2500 W Wilshire Blvd	Apartments		du	1787	42	103	146	103	69	173
		Hotel		) rooms							
95	687 S Harvard Blvd	Restaurant		ksf	292	45	41	86	42	33	75
		Retail	17.768								
96	3060 W Olympic Blvd	Apartments		du	2262	34	98	132	123	83	206
		•		du du							
97	3100 W 8th St	Apartments			805	12	41	53	45	28	74
		Retail	3.575		610			47		22	
98	1255 S Elden Ave	Apartments		du	618	9	38	47	37	20	58
99	820 S Hoover St	Condominiums		du	414	7	15	22	18	14	32
		Retail		i ksf							
		Office	55.38								
100	3663 W Wilshire Blvd	School		i seats	825	94	44	138	20	3	23
		School	420	seats							
101	968 S Berendo St	Church	85.308	8 ksf	535	23	8	31	3	9	12
102	2780 W Olympic Bl	Office	27.81	. ksf	612	16	0	24	25	29	E A
102	2789 W Olympic Bl	Retail	20.607	' ksf	612	16	8	24	25	29	54
103	326 S Reno St	Apartments	65	i du	326	5	20	25	20	11	31
104	427 S Berendo St	Apartments	85	du	288	5	17	22	17	10	27
105	850 S Crenshaw	Apartments		du	293	4	18	22	18	10	28
		Apartments		2 du		-					
106	3200 W Beverly Bl	Retail	5.867		632	4	16	20	39	32	71
107	748 S Kingsley Drive	Apartments		' du	406	6	25	31	24	14	38
101		Assisted Living		du i du	+00	0	۷23	51	24	14	30
108	2277 W/ Olympic Plyd	Office			358	10	0	13	8	28	36
109	3377 W Olympic Blvd		8.682		520	13	0	13	ŏ	28	30
		Restaurant	4.454								
109	329 S Rampart Blvd	Apartments		du	279	6	17	23	17	9	26
		Affordable Housing		du							
110	635 S Western Av	Apartments		du	672	6	17	23	17	9	26
110		Retail		) ksf							
111	1810 W Venice Blvd	Storage	15.4	ksf	385	12	10	22	20	20	40
112	689 S Catalina St	Apartments	61	du	406	0	0	22	0	0	40
117	2062 W 12th D	Condominums	51	du	420	C	20	25	24	4 -	20
113	3062 W 12th Pl	Retail	3.35	ksf	439	6	20	25	24	15	39
114	955 S Fedora St	Apartments		) du	266	4	16	20	16	9	25
115	228 S Occidental Blvd	Apartments		du du	319	5	20	24	19	10	30
115	1053 S Fedora St	Apartments		) du	266	4	16	24	16	9	25
117	1124 S Serrano Ave	Apartments		du du	200	4	10	20	10	9	26
117	968 S Kenmore Ave	Apartments		du	279	4	17	21	17	9	20
		· ·						21			25
119	2649 W San Marino Ave	Apartments		i du	306	5	19	23	19	10	29
		Apartments		du							
		Coffee Shop	1.75	s ksf	503	-50	6	-44	53	25	78
120	3986 W Wilshire						-		1		I
120	3986 W Wilshire	Restaurant		i ksf							
120	3986 W Wilshire	Restaurant Retail		ksf ksf							
120	3986 W Wilshire 2250 W Pico Blvd		12 125	ksf rooms	409	26	19	45	10	9	19
		Retail	12 125	2 ksf	409 352	26 5	19 22	45 27	10 21	9 12	19 33

124	1045 S Dewey Ave	Apartments	67	du	446	7	27	34	27	15	42
125	314 S Harvard Blvd	Apartments	20	du	133	2	8	10	8	4	12
126	2842 W James M. Wood Blvd	Apartments Retail	193 19.544		2118	32	85	117	113	80	193
127	1100 S Hobart Ave[d]	Apartments	39	du	259	6	15	21	16	10	26
128	800 S Mariposa Ave	Hotel Apartments Commercial		rooms du ksf	1014	30	23	53	40	40	80
129	986 S Manhattan Pl	Apartments	114	du	758	18	45	63	47	29	76
130	981 S Manhattan Pl[d]	Apartments	95	du	632	15	37	52	39	25	64
131	991 S 3rd Ave	Apartments	51	du	339	5	21	26	21	11	32
132	2878 W James M. Wood Blvd	Apartments	50	du	333	5	21	26	20	11	31
133	2755 W 11th Street	Apartments	67	du	446	7	27	34	27	15	42
134	Metro Purple Line	Light Rail Transit									

Note: DU = dwelling units ksf = one thousand square feet

[a] Related projects list is based on information provided from LADOT in on May 1, 2018, and LADCP April 26,2018. [b]Trip Generation Estimates based on the ITE Trip Generation Manual.



- **Related Projects** Purple Line Extension

  - Project Site





### **MOU ATTACHMENT A**

### FREEWAY SCREENING FOR 3440 WILSHIRE PROJECT IN ACCORDANCE WITH SCREENING CRITERIA DESCRIBED IN SECTION 3 OF THE "AGREEMENT BETWEEN CITY OF LOS ANGELES AND CALTRANS DISTRICT 7 ON FREEWAY IMPACT ANALYSIS PROCEDURES" (DECEMBER 2015)

#### INTRODUCTION

Section 3.1 of the "Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures" originally dated October 2013 specifies the freeway mainline and ramp screening criteria for development projects in the City of Los Angeles. Section 3.1 was amended in December of 2015 with the following threshold criteria:

"City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane)."

The purpose of this analysis is to apply the screening criteria to determine whether a Freeway Impact Analysis would be required for the 3440 Wilshire project. The methodologies used to conduct the screening analysis for the project, and the results of the screening, are described below.

#### FREEWAY MAINLINE SEGMENT SCREENING

The 3440 Wilshire project is located at 3440 Wilshire Boulevard, Los Angeles, CA 90010 with regional access provided by the Interstate 10 (I-10) freeway and US Route 101 (US-101). Five sections of freeways were selected for a freeway screening analysis:

- I-10 Freeway west of Normandie Avenue 4 lanes in each direction
- I-10 Freeway east of Normandie Avenue 4 lanes in each direction
- US-101 north of Western Avenue 4 lanes in each directions
- US-101 south of Silverlake Boulevard (north of Rampart Boulevard) 4 lanes in each directions
- US-101 south of Rampart Boulevard 4 lanes in each directions

Project trips on the freeway facilities are shown in Table A1 and the mainline screening analysis is shown in Table A2. As shown in Table A2, the freeway capacity is 8,000 vph for 4 lanes. The most rigorous trigger criteria for LOS E/F operations was used for the screening analysis. For LOS E or F operations, the threshold test is whether the project would use 1% of the available capacity (80 vph for 4 lanes). Because no more

than 19 project trips are expected to occur in any analyzed peak hour on any particular segment, the mainline screening threshold is not met and therefore a Freeway Impact Analysis is not required.

#### FREEWAY RAMP SCREENING

Project trips on the freeway off-ramp facilities are shown in Table A1 and the freeway off-ramp screening analysis is shown in Table A3. Six freeway off-ramps were selected for a freeway screening analysis. The most rigorous trigger criteria for LOS E/F operations was used for the screening analysis. For LOS E or F operations, the threshold test is whether the project would use 1% of the capacity (based on an assumed ramp capacity of 850 vehicles per hour per lane), or approximately 9 vph for 1-lane and 17 vph for 2-lanes. Because no more than 4 project trips are expected to occur in any analyzed peak hour on 1-lane ramps and no more than 9 project trips are expected to occur in any analyzed peak hour on 2-lane ramps, the freeway off-ramp screening thresholds are not met and therefore a Freeway Impact Analysis is not required.

# TABLE A13440 WILSHIRE PROJECTTRIP GENERATION AND FREEWAY SEGMENT AND RAMP TRIPS

		Freeway Trips										
Freeway Trip Percentage		ļ	AM Peak Hour PM Peak H									
Direction	%	In	Out	Total	In	Out	Total					
PROPOSED PROJECT TRIPS		19	112	131	125	61	186					
Freeway Ramps												
I-10 EB Normandie Ave Off	7.5%	1	8	9	9	5	14					
I-10 WB Normandie Ave Off	7.5%	1	8	9	9	5	14					
US-101 SB Western Ave Off	7.5%	1	8	9	9	5	14					
US-101 SB Melrose Ave Off	3.0%	1	3	4	4	2	6					
US-101 NB Silverlake Blvd Off	7.5%	1	8	9	9	5	14					
US-101 NB Rampart Blvd Off	3.0%	1	3	4	4	2	6					
Freeway Segments												
I-10 w/o Normandie Ave	7.5%	1	8	9	9	5	14					
I-10 e/o Normandie Ave	7.5%	1	8	9	9	5	14					
US-101 n/o Western Ave	10.5%	2	12	14	13	6	19					
US-101 s/o Silverlake Blvd and n/o Rampart Blvd	7.5%	1	8	9	9	5	14					
US-101 s/o Rampart Blvd	10.5%	2	12	14	13	6	19					

### TABLE A23440 WILSHIRE PROJECT

#### **PROJECT TRIP GENERATION**

	AM Pe	ak Hour	PM Pe	ak Hour
	In	Out	In	Out
Project Trip Generation	19	112	125	61

#### MAINLINE SCREENING

	AM Pe	ak Hour	PM Pea	ak Hour
Freeway Segment	In	Out	In	Out
I-10 w/o Normandie Ave	EB	WB	EB	WB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	1	8	9	5
Exceed Trigger?	no	no	no	no
I-10 e/o Normandie Ave	WB	EB	WB	EB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	1	8	9	5
Exceed Trigger?	no	no	no	no
US-101 n/o Western Ave	SB	NB	SB	NB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	2	12	13	6
Exceed Trigger?	no	no	no	no
US-101 s/o Silverlake Blvd and n/o Rampart Blvd	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	1	8	9	5
Exceed Trigger?	no	no	no	no
US-101 s/o Rampart Blvd	NB	SB	NB	SB
# of Lanes [a]	4	4	4	4
Capacity	8,000	8,000	8,000	8,000
Worst-case LOS	E/F	E/F	E/F	E/F
Trigger % [b]	1%	1%	1%	1%
Trigger	80	80	80	80
Project Trips	2	12	13	6
Exceed Trigger?	no	no	no	no

Notes:

a. # of lanes does not include auxiliary or HOV lanes.

b. The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F Threshold: 1% of capacity if LOS E or F, 2% of capacity if LOS D, using 2,000 vphpl capacity

### TABLE A33440 WILSHIRE PROJECT

#### **PROJECT TRIP GENERATION**

	AM P	eak Hour	PM Pe	ak Hour
	In	Out	In	Out
Project Trip Generation	19	112	125	61

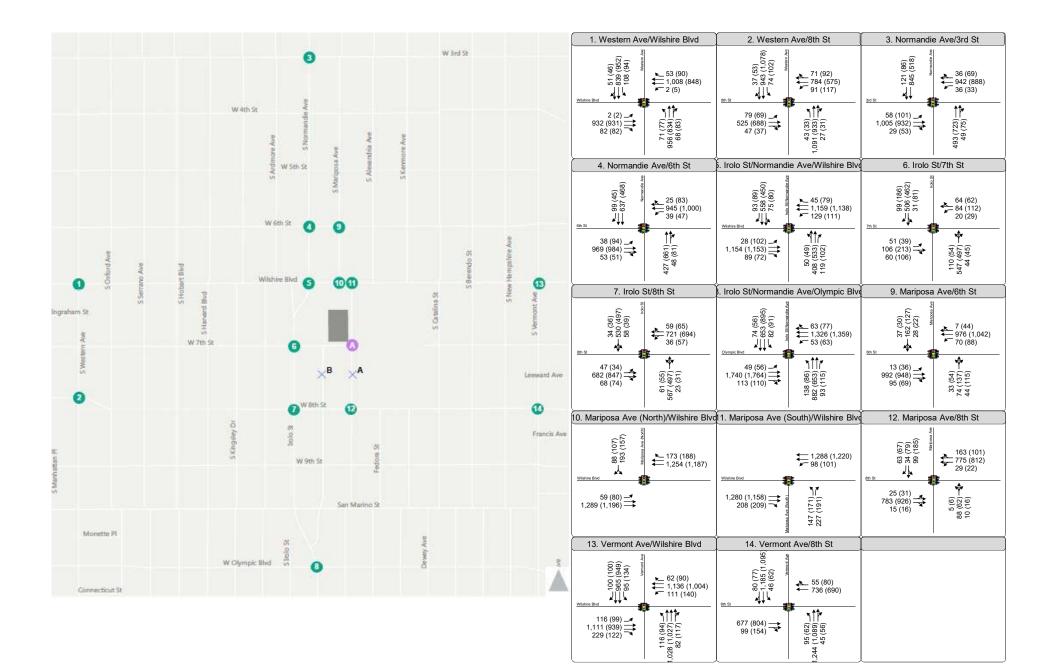
#### **RAMP SCREENING**

		Worst-Case				
	Peak	Off-Ramp	Ramp Te	erminus	Project	Exceed
Off-Ramp	Hour	LOS [a]	# of Lanes	Trigger	Trips	Trigger?
l-10 EB Normandie Ave Off	AM	E/F	2	17	1	no
	PM	E/F		17	9	no
I-10 WB Normandie Ave Off	AM	E/F	2	17	1	no
	PM	E/F		17	9	no
US-101 SB Western Ave Off	AM	E/F	2	17	1	no
	PM	E/F		17	9	no
US-101 SB Melrose Ave Off	AM	E/F	1	9	1	no
	PM	E/F		9	4	no
US-101 NB Silverlake Blvd Off	AM	E/F	2	17	1	no
	PM	E/F		17	9	no
US-101 NB Rampart Blvd Off	AM	E/F	1	9	1	no
	PM	E/F		9	4	no

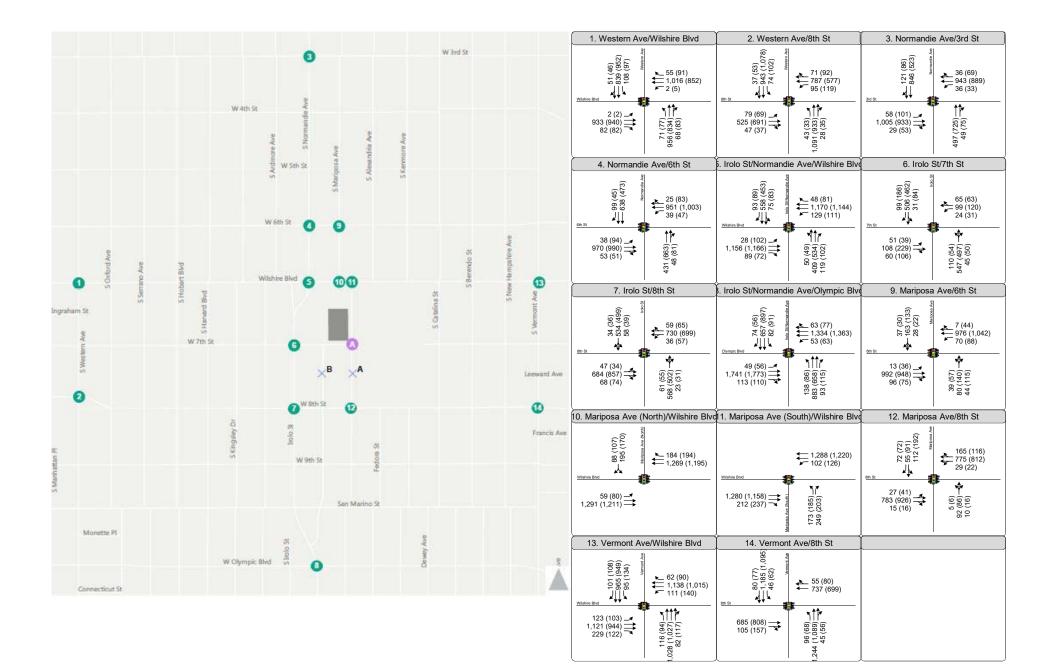
Notes:

a. The worst-case assumption of LOS was used with the most stringent trigger thresholds: LOS E/F Threshold: 1% of capacity if ramp at LOS E or F, 2% if ramp at LOS D, using HCM intersection methodology at ramp terminus **APPENDIX B:** 

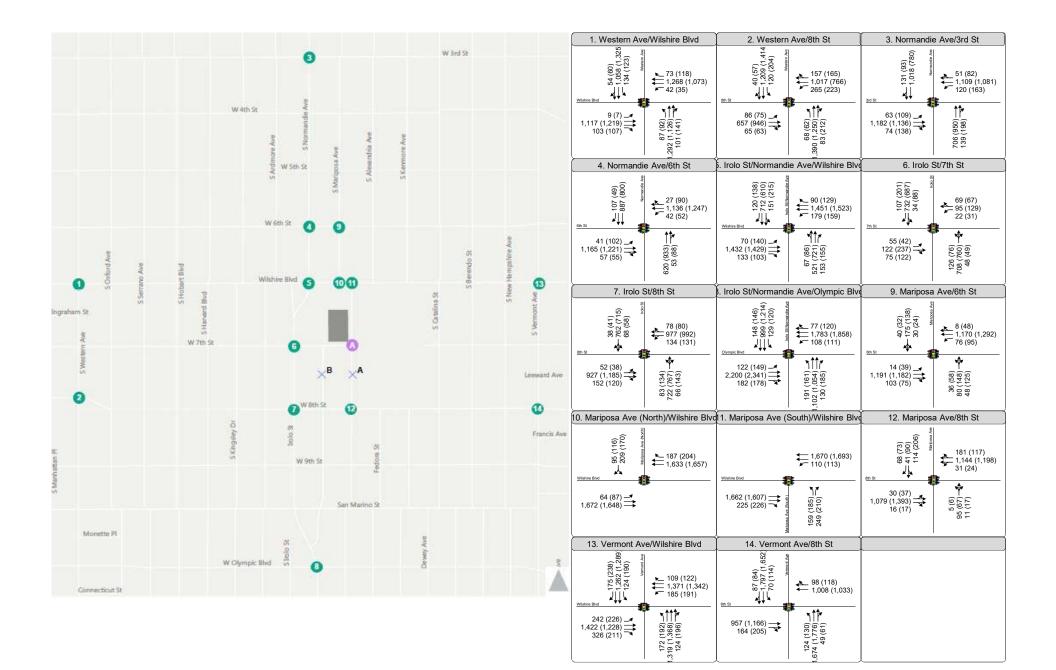
LANE CONFIGURATIONS AND TRAFFIC VOLUMES



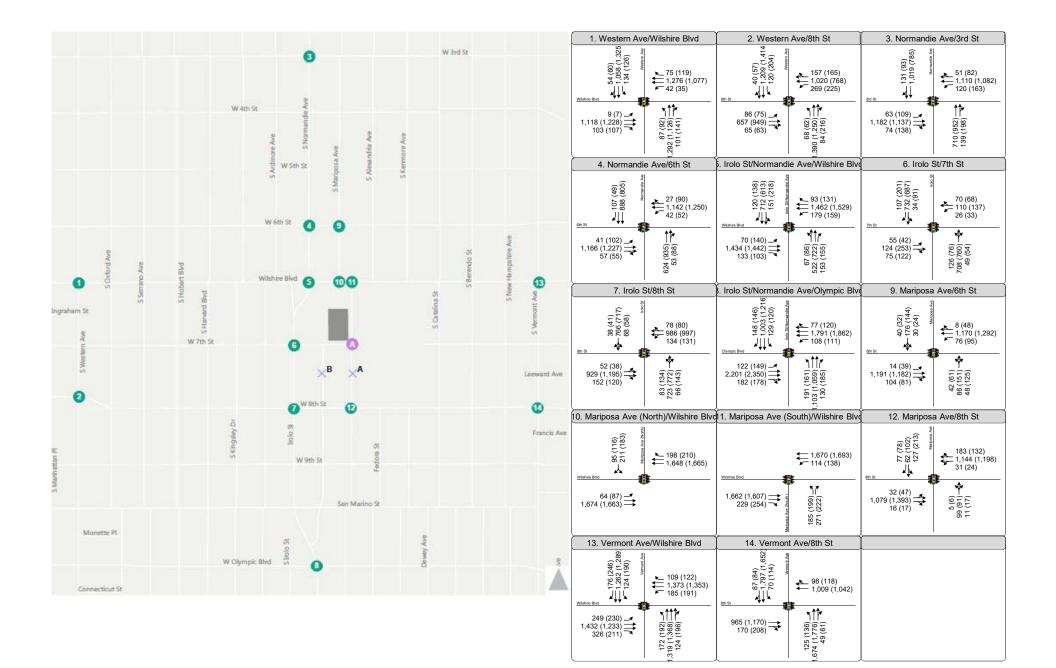
















### Figure 1 Peak Hour Traffic Volumes and Lane Configurations Project Only



APPENDIX C: COUNT SHEETS

# Location: Western Ave & Wilshire Blvd City: Los Angeles Control: Signalized

Project ID: 18-05236-001 Date: 4/17/2018

Control: S	Signalized													Date: 4	1/17/2018		
_								To	tal								
NS/EW Streets:		Wester	n Ave			Wester	n Ave			Wilshire	e Blvd			Wilshire	e Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	OUND		
AM	1	2	0	0	1	2	0	0	0	2	0	0	0	2	1	0	
7:00 414	NL 37	NT 246	NR 7	NU 0	SL 9	ST 137	SR 16	SU 0	EL 0	ET 146	ER 8	EU	WL	WT 241	WR 8	WU 0	TOTAL 855
7:00 AM 7:15 AM	36	240	12	0	23	137	16	0	1	140	。 14	0	0	241 260	13	0	939
7:30 AM	17	252	14	ŏ	18	191	12	ŏ	Ō	213	17	ŏ	ŏ	256	9	ŏ	999
7:45 AM	21	261	17	0	29	225	9	0	1	239	24	0	0	251	16	0	1093
8:00 AM	19	237	17	0	30	213	15	0	0	247	25	0	0	255	14	0	1072
8:15 AM	14	206	20	0	31 30	210 203	15 17	0	1	233 224	16 26	0	2	246 181	14 16	0 0	1008
8:30 AM 8:45 AM	19 15	185 215	20 16	0	30 25	203	17	0	1	224 228	26 32	0	0	181	15	0	922 966
9:00 AM	14	204	19	0	37	184	17	0	0	214	10	0	1	187	14	0	901
9:15 AM	14	214	19	Ō	27	172	13	Ō	0	177	10	0	0	192	21	0	859
9:30 AM	17	205	30	0	25	182	9	0	0	134	10	0	3	177	15	0	807
9:45 AM	24	194	21	0	25	189	14	0	0	151	8	0	4	180	12	0	822
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	247	2640	212	0	309	2297	169	0	5	2371	200	0	10	2616	167	0	11243
APPROACH %'s : PEAK HR :	7.97%	85.19%	6.84%	0.00%	11.14%	82.77%	6.09%	0.00%	0.19%	92.04%	7.76%	0.00%	0.36%	93.66%	5.98%	0.00%	TOTAL
PEAK HR VOL :	71	956	68	0	108	839	51	0	2	932	82	0	2	1008	53	0	4172
PEAK HR FACTOR :	0.845	0.916	0.850	0.000	0.871	0.932	0.850	0.000	0.500	0.943	0.820	0.000	0.250	0.984	0.828	0.000	
		0.93	16			0.9	49			0.9	34			0.98	38		0.954
		NORTH	DOUND			SOUTH				EASTE				WESTE			1
PM	1	2		0	1	2		0	0	2		0	0	2	1	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĒT	ER	EU	ŴL	ŴT	WR	wu	TOTAL
3:00 PM	15	203	28	0	20	174	21	0	0	210	29	0	6	150	17	0	873
3:15 PM	21	234	21	0	23	219	9	0	0	222	17	0	2	168	21	0	957
3:30 PM	16	196	22 22	0	30 33	222 233	13 17	0	0	208	18	0	3	169	31 25	0	928 1003
3:45 PM 4:00 PM	22 20	210 184	22	0	33 24	233	17	0	1	249 214	16 21	0	1	174 184	25	0	920
4:15 PM	17	174	18	ŏ	30	206	20	ŏ	2	226	22	ő	2	194	34	ŏ	945
4:30 PM	20	212	23	0	26	215	6	0	0	218	16	0	1	191	19	0	947
4:45 PM	17	190	22	0	21	238	14	0	0	251	14	0	1	210	22	0	1000
5:00 PM	19	216	20	0	15	246	11	0	0	226	17	0	1	201	19	0	991
5:15 PM 5:30 PM	14 26	202 202	24 26	0	26 27	231 225	11 12	0	0 1	238 232	25 20	0 0	0 1	217 203	28 22	0 0	1016 997
5:30 PM 5:45 PM	26 18	202	26 13	0	27	225	12	0	1	232	20	0	3	203	22	0	997 1040
5.15111				-				-				•					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	225 7.70%	2437 83.37%	261 8.93%	0 0.00%	301 9.60%	2677 85.42%	156 4.98%	0 0.00%	5 0.17%	2729 91.92%	235 7.92%	0 0.00%	23 0.89%	2288 88.31%	280 10.81%	0 0.00%	11617
PEAK HR :		05:00 PM -		0.00%	9.00%	03.4270	4.20%	0.00%	0.17%	91.92%	1.92%	0.00%	0.09%	00.31%	10.01%	0.00%	TOTAL
PEAK HR VOL :	77	834	83	0	94	952	46	0	2	931	82	0	5	848	90	0	4044
PEAK HR FACTOR :	0.740	0.965	0.798	0.000	0.870	0.952	0.958	0.000	0.500	0.978	0.820	0.000	0.417	0.934	0.804	0.000	
		0.97		0.000	0.070	0.552		0.000	0.500	0.570		0.000	0.11/	0.934		0.000	0.972

Location: Western Ave & 8th St City: Los Angeles Control: Signalized

Project ID: 18-05236-002 Date: 4/17/2018

NS/EW Streets:								To	tal								
		Westerr	n Ave			Wester	n Ave			8th	St			8th	St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	252	6	0	10	144	8	0	18	58	6	0	18	210	29	0	768
7:15 AM 7:30 AM	8	245 288	5 3	0	12 12	195 230	12 7	0	21 25	91	8	0	20	215 262	31 19	0	863 981
7:30 AM 7:45 AM	12 11	288 281	3 10	0 0	12	230	18	0 0	25	102 133	5 14	0	16 27	262 175	19	0 0	981 967
8:00 AM	13	275	6	0	22	236	8	0	16	135	14	0	27	185	21	0	962
8:15 AM	7	247	8	ŏ	24	235	4	ŏ	15	149	16	ő	21	162	14	ŏ	902
8:30 AM	9	252	10	0	25	222	9	Ō	15	163	3	0	21	144	16	0	889
8:45 AM	14	250	16	0	14	258	3	0	14	149	10	0	27	153	13	0	921
9:00 AM	5	252	7	0	15	219	8	0	24	133	11	0	29	146	4	0	853
9:15 AM	8	226	6	0	15	213	3	0	23	119	11	0	26	146	20	0	816
9:30 AM	8	258	5	0	14	191	7	0	8	95	13	0	24	134	27	0	784
9:45 AM	10	216	4	0	20	202	4	0	16	99	11	0	31	113	28	0	754
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	114	3042	86	0	199	2587	91	0	218	1432	120	0	287	2045	239	0	10460
	3.52%	93.83%	2.65%	0.00%	6.92%	89.92%	3.16%	0.00%	12.32%	80.90%	6.78%	0.00%	11.16%	79.54%	9.30%	0.00%	
PEAK HR :		7:30 AM -												70.4			TOTAL
	43 0.827	1091 0.947	27 0.675	0 0.000	74 0.771	943 0.974	37 0.514	0 0.000	79 0.790	525 0.881	47 0.734	0 0.000	91 0.843	784 0.748	71 0.845	0 0.000	3812
FLAR IIR FACTOR .	0.027	0.947		0.000	0.771	0.974		0.000	0.750	0.001		0.000	0.045	0.79		0.000	0.971
															•		
		NORTH				SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM 3:15 PM	7 7	232 247	7 8	0	13 15	238 241	7 12	0	13 21	85 113	12 11	0 0	29	91 93	21 21	0	755
3:15 PM 3:30 PM	5	247	8 11	0	21	241 246	12	0	21 22	113	7	0	29 29	93 96	21 24	0	818 855
3:45 PM	8	249	10	ő	14	282	6	ő	27	121	14	ő	48	101	16	ŏ	896
4:00 PM	11	232	9	0	23	243	8	0	16	144	8	0	27	118	13	0	852
4:15 PM	5	207	9	0	18	250	4	0	13	130	12	0	31	110	19	0	808
4:30 PM	6	233	10	0	11	255	17	0	17	129	11	0	27	110	28	0	854
4:45 PM	9	212	15	0	23	249	10	0	14	144	7	0	24	130	19	0	856
5:00 PM	8	241	8	0	23	278	8	0	20	180	14	0	33	140	28	0	981
5:15 PM 5:30 PM	6 11	221 252	4	0	30 25	271 266	10 17	0 0	21 14	157 182	9 8	0	30 26	131 152	17 19	0 0	907 985
5:30 PM 5:45 PM	8	252	13 6	0	25 24	266	17	0	14	182	8	0	26	152	28	0	985 935
5.45 PM	<u> </u>			_				-				-					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	2776	110	0	240	3082	127	0	212	1707	119	0	361	1424	253	0	10502
	3.06%	93.25% 5:00 PM -	3.69%	0.00%	6.96%	89.36%	3.68%	0.00%	10.40%	83.76%	5.84%	0.00%	17.71%	69.87%	12.41%	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	33	933	31	0	102	1078	53	0	69	688	37	0	117	575	92	0	3808
	33 0.750	933 0.926	0.596	0.000	0.850	0.969	0.736	0.000	0.821	0.945	0.661	0.000	0.886	0.946	92 0.821	0.000	
LARTIK FACTOR : 0	0.750	0.920		0.000	0.000	0.909		0.000	0.021	0.945		0.000	0.000	0.940		0.000	0.966

Location: Normandie Ave & 3rd St City: Los Angeles Control: Signalized

Project ID: 18-05236-003 Date: 4/17/2018

	Signalized													Date: 4	1/17/2018		
_								То	tal								
NS/EW Streets:		Normano	die Ave			Normano	lie Ave			3rd	St			3rd	St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	2	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
7.00 AM	NL	NT	NR 4	NU 0	SL 1	ST 188	SR 21	SU	EL 13	ET 260	ER 9	EU	WL	WT	WR	WU 0	TOTAL
7:00 AM 7:15 AM	0 1	120 120	4 12	0	0	209	21 22	0	13	260	9	0	6 10	236 261	7 8	0	865 937
7:30 AM	ō	117	15	ŏ	2	177	36	ŏ	17	225	4	ŏ	12	201	8	1	821
7:45 AM	0	137	11	0	2	230	20	0	17	243	3	0	8	230	9	0	910
8:00 AM	1	119	11	0	0	229	43	0	12	262	15	0	5	244	11	0	952
8:15 AM	0	88	13	0	2	221	39	0	9	270	6	0	13	229	10	0	900
8:30 AM	0	133 146	6 16	0 0	0 2	172	29 30	0 0	9 19	256 203	4 12	0	10 11	212 244	11 12	0	842 847
8:45 AM 9:00 AM	1	146	8	0	2	151 144	26	0	19 6	203	6	0	11	244 192	12	0	778
9:15 AM	0	111	13	0	0	152	20	0	12	249	12	0	5	251	11	ŏ	792
9:30 AM	ŏ	102	12	ŏ	2	131	27	ŏ	17	217	9	ŏ	10	224	15	ŏ	766
9:45 AM	2	97	10	0	3	150	26	0	18	224	7	0	11	201	16	0	765
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	6 0.39%	1412 91.16%	131 8.46%	0 0.00%	15 0.60%	2154 85.82%	341 13.59%	0 0.00%	161 5.12%	2887 91.88%	94 2.99%	0 0.00%	112 3.77%	2731 91.83%	130 4.37%	1 0.03%	10175
PEAK HR :		7:15 AM -		0.00%	0.00%	03.0270	13.3970	0.00%	5.1270	91.0070	2.9970	0.00%	3.77-70	91.0370	4.37 70	0.03%	TOTAL
PEAK HR VOL :	2	493	49	0	4	845	121	0	58	1005	29	0	35	942	36	1	3620
PEAK HR FACTOR :	0.500	0.900	0.817	0.000	0.500	0.918	0.703	0.000	0.853	0.914	0.483	0.000	0.729	0.902	0.818	0.250	0.951
		0.91	19			0.89	92			0.92	29			0.90	)9		0.951
		NODTU	DOLIND			COLITI				FACTO				WESTB			
PM	0	NORTH				SOUTH				EASTB							
			0	0	0	2	0	0	1	2	0	0	1			0	
1 111	0 NI	2 NT	0 NR	0 NU	0 SI	2 ST	0 SR	0 SU	1 Fl	2 FT	0 FR	0 FU	1 WI	2	0	0 WU	τοται
F 1V1 3:00 PM	0 NL 1	2 NT 133	0 NR 15	0 NU 0	0 SL 0	2 ST 134	0 SR 18	0 SU 0	1 EL 18	2 ET 243	0 ER 16	0 EU 0	1 WL 11			0 WU 0	TOTAL 790
3:00 PM 3:15 PM	NL 1 1	NT 133 152	NR 15 16	NU 0 0	<u>SL</u> 0 0	ST 134 128	SR 18 31	SU 0 0	EL 18 22	ET 243 235	ER	EU 0 0	WL 11 11	2 WT 181 220	0 WR 20 18	WU 0 0	790 838
3:00 PM 3:15 PM 3:30 PM	NL 1 1 0	NT 133 152 129	NR 15 16 24	NU 0 0 0	SL 0 0 0	ST 134 128 135	SR 18 31 18	SU 0 0 0	EL 18 22 30	ET 243 235 231	ER 16 4 14	EU 0 0 0	WL 11 11 12	2 WT 181 220 233	0 WR 20 18 16	WU 0 0 0	790 838 842
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 1 1 0 2	NT 133 152 129 167	NR 15 16 24 16	NU 0 0 0	SL 0 0 0 0	ST 134 128 135 138	SR 18 31 18 10	SU 0 0 0 0	EL 18 22 30 20	ET 243 235 231 241	ER 16 4 14 11	EU 0 0 0 0	WL 11 11 12 12	2 WT 181 220 233 218	0 WR 20 18 16 14	WU 0 0 0 0	790 838 842 849
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 1 1 0 2 2	NT 133 152 129 167 155	NR 15 16 24 16 14	NU 0 0 0 0	SL 0 0 0 0 1	ST 134 128 135 138 143	SR 18 31 18 10 16	SU 0 0 0 0 0	EL 18 22 30 20 23	ET 243 235 231 241 219	ER 16 4 14 11 12	EU 0 0 0 0 0	WL 11 11 12 12 9	2 WT 181 220 233 218 218	0 WR 20 18 16 14 18	WU 0 0 0 0 0	790 838 842 849 830
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 1 1 0 2	NT 133 152 129 167 155 206	NR 15 16 24 16 14 21	NU 0 0 0 0 0 0	SL 0 0 0 0	ST 134 128 135 138 143 131	SR 18 31 18 10 16 23	SU 0 0 0 0	EL 18 22 30 20 23 26	ET 243 235 231 241 219 240	ER 16 4 14 11 12 11	EU 0 0 0 0	WL 11 12 12 9 8	2 WT 181 220 233 218 218 218 217	0 WR 20 18 16 14 18 18 18	WU 0 0 0 0 0 1	790 838 842 849 830 903
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 1 0 2 2 0	NT 133 152 129 167 155	NR 15 16 24 16 14	NU 0 0 0 0	SL 0 0 0 1 1	ST 134 128 135 138 143	SR 18 31 18 10 16	SU 0 0 0 0 0 0	EL 18 22 30 20 23	ET 243 235 231 241 219	ER 16 4 14 11 12	EU 0 0 0 0 0 0	WL 11 11 12 12 9	2 WT 181 220 233 218 218	0 WR 20 18 16 14 18	WU 0 0 0 0 0	790 838 842 849 830
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:00 PM	NL 1 0 2 2 0 0	NT 133 152 129 167 155 206 169 193 183	NR 15 16 24 16 14 21 18 22 11	NU 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 1 0	ST 134 128 135 138 143 131 113 131 123	SR 18 31 18 10 16 23 19 28 16	SU 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17	ET 243 235 231 241 219 240 237 236 196	ER 16 4 14 11 12 11 15 15 14	EU 0 0 0 0 0 0 1 0	WL 11 12 12 9 8 9 6 9 6	2 WT 181 220 233 218 218 217 233 220 239	0 WR 20 18 16 14 18 18 18 18 14 19 16	WU 0 0 0 0 1 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 1 0 2 2 0 0 0 0 1 0	NT 133 152 129 167 155 206 169 193 183 198	NR 15 16 24 16 14 21 18 22 11 14	NU 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 4	ST 134 128 135 138 143 131 113 131 123 133	SR 18 31 18 10 16 23 19 28 16 25	SU 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20	ET 243 235 231 241 219 240 237 236 196 208	ER 16 4 14 11 12 11 15 15 14 6	EU 0 0 0 0 0 0 1 0 0 0	WL 11 11 12 12 9 8 9 6 9 6 9 15	2 WT 181 220 233 218 218 218 217 233 220 239 238	0 WR 20 18 16 14 18 18 18 14 19 16 12	WU 0 0 0 1 0 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825 873
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 1 0 2 2 0 0 0 1 0 1 1	NT 133 152 129 167 155 206 169 193 183 198 177	NR 15 16 24 16 14 21 18 22 11 11 14 15	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 1 0 0 0 4 1	ST 134 128 135 138 143 131 131 131 123 133 138	SR 18 31 18 10 16 23 19 28 16 25 16	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20 16	ET 243 235 231 241 219 240 237 236 196 208 197	ER 16 4 14 11 12 11 15 15 14 6 12	EU 0 0 0 0 0 0 1 0 0 0 0 0	WL 11 11 12 12 9 8 9 6 9 15 10	2 WT 181 220 233 218 218 217 233 220 239 238 221	0 WR 20 18 16 14 18 18 18 14 19 16 12 17	WU 0 0 0 1 0 0 0 0 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825 873 821
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 1 0 2 2 0 0 0 0 1 0	NT 133 152 129 167 155 206 169 193 183 198	NR 15 16 24 16 14 21 18 22 11 14	NU 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 0 0 0 4	ST 134 128 135 138 143 131 113 131 123 133	SR 18 31 18 10 16 23 19 28 16 25	SU 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20	ET 243 235 231 241 219 240 237 236 196 208	ER 16 4 14 11 12 11 15 15 14 6	EU 0 0 0 0 0 0 1 0 0 0	WL 11 11 12 12 9 8 9 6 9 6 9 15	2 WT 181 220 233 218 218 218 217 233 220 239 238	0 WR 20 18 16 14 18 18 18 14 19 16 12	WU 0 0 0 1 0 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825 873
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 1 2 2 0 0 0 1 0 1 0	NT 133 152 129 167 155 206 169 193 183 198 177 176	NR 15 16 24 16 14 21 18 22 11 18 22 11 14 15 12	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 1 0 0 0 4 1 0	ST 134 128 135 138 143 131 113 131 123 133 138 121	SR 18 31 18 10 16 23 19 28 16 25 16 19 19	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20 16 18	ET 243 235 231 241 219 240 237 236 196 208 197 240	ER 16 4 14 11 12 11 15 15 14 6 12 14	EU 0 0 0 0 0 0 0 1 0 0 0 0 0 0	WL 11 11 12 12 9 8 9 6 9 6 9 15 10 7	2 WT 181 220 233 218 218 217 233 220 239 238 221 237	0 WR 20 18 16 14 18 18 14 19 16 12 17 12	WU 0 0 0 0 1 0 0 0 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825 873 821 856
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 1 0 2 2 0 0 0 1 0 1 1	NT 133 152 129 167 155 206 169 193 183 198 177	NR 15 16 24 16 14 21 18 22 11 11 14 15	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 1 0 0 0 4 1	ST 134 128 135 138 143 131 131 131 123 133 138	SR 18 31 18 10 16 23 19 28 16 25 16	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20 16	ET 243 235 231 241 219 240 237 236 196 208 197	ER 16 4 14 11 12 11 15 15 14 6 12	EU 0 0 0 0 0 0 1 0 0 0 0 0	WL 11 11 12 12 9 8 9 6 9 15 10	2 WT 181 220 233 218 218 217 233 220 239 238 221	0 WR 20 18 16 14 18 18 18 14 19 16 12 17	WU 0 0 0 1 0 0 0 0 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825 873 821
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:30 PM 5:345 PM 5:345 PM	NL 1 1 0 2 2 0 0 0 1 0 1 0 NL 8 0.36%	NT 133 152 129 167 155 206 169 193 183 198 177 176 NT 2038 90.82%	NR 15 16 24 16 14 21 18 22 11 14 15 12 NR 198 8.82%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 1 1 0 0 0 4 1 0 5 L	ST 134 128 135 138 143 131 131 123 133 138 121 ST	SR 18 31 18 10 16 23 19 28 16 25 16 25 16 19 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20 16 18 EL	ET 243 235 231 241 219 240 237 236 196 208 197 240 ET	ER 16 4 14 11 12 11 15 15 14 6 12 14 ER	EU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	WL 11 12 12 9 8 9 6 9 15 10 7 WL	2 WT 181 220 233 218 218 217 233 220 239 238 221 237 237 WT	0 WR 20 18 16 14 18 18 18 14 19 16 12 17 12 WR	WU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	790 838 842 849 830 903 856 893 825 873 821 856 TOTAL 10176
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:15 PM 5:30 PM 5:45 PM 5:45 PM 5:45 PM 5:45 PM 5:45 PM 5:45 PM	NL 1 1 0 2 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NT 133 152 129 167 155 206 169 193 183 198 198 177 176 NT 2038 90.82% 14:00 PM -	NR 15 16 24 16 14 21 18 22 11 14 15 12 NR 198 8.82% 05:00 PM	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 1 1 0 0 0 4 1 0 0 4 1 0 0 5 L 7 0.39%	ST 134 128 135 135 138 143 131 113 133 133 138 121 ST 1568 86.44%	SR 18 31 18 10 16 23 19 28 16 25 16 19 29 13.18%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20 16 18 EL 261 8.34%	ET 243 235 231 241 249 240 237 236 196 208 197 240 ET 2723 87.02%	ER 16 4 14 11 12 11 15 15 14 6 12 14 14 4,60%	EU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	WL           11           12           9           8           9           6           9           15           10           7           WL           119           3.98%	2 WT 181 220 233 218 217 233 220 239 238 221 237 239 238 221 237 239 238 221 237 255 89.49%	0 WR 20 18 16 14 18 18 18 18 18 18 19 16 12 17 12 2 WR 194 6.49%	WU           0.03%	790 838 842 849 903 856 893 825 873 821 856 TOTAL 10176 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM 5:30 PM 5:30 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL :	NL 1 1 0 2 2 0 0 0 0 1 0 1 0 1 0 NL 8 0.36% 0 2	NT 133 152 129 167 155 206 169 193 198 177 176 NT 2038 90.82% 90.82% 14:00 PM - 723	NR 15 16 24 16 14 21 18 22 11 14 15 12 NR 198 8.82% 05:00 PM 75	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL           0           0           0           1           0           0           4           1           0           SL           7           0.39%           2	ST 134 128 135 135 138 143 131 113 131 133 133 133 138 121 ST 1568 86,44% 518	SR 18 31 18 10 16 23 19 28 16 19 28 16 19 29 13.18% 86	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 23 20 23 26 29 22 17 20 16 16 18 EL 261 8.34% 100	ET 243 235 231 241 249 240 237 236 196 208 197 240 ET 2723 87.02% 932	ER 16 4 14 11 12 11 15 15 14 6 12 14 4.60% 53	EU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	WL           11           11           12           12           12           12           12           12           12           12           12           12           12           9           6           9           15           10           7           WL           119           3.98%           32	2 WT 181 220 233 218 217 238 218 217 239 239 238 220 239 238 221 237 WT 2675 89,49% 888	0 WR 20 18 16 14 18 18 18 14 19 16 12 17 12 17 12 WR 194 6.49%	WU           0           1	790 838 842 849 830 903 856 893 825 873 821 856 TOTAL 10176
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:15 PM 5:30 PM 5:45 PM 5:45 PM 5:45 PM 5:45 PM 5:45 PM 5:45 PM	NL 1 1 0 2 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NT 133 152 129 167 155 206 169 193 183 198 198 177 176 NT 2038 90.82% 14:00 PM -	NR 15 16 24 16 21 11 18 22 11 14 15 12 NR 198 8.82% 05:00 PM 75 0.852	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 1 1 0 0 0 4 1 0 0 4 1 0 0 5 L 7 0.39%	ST 134 128 135 135 138 143 131 113 133 133 138 121 ST 1568 86.44%	SR 18 31 18 10 16 23 19 28 16 25 16 25 16 25 16 25 16 23 9 13.18% SR 239 13.18% 86 0.768	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 18 22 30 20 23 26 29 22 17 20 16 18 EL 261 8.34%	ET 243 235 231 241 249 240 237 236 196 208 208 208 197 240 ET 2723 87.02%	ER 16 4 14 11 12 11 15 15 14 6 12 14 14 4.60% 53 0.883	EU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	WL           11           12           9           8           9           6           9           15           10           7           WL           119           3.98%	2 WT 181 220 233 218 217 233 220 239 238 221 237 239 238 221 237 239 238 221 237 255 89.49%	0 WR 20 18 16 14 14 18 18 14 19 16 12 17 12 17 12 WR 194 6.49% 69 0.908	WU           0.03%	790 838 842 849 903 856 893 825 873 821 856 TOTAL 10176 TOTAL

Location: Normandie Ave & 6th St City: Los Angeles Control: Signalized

Project ID: 18-05236-004 Date: 4/17/2018

Control: S	Signalized													Date: 4	1/17/2018		
_								То	tal								_
NS/EW Streets:		Normano	die Ave			Norman	die Ave			6th	St			6th	St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	2	0	0	0	2	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	97	9	0	13	139	14	0	8	149	8	0	9	209	5	0	665
7:15 AM 7:30 AM	3 8	110 107	6 8	0	14 18	138 181	22 21	0	6 10	187 238	5 13	0	8 11	238 224	7 6	0	744 845
7:45 AM	7	106	18	ŏ	29	125	24	ŏ	8	261	13	ŏ	4	242	5	ŏ	842
8:00 AM	9	120	10	0	23	140	27	0	10	225	6	0	8	252	8	0	838
8:15 AM	6	94	12	Ō	24	191	27	ō	10	245	21	Ō	16	227	6	ō	879
8:30 AM	9	82	7	0	19	166	23	0	6	228	14	0	14	253	6	0	827
8:45 AM	9	115	7	0	13	142	27	0	3	226	12	0	13	212	7	0	786
9:00 AM	10	134	16	0	9	131	12	0	5	212	14	0	14	197	7	0	761
9:15 AM	10	110	16	0	14	138	20	0	9	199	11	0	14	188	10	0	739
9:30 AM 9:45 AM	8 12	99 93	13 17	0	9 15	141 118	10 12	0	5 11	185 174	13 17	0	8 15	171 178	7 15	0	669 677
9:45 AM	12	95	17	U	15	110	12	U	11	1/4	17	U	15	1/0	15	U	0//
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	96	1267	139	0	200	1750	239	0	91	2529	147	0	134	2591	89	0	9272
APPROACH %'s :	6.39%	84.35%	9.25%	0.00%	9.14%	79.95%	10.92%	0.00%	3.29%	91.40%	5.31%	0.00%	4.76%	92.08%	3.16%	0.00%	
PEAK HR :		7:30 AM -				<b>COT</b>			-								TOTAL
PEAK HR VOL : PEAK HR FACTOR :	30 0.833	427 0.890	48 0.667	0 0.000	94 0.810	637 0.834	99 0.917	0 0.000	38 0.950	969 0.928	53 0.631	0 0.000	39 0.609	945 0.938	25 0.781	0 0.000	3404
PEAK IIK FACTOR :	0.855			0.000	0.010			0.000	0.930	0.920	0.031	0.000	0.009	0.930	0.761	0.000	0.968
		0.90	18			0.8	57			0.94	40			0.94	11		0.966
		0.90	08			0.8	57			0.94	40			0.94	11		0.968
		0.90 NORTH				0.8 SOUTH				0.94 EASTB		a de la companya de l		0.94 WESTB			0.968
РМ	0	NORTH 2	BOUND 0	0	0	SOUTH 2	BOUND 1	0	1	EASTB 2	OUND 0	0	1	WESTB 2	OUND 0	0	
	NL	NORTH 2 NT	BOUND 0 NR	NU	SL	SOUTH 2 ST	BOUND 1 SR	SU	EL	EASTB 2 ET	OUND 0 ER	EU	WL	WESTB 2 WT	OUND 0 WR	WU	TOTAL
3:00 PM	NL 8	NORTH 2 NT 115	BOUND 0 NR 21	NU 1	SL 10	SOUTH 2 ST 118	BOUND 1 SR 8	SU 0	EL 4	EASTB 2 ET 231	OUND 0 ER 11	EU 0	WL 10	WESTB 2 WT 149	OUND 0 WR 11	WU 0	TOTAL 697
3:00 PM 3:15 PM	NL 8 7	NORTH 2 NT 115 110	BOUND 0 NR 21 19	NU 1 0	SL 10 11	SOUTH 2 ST 118 121	BOUND 1 SR 8 9	SU 0 0	EL 4 15	EASTB 2 ET 231 207	OUND 0 ER 11 13	EU 0 0	WL 10 13	WESTB 2 WT 149 159	0 0 WR 11 9	WU 0 0	TOTAL 697 693
3:00 PM 3:15 PM 3:30 PM	NL 8 7 8	NORTH 2 NT 115 110 123	BOUND 0 NR 21 19 7	NU 1 0 0	SL 10 11 5	SOUTH 2 ST 118 121 138	BOUND 1 SR 8 9 15	SU 0 0 0	EL 4 15 8	EASTB 2 ET 231 207 220	OUND 0 ER 11 13 13	EU 0 0 0	WL 10 13 18	WESTB 2 WT 149 159 161	OUND 0 WR 11 9 9	WU 0 0 0	TOTAL 697 693 725
3:00 PM 3:15 PM	NL 8 7	NORTH 2 NT 115 110	BOUND 0 NR 21 19	NU 1 0	SL 10 11	SOUTH 2 ST 118 121	BOUND 1 SR 8 9	SU 0 0	EL 4 15	EASTB 2 ET 231 207	OUND 0 ER 11 13	EU 0 0	WL 10 13	WESTB 2 WT 149 159	0 0 WR 11 9	WU 0 0	TOTAL 697 693
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 8 7 8 4	NORTH 2 NT 115 110 123 123	BOUND 0 NR 21 19 7 21	NU 1 0 0 0	SL 10 11 5 9	SOUTH 2 ST 118 121 138 128	BOUND 1 SR 8 9 15 13	SU 0 0 0 0	EL 4 15 8 11	EASTB 2 ET 231 207 220 248	OUND 0 ER 11 13 13 12	EU 0 0 0 0	WL 10 13 18 11	WESTB 2 WT 149 159 161 198	OUND 0 WR 11 9 9 11	WU 0 0 0 0	TOTAL 697 693 725 789
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 8 7 8 4 3	NORTH 2 NT 115 110 123 123 135 140 175	BOUND 0 NR 21 19 7 21 13 19 20	NU 1 0 0 0 0	SL 10 11 5 9 1	SOUTH 2 ST 118 121 138 128 128 142	BOUND 1 SR 8 9 15 13 10	SU 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 17	EASTB 2 ET 231 207 220 248 271	OUND 0 ER 11 13 13 12 12	EU 0 0 0 0 0 0 0 0	WL 10 13 18 11 14	WESTB 2 WT 149 159 161 198 200 198 238	OUND 0 WR 11 9 9 11 15 17 15	WU 0 0 0 0	TOTAL 697 693 725 789 834 824 883
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 8 7 8 4 3 3 1 4	NORTH 2 NT 115 110 123 123 135 140 175 162	BOUND 0 NR 21 19 7 21 13 19 20 16	NU 1 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1	SOUTH 2 ST 118 121 138 128 142 139 121 114	BOUND 1 SR 8 9 15 13 10 6 8 11	SU 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 17 28	EASTB 2 ET 231 207 220 248 271 251 251 250 218	OUND 0 ER 11 13 13 12 12 15 15 15 13	EU 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11	WESTB 2 WT 149 159 161 198 200 198 238 238 226	OUND 0 WR 11 9 9 11 15 17 15 15	WU 0 0 0 0 0 0 0 0 0 0	TOTAL 697 693 725 789 834 824 883 819
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:35 PM 5:00 PM	NL 8 7 8 4 3 3 1 4 3	NORTH 2 NT 115 110 123 123 135 140 175 162 164	BOUND 0 NR 19 7 21 13 19 20 16 24	NU 1 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1 2	SOUTH 2 ST 118 121 138 128 142 139 121 114 118	BOUND 1 SR 8 9 15 13 10 6 8 11 13	SU 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 17 28 25	EASTB 2 ET 231 207 220 248 271 251 251 250 218 246	OUND 0 ER 11 13 13 12 12 15 15 15 13 14	EU 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16	WESTB 2 WT 149 159 161 198 200 198 238 238 226 239	OUND 0 WR 11 9 9 11 15 17 15 15 24	WU 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 693 725 789 834 824 883 819 888
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:15 PM	NL 8 7 8 4 3 3 1 4 3 2	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21	NU 1 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1 2 2 2	SOUTH 2 ST 118 121 138 128 142 139 121 114 118 119	BOUND 1 SR 8 9 15 13 10 6 8 11 13 13	SU 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 17 28 25 20	EASTB 2 ET 231 207 220 248 271 251 251 250 218 246 257	OUND 0 ER 11 13 13 12 12 15 15 13 14 11	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16 9	WESTB 2 WT 149 159 161 198 200 198 238 226 239 265	OUND 0 WR 11 9 9 9 11 15 17 15 15 24 23	WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 693 725 789 834 824 883 819 888 889
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 8 7 8 4 3 1 4 3 2 0	NORTH 2 NT 115 110 123 135 140 175 162 164 157 173	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1 2 2 0	SOUTH 2 ST 118 121 138 142 139 121 114 118 119 121	BOUND 1 SR 9 15 13 10 6 8 11 13 13 7	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 17 28 25 20 27	EASTB 2 ET 231 207 220 248 271 251 250 218 246 257 234	OUND 0 ER 11 13 13 13 12 12 15 15 15 13 14 11 9	EU 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16 9 9 9	WESTB 2 WT 149 159 161 198 200 198 238 238 226 239 265 253	OUND 0 WR 11 9 9 11 15 17 15 15 15 24 23 18	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 693 725 789 834 824 883 819 888 899 868
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 4:45 PM 5:00 PM 5:15 PM	NL 8 7 8 4 3 3 1 4 3 2	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 19	NU 1 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1 2 2 2	SOUTH 2 ST 118 121 138 128 142 139 121 114 118 119	BOUND 1 SR 8 9 15 13 10 6 8 11 13 13	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 28 25 20 27 22	EASTB 2 ET 231 207 220 248 271 251 250 218 246 257	OUND 0 ER 11 13 13 12 12 15 15 13 14 11	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16 9	WESTB 2 WT 149 159 161 198 200 198 238 226 239 265	OUND 0 WR 11 9 9 9 11 15 17 15 15 24 23	WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 693 725 789 834 824 883 819 888 889
3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:15 PM 5:15 PM 5:30 PM 5:30 PM	NL 8 7 8 4 3 3 1 4 3 2 0 3 2 0 3 8 NL	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157 173 167 NT	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 NR NR	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1 2 2 0 2 5L	SOUTH 2 ST 118 121 138 128 142 139 121 114 119 121 110 ST	BOUND 1 SR 8 9 15 13 10 6 8 11 13 7 12 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 28 25 20 27 22 22 EL	EASTB 2 ET 231 200 248 271 250 250 218 250 218 250 218 257 234 247 ET	OUND 0 ER 11 13 13 12 12 15 15 15 13 14 11 9 17 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16 9 9 13 WL	WESTB 2 WT 149 161 198 200 198 238 226 238 226 239 265 253 243 WT	OUIND 0 WR 11 9 9 11 15 17 15 15 15 24 23 18 18 18 18	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 725 789 834 824 883 819 888 899 868 873 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:30 PM 5:30 PM 5:35 PM 5:34 PM 5:45 PM	NL 8 7 8 4 3 3 1 4 3 2 0 3 3 NL 46	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157 173 167 NT 1744	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 NR 217	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 2 1 2 0 2 SL 46	SOUTH 2 ST 118 121 138 128 142 139 121 114 118 119 121 110 ST 1489	BOUND 1 SR 8 9 15 13 10 6 8 11 13 13 13 7 12 SR 125	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 17 17 28 25 20 27 22 27 22 EL 212	EASTB 2 ET 231 207 220 248 271 250 218 246 257 234 247 ET 2880	OUND 0 ER 11 13 12 12 15 15 15 13 14 11 9 17 ER 155	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16 9 9 13 WL 163	WESTB 2 WT 149 161 198 200 198 238 226 239 265 253 243 WT 2529	OUIND 0 WR 11 9 9 11 15 15 15 15 15 15 24 23 18 18 18 WR 185	WU           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0	TOTAL 697 725 789 834 824 883 819 888 899 868 873
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:345 PM 5:345 PM	NL 8 7 8 4 3 1 4 3 2 0 3 NL 46 2.29%	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157 173 167 NT 1744 86.85%	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 NR 217 10.81%	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 1 2 2 0 2 5L	SOUTH 2 ST 118 121 138 128 142 139 121 114 119 121 110 ST	BOUND 1 SR 8 9 15 13 10 6 8 11 13 7 12 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 18 17 28 25 20 27 22 22 EL	EASTB 2 ET 231 200 248 271 250 250 218 250 218 250 218 257 234 247 ET	OUND 0 ER 11 13 13 12 12 15 15 15 13 14 11 9 17 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 10 13 18 11 14 18 21 11 16 9 9 13 WL	WESTB 2 WT 149 161 198 200 198 238 226 238 226 239 265 253 243 WT	OUIND 0 WR 11 9 9 11 15 17 15 15 15 24 23 18 18 18 18	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 693 725 789 834 824 883 819 888 889 868 873 TOTAL 9792
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM 5:4	NL 8 7 8 4 3 3 1 4 4 3 2 0 3 3 NL 46 2.29%	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157 173 167 173 167 NT 1744 85.85% 95.00 PM -	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 NR 217 10.81% 06:00 PM	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 2 2 2 2 2 5 5 46 2.77%	SOUTH 2 ST 118 121 138 128 142 139 121 114 119 121 110 ST 1489 89.70%	BOUND 1 SR 8 9 15 13 10 6 8 11 13 13 7 12 SR 125 7.53%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 17 17 28 20 20 27 22 20 27 22 EL 212 6.53%	EASTB 2 ET 2307 2200 248 271 251 250 218 246 257 218 246 257 234 247 234 247 ET 2880 88.70%	OUND 0 ER 11 13 13 12 15 15 15 15 13 14 11 9 17 ER 155 4.77%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL           10           13           18           11           14           21           11           16           9           13           WL           163           5.67%	WESTB 2 WT 149 159 161 198 220 239 226 239 265 253 243 WT 2529 87.90%	OUND 0 WR 11 9 9 11 15 15 15 24 23 18 18 18 WR 185 6.43%	WU           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0.00%	TOTAL 697 693 725 834 883 819 888 899 868 873 TOTAL 9792 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:30 PM 5:30 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR VOL : PEAK HR VOL :	NL 8 7 8 4 3 1 4 3 2 0 3 NL 469 2.29% ( 8	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157 173 167 NT 1744 86.85% 15:00 PM - 661	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 NR 217 10.81% 06:00 PM 81	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL           10           11           5           9           1           2           1           2           0           2           SL           46           2.77%           6	SOUTH 2 ST 118 121 138 128 142 139 121 114 118 119 121 110 ST 1489 89.70% 468	BOUND 1 SR 8 9 15 13 10 6 8 11 13 13 13 13 13 7 7 5 SR 125 7.53% 45	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 17 17 28 25 20 27 22 27 22 EL 212 6.53% 94	EASTB 2 ET 231 207 220 248 271 251 250 218 246 257 234 247 ET 2880 88.70% 984	OUND 0 ER 11 13 13 12 15 15 15 13 14 11 19 9 9 17 ER 155 4.77% 51	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL           10           13           18           11           14           18           21           16           9           13           WL           163           5.67%           47	WESTB 2 WT 149 159 161 198 200 209 239 265 239 265 253 243 WT 2529 87.90% 1000	OUND 0 WR 11 9 9 11 15 15 15 15 24 23 18 18 WR 185 6.43% 83	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 697 725 729 834 824 833 819 888 899 868 873 TOTAL 9792 TOTAL 3528
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM 5:4	NL 8 7 8 4 3 3 1 4 4 3 2 0 3 3 NL 46 2.29%	NORTH 2 NT 115 110 123 123 135 140 175 162 164 157 173 167 173 167 NT 1744 85.85% 95.00 PM -	BOUND 0 NR 21 19 7 21 13 19 20 16 24 21 17 19 NR 217 10.81% 06:00 PM 81 0.844	NU 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 10 11 5 9 1 1 2 2 2 2 2 2 5 5 46 2.77%	SOUTH 2 ST 118 121 138 128 142 139 121 114 119 121 110 ST 1489 89.70%	BOUND 1 SR 8 9 15 13 10 6 8 11 13 13 13 13 7 12 SR 125 7.53% 45 0.865	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 15 8 11 17 17 28 20 20 27 22 20 27 22 EL 212 6.53%	EASTB 2 ET 2307 2200 248 271 251 250 218 246 257 218 246 257 234 247 234 247 ET 2880 88.70%	OUND 0 ER 11 13 13 12 15 15 15 14 11 9 17 ER 155 4.77% 51 0.750	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL           10           13           18           11           14           21           11           16           9           13           WL           163           5.67%	WESTB 2 WT 149 159 161 198 220 239 226 239 265 253 243 WT 2529 87.90%	OUND 0 WR 11 9 9 11 15 15 15 15 15 15 15 18 18 18 18 6.43% 83 0.865	WU           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0.00%	TOTAL 697 693 725 834 883 819 888 899 868 873 TOTAL 9792 TOTAL

# Location: Normandie Ave/Irolo St & Wilshire Blvd City: Los Angeles Control: Signalized

Project ID: 18-05236-005 Date: 4/17/2018

Control:	Signalized													Date: 4	4/17/2018		
-					-			To	tal								
NS/EW Streets:	Ν	Iormandie A	Ave/Irolo St		N	ormandie A	ve/Irolo St			Wilshire	e Blvd			Wilshire	e Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	2 NT	1 NR	0 NU	0 SL	2 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	TOTAL
7:00 AM	12	96	18	0	11	134	20	0	6	193	10	0	16	280	11	0	807
7:15 AM	9	104	23	0	23	121	16	0	10	223	14	0	13	289	3	0	848
7:30 AM	9	103	26	0	21	148	16	0	10	286	21	0	19	266	8	0	933
7:45 AM	12	108	26	0	23	127	19	0	6	300	20	1	31	309	9	0	991
8:00 AM	8	120	30	0	16	116	18	0	10	292	28	0	25	318	11	0	992
8:15 AM	13	90	32	0	12	150	37	0	6	293	18	0	34	278	15	0	978
8:30 AM	17	90	31	0	24	165	19	0	5	269	23	0	39	254	10	0	946
8:45 AM	11	88	37	0	25	141	22	0	14	254	23	0	45	284	11	0	955
9:00 AM	10	136	31	0	23	126	16	0	13	235	22	1	21	216	17	0	867
9:15 AM 9:30 AM	10	114	24 32	0	26	123 114	19 25	0	10 7	204	19 15	0	24 29	263 275	15	0	851
9:30 AM 9:45 AM	14	114	32 41	0	18 22		25 30	0	7	180	22	0	29 28		5 11	0 0	828
9:45 AM	12	86	41	U	22	106	30	U		186	22	U	28	245	11	U	796
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	137	1249	351	0	244	1571	257	0	104	2915	235	2	324	3277	126	0	10792
APPROACH %'s :	7.89%	71.91%	20.21%	0.00%	11.78%	75.82%	12.40%	0.00%	3.19%	89.53%	7.22%	0.06%	8.69%	87.93%	3.38%	0.00%	107 52
PEAK HR :		07:45 AM -		0.0070	111/0/0	7510270	1211070	010070	511570	0310070	, IEE /0	0.0070	0.0570	0/135/0	5.5070	0.0070	TOTAL
PEAK HR VOL :	50	408	119	0	75	558	93	0	27	1154	89	1	129	1159	45	0	3907
PEAK HR FACTOR :	0.735	0.850	0.930	0.000	0.781	0.845	0.628	0.000	0.675	0.962	0.795	0.250	0.827	0.911	0.750	0.000	
		0.9	13			0.87	73			0.96	53			0.94	41		0.985
"																	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
PM	0	2	1	0	0	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	13	107	32	1	16	118	11	0	18	247	14	0	26	218	22	0	843
3:15 PM	17	94	23	0	11	121	14	0	19	248	21	0	28	206	16	0	818
3:30 PM	10	118	29	0	12	134	23	0	12	285	19	2	23	231	9	0	907
3:45 PM	8	124	27	0	15	124	11	0	20	244	25	0	34	243	12	0	887
4:00 PM	13	105	28	0	21	143	20	0	22	257	22	0	31	226	19	0	907
4:15 PM 4:30 PM	10 8	121 140	21 15	0	16 15	130 142	24 11	0	22 25	228 264	25 28	0	25 24	223 249	18 20	0	863
4:30 PM 4:45 PM	8 13	140	3	0	15	142	11	0	25 24	264 300	28 19	0	24	249	20 16	0	941 954
5:00 PM	15	136	25	0	10	106	22	0	24	292	19	0	21	202	10	0	934
5:15 PM	18	121	35	0	19	112	22	0	24	282	15	0	30	230	19	0	932
5:30 PM	6	153	26	ŏ	15	112	22	ő	23	286	21	1	23	283	13	ŏ	995
5:45 PM	10	132	21	ŏ	20	99	24	0	27	283	18	Ō	25	311	25	ŏ	995
6:00 PM	15	127	20	0	26	121	18	0	21	301	18	0	33	257	22	0	979
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	156	1634	305	1	219	1584	237	0	287	3518	262	3	343	3232	229	0	12010
APPROACH %'s :	7.44%	77.96%	14.55%	0.05%	10.74%	77.65%	11.62%	0.00%	7.05%	86.44%	6.44%	0.07%	9.02%	84.96%	6.02%	0.00%	TOTA
PEAK HR :		05:15 PM -															TOTAL
PEAK HR VOL :	49	533	102	0	80	450 0.930	89	0	101	1153	72	1	111 0.841	1138	79	0	3958
PEAK HR FACTOR :	0.681	0.871	0.729	0.000	0.769		0.890	0.000	0.902	0.958	0.857	0.250	0.841	0.915	0.790	0.000	0.994
		0.9	24			0.93	00			0.93	/0			0.92	20		

Location: Irolo St & 7th St City: Los Angeles Control: Signalized

Project ID: 18-05236-006 Date: 4/17/2018

Control: S	Signalized													Date:	4/17/2018		
-								То	tal								
NS/EW Streets:		Irolo	o St			Irolo	St			7th	St			7th	St		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	0	1	0	0	0	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM 7:15 AM	12 16	120 130	2 3	0 0	3 10	113 129	7 12	0	9 11	11 16	12 13	0 0	4 3	6 17	14 2	0	313 362
7:30 AM	9	130	7	ŏ	7	129	17	ő	6	10	12	ő	4	15	12	0 0	371
7:45 AM	16	132	10	Ő	12	123	14	ŏ	12	26	24	Ő	4	22	10	õ	405
8:00 AM	21	140	13	0	7	121	25	0	15	27	15	0	5	16	19	0	424
8:15 AM	23	139	10	0	6	138	28	0	13	29	17	0	4	17	14	0	438
8:30 AM	23	116	11	0	9 8	154	24	0	16	28	15	0	5	14 27	9 20	0	424
8:45 AM 9:00 AM	36 28	129 163	11 12	0	8	114 100	21 26	0	12 10	20 29	16 12	0	6	27	20	0	419 441
9:15 AM	23	135	7	0	7	118	23	ő	13	23	11	ő	3	15	6	ŏ	384
9:30 AM	19	129	6	ŏ	8	133	23	ŏ	7	20	9	ŏ	6	16	18	ŏ	394
9:45 AM	22	143	5	0	5	104	17	0	4	9	15	0	2	10	14	0	350
						~-			-								TOTAL
TOTAL VOLUMES :	NL 248	NT 1612	NR 97	NU 0	SL 90	ST 1476	SR 237	SU 0	EL 128	ET 255	ER 171	EU 0	WL 51	WT 201	WR 159	WU 0	TOTAL 4725
APPROACH %'s :	12.67%	82.37%	4.96%	0.00%	4.99%	81.86%	13.14%	0.00%	23.10%	46.03%	30.87%	0.00%	12.41%	48.91%	38.69%	0.00%	4723
PEAK HR :		08:15 AM -															TOTAL
PEAK HR VOL :	110	547	44	0	31	506	99	0	51	106	60	0	20	84	64	0	1722
PEAK HR FACTOR :	0.764	0.839	0.917	0.000	0.861	0.821	0.884	0.000	0.797	0.914	0.882	0.000	0.833	0.778	0.762	0.000	0.976
		0.8	63			0.85	50			0.9	19			0.7	92		
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND	1	
PM	0	1	0	0	0	1	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	6	95	8	0	16	138	17	0	2	24	13	0	8	18	15	0	360
3:15 PM 3:30 PM	13 11	120 106	5 6	0 0	12 13	140 135	24 23	0 0	8 5	25 31	24 20	0 0	11 8	17 23	22 16	0 0	421 397
3:45 PM	10	114	13	ŏ	8	151	33	ő	11	39	11	ő	5	17	13	ŏ	425
4:00 PM	21	100	10	0	26	135	43	0	9	37	24	0	9	19	17	0	450
4:15 PM	10	113	9	0	18	145	35	0	12	41	13	0	7	15	15	0	433
4:30 PM	12	120	8	0	18	128	64	0	7	40	21	0	7	37	19	0	481
4:45 PM 5:00 PM	12 18	126 124	5 8	0	13 19	117 139	40 25	0	7 20	51 44	14 24	0	7	29 31	20 10	0	441 468
5:15 PM	10	124	° 15	0	19	103	25 52	0	20	61	24 31	0	6	26	10	0	465
5:30 PM	13	141	10	ŏ	31	120	48	0	5	51	25	ő	7	20	10	2	489
5:45 PM	11	111	12	Ō	18	100	61	Ō	7	57	26	Ō	8	33	20	ō	464
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	NL 149	1391	NR 109	0	SL 205	1551	5R 465	50 0	EL 100	501	246	EU 0	89	287	WR 199	2	5294
APPROACH %'s :	9.04%	84.35%	6.61%	0.00%	9.23%	69.83%	20.94%	0.00%	11.81%	59.15%	29.04%	0.00%	15.42%	49.74%	34.49%	0.35%	J2 77
PEAK HR :	(	05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL :						160	100	0	20	242	100	0	27	112	62	2	1886
	54	497	45	0	81	462	186	0	39	213	106					2	1000
PEAK HR VOL : PEAK HR FACTOR :	54 0.750	497 0.881 0.9	0.750	0 0.000	81 0.653	462 0.831 0.91	0.762	0.000	39 0.488	213 0.873 0.9	0.855	0.000	0.844	0.848	0.775	2 0.250	0.964

Location: Irolo St & 8th St City: Los Angeles Control: Signalized

Project ID: 18-05236-007 Date: 4/17/2018

Control: S	Signalized													Date: 4	1/17/2018		
_								То	tal								
NS/EW Streets:		Irolo	St			Irolo	St			8th	St			8th	St		
		NORTHE	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
7.00 AM	NL 13	NT 124	NR 3	NU 0	SL 6	ST 122	SR 6	SU 0	EL 3	ET 98	ER 17	EU	WL 4	WT	WR 8	WU	TOTAL
7:00 AM 7:15 AM	13	124	5	0	6	122	10	0	6	98 144	9	0	4	227 236	8 4	0	631 702
7:30 AM	20	145	5	ŏ	8	142	8	ŏ	2	141	20	ŏ	11	197	12	ŏ	711
7:45 AM	7	123	5	0	15	132	5	0	11	167	16	0	10	203	15	0	709
8:00 AM	12	145	10	0	12	118	10	1	13	187	25	0	11	174	18	0	736
8:15 AM	15	154	5	0	18	135	6	0	8	165	15	0	12	175	13	0	721
8:30 AM 8:45 AM	19 15	120 148	2	0	14 13	150 127	10 8	0	11 15	176 154	15 13	0	8 5	180 192	12 16	0	717 712
9:00 AM	15	146	10	0	8	12/	12	0	15	123	13	0	3	192	15	0	649
9:15 AM	15	151	8	0	7	114	9	ŏ	6	123	16	0	12	183	11	ŏ	653
9:30 AM	15	130	6	Ō	11	131	6	ō	9	120	12	Ō	9	155	18	ō	622
9:45 AM	8	157	8	0	6	111	7	0	6	126	16	0	9	153	7	0	614
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	166	1700	73	0	124	1513	97	1	101	1722	187	0	101	2243	149	0	8177
APPROACH %'s :	8.56%	87.67%	3.76%	0.00%	7.15%	87.20%	5.59%	0.06%	5.02%	85.67%	9.30%	0.00%	4.05%	89.97%	5.98%	0.00%	
PEAK HR :		08:00 AM - 0															TOTAL
PEAK HR VOL :	61	567	23	0 0.000	57 0.792	530	34	1	47	682	68	0	36	721 0.939	59	0 0.000	2886
PEAK HR FACTOR :	0.803	0.920 0.93	0.575	0.000	0.792	0.883	0.850	0.250	0.783	0.912	0.680	0.000	0.750	0.939	0.819	0.000	0.980
		0.55	15			0.0.	/1			0.00				0.55			
		NORTHE				SOUTH				EASTB	OUND			WESTB			
PM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
3:00 PM	NL 10	NT 89	NR 9	NU 0	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:15 PM	10								7				10				EC2
3:30 PM	13				10	139	9	0	7	129	18	0	10	126	7	0	563 669
	13	119 111	11 14	0	10	139 149 125	9 11 10	0 0 0	7 4 7	129 154 181	18 19 25	0 0 1	10 8 17		7 17		563 669 677
3:45 PM	13 13		11	0		149	11	0	4	154	19	0	8	126 152	7	0 0	669
3:45 PM 4:00 PM	13 8	111 110 124	11 14 11 15	0 0 0 0	10 16 9 12	149 125 148 153	11 10 12 9	0 0 0 0	4 7 7 5	154 181 142 144	19 25 19 14	0 1 0 0	8 17 13 13	126 152 144 142 172	7 17 13 13 8	0 0 0 0	669 677 639 677
3:45 PM 4:00 PM 4:15 PM	13 8 11	111 110 124 113	11 14 11 15 8	0 0 0 0 0	10 16 9 12 16	149 125 148 153 131	11 10 12 9 6	0 0 0 0	4 7 7 5 7	154 181 142 144 206	19 25 19 14 19	0 1 0 0 0	8 17 13 13 14	126 152 144 142 172 157	7 17 13 13 8 19	0 0 0 0 0 0	669 677 639 677 707
3:45 PM 4:00 PM 4:15 PM 4:30 PM	13 8 11 12	111 110 124 113 121	11 14 11 15 8 11	0 0 0 0 0 0	10 16 9 12 16 11	149 125 148 153 131 138	11 10 12 9 6 4	0 0 0 0 0 0	4 7 7 5 7 9	154 181 142 144 206 166	19 25 19 14 19 18	0 1 0 0 0 0	8 17 13 13 14 19	126 152 144 142 172 157 145	7 17 13 13 8 19 9	0 0 0 0 0 0 0	669 677 639 677 707 663
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	13 8 11 12 13	111 110 124 113 121 131	11 14 11 15 8 11 9	0 0 0 0 0	10 16 9 12 16 11 10	149 125 148 153 131 138 134	11 10 12 9 6 4 10	0 0 0 0 0 0 0	4 7 7 5 7 9 3	154 181 142 144 206 166 196	19 25 19 14 19 18 18	0 1 0 0 0 0 0	8 17 13 13 14 19 14	126 152 144 142 172 157 145 164	7 17 13 13 8 19 9 16	0 0 0 0 0 0 0 0	669 677 639 677 707 663 718
3:45 PM 4:00 PM 4:15 PM 4:30 PM	13 8 11 12	111 110 124 113 121	11 14 11 15 8 11	0 0 0 0 0 0 0	10 16 9 12 16 11	149 125 148 153 131 138	11 10 12 9 6 4	0 0 0 0 0 0	4 7 7 5 7 9	154 181 142 144 206 166	19 25 19 14 19 18	0 1 0 0 0 0	8 17 13 13 14 19	126 152 144 142 172 157 145	7 17 13 13 8 19 9	0 0 0 0 0 0 0	669 677 639 677 707 663
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	13 8 11 12 13 14 14 14 13	111 110 124 113 121 131 127 131 132	11 14 11 15 8 11 9 8 8 8 8 8	0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10	149 125 148 153 131 138 134 139 115 131	11 10 12 9 6 4 10 11 8 9	0 0 0 0 0 0 0 0 0 0 0 0	4 7 7 5 7 9 3 10 7 7	154 181 142 144 206 166 196 206 191 230	19 25 19 14 19 18 18 18 17 19 15	0 1 0 0 0 0 0 0 0 0 0 0 0	8 17 13 14 19 14 10 17 15	126 152 144 142 172 157 145 164 164 164 177	7 17 13 13 8 19 9 16 10 18 18	0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 702 765
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	13 8 11 12 13 14 14	111 110 124 113 121 131 127 131	11 14 11 15 8 11 9 8 8 8	0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10	149 125 148 153 131 138 134 139 115	11 10 12 9 6 4 10 11 8	0 0 0 0 0 0 0 0 0 0	4 7 7 5 7 9 3 10 7	154 181 142 144 206 166 196 206 191	19 25 19 14 19 18 18 18 17 19	0 1 0 0 0 0 0 0 0 0 0	8 17 13 13 14 19 14 10 17	126 152 144 142 172 157 145 164 164 164	7 17 13 13 8 19 9 16 10 18	0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 702
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	13 8 11 12 13 14 14 14 13 14	111 110 124 113 121 131 127 131 132 107	11 14 11 15 8 11 9 8 8 8 8 8 8 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10 11	149 125 148 153 131 138 134 139 115 131 112	11 10 12 9 6 4 10 11 8 9 8	0 0 0 0 0 0 0 0 0 0 0	4 7 7 5 7 9 3 10 7 7 10	154 181 142 144 206 166 196 206 191 230 220	19 25 19 14 19 18 18 18 17 19 15 23	0 1 0 0 0 0 0 0 0 0 0 0 0	8 17 13 14 19 14 10 17 15 15	126 152 144 142 172 157 145 164 164 164 177 189	7 17 13 13 8 19 9 16 10 18 18 18 19	0 0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 702 765 735
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	13 8 11 12 13 14 14 14 13	111 110 124 113 121 131 127 131 132	11 14 11 15 8 11 9 8 8 8 8 8	0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10	149 125 148 153 131 138 134 139 115 131	11 10 12 9 6 4 10 11 8 9	0 0 0 0 0 0 0 0 0 0 0 0	4 7 7 5 7 9 3 10 7 7	154 181 142 144 206 166 196 206 191 230	19 25 19 14 19 18 18 18 17 19 15	0 1 0 0 0 0 0 0 0 0 0 0 0	8 17 13 14 19 14 10 17 15	126 152 144 142 172 157 145 164 164 164 177	7 17 13 13 8 19 9 16 10 18 18	0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 702 765
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	13 8 11 12 13 14 14 13 14 14 13 14 NL 150 8.91%	111 110 124 113 121 131 127 131 132 107 NT 1415 84.03%	11 14 11 15 8 11 9 8 8 8 8 8 7 NR 119 7.07%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10 11 5L	149 125 148 153 131 138 134 139 115 131 112 ST	11 10 12 9 6 4 10 11 8 9 8 8 SR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 7 9 3 10 7 7 10 EL	154 181 142 144 206 166 196 206 191 230 220 ET	19 25 19 14 19 18 18 18 17 19 15 23 ER	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 17 13 14 19 14 10 17 15 15 WL	126 152 144 142 172 157 145 164 164 164 164 177 189 WT	7 17 13 13 8 19 9 16 10 18 18 18 19 WR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 702 765 735 TOTAL 8239
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	13 8 11 12 13 14 14 14 13 14 NL 150 8.91%	111 110 124 113 121 131 127 131 132 107 NT 1415 84.03% D5:00 PM - 1	11 14 15 8 11 9 8 8 8 8 8 8 7 7 NR 119 7.07% 06:00 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10 11 11 SL 133 7.17%	149 125 148 153 131 138 134 139 115 131 112 ST 1614 87.06%	11 10 12 9 6 4 10 11 8 9 8 8 SR 107 5.77%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 7 9 3 10 7 10 7 10 EL 83 3.36%	154 181 142 206 166 196 206 191 230 220 ET 2165 87.55%	19 25 19 14 19 18 18 18 17 19 15 23 ER 224 9.06%	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 17 13 14 19 14 10 17 15 15 15 WL 165 7.41%	126 152 144 142 172 157 145 164 164 164 164 164 164 189 89 85.10%	7 17 13 13 8 19 9 16 10 18 18 18 19 WR 167 7.50%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 705 765 735 TOTAL 8239 TOTAL
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL :	13 8 11 12 13 14 14 14 14 13 14 NL 150 8.91%	111 110 124 113 121 131 127 131 132 107 NT 1415 84.03% 05:00 PM - 1 497	11 14 11 15 8 11 9 8 8 8 8 8 8 8 8 7 7 NR 119 7.07% <b>OG:OO PM</b> 31	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10 11 11 SL 133 7.17% 39	149 125 148 153 131 138 134 139 115 131 112 ST 1614 87.06% 497	11 10 12 9 6 4 10 11 8 9 8 8 8 SR 107 5.77% 36	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 7 5 7 9 3 10 7 7 10 EL 83 3.36%	154 181 142 206 166 196 206 191 230 220 ET 2165 87.55% 847	19 25 19 14 19 18 18 17 19 15 23 ER 224 9.06% 74	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 17 13 13 14 19 14 10 17 15 15 15 WL 165 7.41%	126 152 144 142 172 157 145 164 164 164 164 177 189 WT 1896 85.10%	7 17 13 13 13 8 9 9 16 10 18 18 18 19 WR 167 7.50%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 702 765 735 TOTAL 8239
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	13 8 11 12 13 14 14 14 13 14 NL 150 8.91%	111 110 124 113 121 131 127 131 132 107 NT 1415 84.03% D5:00 PM - 1	11 14 11 15 8 8 8 8 8 8 8 7 NR 119 7.07% 06:00 PM 31 0.969	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 16 9 12 16 11 10 8 10 10 11 11 SL 133 7.17%	149 125 148 153 131 138 134 139 115 131 112 ST 1614 87.06%	11 10 12 9 6 4 10 11 8 9 8 8 8 8 SR 107 5.77% 36 0.818	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 7 7 9 3 10 7 10 7 10 EL 83 3.36%	154 181 142 206 166 196 206 191 230 220 ET 2165 87.55%	19 25 19 14 19 18 18 18 17 19 15 23 23 ER 224 9.06% 74 0.804	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 17 13 14 19 14 10 17 15 15 15 WL 165 7.41%	126 152 144 142 172 157 145 164 164 164 164 164 164 189 89 85.10%	7 17 13 13 13 8 9 9 16 10 18 18 18 19 WR 167 7.50% 65 0.855	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	669 677 639 677 707 663 718 724 705 765 735 TOTAL 8239 TOTAL

# Location: Normandie Ave & Olympic Blvd City: Los Angeles Control: Signalized

Project ID: 18-05236-008 Date: 4/17/2018

Control: S	Signalized													Date: 4	4/17/2018		
-								To	tal								-
NS/EW Streets:		Norman	die Ave		1	Normano	lie Ave			Olympic	c Blvd			Olympi	c Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	2	1	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM 7:15 AM	34 48	177 194	24	0	14 20	142	17 18	0	8 11	182	11 16	0 0	5 7	364	17 9	0	995 1120
7:30 AM	31	224	15 21	0	19	129 167	20	0	10	284 325	16	0	14	369 344	20	0	1211
7:45 AM	27	189	12	0	26	145	12	0	17	395	10	ő	13	370	20	ŏ	1245
8:00 AM	29	237	32	0	18	160	21	0	9	404	23	0	10	293	9	0	1245
8:15 AM	34	192	26	0	24	157	12	0	12	468	23	0	11	373	14	0	1346
8:30 AM	31	204	19	0	20	192	20	0	12	441	29	0	15	342	18	0	1343
8:45 AM	44	249	16	0	20	144	21	0	16	427	38	0	17	318	22	0	1332
9:00 AM	29	261	18	0	16	126	14	0	13	371	29	0	8	248	10	0	1143
9:15 AM	23	166	18	0	24	109	18 25	0	11 9	345	25	0 0	11	296	22	0	1068
9:30 AM 9:45 AM	35 33	181 175	19 26	0	20 26	164 116	25 19	0	9	307 315	23 23	0	12 7	267 292	15 13	0	1077 1061
9.45 AM	33	175	20	U	20	110	19	U	10	515	25	U		292	15	v	1001
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	398	2449	246	0	247	1751	217	0	144	4264	275	0	130	3876	189	0	14186
APPROACH %'s : PEAK HR :	12.87%	79.18%	7.95%	0.00%	11.15%	79.05%	9.80%	0.00%	3.07%	91.05%	5.87%	0.00%	3.10%	92.40%	4.51%	0.00%	TOTAL
PEAK HR VOL :	138	882	93	0	82	653	74	0	49	1740	113	0	53	1326	63	0	5266
PEAK HR FACTOR :	0.784	0.886	0.727	0.000	0.854	0.850	0.881	0.000	0.766	0.929	0.743	0.000	0.779	0.889	0.716	0.000	
		0.9				0.87				0.94				0.90			0.978
D. 4			BOUND			SOUTH				EASTB				WESTE			
PM	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU	TOTAL
3:00 PM	27	137	31	0	27	186	3K 12	0	13	351	21 31	0	15	245	11	0	101AL 1086
3:15 PM	23	140	29	ŏ	22	187	22	ő	10	349	25	ő	19	279	26	ŏ	1131
3:30 PM	22	149	39	Ō	24	202	18	Ō	19	378	23	0	14	283	18	ō	1189
3:45 PM	23	147	35	0	19	219	16	0	20	361	30	0	20	270	13	0	1173
4:00 PM	22	151	25	0	29	203	18	0	16	417	30	0	16	292	14	0	1233
4:15 PM	17	159	36	0	24	203	19	0	17	422	31	0	18	258	14	0	1218
4:30 PM	21	153	28	0	16	216	17	0	16	421	23	0 0	14 9	314	18	0	1257
4:45 PM 5:00 PM	18 24	159 165	21 33	0	29 25	208 243	19 17	0	16 14	456 455	29 32	0	9 13	283 334	17 16	0	1264 1371
5:15 PM	24	105	25	0	23	245	17	0	14	431	26	0	19	289	24	0	1281
5:30 PM	26	170	33	ŏ	23	205	10	ŏ	15	418	23	ő	14	366	18	ŏ	1321
5:45 PM	15	147	24	Ō	19	221	16	Ō	15	460	29	Ō	17	370	19	ō	1352
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	259	1848	359	0	281	2519	197	0	183	4919	332	0	188	3583	208	0	14876
APPROACH %'s :	10.50%		14.56%	0.00%	9.38%	84.05%	6.57%	0.00%	3.37%	90.52%	6.11%	0.00%	4.72%	90.05%	5.23%	0.00%	
PEAK HR :		05:00 PM -															TOTAL
PEAK HR VOL :	86	653	115	0	91	895	56	0	56	1764	110	0	63	1359	77	0	5325
PEAK HR FACTOR :	0.827	0.955	0.871	0.000	0.910	0.921	0.824	0.000	0.933	0.959	0.859	0.000	0.829	0.918	0.802	0.000	0.074
		0.9				0.9				0.95				0.92			0.971

Location: Mariposa Ave & 6th St City: Los Angeles Control: Signalized

Project ID: 18-05236-009 Date: 4/17/2018

Control: S	Signalized													Date:	4/17/2018		
-								То	tal								
NS/EW Streets:		Maripos	sa Ave			Maripos	a Ave			6th	St			6th	St		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WEST	BOUND		
AM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	10	6	0	9	28	15	0	1	164	6	0	11	208	3	0	472
7:15 AM	3	12	5	0	10	29	15	0	4	201	11	0	10	231	3	0	534
7:30 AM	8	14	4	0	11	43	9	0	3	246	14	0	11	237	4	0	604
7:45 AM	3	23	12	0	10	49	6	0	2	282	24	0	13	246	2	0	672
8:00 AM	15	16	7	0	6	33	4	0	1	239	14	0	16	246	2	1	600
8:15 AM	9	17	13	0	6	44	12	0	6	247	31	0	20	247	1	0	653
8:30 AM 8:45 AM	6	18 25	12 7	0	6 6	36 35	15	0 0	4	224 238	26	0	20	237 210	2	0	606 578
9:00 AM	10	25	15	0	5	35	14	0	4	238	12 21	0	14 11	196	5	0	578
9:00 AM 9:15 AM	0 4	10	15	0	5 6	32	9	0	4	212	13	0	17	196	э 4	0	529
9:15 AM 9:30 AM	7	15	20	0	6	26	10	0	3	188	13	0	17	196	6	0	483
9:45 AM	- íi	10	12	0	1	22	13	0	4	192	14	0	11	171	5	1	467
5.45 AN		10	12	0	-	22	15	0	-	152	14	0	11	1/1	5	-	107
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	95	188	124	0	82	412	135	0	43	2648	198	0	173	2593	40	2	6733
APPROACH %'s :	23.34%	46.19%	30.47%	0.00%	13.04%	65.50%	21.46%	0.00%	1.49%	91.66%	6.85%	0.00%	6.16%	92.34%	1.42%	0.07%	
PEAK HR :		07:45 AM -	08:45 AM														TOTAL
PEAK HR VOL :	33	74	44	0	28	162	37	0	13	992	95	0	69	976	7	1	2531
PEAK HR FACTOR :	0.550	0.804	0.846	0.000	0.700	0.827	0.617	0.000	0.542	0.879	0.766	0.000	0.863	0.988	0.875	0.250	0.942
		0.9	68			0.87	73			0.8	93			0.9	82		0.942
		NORTH				0000700											
PM	0	NORTH 1	BOUND 0	0	0	SOUTH		0	1	EASTE 2		0	1	2 WEST	BOUND	0	
PIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	7	21	31	0	3L 6	27	3R 4	0	7	229	26	0	17	159	6	0	540
3:15 PM	11	18	20	1	6	28	11	1	5	216	23	ő	15	159	3	ŏ	517
3:30 PM	6	29	21	ō	4	25	10	ō	6	215	17	ő	15	166	2	ŏ	516
3:45 PM	9	25	20	0	6	15	8	1	3	255	24	0	18	194	8	ō	586
4:00 PM	8	34	26	0	5	31	10	0	5	256	23	0	18	219	6	0	641
4:15 PM	12	28	29	0	6	18	7	0	7	255	21	0	16	211	5	0	615
4:30 PM	11	41	18	0	10	33	7	0	14	237	18	0	21	251	7	1	669
4:45 PM	7	28	24	0	5	25	6	0	9	213	19	0	14	241	2	0	593
5:00 PM	13	27	30	0	3	23	4	0	4	251	15	0	22	260	15	0	667
5:15 PM	13	28	29	0	4	38	9	0	14	249	17	0	20	272	9	0	702
5:30 PM	13	39	20	0	9	30	5	0	10	220	17	0	18	258	9	0	648
5:45 PM	15	43	36	0	6	36	12	0	8	228	20	0	28	252	11	0	695
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
							93	2	92	2824	240	0	222	2642	83	1	7389
TOTAL VOLUMES :	125	361	304	1	70	329											
TOTAL VOLUMES : APPROACH %'s :		361 45.64%	304 38.43%	1 0.13%	70 14.17%	329 66.60%	18.83%	0.40%	2.92%	89.48%	7.60%	0.00%	7.53%	89.62%	2.82%	0.03%	
	125 15.80%		38.43%														TOTAL
APPROACH %'s :	125 15.80%	45.64% 05:00 PM - 137	38.43% 06:00 PM 115	0.13%	14.17% 22	66.60% 127	18.83% 30	0.40%	2.92%	89.48% 948	7.60%		7.53% 88	89.62% 1042	2.82%	0.03%	TOTAL 2712
APPROACH %'s : PEAK HR :	125 15.80%	45.64%	38.43% 06:00 PM 115 0.799	0.13%	14.17%	66.60%	18.83% 30 0.625	0.40%	2.92%	89.48%	7.60% 69 0.863	0.00%	7.53%	89.62%	2.82% 44 0.733	0.03%	

# Location: Mariposa Ave & Wilshire Blvd City: Los Angeles Control: Signalized

Project ID: 18-05236-010 Date: 4/17/2018

Control:	Signalized													Date: 4	4/17/2018		
-								То	tal								
NS/EW Streets:		Maripos	sa Ave			Maripo	sa Ave			Wilshire	e Blvd			Wilshire	e Blvd		
		NORTH	BOUND			SOUTI	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	0	1	0	0	0	0	0	0	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	0	21	0	0	0	0	0	0	207	21	0	21	299	0	0	586
7:15 AM	27	0	33	0	0	0	0	0	0	238	42 54	0	26	289	0	0	655
7:30 AM 7:45 AM	37 35	0	48 59	0	0	0	0	0	0	304 331	54 53	0	22 23	278 329	0	0	743 830
8:00 AM	42	0	69	0	0	0	0	0	0	338	53 51	0	23	329	0	0	846
8:15 AM	41	ő	55	ő	0	ő	ő	ŏ	0	309	52	0	30	328	ő	ŏ	815
8:30 AM	29	ő	44	ŏ	ő	ŏ	õ	ŏ	Ő	302	52	ő	23	307	ŏ	ŏ	757
8:45 AM	33	ō	40	ō	0	ō	ō	ō	0	276	61	Ō	22	308	ō	Ō	740
9:00 AM	26	0	26	0	0	0	0	0	0	237	50	0	14	278	0	0	631
9:15 AM	18	0	32	0	0	0	0	0	0	218	43	0	22	279	0	0	612
9:30 AM	20	0	26	0	0	0	0	0	0	189	43	0	29	276	0	0	583
9:45 AM	19	0	31	0	0	0	0	0	0	215	45	0	28	305	0	0	643
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	344	0	484	0	0	0	0	0	0	3164	567	0	282	3600	0	0	8441
APPROACH %'s :	41.55%	0.00%	58.45%	0.00%					0.00%	84.80%	15.20%	0.00%	7.26%	92.74%	0.00%	0.00%	
PEAK HR :		07:45 AM -															TOTAL
PEAK HR VOL :	147	0 0.000	227	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0	1280 0.947	208 0.981	0 0.000	98 0.817	1288 0.979	0 0.000	0	3248
PEAK HR FACTOR :	0.875	0.000	0.822	0.000	0.000	0.000	0.000	0.000	0.000	0.947		0.000	0.817	0.979		0.000	0.960
		0.0	72							0.9.	0			0.90	00		
		NORTH	BOUND			SOUTI	HBOUND			EASTB	OUND			WESTE	BOUND		
PM	1	0	1	0	0	0	0	0	0	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	37	0	49	0	0	0	0	0	0	243	33	0	24	257	0	0	643
3:15 PM 3:30 PM	42 43	0	51 50	0 0	0	0	0	0	0	251 266	34 46	0	19 20	235 252	0	0	632 677
3:45 PM	45	0	50	0	0	0	0	0	0	200	40	1	20	232	0	0	650
4:00 PM	40	0	62	0	0	0	0	0	0	305	49	0	24	246	0	0	726
4:15 PM	40	ŏ	49	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	255	27	Ő	22	266	ŏ	ŏ	659
4:30 PM	38	0	39	0	0	0	0	0	0	291	36	0	20	266	0	0	690
4:45 PM	31	0	35	0	0	0	0	0	0	320	30	0	16	276	0	0	708
											48	0	26	302	0	0	745
5:00 PM	41	0	44	0	0	0	0	0	0	284		-			-		
5:15 PM	37	0	44 36	0	0	0	0	Ō	0	270	72	0	26	291	0	0	732
5:15 PM 5:30 PM	37 49	0	44 36 59	0	0	0	0	0	0	270 309	72 40	0	26 19	291 300	0	0 2	778
5:15 PM	37	0	44 36	0	0	0	0	Ō	0	270	72	0	26	291	0	0 2 0	
5:15 PM 5:30 PM 5:45 PM	37 49 44 NL	0 0 0 NT	44 36 59 52 NR	0 0 0 NU	0 0 0 SL	0 0 0 ST	0 0 0 SR	0 0 0 SU	0 0 0 EL	270 309 295 ET	72 40 49 ER	0 0 0 EU	26 19 28 WL	291 300 327 WT	0 0 0 WR	0 2 0 WU	778 795 TOTAL
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES :	37 49 44 NL 483	0 0 0 NT 0	44 36 59 52 NR 577	0 0 0 NU 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 EL 0	270 309 295 ET 3341	72 40 49 ER 507	0 0 0 EU 1	26 19 28 WL 271	291 300 327 WT 3253	0 0 0 WR 0	0 2 0 WU 2	778 795
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	37 49 44 NL 483 45.57%	0 0 0 NT 0 0.00%	44 36 59 52 NR 577 54.43%	0 0 0 NU	0 0 0 SL	0 0 0 ST	0 0 0 SR	0 0 0 SU	0 0 0 EL	270 309 295 ET	72 40 49 ER	0 0 0 EU	26 19 28 WL	291 300 327 WT	0 0 0 WR	0 2 0 WU	778 795 TOTAL 8435
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	37 49 44 NL 483 45.57%	0 0 0 NT 0 0.00% 05:00 PM -	44 36 59 52 NR 577 54.43% 06:00 PM	0 0 0 NU 0 0.00%	0 0 0 SL 0	0 0 0 ST 0	0 0 SR 0	0 0 0 SU 0	0 0 0 EL 0 0.00%	270 309 295 ET 3341 86.80%	72 40 49 ER 507 13.17%	0 0 0 EU 1 0.03%	26 19 28 WL 271 7.69%	291 300 327 WT 3253 92.26%	0 0 0 WR 0 0.00%	0 2 0 WU 2 0.06%	778 795 TOTAL 8435 TOTAL
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL :	37 49 44 NL 483 45.57% 171	0 0 0 0 0.00% 05:00 PM - 0	44 36 59 52 NR 577 54.43% 06:00 PM 191	0 0 0 NU 0 0.00%	0 0 0 SL 0	0 0 0 ST 0	0 0 0 SR 0	0 0 0 SU 0	0 0 0 EL 0 0.00%	270 309 295 ET 3341 86.80% 1158	72 40 49 ER 507 13.17% 209	0 0 0 EU 1 0.03%	26 19 28 WL 271 7.69% 99	291 300 327 WT 3253 92.26% 1220	0 0 0 WR 0 0.00%	0 2 0 WU 2 0.06% 2	778 795 TOTAL 8435
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	37 49 44 NL 483 45.57%	0 0 0 NT 0 0.00% 05:00 PM -	44 36 59 52 NR 577 54.43% <b>06:00 PM</b> 191 0.809	0 0 0 NU 0 0.00%	0 0 0 SL 0	0 0 0 ST 0	0 0 SR 0	0 0 0 SU 0	0 0 0 EL 0 0.00%	270 309 295 ET 3341 86.80%	72 40 49 ER 507 13.17% 209 0.726	0 0 0 EU 1 0.03%	26 19 28 WL 271 7.69%	291 300 327 WT 3253 92.26%	0 0 0 WR 0 0.00% 0 0.000	0 2 0 WU 2 0.06%	778 795 TOTAL 8435 TOTAL

# Location: Mariposa Ave & Wilshire Blvd City: Los Angeles Control: Signalized

Project ID: 18-05236-011 Date: 4/17/2018

_								То	tal								
NS/EW Streets:		Maripo	sa Ave			Maripos	a Ave			Wilshire	e Blvd			Wilshire	e Blvd		
		NORTH	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	16	0	15	0	10	208	0	0	0	295	20	0	564
7:15 AM	0	0	0	0	27	0	16	0	10	261	0	0	0	294	27	0	635
7:30 AM	0	0	0	0	41	0	22	0	9	317	0	0	0	266	33	0	688
7:45 AM	0	0	0	0	51	0	15	0	11	332	0	0	0	334	49	0	792
8:00 AM	0	0	0	0	48	0	20	1	16	324	0	0	0	336	42	0	787
8:15 AM	0	0	0	0	48	0	28	0	18	324	0	0	0	301	41	0	760
8:30 AM 8:45 AM	0	0	0	0	45 39	0	25 20	0	14 24	309 294	0	0	0	283 325	41 47	0	717 749
9:00 AM	0	0	0	0	24	0	17	0	24	294	0	1	0	232	47	0	606
9:15 AM	0	0	0	ő	25	0	21	0	13	203	0	0	0	232	34	0	618
9:30 AM	ŏ	ŏ	ŏ	ŏ	23	ŏ	25	ŏ	17	206	ő	0	ŏ	281	38	ŏ	595
9:45 AM	ŏ	ŏ	ŏ	ŏ	23	ő	21	Ő	19	241	ő	ő	ő	261	29	ŏ	594
5115741	, in the second s	Ŭ	Ŭ	Ŭ				, in the second s				Ŭ.	, in the second s	201			551
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	415	0	245	1	181	3322	0	1	0	3492	448	0	8105
APPROACH %'s :					62.78%	0.00%	37.07%	0.15%	5.17%	94.81%	0.00%	0.03%	0.00%	88.63%	11.37%	0.00%	
PEAK HR :		07:45 AM ·															TOTAL
PEAK HR VOL :	0	0	0	0	192	0	88	1	59	1289	0	0	0	1254	173	0	3056
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.941	0.000	0.786	0.250	0.819	0.971	0.000	0.000	0.000	0.933	0.883	0.000	0.965
						0.92	24			0.98	33			0.93	81		0.505
		NORTH	HBOUND			SOUTH				EASTB				WESTE		1	
PM	0	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	
1 101	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	29	0	16	0	13	266	0	0	0	254	37	0	615
3:15 PM	0	0	0	0	26	0	19	0	24	254	0	0	0	234	47	0	604
3:30 PM	0	0	0	0	24	0	17	0	19	292	0	0	0	237	36	0	625
3:45 PM	0	0	0	0	29	0	28	0	18	275	0	0	0	265	34	0	649
4:00 PM	0	0	0	0	40	0	21	0	11	316	0	0	0	265	47	0	700
4:15 PM	0	0	0	0	23	0	17	0	21	253	0	0	0	247	33	0	594
4:30 PM	0	0	0	0	31	0	26	0	20	277	0	0	0	262	52	0	668
4:45 PM 5:00 PM	0	0	0	0	42	0	22	0	18	328	0	0	0	282 278	37 46	0	729 695
5;UU PMI	•	^		0	24	^	75	0									
	0	0	0	0	34	0	25	0	23	289	0						607
5:15 PM	ō	0	0 0	0	48	0	26	0	17	289	ō	Ō	0	271	46	0	697 768
5:15 PM 5:30 PM	0	0	0 0 0	0	48 33	0 0	26 30	0 0	17 19	289 329	0	0	0	271 325	46 32	0 0	768
5:15 PM	ō	0	0 0	0	48	0	26	0	17	289	ō	Ō	0	271	46	0	
5:15 PM 5:30 PM	0	0	0 0 0	0	48 33	0 0	26 30	0 0	17 19	289 329	0	0	0	271 325	46 32	0 0	768
5:15 PM 5:30 PM	0 0 0	0 0 0	0 0 0 0	0 0 0	48 33 42	0 0 0	26 30 26	0 0 0	17 19 21	289 329 289	0 0 0	0 0 0	0 0 0	271 325 313	46 32 64	0 0 0	768 755
5:15 PM 5:30 PM 5:45 PM	0 0 0 NL	0 0 0 0	0 0 0 0 NR	0 0 0 NU	48 33 42 SL	0 0 0 ST	26 30 26 SR	0 0 0 SU	17 19 21 EL	289 329 289 ET	0 0 0 ER	0 0 0 EU	0 0 0 WL	271 325 313 WT	46 32 64 WR	0 0 0 WU	768 755 TOTAL 8099
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	0 0 0 NL 0	0 0 0 NT 0 05:00 PM ·	0 0 0 NR 0 - 06:00 PM	0 0 0 NU 0	48 33 42 SL 401 59.50%	0 0 ST 0 0.00%	26 30 26 SR 273 40.50%	0 0 0 SU 0 0.00%	17 19 21 EL 224 6.09%	289 329 289 ET 3457 93.91%	0 0 0 ER 0 0.00%	0 0 0 EU 0 0.00%	0 0 0 WL 0 0.00%	271 325 313 WT 3233 86.35%	46 32 64 WR 511 13.65%	0 0 0 WU 0 0.00%	768 755 TOTAL 8099 TOTAL
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 NL 0	0 0 0 0 0 0 0 0 0	0 0 0 0 NR 0 - 06:00 PM 0	0 0 0 NU 0	48 33 42 SL 401 59.50% 157	0 0 0 ST 0 0.00%	26 30 26 SR 273 40.50%	0 0 0 SU 0 0.00%	17 19 21 EL 224 6.09% 80	289 329 289 ET 3457 93.91% 1196	0 0 0 ER 0 0.00%	0 0 0 EU 0 0.00%	0 0 0 WL 0 0.00%	271 325 313 WT 3233 86.35% 1187	46 32 64 WR 511 13.65% 188	0 0 0 0 0.00% 0	768 755 TOTAL 8099
5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	0 0 0 NL 0	0 0 0 NT 0 05:00 PM ·	0 0 0 NR 0 - 06:00 PM	0 0 0 NU 0	48 33 42 SL 401 59.50%	0 0 ST 0 0.00%	26 30 26 SR 273 40.50% 107 0.892	0 0 0 SU 0 0.00%	17 19 21 EL 224 6.09%	289 329 289 ET 3457 93.91%	0 0 0 ER 0 0.00% 0 0.000	0 0 0 EU 0 0.00%	0 0 0 WL 0 0.00%	271 325 313 WT 3233 86.35%	46 32 64 WR 511 13.65% 188 0.734	0 0 0 WU 0 0.00%	768 755 TOTAL 8099 TOTAL

Location: Mariposa Ave & 8th St City: Los Angeles Control: Signalized

Project ID: 18-05236-012 Date: 4/17/2018

Control:	Signalized													Date: 4	4/17/2018		
_								To	tal								
NS/EW Streets:		Maripos	sa Ave		1	Maripos	a Ave			8th	St			8th	St		
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTE	BOUND		
AM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	5	1	0	10	7	10	0	3	117	4	0	2	226	24	0	412
7:15 AM 7:30 AM	5	16 18	3	0 0	22 25	10 4	12 11	0 0	6 6	162 151	2 2	0	3 4	239 199	23 40	0 0	503 467
7:45 AM	4	24	4	0	25	7	22	0	6	184	5	0	10	212	46	0	550
8:00 AM	0	28	3	0	31	11	17	0	9	221	2	0	7	182	40	0	551
8:15 AM	1	19	2	ŏ	24	7	15	ŏ	5	185	4	ŏ	9	185	54	ŏ	510
8:30 AM	0	17	1	0	18	9	9	0	5	193	4	0	3	196	23	0	478
8:45 AM	1	27	1	0	26	4	8	0	11	175	1	0	1	194	43	0	492
9:00 AM	0	23	2	0	20	3	7	0	9	143	0	0	1	178	31	0	417
9:15 AM	1	17	3	0	19	6	13	0	6	125	1	0	3	203	30	0	427
9:30 AM	1	13	3	0	17	8	7	0	6	136	3	0	3	176	21	0	394
9:45 AM	0	16	3	0	18	5	13	0	10	136	3	0	4	155	18	0	381
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	223	27	0	256	81	144	0	82	1928	31	0	50	2345	393	0	5582
APPROACH %'s :	8.09%	81.99%	9.93%	0.00%	53.22%	16.84%	29.94%	0.00%	4.02%	94.46%	1.52%	0.00%	1.79%	84.11%	14.10%	0.00%	
PEAK HR :		07:45 AM -															TOTAL
PEAK HR VOL :	5 0.313	88 0.786	10 0.625	0 0.000	99 0.798	34 0.773	63 0.716	0 0.000	25 0.694	783 0.886	15 0.750	0 0.000	29 0.725	775 0.914	163 0.755	0 0.000	2089
PEAK HR FACTOR :	0.515	0.786		0.000	0.796	0.775		0.000	0.094	0.860		0.000	0.725	0.914		0.000	0.948
		0.0	55		·	0.05	11			0.00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			0.50	72		
		NORTH	BOUND			SOUTHE	BOUND	-		EASTB	OUND			WESTE	BOUND		1
PM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	7	4	0	30	20	15	0	4	145	2	0	6	144	27	0	405
3:15 PM 3:30 PM	4 2	6 14	1	0	29 33	16 17	14 20	0 0	6 5	164 212	3 7	0	4 2	177 169	23 32	0	447 514
3:45 PM	3	11	0	0	49	19	20	0	7	162	2	0	8	160	17	0	458
4:00 PM	0	9	2	0	48	24	25	0	6	181	2	0	4	180	21	0	502
4:15 PM	1	13	5	ŏ	43	22	7	ŏ	7	218	ō	ŏ	3	186	24	ŏ	529
4:30 PM	2	10	3	0	41	25	9	0	6	197	5	0	2	193	26	0	519
4:45 PM	1	8	1	0	42	21	14	0	11	210	3	0	3	178	21	0	513
5:00 PM	0	15	6	0	46	15	14	0	6	230	0	0	6	187	19	0	544
5:15 PM	0	8	0	1	41	24	25	0	4	226	3	0	5	195	16	0	548
5:30 PM 5:45 PM	4 1	15 24	4	0	53 45	23 17	14 14	0	13 8	240 230	5 8	0	6 5	204 226	21 45	0	602 629
5:45 PM	1	24	U	U	CT	1/	14	v	0	230	0	v	э	220	CF.	v	029
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	140	33	1	500	243	191	0	83	2415	40	0	54	2199	292	0	6210
APPROACH %'s :	9.84%	72.54%	17.10%	0.52%	53.53%	26.02%	20.45%	0.00%	3.27%	95.15%	1.58%	0.00%	2.12%	86.40%	11.47%	0.00%	
PEAK HR :		05:00 PM -			105	-											TOTAL
PEAK HR VOL :	5	62	16	1	185	79	67	0	31	926	16	0	22	812	101	0	2323
PEAK HR FACTOR :	0.313	0.646	0.667	0.250	0.873	0.823	0.670	0.000	0.596	0.965	0.500	0.000	0.917	0.898	0.561	0.000	0.923
		0.6	77			0.91	0			0.94				0.84	17		0.923

# Location: Vermont Ave & Wilshire Blvd City: Los Angeles Control: Signalized

Project ID: 18-05236-013 Date: 4/17/2018

Control:	Signalized													Date: 4	1/17/2018		
-								То	tal								
NS/EW Streets:		Vermor	nt Ave			Vermor	nt Ave			Wilshire	e Blvd			Wilshire	e Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	1	3	0	0	1	3	0	0	1	3	0	0	1	3	0	0	
7.00 AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM 7:15 AM	16 20	303 306	11 16	0	17 19	259 244	30 25	0	28 34	173 223	29 26	0	29 29	255 247	17 19	1 0	1168 1208
7:30 AM	30	270	19	ő	19	258	18	0	34	302	52	0	17	277	12	ŏ	1208
7:45 AM	37	240	20	ŏ	32	237	25	ŏ	35	266	54	Ő	28	318	10	ŏ	1302
8:00 AM	19	263	22	0	22	274	25	0	23	266	69	0	36	262	19	0	1300
8:15 AM	30	255	21	0	23	196	32	0	24	277	54	0	30	279	21	0	1242
8:30 AM	36	236	25	0	23	257	34	0	28	261	50	0	39	245	21	0	1255
8:45 AM 9:00 AM	17 32	231 241	26 26	0	25 28	237 237	26 19	0	26 23	204 235	38 30	0	30 41	236 240	12 15	0	1108 1167
9:00 AM 9:15 AM	32	241	20	0	20 18	237	44	4	23 24	180	28	0	37	240	20	0	1107
9:30 AM	25	238	20	ŏ	34	243	33	ō	18	168	20	ŏ	33	236	24	ŏ	1120
9:45 AM	22	233	29	ō	36	250	24	ō	28	179	25	0	28	220	18	2	1094
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	319 8.77%	3064 84.20%	256 7.03%	0 0.00%	295 8.27%	2931 82.22%	335 9.40%	4 0.11%	325 9.18%	2734 77.21%	482 13.61%	0 0.00%	377 10.37%	3046 83.82%	208 5.72%	3 0.08%	14379
APPROACH %'s : PEAK HR :		04.20%		0.00%	0.27%	62.22%	9.40%	0.11%	9.16%	//.21%	13.01%	0.00%	10.37%	63.62%	5.72%	0.08%	TOTAL
PEAK HR VOL :	116	1028	82	0	95	965	100	0	116	1111	229	0	111	1136	62	0	5151
PEAK HR FACTOR :	0.784	0.952	0.932	0.000	0.742	0.880	0.781	0.000	0.829	0.920	0.830	0.000	0.771	0.893	0.738	0.000	
		0.9	51			0.90	)3			0.93	38			0.91	19		0.985
					1												
PM	1	NORTH 3	BOUND 0	0	1	SOUTH 3	BOUND 0	0	1	EASTB 3		0		WESTE 3		0	
PIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	1 WL	WT	WR	WU	TOTAL
3:00 PM	28	280	24	2	21	256	27	0	41	230	28	0	36	174	23	0	1170
3:15 PM	32	248	22	ō	30	248	22	ō	27	235	35	0	40	188	25	1	1153
3:30 PM	27	242	27	0	31	272	20	0	25	232	28	0	29	190	19	1	1143
3:45 PM	24	249	24	0	30	252	20	0	33	241	34	0	33	194	20	0	1154
4:00 PM 4:15 PM	24	260 239	35 36	0	30 33	212 277	14 28	0	31 29	225 234	43 19	0	42	210 205	25	0 0	1151 1184
4:15 PM 4:30 PM	26 18	239	28	0	33 22	277	28 17	0	29 31	234 247	24	0	41 32	205	17 20	0	1184
4:45 PM	29	239	22	ŏ	35	258	15	ő	40	243	33	ő	45	219	25	ŏ	1203
5:00 PM	19	262	27	0	31	241	24	0	21	209	48	0	31	224	16	1	1154
5:15 PM	24	246	30	0	34	243	26	0	35	246	22	0	41	244	24	0	1215
5:30 PM	24	251	33	0	30	248	22	0	21	248	23	0	32	248	25	1	1206
5:45 PM	27	268	27	0	39	217	28	0	22	236	29	0	34	288	25	0	1240
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	302	3063	335	2	366	2957	263	0	356	2826	366	0	436	2614	264	4	14154
APPROACH %'s :	8.16%	82.74%	9.05%	0.05%	10.21%	82.46%	7.33%	0.00%	10.03%	79.65%	10.32%	0.00%	13.14%	78.78%	7.96%	0.12%	
PEAK HR :		05:00 PM -															TOTAL
																	4815
PEAK HR FACTOR :	0.870			0.000	0.859			0.000	0.707			0.000	0.841			0.500	0.971
PEAK HR VOL : PEAK HR FACTOR :	94 0.870	1027 0.958 0.9	117 0.886 51	0 0.000	134 0.859	949 0.957 0.93	100 0.893 76	0 0.000	99 0.707	939 0.947 0.95	122 0.635 57	0 0.000	138 0.841	1004 0.872 0.88	90 0.900 39	2 0.500	

Location: Vermont Ave & 8th St City: Los Angeles Control: Signalized

Project ID: 18-05236-014 Date: 4/17/2018

NS/EW Streets: AM 1 7:00 AM 27 7:15 AM 25 7:30 AM 26 7:45 AM 26 8:00 AM 21 8:15 AM 22 8:30 AM 29	Vermo NORTH 2 NT 332 326 316 316	nt Ave IBOUND 0 NR 5 10 11	0 NU 0	1 SL	Vermor SOUTH		То	tal	8th	St			8th	St		
AM 1 7:00 AM 27 7:15 AM 25 7:30 AM 26 7:45 AM 26 8:00 AM 21 8:15 AM 22 8:30 AM 29	NORTH 2 NT 332 326 316	IBOUND 0 NR 5 10	NU 0						8th	St			8th	St		
NL           7:00 AM         27           7:15 AM         25           7:30 AM         26           7:45 AM         26           8:00 AM         21           8:15 AM         22           8:30 AM         29	2 NT 332 326 316	0 NR 5 10	NU 0		SOUTH											
NL           7:00 AM         27           7:15 AM         25           7:30 AM         26           7:45 AM         26           8:00 AM         21           8:15 AM         22           8:30 AM         29	NT 332 326 316	NR 5 10	NU 0			BOUND			EASTB	OUND			WESTE	OUND		
NL           7:00 AM         27           7:15 AM         25           7:30 AM         26           7:45 AM         26           8:00 AM         21           8:15 AM         22           8:30 AM         29	332 326 316	5 10	0	SI	2	0	0	0	2	0	0	0	2	0	0	
7:15 AM 25 7:30 AM 26 7:45 AM 26 8:00 AM 21 8:15 AM 22 8:30 AM 29	326 316	10			ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:30 AM 26 7:45 AM 26 8:00 AM 21 8:15 AM 22 8:30 AM 29	316			9	244	21	0	1	91	8	0	0	187	15	0	940
7:45 AM 26 8:00 AM 21 8:15 AM 22 8:30 AM 29			0	7 9	266 283	19 25	0	0 1	124 142	27 24	0	0	208 200	22 10	0	1034 1048
8:00 AM 21 8:15 AM 22 8:30 AM 29		9	0	12	308	18	ő	0	161	19	0	0	218	15	ŏ	11040
8:30 AM 29	309	13	0	12	299	18	0	1	176	28	0	0	165	16	0	1058
	303	12	0	13	295	19	0	0	198	28	0	1	153	14	0	1058
	296	23	0	14	235	17	0	2	187	26	0	0	138	5	0	972
8:45 AM 24	273	12	0	17	281	16	0	1	153	27	0	0	177	13	0	994
9:00 AM 20 9:15 AM 12	315 310	9	0	15	268 255	13 19	0 0	0 1	135 126	30 30	0	0	162 171	13 16	0	980 970
9:15 AM 12 9:30 AM 17	293	18 15	0	12 12	255	19	0	0	126	30 24	0	1	153	16	0	970 946
9:45 AM 21	284	9	0	11	282	11	0	1	109	27	0	1	130	18	ŏ	899
5115711 21	20.	-	Ŭ		202		č	-			ř	-	100		Ŭ	000
NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES: 270	3673	146	0	143	3296	208	0	8	1728	293	0	4	2062	170	0	12001
APPROACH %'s: 6.60		3.57%	0.00%	3.92%	90.38%	5.70%	0.00%	0.39%	85.17%	14.44%	0.00%	0.18%	92.22%	7.60%	0.00%	TOTAL
PEAK HR : PEAK HR VOL : 95	1244	• 08:30 AM 45	0	46	1185	80	0	2	677	99	0	2	736	55	0	TOTAL 4266
PEAK HR FACTOR: 0.913	0.984	0.865	0.000	0.885	0.962	0.800	0.000	0.500	0.855	0.884	0.000	0.500	0.844	0.859	0.000	
	0.9				0.9				0.80				0.8			0.968
		BOUND	_		SOUTH		_		EASTB		_		WESTE		-	
	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL
3:00 PM 18	290	15	0	5L 10	290	5K 16	0	1	153	33	0	0	99	17	0	942
3:15 PM 16	281	18	ŏ	13	299	20	ŏ	ō	153	18	ŏ	1	123	19	ŏ	961
3:30 PM 11	257	21	Ō	19	305	22	ō	ō	194	21	Ō	Ō	116	20	Ō	986
3:45 PM 17	260	18	0	20	278	18	0	2	201	31	0	0	93	18	0	956
4:00 PM 19	275	12	0	12	274	26	0	2	180	31	0	1	122	23	0	977
4:15 PM 17 4:30 PM 16	274 281	14 12	0 0	20 14	277 283	21 18	0 0	3 1	196 220	36 39	0	0 1	123 138	17 19	0 0	998 1042
4:45 PM 15	258	12	0	20	203	10	0	1	190	39	0	0	136	19	0	989
5:00 PM 14	230	14	0	18	299	15	0	0	190	43	0	0 0	153	14	0	1042
5:15 PM 16	261	13	0	17	257	21	ō	1	222	42	0	2	169	16	0	1037
5:30 PM 14	257	15	0	14	288	15	1	0	196	33	0	2	192	29	0	1056
5:45 PM 18	289	14	0	12	251	26	0	0	196	36	0	0	176	21	0	1039
NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : 191	3265	180	0	189	3395	235	1	11	2291	397	0	7	1631	232	0	12025
APPROACH %'s : 5.25		4.95%	0.00%	4.95%	88.87%	6.15%	0.03%	0.41%	84.88%	14.71%	0.00%	0.37%	87.22%	12.41%	0.00%	
PEAK HR :	05:00 PM															TOTAL
PEAK HR VOL : 62	1089	56	0	61	1095	77	1	1	804	154	0	4	690	80	0	4174
PEAK HR FACTOR : 0.861	0.942	0.933	0.000	0.847	0.916	0.740	0.250	0.250	0.905	0.895	0.000	0.500	0.898	0.690	0.000	0.988

Location: Mariposa Ave & 7th St City: Los Angeles Control: 4-Way Stop (NB/SB/EB/WB)

Project ID: 18-05236-015 Date: 4/17/2018

Control: 4	4-Way Stop	(NB/SB/E	3/WB)					_						Date: 4	4/17/2018		
								То	tal								
NS/EW Streets:		Maripos	sa Ave			Maripos	a Ave			7th	St			7th	St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	5	25	0	0	0	12	12	0	30	0	9	0	0	0	0	0	93
7:15 AM	3	43	0	0	0	25	18	0	33	0	11	0	0	0	0	0	133
7:30 AM	4	51	0	0	0	27	18	0	41	0	12	0	0	0	0	0	153
7:45 AM	8	67	0	0	0	44	23	0	63	0	12	0	0	0	0	0	217
8:00 AM	13	72	0	0	0	40	23	1	47	0	18	0	0	0	0	0	214
8:15 AM	11	62	2	0	0	28	19	0	46	1	10	0	0	0	0	1	180
8:30 AM	6	44	0	0	0	19	18	0	35	0	15	0	0	0	0	0	137
8:45 AM	12	61	0	1	0	19	23	0	44	0	14	0	0	0	0	0	174
9:00 AM	12	57	0	0	0	18	26	0	51	0	7	0	0	0	0	0	171
9:15 AM 9:30 AM	7	44 33	0	1	0	22 20	15 17	0 0	33 30	0	11 6	1 0	0	0	0	0	134 113
9:45 AM	4	38	0	1	0	20	17	0	22	0	9	0	0	0	0	0	115
5.45 AM	7	30		1	U	20		U	22	U	9	U	0	0	U	U	11/
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	597	2	3	0	300	229	1	475	1	134	1	0	0	0	1	1836
APPROACH %'s :	13.26%	86.02%	0.29%	0.43%	0.00%	56.60%	43.21%	0.19%	77.74%	0.16%	21.93%	0.16%	0.00%	0.00%	0.00%	100.00%	TOTAL
PEAK HR :		07:30 AM - 252	2			120	02		107		50	0	0	0	•		TOTAL
PEAK HR VOL : PEAK HR FACTOR :	36 0.692	0.875	0.250	0 0.000	0 0.000	139 0.790	83 0.902	1 0.250	197 0.782	1 0.250	52 0.722	0 0.000	0 0.000	0.000	0 0.000	1 0.250	764
PLAK IIK FACTOR .	0.052	0.075		0.000	0.000	0.750		0.230	0.702	0.250		0.000	0.000	0.000		0.230	0.880
1																	
		NORTH				SOUTH				EASTB	OUND			WESTE			
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	8	34	0	0	0	43	26	1	35	0	22	0	0	0	0	0	169
3:15 PM 3:30 PM	2 10	34 34	0	0	0	46 55	27 31	0	35 32	0	16 23	0	0	0	0 2	0	160
3:30 PM 3:45 PM	10 6	34 37	0	0	0	55	25	0	32	0	23	0	0	0	2	0	188 182
4:00 PM	11	26	0	1	0	62	37	1	32	0	35	0	0	I	3 1	0	204
4:00 PM 4:15 PM	8	20 34	0	0	0	62 49	30	2	35	0	27	0	0	0	2	0	204
4:30 PM	10	33	ő	ő	0	53	49	ō	35	ő	28	0	0	0	0	ŏ	208
4:45 PM	9	24	ő	1	0	34	29	1	28	ő	31	0	0	0	2	ŏ	159
5:00 PM	12	27	Ö	Ō	Ö	54	34	Ō	27	Ö	24	0 0	Ö	Ö	0	0	178
5:15 PM	4	29	0	0	0	51	40	0	40	0	36	0	0	0	0	0	200
5:30 PM	15	30	0	1	0	46	41	1	36	0	38	0	0	0	0	0	208
5:45 PM	18	49	0	0	0	48	39	0	37	0	38	0	0	0	0	0	229
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
						596	408	6	402	0	340	1	1	1	10	0	2272
TOTAL VOLUMES		391	0	3	0												/2
TOTAL VOLUMES : APPROACH %'s :	113 22.29%	391 77.12%	0 0.00%	3 0.59%	0 0.00%	59.01%	40.40%	0.59%	54.10%	0.00%	45.76%	0.13%	8.33%	8.33%	83.33%	0.00%	
	113 22.29%		0.00%					0.59%	54.10%	0.00%	45.76%	0.13%	8.33%	8.33%	83.33%	0.00%	TOTA
APPROACH %'s :	113 22.29%	77.12%	0.00%					0.59%	54.10% 140	0.00%	45.76% 136	0.13%	8.33% 0	8.33% 0	83.33% 0	0.00%	TOTAL 815
APPROACH %'s : PEAK HR :	113 22.29%	77.12%	0.00% 06:00 PM	0.59%	0.00%	59.01%	40.40%										TOTAL 815 0.890

### Prepared by NDS/ATD VOLUME Mariposa Ave Bet. 7th St & 8th St

Day: Tuesday Date: 4/17/2018

7 - 9 Pk Volume

Pk Hr Factor

264

0.868

182

0.798

City: Los Angeles Project #: CA18\_5237\_001

	-					NB	SB		EB		WB						Tot	al
	D	AILY 1	ΓΟΤΑ	<b>ALS</b>		2,389	3,142	2	0		0						5,5	31
AM Period	NB		SB		EB	WB	TO	TAL	PM Period	NB		SB		EB	WB		тот	AL
00:00	6		5				11		12:00	31		42				7		
00:15 00:30	4 9		15 6				19 15		12:15 12:30	29 30		40 45				6 7		
00:45	7	26	7	33			14	59	12:45	26	116	48	175			7	4	291
01:00	5		9				14		13:00 13:15	44 F 1		49 42				9		
01:15 01:30	2 3		9 4				11 7		13:30	51 38		42 44				9		
01:45	5	15	7	29			12	44	13:45	27	160	23	158			5		318
02:00 02:15	1 1		9 7				10 8		14:00 14:15	24 28		42 45				6 7		
02:30	1		3				4		14:30	39		4J 54				9		
02:45	3	6	3	22			6	28	14:45	45	136	55	196			10		332
03:00 03:15	3 0		0 3				3 3		15:00 15:15	36 28		64 48				10		
03:30	Ő		4				4		15:30	40		62				10		
03:45	1	4	4	11			5	15	15:45	40	144	53	227			9		371
04:00 04:15	4 1		3 1				7 2		16:00 16:15	30 32		81 75				11		
04:30	2		5				7		16:30	39		63				10		
04:45	1	8	2	11			3	19	16:45	32	133	73	292			10		425
05:00 05:15	3 3		7 5				10 8		17:00 17:15	33 24		63 69				9 9		
05:30	1		3				4		17:30	34		73				10	)7	
05:45	7	14	9 7	24			16	38	17:45	57	148	68	273			12		421
06:00 06:15	5 16		7 14				12 30		18:00 18:15	47 51		55 65				10		
06:30	14		16				30		18:30	46		56				10	2	
06:45 07:00	22 32	57	15 19	52			37 51	109	18:45 19:00	30 33	174	47 51	223			7		397
07:00	32		35				66		19:00	33 32		51 45				8		
07:30	42		40				82		19:30	31		47				7		
07:45 08:00	70 76	175	45 57	139			115 133	314	19:45 20:00	28 28	124	35 56	178			6		302
08:15	76		40				116		20:15	12		42				5		
08:30	40		29				69		20:30	25		31				5		
08:45 09:00	68 62	260	34 31	160			102 93	420	20:45 21:00	19 23	84	34 60	163			5		247
09:15	52		30				82		21:15	13		36				4		
09:30	38	100	36	422			74	24.0	21:30	17	67	31	450			4		226
09:45 10:00	44 22	196	26 36	123			70 58	319	21:45 22:00	14 16	67	32 21	159			4		226
10:15	33		31				64		22:15	13		24				3		
10:30	35	424	38	120			73	260	22:30	12	40	25	07			3		425
10:45 11:00	34 23	124	<u>31</u> 47	136			65 70	260	22:45 23:00	7	48	17 21	87			2		135
11:15	31		57				88		23:15	18		23				4	1	
11:30 11:45	45 36	135	49 39	192			94 75	327	23:30 23:45	9 3	35	24 11	79			3		114
TOTALS	50	1020	39	932			75	1952	TOTALS	5	1369	11	2210					3579
SPLIT %		52.3%		47.7%				35.3%	SPLIT %		38.3%		61.7%					64.7%
						NB	SB		EB		WB						Tot	al
	D	AILY 1	ΓΟΤΑ	IS		2,389	3,142	2	0		0						5,5	
AM Peak Hour		07:30		11:00				07:30	PM Peak Hour	_	17:45	_	16:00					17:30
AM Pk Volume		264		192				446	PM Pk Volume		201		292					450
Pk Hr Factor		0.868		0.842				0.838	Pk Hr Factor		0.882		0.901					0.900
7 - 9 Volume		435		299				734	4 - 6 Volume		281		565					846
7 - 9 Peak Hour		07:30		07:30				07:30	4 - 6 Peak Hour		17:00		16:00					16:00

446

0.838

4 - 6 Pk Volume

Pk Hr Factor

148

0.649

292

0.901

425

0.957

### Prepared by NDS/ATD VOLUME Normandie Ave Bet. 7th St & 8th St

Day: Tuesday Date: 4/17/2018

7 - 9 Pk Volume

Pk Hr Factor

275

0.849

95

0.880

City: Los Angeles Project #: CA18\_5237\_002

	D	AILY 1	ΓΟΤΑ	ALS		NB 2,473		SB 1,691		EB 0		WВ 0								tal 164
AM Period	NB		SB		EB	WB		тот	AL	PM Period	NB		SB		EB		WB			TAL
00:00	1		2					3		12:00	22		16						38	
00:15	3		1					4		12:15	24		18						42	
00:30 00:45	5 3	12	2 1	6				7 4	18	12:30 12:45	24 27	97	21 23	78					45 50	175
01:00	1	12	0	0				1	10	13:00	30	57	21	70					51	175
01:15	4		1					5		13:15	39		23						62	
01:30	0 3	0	1 1	2				1 4	11	13:30	35 17	121	16 21	01					51 38	202
01:45 02:00	3	8	0	3				3	11	13:45 14:00	17	121	21	81					38	202
02:15	2		Ő					2		14:15	26		19						45	
02:30	5		0					5		14:30	33		31						64	
02:45 03:00	0	10	1 0	1				<u>1</u> 0	11	14:45 15:00	36 40	113	<u>33</u> 39	103					<u>69</u> 79	216
03:15	3		1					4		15:15	35		34						69	
03:30	1		0					1		15:30	40		37						77	
03:45	1	5	1	2				2	7	15:45	32	147	42	152					74	299
04:00 04:15	2 3		3 1					5 4		16:00 16:15	28 38		37 47						65 85	
04:15	1		Ō					1		16:30	29		42						71	
04:45	2	8	2	6				4	14	16:45	40	135	54	180					94	315
05:00	0		3					3		17:00	39		61						100	
05:15 05:30	1 5		2 1					3 6		17:15 17:30	36 31		61 46						97 77	
05:45	7	13	4	10				11	23	17:45	48	154	40 52	220					100	374
06:00	15		3					18		18:00	60		61						121	
06:15	12		13					25		18:15	52		35						87	
06:30 06:45	29 32	88	9 11	36				38 43	124	18:30 18:45	54 53	219	46 33	175					100 86	394
07:00	30	00	23	30				53	124	19:00	39	219	25	175					64	394
07:15	49		15					64		19:15	28		22						50	
07:30	56		24					80		19:30	34		14						48	
07:45 08:00	77 81	212	26 27	88				103 108	300	19:45 20:00	28 21	129	23 23	84					51 44	213
08:15	61		18					79		20:00	22		18						40	
08:30	51		13					64		20:30	30		26						56	
08:45	54	247	9	67				63	314	20:45	23	96	10	77					33	173
09:00 09:15	64 52		11 19					75 71		21:00 21:15	26 20		17 19						43 39	
09:30	49		20					69		21:30	16		14						30	
09:45	45	210	30	80				75	290	21:45	24	86	9	59					33	145
10:00	30		11					41		22:00	11		11						22	
10:15 10:30	49 29		16 14					65 43		22:15 22:30	13 11		11 11						24 22	
10:30	42	150	14	58				43 59	208	22:30	10	45	5	38					15	83
11:00	45		16					61		23:00	11		6						17	
11:15	32		13					45		23:15	15		3						18	
11:30 11:45	23 24	124	20 15	64				43 39	188	23:30 23:45	9 9	44	8 6	23					17 15	67
TOTALS	1	1087	15	421					1508	TOTALS		1386	Ū	1270					15	2656
SPLIT %		72.1%		27.9%					36.2%	SPLIT %		52.2%		47.8%						63.8%
	Р		IOT 4			NB		SB		EB		WB							То	tal
	U					2,473		1,691		0		0							4,1	L64
AM Peak Hour		07:30		07:30					07:30	PM Peak Hour		18:00		16:45						17:45
AM Pk Volume		275		95					370	PM Pk Volume		219		222						408
Pk Hr Factor		0.849		0.880					0.856	Pk Hr Factor		0.913		0.910						0.843
7 - 9 Volume		459		155		0	0		614	4 - 6 Volume		289		400		0		0		689
7 - 9 Peak Hour		07:30 275		07:30 95					07:30 370	4 - 6 Peak Hour 4 - 6 Pk Volume		17:00 154		16:45 222						17:00 374

4 - 6 Pk Volume

Pk Hr Factor

370

0.856

154

0.802

222

0.910

374

0.935

APPENDIX D: LOS ANALYSIS SHEETS





							NOED 11
I/S #:	PROJECT TITLE: 3440 Wilshire North-South Street: Western Ave	Project		of Street	Wilshire Blvd		
1	North-South Street: Western Ave Scenario: Existing 2018		East-we	st Street:	Wilshire Biva		
	Count Date: 4/17/2018		Analyst:	Fehr & Peers	Date:		
·		1					
			AM			PM	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		1	0			0
	MOVEMENT	Valuma	No. of	Lane Volume	Volumo	No. of	Lane Volume
	5 1.4	Volume 71	Lanes	71	Volume 77	Lanes	
9	<ul> <li>↓ Left</li> <li>↓ Left-Through</li> </ul>	/ 1	1 0	71		1 0	77
۲ ۲	↑ Through	956	1	512	834	1	459
NORTHBOUND	through right	000	1	012	007	1	100
L H	Right	68	0	68	83	0	83
lo <sub>F</sub>	Left-Through-Right		0			0	
z	Left-Right		0			0	
		-					
Δ	fr√d Left	108	1	108	94	1	94
N	↓ Left-Through		0	445	050	0	400
BO	↓ Through √ Through-Right	839	1	445	952	1	499
SOUTHBOUND	∠ Right	51	0	51	46	0	46
D0	← Left-Through-Right	01	0	01		0	10
Ň	↓ Left-Right		0			0	
		-					
	Ĵ Left	2	1	2	2	1	2
N N	→ Left-Through	000	0	400	001	0	
EASTBOUND	→ Through ᄀᅷ Through-Right	932	2 0	466	931	2 0	466
STE	Right	82	1	47	82	1	44
EAS	Left-Through-Right	02	0		02	0	
	- ↓ Left-Right		0			0	
	• • •	-				-	
0	√ Left	2	1	2	5	1	5
NL	✓ Left-Through	1000	0			0	10.1
WESTBOUND	← Through ← Through-Right	1008	2 0	504	848	2 0	424
STE	kight € Right	53	0 1	0	90	1	43
KË	Left-Through-Right	00	0	0		0	-10
>	⊱ Left-Right		0			0	
		^	lorth-South:	620	N	orth-South:	576
	CRITICAL VOLUMES		East-West:	506		East-West:	471
			SUM:	1126		SUM:	1047
	VOLUME/CAPACITY (V/C) RATIO:			0.819			0.761
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.719			0.661
	LEVEL OF SERVICE (LOS):			С			В
r		-					





I/S #: 2	PROJECT TITLE: 3440 Wilshire North-South Street: Western Ave Scenario: Existing 2018 Count Date: 4/17/2018	Project		<b>st Street:</b> Fehr & Peers	8th St Date:		ADED 1
<b></b>		1	Analyst.	reni a reeis	Date.		
			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB 0	SB	0 0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ЗВ WB	0	EB 0	ЗВ WB	0
	ATSAC-1 or ATSAC+ATCS-2?		112	2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	43	1	43	33	1	33
N	← Left-Through	1001	0			0	400
BO	↑ Through	1091	1	559	933	1	482
NORTHBOUND	Through-Right Right	27	0	27	31	1 0	31
.NC	Left-Through-Right	21	0	21	51	0	51
ž	Left-Right		0			0	
	g	1			1		
0	∽\≪ Left	74	1	74	102	1	102
N	↓ Left-Through		0			0	
i or	↓ Through	943	1	490	1078	1	566
H.	✓ Through-Right		1			1	
SOUTHBOUND	J Right	37	0	37	53	0	53
so	✓→ Left-Through-Right ↓ Left-Right		0			0	
	, Left-Right	1	U		1	V	
	Ĵ Left	79	1	79	69	1	69
D D	- <u>/</u> → Left-Through	_	0			0	
Inc	→ Through	525	1	286	688	1	363
IBC	✓ Through-Right		1			1	
EASTBOUND	Right	47	0	47	37	0	37
Ш	✓ Left-Through-Right		0 0			0 0	
	-	1	U		I	U	
	√ Left	91	1	91	117	1	117
Q	<pre>✓ Left-Through</pre>		0	0.		0	
	← Through	784	1	428	575	1	334
WESTBOUND	← Through-Right		1			1	
EST	Right	71	0	71	92	0	92
Ň	✓ Left-Through-Right		0			0	
			United States International In	633	N	orth-South:	599
	CRITICAL VOLUMES		East-West:	507		East-West:	480
			SUM:	1140		SUM:	1079
	VOLUME/CAPACITY (V/C) RATIO:			0.760			0.719
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.619
				0.880 B			0.019 B
	LEVEL OF SERVICE (LOS):			D			D





3

0

0

0 2

0

I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: 3rd St 3 Scenario: Existing 2018 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Lanes Volume Volume Lanes Volume Volume Left 2 0 0 2 0 0 NORTHBOUND Left-Through 0 0 Through 493 1 271 723 1 399 Through-Right 1 1 49 0 49 75 0 75 Right 0 0 Left-Through-Right Left-Right 0 0 Left 0 0 2 0 0 4 4 SOUTHBOUND Left-Through 0 0 Through 845 1 483 518 1 302 **Through-Right** 1 1 ન Right 121 0 121 86 0 86 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 58 1 101 101 58 EASTBOUND \_\_\_\_\_ Left-Through 0 0 Through 1005 1 932 493 517 1  $\overrightarrow{}$ Through-Right 1 1 0 Right 29 29 53 0 53 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 36 1 1 33 36 33 WESTBOUND T Left-Through 0 0 Through 1 888 1 942 489 479 ⊥ **Through-Right** 1 1 0 0 Right 36 69 69 36 ÷ Left-Through-Right 0 0 Left-Right 0 0 483 399 North-South: North-South: 553 580 **CRITICAL VOLUMES** East-West: East-West: 979 SUM: 1036 SUM: VOLUME/CAPACITY (V/C) RATIO: 0.727 0.687 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.627 0.587 LEVEL OF SERVICE (LOS): В Α





I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: 6th St 4 Scenario: Existing 2018 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 2 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 0 NB--0 SB--0 NB--0 SB--0 Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 0 2 ATSAC-1 or ATSAC+ATCS-2? 2 0 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 30 0 30 8 0 0 NORTHBOUND Left-Through 0 1 0 661 Through 427 298 1 371 Through-Right 1 1 48 0 298 81 0 81 Right 0 0 Left-Through-Right Left-Right 0 0 Left 94 0 94 0 0 4 6 SOUTHBOUND Left-Through 1 0 Through 637 1 468 2 234 413 **Through-Right** 0 0 ન Right 99 1 80 45 1 0 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 38 1 38 94 94 EASTBOUND \_\_\_\_\_ Left-Through 0 0 Through 969 1 984 518 511 1  $\overrightarrow{}$ Through-Right 1 1 0 Right 53 53 51 0 51 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 39 1 1 47 39 47 WESTBOUND T Left-Through 0 0 Through 1 1000 1 945 485 542 1 **Through-Right** 1 1 0 0 Right 25 83 83 25 ÷ Left-Through-Right 0 0 Left-Right 0 0 443 371 North-South: North-South: 550 636 **CRITICAL VOLUMES** East-West: East-West: SUM: 993 SUM: 1007 VOLUME/CAPACITY (V/C) RATIO: 0.662 0.671 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.562 0.571 LEVEL OF SERVICE (LOS): Α Α





I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: Wilshire Blvd 5 Scenario: Existing 2018 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 3 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 0 NB--0 SB--0 NB--0 SB--0 Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 0 2 ATSAC-1 or ATSAC+ATCS-2? 2 0 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 50 0 50 49 0 49 NORTHBOUND Left-Through 1 1 533 Through 408 1 304 1 316 0 Through-Right 0 102 47 Right 119 1 55 1 0 0 Left-Through-Right Left-Right 0 0 Left 75 0 75 80 0 80 4 SOUTHBOUND Left-Through 1 1 Through 558 1 354 450 1 385 **Through-Right** 0 0 ન Right 93 1 79 89 1 38 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 28 1 28 102 102 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 1153 1154 577 577  $\overrightarrow{}$ Through-Right 0 0 Right 89 1 89 72 1 72 Left-Through-Right 0 0 0 0 Left-Right r Left 129 1 1 111 129 111 WESTBOUND T Left-Through 0 0 Through 2 2 569 1159 580 1138 1 **Through-Right** 0 0 Right 45 1 79 1 79 45 ÷ Left-Through-Right 0 0 Left-Right 0 0 404 434 North-South: North-South: 706 688 **CRITICAL VOLUMES** East-West: East-West: SUM: 1110 SUM: 1122 VOLUME/CAPACITY (V/C) RATIO: 0.787 0.779 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.679 0.687 LEVEL OF SERVICE (LOS): В В





110 #		<b>.</b>					NOED IT
I/S #:	PROJECT TITLE: 3440 Wilshire				711 01		
6	North-South Street: Normandie Av	/e	East-we	est Street:	7th St		
	Scenario: Existing 2018		Analyset		Deter		
	<b>Count Date:</b> 4/17/2018		Analyst:	Fehr & Peers	Date:		
		l	AM			РМ	
	No. of Phases			2		1 101	2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
		NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	<i>EB</i> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	َ Left	110	0	110	54	0	54
N N	✓ Left-Through		0			0	
б	∱ Through	547	0	701	497	0	596
NORTHBOUND	Through-Right		0			0	
RT	<sup>l</sup> Right	44	0	0	45	0	0
<u> </u>	Left-Through-Right		1			1	
-	Character Left-Right		0			0	
							_
Δ	sva Left	31	0	31	81	0	81
N N	↓→ Left-Through		1			1	- 10
õ	Through	506	0	537	462	0	543
SOUTHBOUND	→ Through-Right	00	0 1	74	100	0 1	407
5	↓ Right ↓ Left-Through-Right	99	0	74	186	0	167
SC	Left-Right		0			0	
		1	U			U	
	⊥ Left	51	1	51	39	1	39
₽	→ Left-Through	01	0		00	0	00
EASTBOUND	$\rightarrow$ Through	106	0	166	213	0	319
B	→ Through-Right		1			1	
ST	Right	60	0	0	106	0	0
Ŭ Ŭ	✓ Left-Through-Right		0			0	
	_		0			0	
			-				
	√ Left	20	1	20	29	1	29
IN I	✓ Left-Through		0			0	
	← Through	84	0	148	112	0	174
WESTBOUND	← Through-Right		1	<u>,</u>		1	
ES	Right	64	0	0	62	0	0
≥	<pre>✓ Left-Through-Right</pre>		0			0 0	
┣────		, ,	Vorth-South:	732	A	olorth-South:	677
	CRITICAL VOLUMES	'	East-West:	199		East-West:	348
			SUM:	931		SUM:	1025
	VOLUME/CAPACITY (V/C) RATIO:						
				0.621			0.683
∥ <i>V</i> ⁄	C LESS ATSAC/ATCS ADJUSTMENT:			0.521			0.583
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: 8th St 7 Scenario: Existing 2018 Date: Count Date: 4/17/2018 Analyst: Fehr & Peers РМ AM No. of Phases 2 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 0 NB--0 SB--0 NB--0 SB--0 Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 0 2 ATSAC-1 or ATSAC+ATCS-2? 2 0 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 61 0 61 55 0 55 NORTHBOUND Left-Through 0 0 0 0 583 Through 567 651 497 0 0 Through-Right 23 0 0 31 0 0 Right Left-Through-Right 1 1 Left-Right 0 0 Left 58 0 58 39 0 39 4 SOUTHBOUND Left-Through 0 0 Through 530 0 622 497 0 572 **Through-Right** 0 0 ન Right 34 0 0 36 0 0 ↔ Left-Through-Right 1 1 Left-Right 0 0 4 ♪ Left 0 0 47 34 34 47 EASTBOUND \_\_\_\_\_ Left-Through 1 1 0 Through 682 847 0 469 529  $\overrightarrow{}$ Through-Right 1 1 0 Right 68 469 74 0 529 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 36 0 36 0 57 57 WESTBOUND T Left-Through 1 1 Through 0 694 0 494 721 462 1 **Through-Right** 1 1 0 0 Right 59 65 494 462 ÷ Left-Through-Right 0 0 Left-Right 0 0 709 627 North-South: North-South: 586 **CRITICAL VOLUMES** East-West: 509 East-West: SUM: 1218 SUM: 1213 VOLUME/CAPACITY (V/C) RATIO: 0.812 0.809 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.712 0.709 LEVEL OF SERVICE (LOS): С С





I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: Olympic Blvd 8 Scenario: Existing 2018 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 2 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 0 NB--0 SB--0 NB--0 SB--0 Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 0 2 ATSAC-1 or ATSAC+ATCS-2? 2 0 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 138 138 86 1 86 1 NORTHBOUND Left-Through 0 0 2 653 2 Through 882 441 327 0 0 Through-Right 93 67 115 84 Right 1 1 0 0 Left-Through-Right Left-Right 0 0 Left 82 1 82 91 1 91 4 SOUTHBOUND Left-Through 0 0 Through 653 2 327 895 2 448 **Through-Right** 0 0 ન Right 74 1 50 56 1 28 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 49 1 49 56 56 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 1740 1764 618 625  $\overrightarrow{}$ Through-Right 1 1 0 Right 113 110 0 110 113 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 53 1 1 53 63 63 WESTBOUND T Left-Through 0 0 Through 2 1359 2 479 1326 463 1 **Through-Right** 1 1 0 0 Right 63 77 63 77 ÷ Left-Through-Right 0 0 Left-Right 0 0 534 North-South: 523 North-South: 671 688 **CRITICAL VOLUMES** East-West: East-West: SUM: 1194 SUM: 1222 VOLUME/CAPACITY (V/C) RATIO: 0.796 0.815 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.696 0.715 LEVEL OF SERVICE (LOS): В С





Scenario:         Examp 2018 Events         Analyst:         Felr & Peers         Date:           No. of Phases Opposed Ø'ng: NS-1, EW-2 or Both-3? Right Turns:         No. of Phases 0         Amalyst:         PM         2         0         0         2         0	I/S #: 9	PROJECT TITLE: 3440 Wilshire North-South Street: Mariposa Ave		East-West Street: 6th St				ADED 1
No. of Phases Opposed 8'ing: N/S-1, E/W- or Both-37 Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         NB 0         2 SB 0         0 WB 2         0 C         NB 2	Scenario: Existing 2018 Count Date: 4/17/2018		Analyst: Fehr & Peers Date:					
Opposed Ø'ing: NIS-1, EW-2 or Both-3? Right Turms: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         NB- EB- 0         0 WB- 2         0 0 0         NB- 2         0 0         SB- 2         0 0         SB- 2         0 0         SB- 2         0 0         SB- 2         0 0         SB- 2         0 0         2           MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane         No. of Lane         No. of Lane <td< th=""><th colspan="2"></th><th colspan="3">АМ</th><th colspan="3">РМ</th></td<>			АМ			РМ		
Right Turms: FREE-1, NRTOR-2 or OLA.37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         NB- EB- 0 $0$ WB- 2         NB- 2 $0$ EB- 0         NB- 2 $0$ EB- 0         NB- 2 $0$ Volume         SB- 2 $0$ Volume         Volume		No. of Phases			2			2
Nght lums: FRE-1, NR UR2 of 0L3?         EB-         0         WB         0         2         0         WB         0         2         0         1 <th1< th="">         1</th1<>		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
ATSAC-1 or ATSAC+ATCS-27 Override Capacity         UB-         0         EB-         0         WB-         0         2           MOVEMENT         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Volume         Lane         Volume         Volume         Volume         Lane         Volume         Volum		Right Turns: FREE-1. NRTOR-2 or OLA-3?		-			-	
Override Capacity         0         1         Lanes         Volume		-	EB 0	WB		EB 0	WB	
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane Lane         Lane Lane         No. of Lane         Lane         No. of Lane								
MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           0         1         Left         33         0         33         54         0         54           1         Left.Through         74         0         151         137         0         306           1         Through.Right         44         0         0         115         0         0           1         Left.Through.Right         444         0         0         115         0         0           1         Left.Through.Right         444         0         0         115         0         0           1         Left.Through.Right         1         0         222         0         22         0         179           1         Through.Right         37         0         0         330         0         0         0           9         Left.Through.Right         37         0         0         330         0         0           9         Left.Through.Right         37         0         0         36         1         36           1         1         37 <td< th=""><th colspan="2">Override Capacity</th><th></th><th></th><th>-</th><th></th><th>N</th><th>-</th></td<>	Override Capacity				-		N	-
Q         ↓ Left         33         0         33         54         0         54           Q         ↓ Left-Through-Right         74         0         151         137         0         306           ↓         Through-Right         44         0         0         151         137         0         306           ↓         Through-Right         44         0         0         115         0         0           Q         ↓ Left-Through-Right         1         1         0         0         115         0         0           Left         Left-Through-Right         0         0         28         22         0         22           No         ↓         Left-Through-Right         0         0         30         0         0           Y         Night         37         0         0         30         0         0           Y         Left-Through-Right         13         1         13         36         1         36           J         Left         13         1         13         36         0         0         0           Y         Right         992         1         544	MOVEMENT		Volume			Volume		
OP OD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		ົງ left						
Image: Constraint of the second s	P P	i i	00	E		0.		01
Image: Constraint of the sector of the s		-	74		151	137		306
Image: Constraint of the second s	BC	-		-	101			
Image: Constraint of the second s	H		44	-	0	115		0
Image: Constraint of the second s	0R	Loft Through Bight		1	-			-
OP       ✓       Left       28       0       28       22       0       22         Image: Second	z			0			0	
Image: Description         Left-Through Through-Right         0 162         0 0         227         127         0 0         179           A ripud-Right - Through-Right - Left-Through-Right - Left-Right         37         0         0         30         0         0           J Left - Left-Right         13         1         13         36         1         36           J Left - Through         13         1         13         0         948         1         509           Through-Right - Through-Right         13         1         13         36         1         69           Through-Right - Through-Right         992         1         544         948         1         69           Through-Right - Through-Right         95         0         95         69         0         69           Through-Right - Through         70         1         70         88         1         543           Through-Right - Through-Right         7         0         7         44         0         44           Left-Through- - Through- - Through- - Through- - Through- - Through- - Through-Right         7         0         7         44         0         0           Left-Right         0         0				-		1		
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       0       0       0       0       0       0       69         Left-Right       70       1       70       88       1       88       64         Through-Right       0       0       0       0       0       69       0         Through-Right       70       1       70       88       1       88       543         Through-Right       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       7       0       7       260       North-South:       3	QN	∽√⊲ Left	28	0	28	22	0	22
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       0       0       0       0       0       0       69         Left-Right       70       1       70       88       1       88       64         Through-Right       0       0       0       0       0       69       0         Through-Right       70       1       70       88       1       88       543         Through-Right       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       7       0       7       260       North-South:       3		↓→ Left-Through		0			0	
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       70       1       70       88       1       88       60         Through-Right       976       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       7       0       7       44       0       44         Left-Right       7       0       7       328       597         SUM:       Right       7       0       7       324       597         VOLUME/CAPACITY (V/C) RATIO:       0.583       VOLUME/CAPACITY (V/C) RATIO:       0.583       0.617         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.483       0.517       0.517	0		162	0	227	127	0	179
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       70       1       70       88       1       88       60         Through-Right       976       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       7       0       7       44       0       44         Left-Right       7       0       7       328       597         SUM:       Right       7       0       7       324       597         VOLUME/CAPACITY (V/C) RATIO:       0.583       VOLUME/CAPACITY (V/C) RATIO:       0.583       0.617         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.483       0.517       0.517	HB			-				
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       70       1       70       88       1       88       60         Through-Right       976       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       7       0       7       44       0       44         Left-Right       7       0       7       328       597         SUM:       Right       7       0       7       324       597         VOLUME/CAPACITY (V/C) RATIO:       0.583       VOLUME/CAPACITY (V/C) RATIO:       0.583       0.617         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.483       0.517       0.517	L L		37	_	0	30		0
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       0       0       0       0       0       0       69         Left-Right       70       1       70       88       1       88       64         Through-Right       0       0       0       0       0       69       0         Through-Right       70       1       70       88       1       88       543         Through-Right       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       7       0       7       260       North-South:       3	No.			E				
A       Left-Through       0       <	•	Left-Right		0			0	
A       Left-Through       0       <		1 1 0 5 5	10	1	40		1	20
Image: Constraint of the system of the s	Δ		13		13	30		30
Image: Constraint of the system of the s	Z	-	002		EAA	049		500
Image: Constraint of the system of the s	l jõ	-	992		344	540		509
Image: Constraint of the system of the s	STE		95		95	69		69
Image: Constraint of the system of the s	AS AS		00	-	00			00
O         Image: Constraint of the system         Image: Consystem         Image: Con	Ш			0				
Q         ✓         Left-Through         0         0         0         0         0         0         0         0         0         543         543         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         1         543         1         543         1         1         543         1         1         1         543         1         1         1         543         1 <th< td=""><td></td><td>• •</td><td>•</td><td>-</td><td></td><td>1</td><td></td><td></td></th<>		• •	•	-		1		
Q         ✓         Left-Through         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1042         1         543         1         1         543         1         1         1         543         1         1         1         543         1         1         1         1         543         1 </td <td></td> <td>√ Left</td> <td>70</td> <td>1</td> <td>70</td> <td>88</td> <td>1</td> <td>88</td>		√ Left	70	1	70	88	1	88
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	N N N	•		0			0	
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	nc		976	1	492	1042	1	543
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	TB(	, initiagin		1			1	
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	ES.		7	-	7	44		44
North-South:         260         North-South:         328           CRITICAL VOLUMES         East-West:         614         East-West:         597           SUM:         874         SUM:         925           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517	Ň			-				
CRITICAL VOLUMES         East-West:         614         East-West:         597           SUM:         874         874         925           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517								
SUM:         874         SUM:         925           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517								
VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517	CRITICAL VOLOMES							
V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517	VOLUME/CAPACITY (V/C) RATIO			00111.			001/1.	
LEVEL OF SERVICE (LOS):	V/							
	LEVEL OF SERVICE (LOS):				Α			Α





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0.525

Α

I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Mariposa Ave (N) East-West Street: Wilshire Blvd 10 Scenario: Existing 2018 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 0 0 0 0 0 NORTHBOUND Left-Through 0 0 0 0 Through 0 0 0 0 0 Through-Right 0 0 0 0 0 Right 0 Left-Through-Right 0 Left-Right 0 0 Left 193 0 193 157 0 4 SOUTHBOUND Left-Through 0 0 Through 0 0 0 0 0 **Through-Right** 0 0 ┙ Right 88 0 281 107 0 ↔ Left-Through-Right 0 0 Left-Right 1 1 4 ♪ Left 1 59 1 80 59 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 1289 1196 645  $\overrightarrow{}$ Through-Right 0 0 0 Right 0 0 0 0 Left-Through-Right 0 0 0 0 Left-Right r Left 0 0 0 0 0 WESTBOUND  $\mathbf{T}$ Left-Through 0 0 Through 1254 2 2 627 1187 ⊥ **Through-Right** 0 0 Right 173 1 188 1 173 ÷ Left-Through-Right 0 0 Left-Right 0 0 North-South: 281 North-South: 686 CRITICAL VOLUMES East-West: East-West: SUM: 967 SUM: VOLUME/CAPACITY (V/C) RATIO: 0.645 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.545

Α

Version: 1i Beta; 8/4/2011

LEVEL OF SERVICE (LOS):





PROJECT TITLE: 3440 Wilshire Project I/S #: North-South Street: Mariposa Ave (S) 11 **Count Date:** 4/17/2018

Scenario: Existing 2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	<b>EB</b> 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	147	1	147	171	1	171
N	← Left-Through	_	0			0	
NORTHBOUND	↑ Through	0	0	0	0	0	0
폰	Through-Right	007	0		101	0	
L N	Right	227	1	178	191	1	141
ž	Left-Through-Right		0 0			0	
	✓ Left-Right		U			U	
	∽√⊲ Left	0	0	0	0	0	0
SOUTHBOUND	└→ Left-Through	, j	0			0	J
no	↓ Through	0	0	0	0	0	0
<u>Å</u>	✓ Through-Right		0			0	
E D	ل Right	0	0	0	0	0	0
NOS	↔ Left-Through-Right		0			0	
•,	,, Left-Right		0			0	
l l	Ĵ Left	0	0	0	0	0	0
Δ	∠ Left ⊥ Left-Through	U	0	U	0	0	U
EASTBOUND	$\rightarrow$ Through	1280	2	640	1158	2	579
BO	→ Through-Right	1200	0	040	1100	0	010
STI	Right	208	1	135	209	1	124
ΕĂ	→ Left-Through-Right		0			0	
	-{ Left-Right		0			0	
0	✓ Left	98	1	98	101	1	101
N	✓ Left-Through	4000	0	644	4000	0 2	640
ESTBOUND	← Through ← Through-Right	1288	2 0	644	1220	2 0	610
STE	through-Right	0	0	0	0	0	0
VES	Left-Through-Right	U U	0	0		0	0
8	} Left-Right		0			0	
		N	lorth-South:	178	N	lorth-South:	171
	CRITICAL VOLUMES		East-West:	738		East-West:	680
			SUM:	916		SUM:	851
	VOLUME/CAPACITY (V/C) RATIO:			0.611			0.567
V/0	C LESS ATSAC/ATCS ADJUSTMENT:			0.511			0.467
	LEVEL OF SERVICE (LOS):			Α			Α
L	(100)						





I/S #: 12	PROJECT TITLE: 3440 Wilshire North-South Street: Mariposa Ave	2	East-We	est Street:	8th St		ADED
	Scenario:Existing 2018Count Date:4/17/2018		Analyst:	Fehr & Peers	Date:		
		1	AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
_	້ Left	5	0	5	6	0	6
NORTHBOUND	<ul> <li>✓ Left-Through</li> </ul>		0			0	
no	↑ Through	88	0	103	62	0	84
<u> </u>	∱→ Through-Right		0			0	
RTI	Right	10	0	0	16	0	0
Ō	→ Left-Through-Right		1			1	
	✓ Left-Right		0			0	
			-		1		
₽		99	0	99	185	0	185
N N	, ↓ Left-Through	24	1 0	400	70	1	004
BO	↓ Through ↩ Through-Right	34	0	133	79	0 0	264
SOUTHBOUND	J Right	63	1	63	67	1	67
.nc	Left-Through-Right	00	0	00	07	0	07
Š	Left-Right		0			0	
					1		
	Left	25	0	25	31	0	31
EASTBOUND	_∕→ Left-Through		1			1	
no	→ Through	783	0	449	926	0	533
ΤB	→ Through-Right	15	1		10	1	
.SA	→ Right	15	0 0	449	16	0 0	533
ш	<ul> <li>↓ Left-Right</li> </ul>		0			0	
		1	J		I	v	
	√ Left	29	0	29	22	0	22
Q	✓ Left-Through		1			1	
WESTBOUND	← Through	775	0	527	812	0	501
IBC	← Through-Right		1			1	
LS:	Ç_ Right	163	0	527	101	0	501
ME	Left-Through-Right		0			0	
	├──Left-Right		0	202		0 Iorrith Courthu	270
	CRITICAL VOLUMES	· /	North-South: East-West:	202 552	^	orth-South: East-West:	270 555
			SUM:	754		SUM:	825
	VOLUME/CAPACITY (V/C) RATIO:			0.503			0.550
1/4	C LESS ATSAC/ATCS ADJUSTMENT:						
V/0				0.403			0.450
	LEVEL OF SERVICE (LOS):			Α			Α





1/0 #-		Desised					NOED
I/S #: 13	PROJECT TITLE: 3440 Wilshire North-South Street: Vermont Ave	Project	East_Wa	st Street:	Wilshire Blvd		
13	Scenario: Existing 2018			si Sileei.	Wilshire Biva		
	Count Date: 4/17/2018		Analyst:	Fehr & Peers	Date:		
			Analyst.		Date.		
			AM			РМ	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	<i>EB</i> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2 0			2
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	້  Left	116	1	116	94	1	94
Ģ	↓ Left ↓ Left-Through	110	0	110	34	0	34
NORTHBOUND	↑ Through	1028	2	370	1027	2	381
BC	through t→ Through-Right	1020	1	070	1027	1	001
H	Right	82	0	82	117	0	117
0R	Left-Through-Right		0	02		0	
z	Left-Right		0			0	
			:				
0	*√≪ Left	95	1	95	134	1	134
SOUTHBOUND	↓→ Left-Through		0			0	
ы С	↓ Through	965	2	483	949	2	475
HB HB	✓ Through-Right		0			0	
5	<i>J</i> Right	100	1	42	100	1	51
so	← Left-Through-Right		0			0	
	↓ Left-Right		0			0	
	J Left	116	1	116	99	1	99
<b>D</b>	⊥ Left ⊥ Left-Through	110	0	110	99	0	99
N	$\rightarrow$ Through	1111	2	556	939	2	470
õ	→ Through-Right		ō	000	000	0	4/0
EASTBOUND	→ Right	229	1	171	122	1	75
Ŭ,			0			0	
-	- ↓ Left-Right		0			0	
	√ Left	111	1	111	140	1	140
IN	✓ Left-Through		0			0	
or	← Through ↓ Through-Right	1136	2	568	1004	2	502
WESTBOUND	, iniough rught	60	0 1	45	00	0	00
'ES	<pre>↓ Right ↓ Left-Through-Right</pre>	62	0	15	90	0	23
3	Left-Right		0			0	
	v -on again	۸	lorth-South:	599	N	orth-South:	569
	CRITICAL VOLUMES		East-West:	684		East-West:	610
	-		SUM:	1283		SUM:	1179
	VOLUME/CAPACITY (V/C) RATIO:			0.933			0.857
V	C LESS ATSAC/ATCS ADJUSTMENT:						
				0.833			0.757
	LEVEL OF SERVICE (LOS):			D			С





I/S #: 14	PROJECT TITLE: 3440 Wilshire North-South Street: Vermont Ave Scenario: Existing 2018 Count Date: 4/17/2018	Project		e <b>st Street:</b> Fehr & Peers	8th St Date:		ADED 1
			AM			РМ	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	2 0 0	<b>NB</b> 0	SB	2 0 0
		EB 0	WB	0	<b>EB</b> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	95	1	95	62	1	62
N N	Left-Through	1011	0	0.45	1000	0	
NORTHBOUND	↑ Through	1244	1	645	1089	1	573
1 E	Through-Right Right	45	1 0	45	56	1 0	56
.NC	Left-Through-Right	45	0	40	00	0	00
ž	Left-Right		0			0	
		1			I		
0	r√⊲ Left	46	1	46	62	1	62
	↓ Left-Through		0			0	
SOUTHBOUND	↓ Through	1185	1	633	1095	1	586
E H	✓ Through-Right		1			1	
5	→ Right	80	0	80	77	0	77
so	← Left-Through-Right		0 0			0 0	
	↓, Left-Right	I	U		Ii	U	
	Left	2	0	0	1	0	0
9	_∱ Left-Through	_	0	•		0	Ť
L D	→ Through	677	1	388	804	1	479
EASTBOUND	→ Through-Right		1			1	
VST	Right	99	0	99	154	0	154
Е	Left-Through-Right		0			0	
	│		0			0	
	√ Left	2	0	0	4	0	0
ą	↓ Left-Through	2	0	U	-	0	v
WESTBOUND	← Through	736	1	396	690	1	385
<u> </u>	Through-Right		1			1	
IS:	, C Right	55	0	55	80	0	80
NE NE	Left-Through-Right		0			0	
	├── Left-Right		0 Iorth-South:	728		0 orth-South:	648
	CRITICAL VOLUMES		East-West:	728 396	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	East-West:	648 479
			SUM:	1124		SUM:	1127
	VOLUME/CAPACITY (V/C) RATIO:			0.749			0.751
V.	C LESS ATSAC/ATCS ADJUSTMENT:						
				0.649 P			0.651 B
	LEVEL OF SERVICE (LOS):			В			В





PROJECT TITLE: 3440 Wilshire Project I/S #: 1

North-South Street: Western Ave Scenario: Existing plus Project **Count Date:** 4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		<b>CD</b>	0		SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	зв WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	≦) Left	Volume	Lanes	Volume 71	Volume	Lanes	Volume
9	Leπ √ Left-Through	71	1 0	/ 1	77	1 0	77
n n	↑ Through	956	1	512	834	1	459
BC	through-Right	000	1	012	001	1	100
RTF	Right	68	0	68	83	0	83
NORTHBOUND	Left-Through-Right		0			0	
z	Left-Right		0			0	
Ω		108	1	108	97	1	97
SOUTHBOUND	↓ Left-Through		0	445	050	0	
BO	↓ Through ↩ Through-Right	839	1	445	952	1	499
E	- ← Through-Right - → Right	51	0	51	46	0	46
.nc	Left-Through-Right	51	0	51	40	0	40
S(	Left-Right		0			0	
					1		
	Left	2	1	2	2	1	2
DN ND	Left-Through		0			0	
EASTBOUND	$\rightarrow$ Through	933	2	467	940	2	470
TB	→ Through-Right	00	0 1	47		0 1	4.4
AS	→ Right → Left-Through-Right	82	0	47	82	0	44
ш	∠ Left-Right		0			0	
			<b>v</b>		1	<b>`</b>	
	√ Left	2	1	2	5	1	5
Q	✓ Left-Through		0			0	
no	← Through	1016	2	508	852	2	426
ESTBOUND	Through-Right		0			0	
	Right	55	1	1	91	1	43
Ň	<pre>↓ Left-Through-Right     Left-Right</pre>		0 0			0 0	
		N	orth-South:	620	N	orth-South:	576
	CRITICAL VOLUMES		East-West:	510		East-West:	475
			SUM:	1130		SUM:	1051
	VOLUME/CAPACITY (V/C) RATIO:			0.822			0.764
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.722			0.664
	LEVEL OF SERVICE (LOS):			C			В
<u> </u>							-





I/S #: 2

PROJECT TITLE: 3440 Wilshire Project North-South Street: Western Ave Scenario: Existing plus Project **Count Date:** 4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.0	0		0.0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume 43	Volume	Lanes	Volume
9	້ Left √ Left-Through	43	1 0	43	33	1 0	33
۲ ۵	↑ Through	1091	1	560	933	1	484
BC	through t→ Through-Right	1001	1	500	500	1	-0-
H	Right	28	0	28	35	0	35
NORTHBOUND	Left-Through-Right		0			0	
z	Left-Right		0			0	
Δ	∽⊲ Left	74	1	74	102	1	102
N	↓ Left-Through	0.10	0	400	1070	0	
<b>N</b>	↓ Through √ Through-Right	943	1	490	1078	1	566
SOUTHBOUND	<pre></pre>	37	0	37	53	0	53
.nc	Left-Through-Right	57	0	51		0	55
S S	↓ Left-Right		0			0	
					1		
		79	1	79	69	1	69
a z			0			0	
EASTBOUND	$\rightarrow$ Through	525	1	286	691	1	364
TB	→ Through-Right	47	1 0	47	27	1 0	07
AS		47	0	47	37	0	37
ш	→ Left-Right		0			0	
					1	<b></b>	
	√ Left	95	1	95	119	1	119
Q	✓ Left-Through		0			0	
DO	← Through	787	1	429	577	1	335
ESTBOUND	Through-Right		1			1	
	Right	71	0	71	92	0	92
>	<pre>↓ Left-Through-Right</pre>		0 0			0 0	
	↓ _on agin	Ν	orth-South:	634	N	orth-South:	599
	CRITICAL VOLUMES		East-West:	508		East-West:	483
			SUM:	1142		SUM:	1082
	VOLUME/CAPACITY (V/C) RATIO:			0.761			0.721
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.661			0.621
	LEVEL OF SERVICE (LOS):			B			B



3

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: 3rd St

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.0	0		0.0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	5 I-#	Volume	Lanes	Volume	Volume	Lanes	Volume
Q	ົງ Left ⊷∫ Left-Through	2	0	0	2	0 0	0
NORTHBOUND	↑ Through	497	1	273	725	1	400
BC	through-Right	437	1	215	120	1	400
H	Right	49	0	49	75	0	75
OR	Left-Through-Right		0			0	
z	Left-Right		0			0	
Δ	∽⊲ Left	4	0	0	2	0	0
SOUTHBOUND	↓ Left-Through	0.40	0		500	0	005
BO	↓ Through √ Through-Right	846	1	484	523	1	305
H	רק Inrougn-Right ל Right	121	0	121	86	0	86
.nc	→ Left-Through-Right	121	0	121	00	0	00
SC	Left-Right		0			0	
		1				1	
	Left	58	1	58	101	1	101
EASTBOUND			0			0	
no	→ Through	1005	1	517	933	1	493
TB	→ Through-Right	00	1	00	50	1	50
AS.	→ Right → Left-Through-Right	29	0	29	53	0 0	53
ш	∠ Left-Right		0			0	
		1	J				
	√ Left	36	1	36	33	1	33
DN ND	✓ Left-Through		0			0	
ESTBOUND	← Through	943	1	490	889	1	479
TB(	Through-Right		1			1	
ES.	Right	36	0	36	69	0	69
N	<pre>↓ Left-Through-Right ↓ Left-Right</pre>		0			0 0	
		٨	orth-South:	484	Λ	orth-South:	400
	CRITICAL VOLUMES		East-West:	553		East-West:	580
			SUM:	1037		SUM:	980
	VOLUME/CAPACITY (V/C) RATIO:			0.728			0.688
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.628			0.588
	LEVEL OF SERVICE (LOS):			B			A
<u> </u>				<u> </u>			~





I/S #: PR 4 North

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: 6th St

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		WD	2		WD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	30	0	30	8	0	0
NORTHBOUND	-√ Left-Through	101	1			0	
BO	↑ Through	431	0	300	663	1	372
THE	Through-Right Right	48	1 0	300	81	1 0	81
.NC	Laft Through Dight	40	0	300	01	0	01
Ň	Left-Right		0			0	
			v			v	
	∽∖≪ Left	94	0	94	6	0	0
IN I	, Left-Through		1			0	
ol	↓ Through	638	1	413	473	2	237
HB	✓ Through-Right		0			0	
SOUTHBOUND	J Right	99	1	80	45	1	0
so	← Left-Through-Right		0 0			0	
	, Left-Right		U			U	
	Ĵ Left	38	1	38	94	1	94
9			0			0	•.
EASTBOUND	→ Through	970	1	512	990	1	521
BC	✓ Through-Right		1			1	
AST	Right	53	0	53	51	0	51
E/	Left-Through-Right		0			0	
	Left-Right		0			0	
	√ Left	39	1	39	47	1	47
Q I	<pre>✓ Left-Through</pre>		0		יד	0	-11
ESTBOUND	← Through	951	1	488	1003	1	543
BC	Through-Right		1			1	
EST	Right	25	0	25	83	0	83
ME	Left-Through-Right		0			0	
	├── Left-Right	A	0 Iorth-South:	443	A	0 Iorth-South:	372
	CRITICAL VOLUMES	^	East-West:	443 551		East-West:	637
			SUM:	994		SUM:	1009
	VOLUME/CAPACITY (V/C) RATIO:			0.663			0.673
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.563			
							0.573
	LEVEL OF SERVICE (LOS):			Α			A





I/S #: 5

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           0          Left         50         0         50         49         0           1         Through         409         1         305         534         1         305           1         Through-Right         119         1         55         102         1         305           2         Left-Through-Right         119         1         55         102         1         305           1          Left-Right         0         0         0         0         0           1          Left-Right         75         0         75         83         0         0           1         Through-Right         0<				AM			PM	
NB- EB- D         0 D         SB- WB- D         0 D         NB- EB- D         0 D         NB- EB- D         0 D         SB- EB- D         0 D         NB- EB- D         0 D         SB- EB- D         0 D         NB- D         0 EB- D         SB- D         0 D         SB- D         0 D         NB- D         0 D         SB- D         0 D         NB- D         0 D         SB- D         0 D         NB- D         0 D         SB- D         0 D         SB- D         0 D         SB- D         0 D         SB- D         0 D         SB- D         0 D         SB- D         0 D         D <thd< th=""> <thd< th=""> <thd< th="" th<=""><th></th><th>No. of Phases</th><th></th><th></th><th>3</th><th></th><th></th><th>3</th></thd<></thd<></thd<>		No. of Phases			3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity         WB         0         WB         2           MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           MOVEMENT         So         0         50         49         0         1         1           Through-Right         119         1         55         102         1         3           WO         Through-Right         75         0         75         83         0         3         1           WO         Through-Right         93         1         79         89         1         3           WO         J. Left-Through-Right         28         0         25         166         2         8           WO         J. Left-Through-Right         28         0 <th></th> <th>Right Turns: FREE-1, NRTOR-2 or OLA-3?</th> <th></th> <th>-</th> <th></th> <th></th> <th>-</th> <th>0</th>		Right Turns: FREE-1, NRTOR-2 or OLA-3?		-			-	0
Override Capacity         0         No. of Lanes         Lanes         No. of Volume         Lanes         No. of Volume         Lanes         Volume         No. of Lanes         Lanes         Volume         No. of Lanes         Lanes         Volume         Volume         Lanes         Volume		-	EB 0	WB		EB 0	WB	0
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane Volume           0         1         50         0         50         49         0           1         1         1         305         534         1         305           1         1         0         305         534         1         305           1         119         1         55         102         1           1         119         1         55         102         1           1         119         1         55         102         1           1         1         0         0         0         0         0           1         1         1         0         0         0         0         0           1         1         0         0         0         0         0         0         0           1         1         1         1         1         1         1         1         1           0         1         1         1         0         0         0         0         0         0 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>2 0</th></td<>								2 0
MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           000 000 000 000 000 000		Overnue Capacity		No. of	-		No of	Lane
Q         →         Left         50         0         50         49         0           1         Through         1         305         534         1         305           1         Through-Right         119         1         305         534         1         305           1         Through-Right         119         1         55         102         1         0           1         Through-Right         0         0         558         102         1         0           1         Through-Right         0         0         0         0         0         0           1         Through-Right         75         0         75         83         0         0           1         Through-Right         0         0         0         0         0         0           1         Through-Right         93         1         79         89         1         2           1         Left-Right         0         1156         2         578         1166         2         9           1         Left-Right         0         1156         2         578         1166         2         9		MOVEMENT	Volume			Volume		Volume
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		້ Left		0	50	49	0	49
Image: Constraint of the sector of the s		<∱ Left-Through		1			1	
Image: Constraint of the sector of the s	no	∱ Through	409	1	305	534	1	316
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	8	∽ Through-Right		0			0	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	RT		119	1	55	102	1	47
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	9			-			-	
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		✓ Left-Right		0			0	
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$								00
Q       J       Left       0       0       0         J       Left       Left       0       0       0         J       Left       1156       2       578       102       1       0         J       Through-Right       1156       2       578       1166       2       5         N       Through-Right       89       1       89       72       1       0         N       Left-Through-Right       0       0       0       0       0       0         Left       Left-Right       0       0       0       0       0       0         NO       Left       1170       2       585       1144       2       5         No       1170       2       585       1144       2       5       5         No       48       1       48       81       1       0       0       0         Left       Fight       0	₽		/5	U 1	75	83	-	83
Q       J       Left       0       0       0         J       Left       Left       0       0       0         J       Left       1156       2       578       102       1       0         J       Through-Right       1156       2       578       1166       2       5         N       Through-Right       89       1       89       72       1       0         N       Left-Through-Right       0       0       0       0       0       0         Left       Left-Right       0       0       0       0       0       0         NO       Left       1170       2       585       1144       2       5         No       1170       2       585       1144       2       5       5         No       48       1       48       81       1       0       0       0         Left       Fight       0	NN N		559	1	254	452		393
Q       J       Left       0       0       0         J       Left       Left       0       0       0         J       Left       1156       2       578       102       1       0         J       Through-Right       1156       2       578       1166       2       5         N       Through-Right       89       1       89       72       1       0         N       Left-Through-Right       0       0       0       0       0       0         Left       Left-Right       0       0       0       0       0       0         NO       Left       1170       2       585       1144       2       5         No       1170       2       585       1144       2       5       5         No       48       1       48       81       1       0       0       0         Left       Fight       0	BO		556	0	354	405		292
Q       J       Left       0       0       0         J       Left       Left       0       0       0         J       Left       1156       2       578       102       1       0         J       Through-Right       1156       2       578       1166       2       5         N       Through-Right       89       1       89       72       1       0         N       Left-Through-Right       0       0       0       0       0       0         Left       Left-Right       0       0       0       0       0       0         NO       Left       1170       2       585       1144       2       5         No       1170       2       585       1144       2       5       5         No       48       1       48       81       1       0       0       0         Left       Fight       0	臣		93		79	89	-	38
Q       J       Left       0       0       0         J       Left       28       1       28       102       1         J       Left-Through       0       0       0       0       0         H       J       Left-Through-Right       1156       2       578       1166       2       28         V       Through-Right       1156       2       578       1166       2       28         N       Right       89       1       89       72       1       0         V       Left-Through-Right       0       0       0       0       0         V       Left       129       1       129       111       1       0         V       Left       1170       2       585       1144       2       5         M       Through-Right       1170       2       585       1144       2       5         M       Left-Through-Right       0       0       0       0       0       0         M       Left-Through-Right       48       1       48       81       1       0       0       0       0       0       0 <th>nc</th> <td></td> <td>50</td> <td></td> <td>15</td> <td>00</td> <td></td> <td>00</td>	nc		50		15	00		00
Q O O O O G H S HJ Left Left-Through Through-Right Through-Right Through-Right Left-Through-Right Left-Through-Right Left-Through-Right Left-Through Left-Right28 0 1156 0 S 	Š						-	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $			1	<u>.</u>				
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $			28	1	28	102	1	102
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	a z			-			-	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	no	-	1156	E	578	1166	: :	583
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	TB			-				
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	AS'		89		89	/2		72
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Щ						-	
$ \begin{array}{ c c c c c c } \hline \mathbf{O} & & & & & & & & & & & & & & & & & & &$			I	U			U	
$ \begin{array}{ c c c c c c } \hline \mathbf{O} & & & & & & & & & & & & & & & & & & &$		√ Left	129	1	129	111	1	111
Image: Sector Secto	9		120		125		: :	
Image: Sector Secto	Í.		1170	2	585	1144	2	572
Image: Sector Secto	BC			0			0	
Image: Sector Secto	ST	<u>↓</u> Right	48	1	48	81	1	81
CRITICAL VOLUMES     0     0       0     0     0		· · · ·					8	
CRITICAL VOLUMES East-West: 707 East-West: 6		⊱ Left-Right		-			-	110
			۸ N			<b>^</b>		442
		GRITICAL VOLUMES		East-West: SUM:	707 1111		East-West: SUM:	694 1136
				30IVI:			30IVI:	
								0.797
	V/0							0.697
LEVEL OF SERVICE (LOS): B		LEVEL OF SERVICE (LOS):			В			В





I/S #: 6 No

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: 7th St

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB WB	0	NB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົງ Left	110	0	110	54	0	54
	<∱ Left-Through		0			0	
NORTHBOUND	∱ Through	547	0	702	497	0	601
H H	Through-Right		0			0	
RT	Right	45	0	0	50	0	0
2 Z	Left-Through-Right		1			1	
	Left-Right		0			0	
	∽k⊰ Left	31	0	31	84	0	84
<b>D</b>	↓ Left-Through	01	1		04	1	04
0	↓ Through	506	0	537	462	0	546
Ĥ	✓ Through-Right		0			0	
SOUTHBOUND	, ∠ Right	99	1	74	186	1	167
SO	← Left-Through-Right		0			0	
	, Left-Right		0		I	0	
	Ĵ _ Left	51	1	51	39	1	39
₽	⊥ Left-Through	51	0	51		0	55
ND ND	$\rightarrow$ Through	108	0	168	229	0	335
EASTBOUND	→ Through-Right		1			1	
ST	ີ} Right	60	0	0	106	0	0
EA	✓ Left-Through-Right		0			0	
	_{ Left-Right		0			0	
	√ Left	24	1	24	24	1	24
9	v Leπ	24	0	24	31	0	31
ESTBOUND	← Through	99	0	164	120	0	183
BO	← Through-Right		1			1	
ST	, C Right	65	0	0	63	0	0
ME	Left-Through-Right		0			0	
	⊱ Left-Right	L	0	700		0	0.05
		٨	lorth-South:	733	∧	lorth-South:	685 266
	CRITICAL VOLUMES		East-West: SUM:	215 948		East-West: SUM:	366 1051
			30141.			30141.	
				0.632			0.701
	C LESS ATSAC/ATCS ADJUSTMENT:			0.532			0.601
	LEVEL OF SERVICE (LOS):			Α			В
-		-					





I/S #: PR 7 North

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	<b>NB</b> 0	SB	0
	-	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2 0			2 0
	Override Capacity		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	້ Left	61	0	61	55	0	55
ND	<∱ Left-Through		0			0	
no	↑ Through	568	0	652	502	0	588
HB	∽ Through-Right		0			0	
RT	<sup>I</sup> Right	23	0	0	31	0	0
NORTHBOUND	Left-Through-Right		1			1	
	Left-Right		0			0	
			0			0	
9	teft	58	0 0	58	39	0 0	39
N N	, ⊱ Left-Through ↓ Through	534	0	626	499	0	574
BO	√ Through-Right	554	0	020	499	0	574
표	J Right	34	0	0	36	0	0
SOUTHBOUND	↔ Left-Through-Right	• • •	1	· ·		1	· ·
Ō	Left-Right		0			0	
	Ĵ Left	47	0	47	34	0	34
	→ Left-Through		1			1	
no	→ Through	684	0 1	470	857	0 1	534
TB	र्7 Through-Right े Right	68	0	470	74	0	534
EASTBOUND	Left-Through-Right	00	0	470	74	0	554
ш	∠ Left-Right		0			0	
	↓ <u></u>	1	-		1		
	√ Left	36	0	36	57	0	57
ND ND	✓ Left-Through		1			1	
ESTBOUND	← Through	730	0	467	699	0	496
TB	← Through-Right		1			1	
	C Right Left-Through-Right	59	0	467	65	0	496
N	<pre>↓ Left-Through-Right</pre>		0 0			0 0	
		٨	lorth-South:	710	N	orth-South:	629
	CRITICAL VOLUMES		East-West:	514		East-West:	591
			SUM:	1224		SUM:	1220
	VOLUME/CAPACITY (V/C) RATIO:			0.816			0.813
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.716			0.713
	LEVEL OF SERVICE (LOS):			0.718 C			0.713 C
	LEVEL OF SERVICE (LOS):						





I/S #: 8 N

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: Olympic Blvd

Analyst: Fehr & Peers Date:

Ir		ΔΜ ΡΜ								
			AM			PM				
	No. of Phases			2 0			2 0			
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0	NB 0	SB	0			
I	Right Turns: FREE-1, NRTOR-2 or OLA-3?	КВ 0 ЕВ 0	зв WB	0	EB 0	ЗВ WB	0			
	ATSAC-1 or ATSAC+ATCS-2?		11B	2		n <sub>B</sub>	2			
	Override Capacity			0			0			
			No. of	Lane		No. of	Lane			
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume			
	ົງ Left	138	1	138	86	1	86			
ND	<∱ Left-Through		0			0				
NORTHBOUND	∱ Through	883	2	442	658	2	329			
Ĥ	∽ Through-Right		0			0				
RTI	Right	93	1	67	115	1	84			
ō	→ Left-Through-Right		0			0				
~	✓ Left-Right		0			0				
Δ	∽⊲ Left	82	1	82	91	1	91			
Σ Σ	↓ Left-Through		0			0				
õ	Through	657	2	329	897	2	449			
뛰	✓ Through-Right		0			0				
SOUTHBOUND	J Right	74	1	50	56	1	28			
so	← Left-Through-Right		0			0				
	, Left-Right	I	0			0				
		49	1	49	56	1	FG			
Δ	∠ Left ⊥ Left-Through	49	0	49	50	0	56			
N	$\rightarrow$ Through	1741	2	618	1773	2	628			
EASTBOUND	→ Through-Right	1741	1	010	1115	1	020			
STE	Right	113	0	113	110	0	110			
¥3	Left-Through-Right	110	0	110	110	0	110			
ш	- ∠ Left-Right		0			0				
	• •		-			-				
	✓ Left	53	1	53	63	1	63			
ND ND	✓ Left-Through		0			0				
STBOUND	← Through	1334	2	466	1363	2	480			
<u>B</u>	← Through-Right		1			1				
LS:	Right	63	0	63	77	0	77			
WE	Left-Through-Right		0			0				
	⊱ Left-Right		0			0				
		^	lorth-South:	524	N 1	lorth-South:	535			
	CRITICAL VOLUMES		East-West:	671		East-West:	691			
			SUM:	1195		SUM:	1226			
	VOLUME/CAPACITY (V/C) RATIO:			0.797			0.817			
V/0	C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.717			
	LEVEL OF SERVICE (LOS):			В			С			
μ	,,	8								



9

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave Scenario: Existing plus Project **Count Date:** 4/17/2018

East-West Street: 6th St

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	-	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	∫ Left	39	0	39	57	0	57
NORTHBOUND	← Left-Through		0	400	110	0	
õ	↑ Through	80	0	163	140	0	312
폰	Through-Right		0			0	
R	Right	44	0	0	115	0	0
S S	Left-Through-Right		1			1	
	✓ Left-Right		0			0	
	الم الم		0	00	00	0	00
9	≺rd≾ Left → Left-Through	28	0 0	28	22	0 0	22
5	↓ Through	162	0	220	100	0	185
BO	Thursday Dialat	163	0	228	133	0	100
臣	רק וחרסטטח-אוטחנ ק Right	37	0	0	30	0	0
SOUTHBOUND	∠ Left-Through-Right	57	1	0		1	0
S	Left-Right		0			0	
<b></b>			, in the second s		1		
	Ĵ Left	13	1	13	36	1	36
9	⊥ Left-Through		0			0	
EASTBOUND	→ Through	992	1	544	948	1	512
BO	→ Through-Right		1			1	
ST	→ Right	96	0	96	75	0	75
A U U	✓ Left-Through-Right		0			0	
_	- ≺ Left-Right		0			0	
	·						
	<pre>✓ Left</pre>	70	1	70	88	1	88
I I	✓ Left-Through		0			0	
OU	← Through	976	1	492	1042	1	543
ESTBOUND	C Through-Right	_	1			1	
ES	Right	7	0	7	44	0	44
Ž	<pre></pre>		0 0			0 0	
┣━━━━┛			orth-South:	267	Α.	orth-South:	334
	CRITICAL VOLUMES		East-West:	207 614		East-West:	600
	GRITICAL VOLUMES		SUM:	881		SUM:	934
	VOLUME/CAPACITY (V/C) RATIO:		00.11.	0.587			0.623
	C LESS ATSAC/ATCS ADJUSTMENT:						
v/(				0.487			0.523
	LEVEL OF SERVICE (LOS):			Α			Α





I/S #: 10 PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Mariposa Ave (N)Scenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity Override Capacity         NB- 0         0 WB- 2         NB- 0         0 WB- 2         NB- 0         0 EB- 2         NB- 0         0 EB- 2         NB- 0         0 EB- 2         NB- 2         0 EB- 2         ND- 2				AM			РМ	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		No. of Phases			2			2
Right Turns: FREE-1, NRTOR: 2 or OLA3?         EB-0         WB-2         0         EB-0         WB-2         0         2           ATSAC: 1 or ATSAC: 47CS-2?         Override Capacity         No. of         Lane         Volume         Volume         Volume         Volume         Volume         Volume		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		Right Turns: FREE-1, NRTOR-2 or OLA-3?		-				0
Override Capacity         0         No. of Lane         Lane         No. of Lane         Lane           0         1         Left         0<		-	EB 0	WB		EB 0	WB	0
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lanes         Volume         Lanes         Volume         No. of Lanes         Lanes         Volume         Lanes         Volume         Lanes         Lanes         Volume         Lanes         Volume         Lanes         Volume         Lanes         Lane         Volume         Lanes         Lane <thlane< th=""> <thlan< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>2 0</th></thlan<></thlane<>								2 0
MOVEMENT         Volume         Lanes         Value         Lanes         Value         Lanes         Value         Lanes         Value         Lanes         Value         Lane		Override Capacity		No of	-		No. of	-
QN OO H T Through-Right Right         Left-Through-Right Right         0 0         0		MOVEMENT	Volume			Volume		Volume
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$		ົງ Left	0	0	0	0	0	0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	ND	<∱ Left-Through		0			0	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	no	↑ Through	0	0	0	0	0	0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	E H	hrough-Right		0			0	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	RTI	l Right	0	0	0	0	0	0
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Ō			0			0	
Image: Section of the section of t	~	✓ Left-Right		0			0	
Image: Section of the section of t								
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Δ		195		195	170	-	170
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	N N						-	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ĨÕ		0	-	0	0	-	0
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	H			-			-	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	UT		88		283	107	-	277
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	so							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		Left-Right	I	1			1	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $		1 Loft	50	1	50	90	1	00
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Δ		59		59	80		80
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	N	-	1201		646	1211		606
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	NO NO	-	1231		040	1211		000
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	ЗТЕ		0	-	0	0		0
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	¥8		Ŭ		Ŭ	Ŭ	-	Ŭ
Q       ✓       Left       0 <th>ш</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>-</th> <th></th>	ш						-	
Q       ✓ Left-Through       0       0       0       0         Y       ✓ Through       1269       2       635       1195       2       598         Q       ✓ Through-Right       0       0       0       0       0       194         V       ✓ Right       184       1       184       194       1       194         V       ✓ Left-Through-Right       0       0       0       0       0         V       ✓ Left-Right       0       0       0       0       0								
≥     ↓     Left-Through-Right     0     0       ↓     Left-Right     0     0		√ Left	0	0	0	0	0	0
≥     ↓     Left-Through-Right     0     0       ↓     Left-Right     0     0	DN ND	✓ Left-Through		0			0	
≥     ↓     Left-Through-Right     0     0       ↓     Left-Right     0     0	Inc		1269	2	635	1195	2	598
≥     ↓     Left-Through-Right     0     0       ↓     Left-Right     0     0	BC	$\stackrel{\mathcal{L}}{\leftarrow}$ Through-Right		0			-	
≥     ↓     Left-Through-Right     0     0       ↓     Left-Right     0     0	LS:	,└_ Right	184	1	184	194	1	194
Left-Right 0 0	ME	Left-Through-Right					E	
North-South: 283 North-South: 277		├── Left-Right	-	-		-	-	
			۸	-		│ ^		
		CRITICAL VOLUMES						678 055
				SUM:			SUM:	955
					0.651			0.637
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.551 0.537	V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.551			0.537
LEVEL OF SERVICE (LOS):		LEVEL OF SERVICE (LOS):			Α			Α





I/S #: 11 PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Mariposa Ave (S)Scenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		WD	2	<i>LD</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	173	1	173	185	1	185
N	← Left-Through		0	_		0	
NORTHBOUND	↑ Through	0	0	0	0	0	0
E	Through-Right Right	249	0 1	198	203	0 1	140
.NC	Kigin , → Left-Through-Right	249	0	190	203	0	140
ž	Left-Right		0			0	
			V		1		
	∽\⊄ Left	0	0	0	0	0	0
NI NI	↓→ Left-Through		0			0	
l ol	↓ Through	0	0	0	0	0	0
E H	→ Through-Right		0			0	
SOUTHBOUND	J Right	0	0	0	0	0	0
so	✓→ Left-Through-Right ↓ Left-Right		0 0			0	
	Left-Right		U			U	
	Ĵ Left	0	0	0	0	0	0
Ą			0			0	
EASTBOUND	→ Through	1280	2	640	1158	2	579
BQ	→ Through-Right → → → → → → → → → → → → → → → → → → →		0			0	
₽S <sup>-</sup>	Right	212	1	126	237	1	145
Ш	← Left-Through-Right		0 0			0 0	
	Left-Right		U			U	
	√ Left	102	1	102	126	1	126
Q	<pre>✓ Left-Through</pre>		0			0	
	← Through	1288	2	644	1220	2	610
ESTBOUND	← Through-Right		0			0	
ES1	Right	0	0	0	0	0	0
Ň	<pre>↓ Left-Through-Right ↓ Left-Right</pre>		0 0			0 0	
		Λ.	olorth-South:	198	<b>^</b>	orth-South:	185
	CRITICAL VOLUMES		East-West:	742		East-West:	705
			SUM:	940		SUM:	890
	VOLUME/CAPACITY (V/C) RATIO:			0.627			0.593
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.527			0.493
	LEVEL OF SERVICE (LOS):			A			A
<u> </u>				~			~





PROJECT TITLE: 3440 Wilshire Project I/S #: 12

North-South Street: Mariposa Ave Scenario: Existing plus Project **Count Date:** 4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

No. of Phases Opposed Ø'ing: NIS-1, E/W-2 or Both-37 Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC-ATCS-27 Override Capacity         NB- EB- 0         0 2         SB- 0 2         0 2         NB- 2         0 2         SB- 2         0 2         No. of EB- 0         0 2         SB- 2         0 2         No. of 2				AM			РМ	
NB         0         SB         0         NB         0         SB         0         NB         0         SB         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         0         2         0         0         0         1								
Night luns: HEE-1, NR10R2 of OLA37 $EB-$ 0 $WB-$ 0 $EB-$ 0 $WB-$ 0         2           ATSAC-1 or ATSAC+ATCS-27 Override Capacity         Volume         Lanes         Volume         Volume         No. of Lanes         Lane         No. of 0         Lane         No. of 0         Lane         No. of 0         Lane         Volume         No. of Lanes         Lane         Volume         No. of 0         Lane         Volume         Volume		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		00			<b>CD</b>	
ATSAC+1 or ATSAC+ATCS-2? Override Capacity         2 0		Right Turns: FREE-1, NRTOR-2 or OLA-3?					-	
Override Capacity         0         0         0         0           MOVEMENT         Volume         Lane         Volume         Lane         Volume         Lane         Lane         Volume         Lane         Lane         Volume         Lane         Volume <thlane< th="">         Volume         Lane&lt;</thlane<>		ATSAC-1 or ATSAC+ATCS-2?						
MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           0         -1         Left         5         0         5         6         0         6           0         1         Left.Through         92         0         107         86         0         108           1         Through-Right         0         0         0         16         0         0           1         Left.Through-Right         10         0         11         1         1         0         0         0           1         Left.Through-Right         112         0         112         192         0         192           1         Through-Right         1         0         167         91         0         283           -1         Through-Right         72         1         72         72         1         72           1         J. Right         783         0         277         41         0         41           -1         Through-Right         1         1         1         1         1         1           1         Left.Through-Right         1 <td></td> <td>Override Capacity</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td>		Override Capacity			0			
Q mog H L of H Through H W O Q M O G H H H Sight H H Sight H H H Sight H H H H H H H H H H H H H H H H H H H		MOVEMENT						
OP OG H± VOV         ··· Through-Right Right ··· Left-Through-Right         92 0 0 10         0 107 0 0 16         86 0 0 16         0 0 0 16         108 0 0 0           O Through-Right ··· Left-Through-Right ··· Through-Right ··· Left-Through-Right ··· Left-Through-Right ··· Through-Right         112 1 0 0         107 0 0         86 0 16         0 0         108 0           O O O O O O O O O O O O O O O O O O O		5 I-#				-		
Image: Constraint of the second sec	9		5	-	5	0	-	0
Image: Constraint of the second sec	n n	-	92	-	107	86	-	108
Image: Constraint of the second sec	Ĕ	_		0			0	
Image: Constraint of the second sec	RTI	-	10	0	0	16	0	0
QNO         ↓ Left-Through         112         0         112         192         0         192           Through         ↓ Left-Through-Right         155         0         167         91         0         283           J         Right         72         1         72         72         1         72         72         1         72           QNO         J         Left-Through-Right         27         0         27         41         0         41           J         Left-Through         72         1         72         72         1         72           MOO         J         Left         27         0         27         41         0         41           →         Left-Through         71         72         72         1         72           Through-Right         71         783         0         453         926         0         553           W         Left-Through         71         7         0         453         16         0         553           W         Left-Through         775         0         528         812         0         508           1         Through-Right<	Q			-			-	
NO         ↓         Left-Through         1         1         167         91         0         283           No         Right         72         0         72         72         1         72         0         72         1 <th1< th=""> <th1< th=""> <th1< th=""> <t< td=""><td></td><td>I Left-Right</td><td></td><td>0</td><td></td><td></td><td>0</td><td></td></t<></th1<></th1<></th1<>		I Left-Right		0			0	
NO         ↓         Left-Through         1         1         167         91         0         283           No         Right         72         0         72         72         1         72         0         72         1 <th1< th=""> <th1< th=""> <th1< th=""> <t< td=""><td></td><td>teft</td><td>112</td><td>0</td><td>112</td><td>192</td><td>0</td><td>192</td></t<></th1<></th1<></th1<>		teft	112	0	112	192	0	192
Image: Cert-Right       0       0       0       0       0         Image: Cert-Right       27       0       27       41       0       41         Image: Cert-Right       1       1       1       1       1       1         Image: Cert-Right       7       1       1       1       1       1       1         Image: Cert-Right       7       7       7       1<	a na					102	_	102
Image: Cert-Right       0       0       0       0       0         Image: Cert-Right       27       0       27       41       0       41         Image: Cert-Right       1       1       1       1       1       1         Image: Cert-Right       7       1       1       1       1       1       1         Image: Cert-Right       7       7       7       1<	no		55	-	167	91	-	283
Image: Cert-Right       0       0       0       0       0         Image: Cert-Right       27       0       27       41       0       41         Image: Cert-Right       1       1       1       1       1       1         Image: Cert-Right       7       1       1       1       1       1       1         Image: Cert-Right       7       7       7       1<	뛰		70	-			-	
Image: Cert-Right       0       0       0       0       0         Image: Cert-Right       27       0       27       41       0       41         Image: Cert-Right       1       1       1       1       1       1         Image: Cert-Right       7       1       1       1       1       1       1         Image: Cert-Right       7       7       7       1<	5		72		72	/2	-	72
OPOOR       J       Left       27       0       27       41       0       41         J       Left-Through       783       0       453       926       0       553         Through-Right       15       0       453       926       0       553         Through-Right       15       0       453       16       0       553         Left-Through-Right       15       0       453       16       0       553         Left-Right       29       0       29       22       0       22         Through       775       0       528       812       0       508         Through-Right       165       0       528       116       0       508         Through-Right       165       0       528       116       0       508         Through-Right       165       0       528       116       0       508         Left-Through-Right       165       0       528       16       0       508         Left-Right       0       0       0       0       0       508         Volume/CAPACITY (V/C) RATIO:       0       0       0       0	S			-			-	
O       ∴       Left-Through       1       <		25						
↓       Left-Right       0       0         O       29       0       29       22       0       22         ↓       Left-Through       1       1       1       1       508         O       ↓       Through-Right       1       1       1       1       508         ↓       Through-Right       1       165       0       528       812       0       508         ↓       Right       165       0       528       116       0       508         ↓       Right       165       0       528       116       0       508         ↓       Left-Through-Right       165       0       528       116       0       508         ↓       Left-Right       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0       0         ✔       CRITICAL VOLUMES       East-West:       555       East-West:       575       SUM:       875         ✔       VOLUME/CAPACITY (V/C) RATIO:			27		27	41	-	41
↓       Left-Right       0       0         O       29       0       29       22       0       22         ↓       Left-Through       1       1       1       1       508         O       ↓       Through-Right       1       1       1       1       508         ↓       Through-Right       1       165       0       528       812       0       508         ↓       Right       165       0       528       116       0       508         ↓       Right       165       0       528       116       0       508         ↓       Left-Through-Right       165       0       528       116       0       508         ↓       Left-Right       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0       0         ✔       CRITICAL VOLUMES       East-West:       555       East-West:       575       SUM:       875         ✔       VOLUME/CAPACITY (V/C) RATIO:	N N	· · · · · · · · · · · · · · · · · · ·	700		450	000		
↓       Left-Right       0       0         O       29       0       29       22       0       22         ↓       Left-Through       1       1       1       1       508         O       ↓       Through-Right       1       1       1       1       508         ↓       Through-Right       1       165       0       528       812       0       508         ↓       Right       165       0       528       116       0       508         ↓       Right       165       0       528       116       0       508         ↓       Left-Through-Right       165       0       528       116       0       508         ↓       Left-Right       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0       0         ✔       CRITICAL VOLUMES       East-West:       555       East-West:       575       SUM:       875         ✔       VOLUME/CAPACITY (V/C) RATIO:	ŝõ		783	-	453	926	-	553
↓       Left-Right       0       0         O       29       0       29       22       0       22         ↓       Left-Through       1       1       1       1       508         O       ↓       Through-Right       1       1       1       1       508         ↓       Through-Right       1       165       0       528       812       0       508         ↓       Right       165       0       528       116       0       508         ↓       Right       165       0       528       116       0       508         ↓       Left-Through-Right       165       0       528       116       0       508         ↓       Left-Right       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0         ✔       Left-Right       0       0       0       0       0       0       0         ✔       CRITICAL VOLUMES       East-West:       555       East-West:       575       SUM:       875         ✔       VOLUME/CAPACITY (V/C) RATIO:	STE		15		453	16		553
Image: Substrain of the system of the sy	EĂ			0			0	
Image: Constraint of the system         Image: Constr		Left-Right		0			0	
Image: Constraint of the system of the s			20	0	20	20	0	00
≥         Left-I nrougn-Right         0	₽		29	-	29	22	-	22
≥         Left-I nrougn-Right         0	NN N	← Through	775		528	812		508
≥         Left-I nrougn-Right         0	E E			1				
≥         Left-I nrougn-Right         0	ESI	1 · · · · · · · · · · · · · · · · · · ·	165		528	116	-	508
North-South:         219         North-South:         300           CRITICAL VOLUMES         East-West:         555         East-West:         575           SUM:         774         SUM:         875           VOLUME/CAPACITY (V/C) RATIO:         0.516         0.583           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.416         0.483								
CRITICAL VOLUMES         East-West:         555         East-West:         575           SUM:         774         SUM:         875           VOLUME/CAPACITY (V/C) RATIO:         0.516         0.583           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.416         0.483			٨	-	219	n N	-	300
VOLUME/CAPACITY (V/C) RATIO:         0.516         0.583           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.416         0.483		CRITICAL VOLUMES						
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.416 0.483	<u> </u>			SUM:	774		SUM:	875
0.400		VOLUME/CAPACITY (V/C) RATIO:			0.516			0.583
	V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.416			0.483
LEVEL OF SERVICE (LOS):		LEVEL OF SERVICE (LOS):			Α			Α





I/S #: PROJE 13 North-So

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Vermont AveScenario:Existing plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

No. of Phases         A         A         A           NB         0         SB         0         C         0         SB         0         C         0         C         0         C         0         C         0         C         0         C         0         C         0         C         0         C         0         C         0         C         0				AM			РМ	
NB         U         NB         0         SB         0         VB         0         SB         0         C </th <th></th> <th>No. of Phases</th> <th></th> <th></th> <th>4</th> <th></th> <th></th> <th>4</th>		No. of Phases			4			4
Right Turns: FREE-1, NETOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-2? Override Capacity $B_{-}$ 0         2         0         2         0         2         0         2         0         2         0         2         0         2         0         1         0         1         0         1         0         1         1         1         0         1         1         1         1         0         1         1         1         0         1         1         1         0         1         1         1         0         1         1         1         1         1         1         1         1         1         1 <th></th> <th>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						
ATSAC-1 or ATSAC+ATCS-2? Override Capacity         2 0         2 0         2 0         2 0         0         0         0         0         0         1         1         1         1         1         1         1         1         1         1         9         1         94         1         94           0         1         1         1         1         1         1         1         94         1         94         1         94         1         94         1         94         1         94         1         94         1         94         1         94         1         94         1         1         94         1         94         1         94         1         94         1         94         1         1         94         1         94         1         94         1         1         1         94         1         1         94         1		Right Turns: FREE-1, NRTOR-2 or OLA-3?		-			-	
Override Capacity         0         0         0           MOVEMENT         Volume         Lane         Volume         Lanes         Volume           0         -         Left.         116         1         116         94         1         94           -         Left.         Through         1028         2         370         1027         2         381           -         Through-Right         82         0         82         117         0         117           Velume         Left.         Filthough         1028         2         370         1027         2         381           -         Through-Right         82         0         82         117         0         117           -         t.eft.         Through-Right         0         0         0         0         0           -         Through Right         965         2         483         949         2         475           -         Through-Right         0         0         0         0         0         0           -         Left.         Through-Right         101         1         400         103         1         103			EB 0	WB		EB 0	WB	
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lane         Lane Volume         No. of Lane         Lane Volume           01         Left. Through         116         1         116         94         1         94           01         Left. Through         1028         2         370         1027         2         381           1         Through-Right Right         82         0         82         117         0         117           01         Through-Right Right         82         0         82         117         0         117           01         Through-Right Left.Through         95         1         95         134         1         134           0         -         Left.Through         965         2         483         949         2         475           0         -         Through-Right         101         1         40         108         1         57           05         -         Left.Through         123         1         123         103         1         103           0         -         -         Through-Right         0         0         0         0         0								
MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           0         1 Left         116         1         116         94         1         94           1         1         116         1         116         94         1         94           1         1         1028         2         370         1027         2         381           1         Through-Right         82         0         82         117         0         117           1         Left.Through-Right         82         0         82         117         0         117           1         1         95         1         95         134         1         134           1         1         0         0         0         0         0         0           1         Through-Right         0         <		Overnide Capacity		No. of			No. of	
OP         -1         Left-Through Through-Right Right         1028         2         370         1027         2         381           P         Through-Right Right         1028         2         370         1027         2         381           P         Through-Right Right         82         0         82         117         0         117           O         -+         Left-Through-Right         95         1         95         134         0         117           O          Left-Through-Right         95         1         95         134         0         134            Through-Right         965         2         483         949         2         475            Through-Right         0         0         0         0         0         0            Left-Through-Right         101         1         40         108         1         57            Left-Through-Right         123         1         123         0         1         103            Through-Right         1121         0         561         944         2         472		MOVEMENT	Volume			Volume		
O       0       0       0         O       0       0       0         O       0       0       0         O       1       0       1       134       1         I       1       1       0       0       0       475         Normal       1       1       0       0       0       0       0         Normal       1       101       1       40       108       1       57         Normal       1       101       1       40       108       1       57         Normal       1       101       1       40       108       1       57         Normal       1       123       1       123       103       1       103         Normal       1       123       1       123       103       1       103         Normal       1121       2       561       944       2       472         Normal       Normal       0       0       0       0       0         Normal       1121       1       111       1       111       1       140         No       0	•	້ Left	116	1	116	94	1	94
O       0       0       0         O       0       0       0         O       0       0       0         O       1       0       1       134       1         I       1       1       0       0       0       475         Normal       1       1       0       0       0       0       0         Normal       1       101       1       40       108       1       57         Normal       1       101       1       40       108       1       57         Normal       1       101       1       40       108       1       57         Normal       1       123       1       123       103       1       103         Normal       1       123       1       123       103       1       103         Normal       1121       2       561       944       2       472         Normal       Normal       0       0       0       0       0         Normal       1121       1       111       1       111       1       140         No       0	INC	-					-	
O       0       0       0         O       0       0       0         O       0       0       0         O       1       0       1       134       1         I       1       1       0       0       0       475         Normal       1       1       0       0       0       0       0         Normal       1       101       1       40       108       1       57         Normal       1       101       1       40       108       1       57         Normal       1       101       1       40       108       1       57         Normal       1       123       1       123       103       1       103         Normal       1       123       1       123       103       1       103         Normal       1121       2       561       944       2       472         Normal       Normal       0       0       0       0       0         Normal       1121       1       111       1       111       1       140         No       0	or or	_	1028	2	370	1027	2	381
O       0       0       0       0         O       0       0       0       0       0         O       1       0       95       1       95       134       1       134         O       1       Through       965       2       483       949       2       475         Night       101       1       40       108       1       57         Night       0       101       1       40       108       1       57         O       2       Left.Through-Right       0       0       0       0       0         J       Left.Through       123       1       123       103       1       103         Through-Right       1121       2       561       944       2       472         Through-Right       0       0       0       0       0       0         Through-Right       229       1       171       122       1       75         Left.Through       1111       1       1111       0       0       0       0         Through-Right       62       1       15       90       0       0	HB							
O       0       0       0       0         O       0       0       0       0       0         O       1       0       95       1       95       134       1       134         O       1       Through       965       2       483       949       2       475         Night       101       1       40       108       1       57         Night       0       101       1       40       108       1       57         O       2       Left.Through-Right       0       0       0       0       0         J       Left.Through       123       1       123       103       1       103         Through-Right       1121       2       561       944       2       472         Through-Right       0       0       0       0       0       0         Through-Right       229       1       171       122       1       75         Left.Through       1111       1       1111       0       0       0       0         Through-Right       62       1       15       90       0       0	RT	-	82	-	82	117	-	117
OP OO BH → Left-Through → Through-Right → Right → Left-Through-Right → Left-Through-Right → Left-Through-Right → Left-Through → Through-Right → Left       95 0 0 0       1 483 0 0       949 0 0 0       2 483 0 0       949 0 0       2 475 0 0         OP OO OO OO OO OO OO OO       J Left - Left       101 0       1 123 0 0       1 0 0       103 0 0       1 103 0 0       1 0 0         OP OO OO OO OO OO OO       J Left - Through - Through-Right - Left-Through - Left-Through - Left-Right       1 123 0 1121 2       1 0 0       1 123 0 0       1 123 0 0       1 0 0	N N						-	
JOO OF I Through - Through-Right - - Through-Right - - - - - - - - - - - - - - - - - - -		C Left-Right		0			0	
JOO OF I Through - Through-Right - - Through-Right - - - - - - - - - - - - - - - - - - -		sla Loft	05	1	05	404	4	404
Q       J       Left       123       1       123       103       1       103         Q       J       Left       123       0       0       0       0       0       103       1       103         Q       J       Left       Through       1121       2       561       944       2       472         Through-Right       0       1121       0       0       0       0       0       0       472         Through-Right       0	9		95		95	134		134
Q       J       Left       123       1       123       103       1       103         Q       J       Left       123       0       0       0       0       0       103       1       103         Q       J       Left       Through       1121       2       561       944       2       472         Through-Right       0       1121       0       0       0       0       0       0       472         Through-Right       0	ľ.		965	-	183	949	-	475
Q       J       Left       123       1       123       103       1       103         A       Left-Through       0       0       0       0       0       4       2       472         Through-Right       1121       2       561       944       2       472         Through-Right       0       1121       0       0       0       0         Right       229       1       171       122       1       75         Left-Right       0       0       0       0       0       0         Left-Right       111       1       111       140       1       140         Through-Right       1138       2       569       1015       2       508         Through-Right       62       1       15       90       1       23         Through-Right       62       1       15       90       1       23         Left-Right       0       0       0       0       0       0         Left-Right       0       0       0       0       0       0       0         VOLUME/CAPACITY (V/C) RATIO:       0.939       0.939       0	BC		505		405	545		475
Q       J       Left       123       1       123       103       1       103         Q       J       Left       123       0       0       0       0       0       103       1       103         Q       J       Left       Through       1121       2       561       944       2       472         Through-Right       0       1121       0       0       0       0       0       0       472         Through-Right       0	H		101	1	40	108	1	57
Q       J       Left       123       1       123       103       1       103         Q       J       Left       123       0       0       0       0       0       103       1       103         Q       J       Left       Through       1121       2       561       944       2       472         Through-Right       0       1121       0       0       0       0       0       0       472         Through-Right       0	no			0			0	
Q       ⊥       Left-Through       0       0       0       472         Through-Right       1121       2       561       944       2       472         Right       229       1       171       122       1       75         Left-Through-Right       0       0       0       0       75         Left-Through-Right       0       0       0       0       75         Left-Through-Right       111       1       111       140       0         Left-Through       1138       2       569       1015       2       508         Through-Right       62       1       15       90       1       23         Left-Through-Right       62       1       15       90       1       23         Left-Right       0       0       0       0       0       0         Left-Right       0       0       0       0       0       0       0         Left-Right       62       1       15       90       1       23       669         Left-Right       0       0       0       0       0       0       0         VOLUME/CAPACITY	S	Left-Right		0			0	
Q       ⊥       Left-Through       0       0       0       472         Through-Right       1121       2       561       944       2       472         Right       229       1       171       122       1       75         Left-Through-Right       0       0       0       0       75         Left-Through-Right       0       0       0       0       75         Left-Through-Right       111       1       111       140       0         Left-Through       1138       2       569       1015       2       508         Through-Right       62       1       15       90       1       23         Left-Through-Right       62       1       15       90       1       23         Left-Right       0       0       0       0       0       0         Left-Right       0       0       0       0       0       0       0         Left-Right       62       1       15       90       1       23       669         Left-Right       0       0       0       0       0       0       0         VOLUME/CAPACITY								
Image: Constraint of the system of the s			123		123	103		103
Image: Constraint of the system of the s	N	-		-			-	
Image: Constraint of the system of the s	no	-	1121		561	944	: :	472
Image: Constraint of the system of the s	TB		220	-	171	100	-	75
Image: Constraint of the system of the s	AS		229		171	122		75
Image: Subscript of the system         Left         Left         111         1         111         140         1         140           Image: Subscript of the system         Left-Through         Image: Subscript of the system         Image: Subscript of the system </th <td>ш</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td>	ш						-	
Open form         ↓         Left-Through         0         0         0         0         0         569         1015         2         508         0         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         509         1015         2         508         0         23         23         23         23         23         23         23 <th23< th="">         23         <th23< th=""></th23<></th23<>			1			1		
Open form         ↓         Left-Through         0         0         0         0         0         569         1015         2         508         0         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         508         0         23         509         1015         2         508         0         23         23         23         23         23         23         23 <th23< th="">         23         <th23< th=""></th23<></th23<>		✓ Left	111	1	111	140	1	140
∑       Left-Through-Right Left-Right       0 0       0 0       0 0         CRITICAL VOLUMES       North-South: East-West:       599 692       North-South: East-West:       569 612         VOLUME/CAPACITY (V/C) RATIO:       0.939       0.859         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.839       0.759	DN ND	✓ Left-Through		0			0	
∑       Left-Through-Right Left-Right       0 0       0 0       0 0         CRITICAL VOLUMES       North-South: East-West:       599 692       North-South: East-West:       569 612         VOLUME/CAPACITY (V/C) RATIO:       0.939       0.859         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.839       0.759	Inc		1138	2	569	1015	2	508
∑       Left-Through-Right Left-Right       0 0       0 0       0 0         CRITICAL VOLUMES       North-South: East-West:       599 692       North-South: East-West:       569 612         VOLUME/CAPACITY (V/C) RATIO:       0.939       0.859         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.839       0.759	LB(			- -			- -	
∑       Left-Through-Right Left-Right       0 0       0 0       0 0         CRITICAL VOLUMES       North-South: East-West:       599 692       North-South: East-West:       569 612         VOLUME/CAPACITY (V/C) RATIO:       0.939       0.859         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.839       0.759	ES.	↔ <u></u>	62		15	90		23
North-South:         599         North-South:         569           CRITICAL VOLUMES         East-West:         692         East-West:         612           SUM:         1291         SUM:         1181           VOLUME/CAPACITY (V/C) RATIO:         0.939         0.859         0.759           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.839         0.759								
CRITICAL VOLUMES         East-West:         692         East-West:         612           SUM:         1291         1291         SUM:         1181           VOLUME/CAPACITY (V/C) RATIO:         0.939         0.859         0.759           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.839         0.759		<i>Γ</i> ∟επ-κιgnτ	ļ	-	E00	A	-	EGO
SUM:         1291         SUM:         1181           VOLUME/CAPACITY (V/C) RATIO:         0.939         0.859           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.839         0.759			N					
VOLUME/CAPACITY (V/C) RATIO:         0.939         0.859           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.839         0.759		CRITICAL VOLUMES						
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.839 0.759		VOI UME/CAPACITY (V/C) RATIO		00111.				
0.000	14							
	V/0							
		LEVEL OF SERVICE (LOS):			D			С





I/S #: 14

PROJECT TITLE: 3440 Wilshire Project North-South Street: Vermont Ave Scenario: Existing plus Project **Count Date:** 4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

No. of Phases Opposed 6°ing: N/S-1, E/W-2 or Both 3? Right Turns: FREE-1, NRTOR-2 or OLA 3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         NB EB 0         0 WB 0         C 2         NB 0         0 EB 2         NB 0         0 EB 2         SB 0         0 EB 0         NB 0         0 EB 2         SB 0         0 WB 2         0 C         NB 0         0 EB 2         0 C         NB 0         0 C         SB 0         0 C         C         0 C         NB 2         0 C         C         0 C         NB C         0 C         SB C         0 C         C <thc< th="">         C         C         <thc< th=""></thc<></thc<>		AM     PM       No. of Phases     2						
Right Turns: FREE-1, NRTOR-2 or OLA.37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         NB- EB- 0         0 WB- 0         SB- 2         0 2         NB- 2         0 2         SB- 2         0 2         SB- 0         0 2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         2         0         0         1         0         0         1         0         0         1         0         0         1         0         0         0         1								
Night luns: HEE-1, NR10K2 of DLA37 $EB-$ 0 $WB-$ 0 $EB-$ 0 $WB-$ 0         2           ATSAC-1 or ATSAC+ATCS-27 Override Capacity         No. of Lanes         Lane         Volume         No. of Lanes         Lane         No. of Lanes         Lane         Volume         No. of Lanes         Lane         No. of Lane         Lane		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		00			00	
ATSAC-1 or ATSAC+ATCS-2? Override Capacity         2 0         0 0         2 0         0 0         2 0         0 0         2 0         0 0         1 0		Right Turns: FREE-1, NRTOR-2 or OLA-3?		-			-	
Override Capacity         0         0         0         0         0           MOVEMENT         Volume         No. of Lane         Lane         Volume         No. of Lanes         Lane         Volume         Lanes         Volume           0         -         Left         96         1         96         68         1         68           1         Through         1244         1         645         1089         1         573           1         Through-Right         45         0         45         566         0         56           0         -         Left.Through-Right         45         0         45         566         0         56           0         -         Left.Through-Right         0         0         0         0         586           -         Left.Through-Right         1185         1         633         1095         1         586           -         Through-Right         0         0         0         0         0         0           -         Left.Through-Right         0         0         0         0         0         0           -         Left.Right         0         <		ATSAC-1 or ATSAC+ATCS-2?		112				
MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           0         1         Left         96         1         96         68         1         68           -1         Left-Through         1244         1         645         1089         1         573           Hard         1         1         1         1         1         573           Right         Left-Through-Right         45         0         45         566         0         56           V         Left-Through-Right         46         1         46         622         1         62           Through-Right         1         1         633         1095         1         586           -1         Through-Right         1         80         0         80         77         0         77           U         Through-Right         80         0         80         77         0         77           U         Left-Through-Right         0         0         0         0         0         0           U         Left-Through-Right         0         0         0         1		Override Capacity			0			
Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           Q         1         Left         96         1         96         68         1         68           Through         1244         1         645         1089         1         573           Through-Right         1         45         0         45         56         0         56           Volume         Left.Through-Right         0         0         0         0         56		MOVEMENT						
DO OG HL V OU         → Through-Right Right         Left-Through-Right (+ Right)         1244 (+ Right)         0 (+ Left-Through-Right)         0 (+ Through-Right)         1 (+ Left-Through-Right)         0 (+ Through-Right)         1 (+ Left-Through-Right)         0 (+ Through-Right)         1 (+ Left-Through-Right)         0 (+ Through-Right)         1 (+ Left-Through-Right)         1 (+ Left-Th								
Image: Constraint of the second sec	Q		90		96	00	-	68
Image: Constraint of the second sec	NO NO	-	1244	1	645	1089	1	573
Image: Constraint of the second sec	BC		1244	1	040	1000	1	010
Image: Constraint of the second sec	КТН		45	0	45	56	0	56
Image: Constraint of the second sec	IOF	Loft Through Bight	-	0			0	
NO         ↓         Left-Through         1185         1         633         1095         1         586           J         Right         80         0         80         77         0         77           Q         J         Left-Right         80         0         80         77         0         77           Q         J         Left-Right         2         0         0         1         0         0           Q         J         Left-Right         2         0         0         1         0         0           J         Left-Through-Right         2         0         0         1         0         0         0           J         Left-Through-Right         1         105         1         395         808         1         483           Through-Right         1         105         0         157         0         157           W         Left-Right         2         0         0         4         0         0           Through-Right         737         1         396         699         1         390         390           M         C Left-Through-Right         55	Z			0			0	
NO         ↓         Left-Through         1185         1         633         1095         1         586           J         Right         80         0         80         77         0         77           Q         J         Left-Right         80         0         80         77         0         77           Q         J         Left-Right         2         0         0         1         0         0           Q         J         Left-Right         2         0         0         1         0         0           J         Left-Through-Right         2         0         0         1         0         0         0           J         Left-Through-Right         1         105         1         395         808         1         483           Through-Right         1         105         0         157         0         157           W         Left-Right         2         0         0         4         0         0           Through-Right         737         1         396         699         1         390         390           M         C Left-Through-Right         55								
Q       J       Left       2       0       0       1       0       0         A       Left       Left       2       0       0       1       0       0       0         A       Left       Through       685       1       395       808       1       483         Through-Right       105       0       105       157       0       157         Right       105       0       105       157       0       157         Left-Right       0       0       0       0       0       0         Through-Right       2       0       0       0       0       0         Through-Right       737       1       396       699       1       390         Through-Right       55       0       55       80       0       80         Through-Right       55       0       55       80       0       80         Left-Right       0       0       0       0       0       0         Left-Right       55       0       55       80       0       0       0         Left-Right       0       0       0	Δ		46		46	62		62
Q       J       Left       2       0       0       1       0       0         A       Left       Left       2       0       0       1       0       0       0         A       Left       Through       685       1       395       808       1       483         Through-Right       105       0       105       157       0       157         Right       105       0       105       157       0       157         Left-Right       0       0       0       0       0       0         Through-Right       2       0       0       0       0       0         Through-Right       737       1       396       699       1       390         Through-Right       55       0       55       80       0       80         Through-Right       55       0       55       80       0       80         Left-Right       0       0       0       0       0       0         Left-Right       55       0       55       80       0       0       0         Left-Right       0       0       0	NN		1105	0		1005	-	500
Q       J       Left       2       0       0       1       0       0         A       Left       Left       2       0       0       1       0       0       0         A       Left       Through       685       1       395       808       1       483         Through-Right       105       0       105       157       0       157         Right       105       0       105       157       0       157         Left-Right       0       0       0       0       0       0         Through-Right       2       0       0       0       0       0         Through-Right       737       1       396       699       1       390         Through-Right       55       0       55       80       0       80         Through-Right       55       0       55       80       0       80         Left-Right       0       0       0       0       0       0         Left-Right       55       0       55       80       0       0       0         Left-Right       0       0       0	BO		1185	1	633	1095		586
Q       J       Left       2       0       0       1       0       0         A       Left       Left       2       0       0       1       0       0       0         A       Left       Through       685       1       395       808       1       483         Through-Right       105       0       105       157       0       157         Right       105       0       105       157       0       157         Left-Right       0       0       0       0       0       0         Through-Right       2       0       0       0       0       0         Through-Right       737       1       396       699       1       390         Through-Right       55       0       55       80       0       80         Through-Right       55       0       55       80       0       80         Left-Right       0       0       0       0       0       0         Left-Right       55       0       55       80       0       0       0         Left-Right       0       0       0	TH	•	80	0	80	77		77
Q       J       Left       2       0       0       1       0       0         A       Left       Left       2       0       0       1       0       0       0         A       Left       Through       685       1       395       808       1       483         Through-Right       105       0       105       157       0       157         Right       105       0       105       157       0       157         Left-Right       0       0       0       0       0       0         Through-Right       2       0       0       0       0       0         Through-Right       737       1       396       699       1       390         Through-Right       55       0       55       80       0       80         Through-Right       55       0       55       80       0       80         Left-Right       0       0       0       0       0       0         Left-Right       55       0       55       80       0       0       0         Left-Right       0       0       0	no	-	00	-	00		-	
O       ⊥       Left-Through       0       0       0         →       Through-Right       685       1       395       808       1       483         →       Through-Right       105       0       105       157       0       157         North-Right       0       0       0       105       157       0       157         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       2       0       0       0       4       0       0         ✓       Left-Through-Right       2       0       0       4       0       0         ✓       Left-Through       737       1       396       699       1       390         ✓       Left-Through-Right       55       0       55       80       0       80         Left-Right       55       0       55       80       0       80       80         Left-Right       0       0       0       0       0       0       0       0         Volume/capacity (V/c) RATIO:       0       0       0       0       0       0       0	Š			0			0	
O       ⊥       Left-Through       0       0       0         →       Through-Right       685       1       395       808       1       483         →       Through-Right       105       0       105       157       0       157         North-Right       0       0       0       105       157       0       157         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       2       0       0       0       4       0       0         ✓       Left-Through-Right       2       0       0       4       0       0         ✓       Left-Through       737       1       396       699       1       390         ✓       Left-Through-Right       55       0       55       80       0       80         Left-Right       55       0       55       80       0       80       80         Left-Right       0       0       0       0       0       0       0       0         Volume/capacity (V/c) RATIO:       0       0       0       0       0       0       0			-					
↓       Left-Right       0       0         O       ↓       Left       2       0       0       4       0       0         V       Left-Through       2       0       0       4       0       0         V       Left-Through       737       1       396       699       1       390         V       Through-Right       737       1       396       699       1       390         V       Right       55       0       55       80       0       80         V       Left-Through-Right       55       0       55       80       0       80         V       Left-Right       0       0       0       0       0       0       654         Left-Right       North-South:       729       North-South:       654       483       1137         VOLUME/CAPACITY (V/C) RATIO:       0.750       0.758       0.758       0.758       0.659       0.758			2	-	0	1		0
↓       Left-Right       0       0         O       ↓       Left       2       0       0       4       0       0         V       Left-Through       2       0       0       4       0       0         V       Left-Through       737       1       396       699       1       390         V       Through-Right       737       1       396       699       1       390         V       Right       55       0       55       80       0       80         V       Left-Through-Right       55       0       55       80       0       80         V       Left-Right       0       0       0       0       0       0       654         Left-Right       North-South:       729       North-South:       654       483       1137         VOLUME/CAPACITY (V/C) RATIO:       0.750       0.758       0.758       0.758       0.659       0.758	INC	-	005	0	005		-	
↓       Left-Right       0       0         O       ↓       Left       2       0       0       4       0       0         V       Left-Through       2       0       0       4       0       0         V       Left-Through       737       1       396       699       1       390         V       Through-Right       737       1       396       699       1       390         V       Right       55       0       55       80       0       80         V       Left-Through-Right       55       0       55       80       0       80         V       Left-Right       0       0       0       0       0       0       654         Left-Right       North-South:       729       North-South:       654       483       1137         VOLUME/CAPACITY (V/C) RATIO:       0.750       0.758       0.758       0.758       0.758         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.650       0.658       0.658	i or		685	1	395	808	1	483
↓       Left-Right       0       0         O       ↓       Left       2       0       0       4       0       0         V       Left-Through       2       0       0       4       0       0         V       Left-Through       737       1       396       699       1       390         V       Through-Right       737       1       396       699       1       390         V       Right       55       0       55       80       0       80         V       Left-Through-Right       55       0       55       80       0       80         V       Left-Right       0       0       0       0       0       0       654         Left-Right       North-South:       729       North-South:       654       483       1137         VOLUME/CAPACITY (V/C) RATIO:       0.750       0.758       0.758       0.758       0.758         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.650       0.658       0.658	ЗТВ		105	0	105	157	0	157
↓       Left-Right       0       0         O       ↓       Left       2       0       0       4       0       0         V       Left-Through       2       0       0       4       0       0         V       Left-Through       737       1       396       699       1       390         V       Through-Right       737       1       396       699       1       390         V       Right       55       0       55       80       0       80         V       Left-Through-Right       55       0       55       80       0       80         V       Left-Right       0       0       0       0       0       0       654         Left-Right       North-South:       729       North-South:       654       483       1137         VOLUME/CAPACITY (V/C) RATIO:       0.750       0.758       0.758       0.758       0.758         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.650       0.658       0.658	SAS		100	-	100	107	-	107
Image: Construct of the left of th	ш						0	
Image: Construct of the left of th		*						
≥         Left-Infolgin-Right         0			2		0	4		0
≥         Left-Infolgin-Right         0	INC			0			0	
≥         Left-Infolgin-Right         0	l loc		/3/	1	396	699	1	390
≥         Left-Infolgin-Right         0	STE		55	0	55	80	1 ()	80
Image: box left-Right         0         0         0           CRITICAL VOLUMES         North-South:         729         North-South:         654           CRITICAL VOLUMES         East-West:         396         East-West:         483           SUM:         1125         SUM:         1137           VOLUME/CAPACITY (V/C) RATIO:         0.750         0.758         0.650           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.650         0.658         0.658				-	- 55	00		00
CRITICAL VOLUMES         East-West:         396         East-West:         483           SUM:         1125         SUM:         1137           VOLUME/CAPACITY (V/C) RATIO:         0.750         0.758           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.650         0.650	Š						: :	
SUM:         1125         SUM:         1137           VOLUME/CAPACITY (V/C) RATIO:         0.750         0.758           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.650         0.650			٨			N		
VOLUME/CAPACITY (V/C) RATIO:         0.750         0.758           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.650         0.658		CRITICAL VOLUMES						
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.650 0.658				SUM:			SUM:	
		VOLUME/CAPACITY (V/C) RATIO:			0.750			0.758
	V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.650			0.658
		LEVEL OF SERVICE (LOS):			В			В





I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Western Ave East-West Street: Wilshire Blvd 1 Scenario: Future Year 2026 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 4 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 0 NB--0 SB--0 NB--0 SB--0 Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 0 2 ATSAC-1 or ATSAC+ATCS-2? 2 0 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 87 87 92 1 92 1 NORTHBOUND Left-Through 0 0 Through 1292 1 697 1126 1 634 Through-Right 1 1 101 101 0 141 0 141 Right 0 Left-Through-Right 0 Left-Right 0 0 Left 134 1 134 123 1 123 4 SOUTHBOUND Left-Through 0 0 Through 1058 1 556 1325 1 693 **Through-Right** 1 1 ન Right 54 0 54 60 0 60 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 9 1 7 7 9 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 1219 1117 559 610  $\overrightarrow{}$ Through-Right 0 0 Right 103 1 60 107 1 61 Left-Through-Right 0 0 0 0 Left-Right r Left 42 1 42 1 35 35 WESTBOUND  $\mathbf{T}$ Left-Through 0 0 Through 2 2 1268 634 1073 537 ⊥ **Through-Right** 0 0 Right 73 1 1 57 6 118 ÷ Left-Through-Right 0 0 Left-Right 0 0 785 North-South: 831 North-South: 645 **CRITICAL VOLUMES** East-West: 643 East-West: 1430 SUM: 1474 SUM: VOLUME/CAPACITY (V/C) RATIO: 1.040 1.072 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.972 0.940 LEVEL OF SERVICE (LOS): E E





I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Western Ave East-West Street: 8th St 2 Scenario: Future Year 2026 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 2 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 0 NB--0 SB--0 NB--0 SB--0 Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 0 2 ATSAC-1 or ATSAC+ATCS-2? 2 0 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 68 68 62 1 62 1 NORTHBOUND Left-Through 0 0 Through 1390 1 737 1250 1 731 Through-Right 1 1 83 0 212 0 212 Right 83 0 Left-Through-Right 0 Left-Right 0 0 Left 120 1 120 204 1 204 4 SOUTHBOUND Left-Through 0 0 Through 1209 1 625 1414 1 736 **Through-Right** 1 1 ન Right 40 0 40 57 0 57 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 86 1 75 86 75 EASTBOUND \_\_\_\_\_ Left-Through 0 0 Through 1 361 946 657 1 505  $\overrightarrow{}$ Through-Right 1 1 0 Right 65 65 63 0 63 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 265 1 265 223 1 223 WESTBOUND T Left-Through 0 0 Through 1 466 1017 587 766 1 ⊥ **Through-Right** 1 1 0 0 Right 165 165 157 157 ÷ Left-Through-Right 0 0 Left-Right 0 0 935 North-South: 857 North-South: 728 **CRITICAL VOLUMES** East-West: 673 East-West: SUM: 1530 SUM: 1663 VOLUME/CAPACITY (V/C) RATIO: 1.020 1.109 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.920 1.009 LEVEL OF SERVICE (LOS): E F



3

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave Scenario: Future Year 2026 Count Date: 4/17/2018

East-West Street: 3rd St

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
9	ົງ Left ⊷∫ Left-Through	2	0 0	0	2	0 0	0
NO NO	↑ Through	706	1	423	950	1	574
NORTHBOUND	through t→ Through-Right	700	1	425	300	1	5/4
H	Right	139	0	139	198	0	198
OR	Left-Through-Right	100	0	100		0	100
z	Left-Right		0			0	
					1	: :	
Δ	∽⊲ Left	4	0	0	2	0	0
SOUTHBOUND	↓ Left-Through		0			0	
۵. ۵	Through	1018	1	575	780	1	437
H	-	131	1 0	131	93	1 0	93
.n	✓ Right ✓ Left-Through-Right	131	0	131	93	0	93
Š	Left-Right		0			0	
	.Ĵ Left	63	1	63	109	1	109
QN	⊥ . Left-Through		0			0	
EASTBOUND	→ Through	1182	1	628	1136	1	637
LΒ	→ Through-Right		1	_ /		1	
.SA	Right	74	0 0	74	138	0 0	138
Щ	✓ Left-Through-Right ✓ Left-Right		0			0	
			U			U	
	√ Left	120	1	120	163	1	163
Q	<pre>✓ Left-Through</pre>		0			0	
	← Through	1109	1	580	1081	1	582
ESTBOUND	← Through-Right		1			1	
EST	Right	51	0	51	82	0	82
ME	Left-I nrough-Right		0 0			0 0	
	⊱ Left-Right	Δ	Ulorth-South:	575	A	Ulorth-South:	574
	CRITICAL VOLUMES		East-West:	748	^	East-West:	800
			SUM:	1323		SUM:	1374
	VOLUME/CAPACITY (V/C) RATIO:			0.928			0.964
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.828			0.864
<u> </u>	LEVEL OF SERVICE (LOS):			D			D



4

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future Year 2026Count Date:4/17/2018

East-West Street: 6th St

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		VVD	2	<i>LD</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	32	0	32	9	0	0
N N	<∱ Left-Through		1	404		0	
NORTHBOUND	↑ Through	620	0 1	401	933	1	511
E	Through-Right Right	53	0	401	88	0	88
.NO	Left-Through-Right	55	0	401	00	0	00
ž	Left-Right		0			0	
	Len-tight		U U		1	U U	
	∽√⊲ Left	102	0	102	6	0	0
SOUTHBOUND	↓→ Left-Through		1			0	
or 0	↓ Through	887	1	648	800	2	400
E H	✓ Through-Right		0			0	
L L	↓ Right	107	1	87	49	1	0
so	← Left-Through-Right		0			0	
	, Left-Right		0		1	0	
	_/ Left	41	1	41	102	1	102
9	⊥ Left-Through		0		102	0	102
EASTBOUND	$\rightarrow$ Through	1165	1	611	1221	1	638
BO	→ Through-Right		1			1	
ST	ີ, Right	57	0	57	55	0	55
EA	Left-Through-Right		0			0	
	-⊰ Left-Right		0			0	
		40	4		50	4	50
Ω	✓ Left ✓ Left-Through	42	1	42	52	1 0	52
N N	← Through	1136	1	582	1247	1	669
BO	Through-Right	1100	1	002	1247	1	005
ESTBOUND		27	0	27	90	0	90
ME	Left-Through-Right		0			0	
	⊱ Left-Right		0			0	
		N	lorth-South:	680	N	lorth-South:	511
	CRITICAL VOLUMES		East-West:	653		East-West:	771
<b> </b>			SUM:	1333		SUM:	1282
	VOLUME/CAPACITY (V/C) RATIO:			0.889			0.855
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.789			0.755
	LEVEL OF SERVICE (LOS):			С			С





3

0

0

0 2

0

86

533

76

215

610

68

140

715

103

159

762

22

748

902

I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: Wilshire Blvd 5 Scenario: Future Year 2026 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 67 0 67 86 0 NORTHBOUND Left-Through 1 1 Through 521 1 395 721 1 0 Through-Right 0 155 Right 153 1 64 1 0 0 Left-Through-Right Left-Right 0 0 Left 151 0 151 215 0 4 SOUTHBOUND Left-Through 1 1 Through 712 1 658 610 1 **Through-Right** 0 0 ન Right 120 1 85 138 1 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 70 1 70 140 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 1432 1429 716  $\overrightarrow{}$ Through-Right 0 0 Right 133 1 133 103 1 Left-Through-Right 0 0 0 0 Left-Right r Left 179 1 1 179 159 WESTBOUND T Left-Through 0 0 Through 2 2 1451 726 1523 1 **Through-Right** 0 0 Right 90 1 90 129 1 ÷ Left-Through-Right 0 0 Left-Right 0 0 North-South: 725 North-South: **CRITICAL VOLUMES** East-West: 895 East-West: 1650 SUM: 1620 SUM: VOLUME/CAPACITY (V/C) RATIO: 1.158 1.137 V/C LESS ATSAC/ATCS ADJUSTMENT: 1.037 1.058 LEVEL OF SERVICE (LOS): F F.



6

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future Year 2026Count Date:4/17/2018

East-West Street: 7th St

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	∫ Left	126	0	126	76	0	76
N	<ul> <li>✓ Left-Through</li> <li>✓ Through</li> </ul>	700	0		700	0	005
NORTHBOUND	↑ Through	708	0	882	760	0	885
H	Through-Right Right	48	0	0	49	0 0	0
.NC	Left-Through-Right	40	1	U	49	1	0
ž	Left-Right		0			0	
	on night				1		
	∽\≪ Left	34	0	34	88	0	88
SOUTHBOUND	↓ Left-Through		1			1	
lo l	↓ Through	732	0	766	687	0	775
BH.	✓ Through-Right		0			0	
U I	J Right	107	1	80	201	1	180
so	✓→ Left-Through-Right ↓ Left-Right		0 0			0	
	Left-Right		U		1	V	
	Ĵ Left	55	1	55	42	1	42
9	⊥ . Left-Through		0			0	
EASTBOUND	→ Through	122	0	197	237	0	359
BO	→ Through-Right		1			1	
<b>VST</b>	Right	75	0	0	122	0	0
ЕА	Left-Through-Right		0			0	
	-		0			0	
	√ Left	22	1	22	31	1	31
Q	✓ Left-Through	~~~	0	22	51	0	31
ESTBOUND	← Through	95	0	164	129	0 0	196
BC	← Through-Right		1			1	
SI	C Right	69	0	0	67	0	0
WE	Left-I nrough-Right		0			0	
	⊱ Left-Right		0	040	-	0	070
	CRITICAL VOLUMES	^	lorth-South: East-West:	916 219	│ ^	lorth-South: East-West:	973 390
	CRITICAL VOLUMES		East-west: SUM:	1135		East-west: SUM:	1363
	VOLUME/CAPACITY (V/C) RATIO:		00101.	0.757		00111.	0.909
1/4	C LESS ATSAC/ATCS ADJUSTMENT:						
V/0				0.657 D			0.809
	LEVEL OF SERVICE (LOS):			В			D



7

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future Year 2026Count Date:4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		WD	2		WD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	•	Volume	Lanes	Volume	Volume	Lanes	Volume
<u> </u>		83	0	83	134	0	134
NORTHBOUND	<∱ Left-Through	700	0	074	707	0	4044
0 m	↑ Through	722	0	871	767	0	1044
Ë	Through-Right		0	0	110	0	0
R	Right	66	0	0	143	0	0
ž	Left-Through-Right		1			1	
	Left-Right		0			0	
	the ft t	68	0	68	58	0	58
SOUTHBOUND	↓ Left-Through	00	Õ	00	00	Ŏ	50
	↓ Through	762	0	868	715	0	814
<u>B</u>	✓ Through-Right		0			0	••••
	↓ Right	38	0	0	41	0	0
or	✓→ Left-Through-Right		1			1	
S	,, Left-Right		0			0	
	l Left	52	0	52	38	0	38
L L	→ Left-Through		1			1	
EASTBOUND	$\rightarrow$ Through	927	0	696	1185	0	767
18	→ Through-Right	450	1		100	1	707
AS	Right	152	0 0	696	120	0 0	767
ш	← Left-Through-Right		0			0	
	Left-Right		U			V	
	✓ Left	134	0	134	131	0	131
9	<ul> <li>✓ Left</li> <li>✓ Left</li> <li>Through</li> </ul>		1	104		1	101
ľ Ň	← Through	977	0	930	992	0	929
ESTBOUND	← Through-Right		1			1	
ST	t Right Right	78	0	930	80	0	929
ME	Left-Through-Right		0			0	
	├ Left-Right		0			0	
		N	lorth-South:	951	N	lorth-South:	
	CRITICAL VOLUMES		East-West:	982		East-West:	967
			SUM:	1933		SUM:	2069
	VOLUME/CAPACITY (V/C) RATIO:			1.289			1.379
V/	C LESS ATSAC/ATCS ADJUSTMENT:			1.189			1.279
	LEVEL OF SERVICE (LOS):			F			F





2

0

0

0 2

0

Lane

Volume

161

527

130

120

607

72

149

840

178

111

659

120

768

951

1719

1.146

1.046

F

I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave East-West Street: Olympic Blvd 8 Scenario: Future Year 2026 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: ΡM AM No. of Phases 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of MOVEMENT Volume Lanes Volume Volume Lanes Left 191 191 161 1 1 NORTHBOUND Left-Through 0 0 2 2 Through 1102 551 1054 0 0 Through-Right 130 76 185 Right 1 1 0 0 Left-Through-Right Left-Right 0 0 Left 129 1 129 120 1 4 SOUTHBOUND Left-Through 0 0 Through 999 2 500 1214 2 **Through-Right** 0 0 ન Right 148 1 87 146 1 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 122 1 122 149 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 2200 2341 794  $\overrightarrow{}$ Through-Right 1 1 0 Right 182 182 178 0 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 108 1 1 108 111 WESTBOUND T Left-Through 0 0 Through 2 2 1783 620 1858 1 Through-Right 1 1 0 0 Right 77 120 77 ÷ Left-Through-Right 0 0 Left-Right 0 0 North-South: 691 North-South: 902 **CRITICAL VOLUMES** East-West: East-West: SUM: 1593 SUM: VOLUME/CAPACITY (V/C) RATIO: 1.062

0.962

E

Version: 1i Beta; 8/4/2011

V/C LESS ATSAC/ATCS ADJUSTMENT:

LEVEL OF SERVICE (LOS):



PROJECT TITLE: 3440 Wilshire Project

I/S #:

### Level of Service Workheet (Circular 212 Method)



2

0

0

0 2

0

58

0

24

0

39

75

95

48

North-South Street: Mariposa Ave East-West Street: 6th St 9 Scenario: Future Year 2026 Date: Count Date: 4/17/2018 Analyst: Fehr & Peers РМ AM No. of Phases 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 36 0 36 58 0 NORTHBOUND Left-Through 0 0 0 0 Through 80 164 148 331 0 0 Through-Right 48 0 0 125 0 Right Left-Through-Right 1 1 Left-Right 0 0 Left 30 0 30 24 0 4 SOUTHBOUND Left-Through 0 0 Through 175 0 245 138 0 194 Through-Right 0 0 ન Right 40 0 0 32 0 ↔ Left-Through-Right 1 1 Left-Right 0 0 4 ♪ Left 1 14 1 14 39 EASTBOUND \_\_\_\_\_ Left-Through 0 0 Through 1 1182 629 1191 647 1  $\overrightarrow{}$ Through-Right 1 1 0 Right 103 103 75 0 Left-Through-Right 0 0 0 0 Left-Right  $\boldsymbol{\zeta}$ Left 76 1 76 1 95 WESTBOUND T Left-Through 0 0 Through 1 1 670 1170 589 1292 1 Through-Right 1 1 0 0 Right 8 48 8 ÷ Left-Through-Right 0 0 Left-Right 0 0 355 North-South: 281 North-South: 724 **CRITICAL VOLUMES** East-West: 723 East-West: 1079 SUM: 1004 SUM: VOLUME/CAPACITY (V/C) RATIO: 0.669 0.719 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.569 0.619 LEVEL OF SERVICE (LOS): Α В





I/S #: 10

PROJECT TITLE: 3440 Wilshire Project North-South Street: Mariposa Ave (N) Scenario: Future Year 2026

East-West Street: Wilshire Blvd

	Count Date: 4/17/2018	020	Analyst:	Fehr & Peers	Date:		
			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0 EB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	<i>EB</i> 0	WB	0 2
	Override Capacity			0			2
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົງ Left	0	0	0	0	0	0
NORTHBOUND	<		0			0	
no	∱ Through	0	0	0	0	0	0
Ē	through-Right		0			0	
ХТ	Right	0	0	0	0	0	0
IOF	, Left-Through-Right		0			0	
z	Left-Right		0			0	
Δ	∽k≄ Left	209	0	209	170	0	170
N	└→ Left-Through		0			0	
301	Through	0	0	0	0	0	0
SOUTHBOUND	→ Through-Right	0.5	0		110	0	
IJ	✓ Right	95	0	304	116	0	286
so	✓→ Left-Through-Right		0 1			0 1	
	, Left-Right		I		I	I	
	Ĵ Left	64	1	64	87	1	87
Q	⊥ Left-Through	01	0	~~	0,	0	0,
N	$\rightarrow$ Through	1672	2	836	1648	2	824
BO	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
EA	✓ Left-Through-Right		0			0	
	-		0			0	
			-			-	
0	√ Left	0	0	0	0	0	0
BOUND	✓ Left-Through	4000	0	o	1057	0	
ĩ	← Through ← Through-Bight	1633	2 0	817	1657	2 0	829
B	← Through-Right		U			U	

<b>P</b>	✓ Left-Through		0			0	
WESTBOUND	← Through	1633	2	817	1657	2	829
<u> </u>	← Through-Right		0			0	
ST	∱_ Right	187	1	187	204	1	204
Ň	Left-Through-Right		0			0	
-	∽		0			0	
		North-South:		304	N	orth-South:	286
	CRITICAL VOLUMES		East-West:	881		East-West:	916
			SUM:	1185		SUM:	1202
	VOLUME/CAPACITY (V/C) RATIO:			0.790			0.801
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0 000			0 704
•/	LESS ATSAC/ATCS ADJUSTMENT:			0.690			0.701





I/S #: 11 PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Mariposa Ave (S)Scenario:Future Year 2026Count Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

		AM			РМ			
No. of Phases				2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0	
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2	
Override Capacity				0			0	
MOVEMENT			No. of	Lane		No. of	Lane	
		Volume	Lanes	Volume	Volume	Lanes	Volume	
<b>D</b>		159	1	159	185	1	185	
N N	← Left-Through	0	0 0	0	0	0 0	0	
BO	│ Through ☆ Through-Right	0	0	U	0	0	0	
Η	Right	249	1	194	210	1	154	
NORTHBOUND	Left-Through-Right	270	0	104	210	0	104	
Ż	Left-Right		0			0		
Δ	s da Left	0	0	0	0	0	0	
N	↓ Left-Through		0	<u> </u>		0		
BO	↓ Through √ Through-Right	0	0 0	0	0	0 0	0	
E	רק Inrougn-Right ק Right	0	0	0	0	0	0	
SOUTHBOUND	Left-Through-Right	Ŭ	0	Ŭ	Ŭ	0	Ŭ	
Š	↓ Left-Right		0			0		
	J Left	0	0	0	0	0	0	
NC N	<ul> <li>⊥ Left-Through</li> <li>→ Through</li> </ul>	4000	0 2		1007	0 2	004	
l d	→ Through ᄀ Through-Right	1662	2	831	1607	2	804	
STE	→ Right	225	1	146	226	1	134	
EASTBOUND	✓ Left-Through-Right		0			0		
-	-{ Left-Right		0			0		
		-						
Δ	✓ Left	110	1	110	113	1	113	
ESTBOUND	<ul><li>✓ Left-Through</li><li>← Through</li></ul>	1670	0 2	835	1693	0 2	847	
<u>30</u>	Through-Right	1070	2	000	1093	0	047	
STI	Right	0	0	0	0	0	0	
Ň	Lett-I nrougn-Right	-	0			0		
	⊱ Left-Right		0			0		
	North-South:			194	N	orth-South:	185	
	CRITICAL VOLUMES		East-West: SUM:	941 1135		East-West: SUM:	917 1102	
			30IVI:			30IVI:		
	VOLUME/CAPACITY (V/C) RATIO:			0.757			0.735	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.635	
	LEVEL OF SERVICE (LOS):			В			В	





2

0

0

0 2

0

6

90

0

73

37

24

I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Mariposa Ave East-West Street: 8th St 12 Scenario: Future Year 2026 Date: Count Date: 4/17/2018 Analyst: Fehr & Peers РМ AM No. of Phases 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 5 0 5 6 0 NORTHBOUND Left-Through 0 0 0 0 Through 95 111 67 0 0 Through-Right 11 0 0 17 0 Right Left-Through-Right 1 1 Left-Right 0 0 Left 114 0 114 206 0 206 4 SOUTHBOUND Left-Through 1 1 Through 41 0 155 90 0 296 Through-Right 0 0 ન Right 68 1 68 73 1 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 0 0 30 37 30 EASTBOUND \_\_\_\_\_ Left-Through 1 1 0 Through 1079 1393 0 638 816  $\overrightarrow{}$ Through-Right 1 1 0 Right 16 638 17 0 816 Left-Through-Right 0 0 0 0 Left-Right r Left 31 0 31 0 24 WESTBOUND T Left-Through 1 1 Through 0 0 730 1144 756 1198 1 Through-Right 1 1 0 0 Right 181 117 730 756 ÷ Left-Through-Right 0 0 Left-Right 0 0 225 302 North-South: North-South: 840 **CRITICAL VOLUMES** East-West: 786 East-West: SUM: 1011 SUM: 1142 VOLUME/CAPACITY (V/C) RATIO: 0.761 0.674 V/C LESS ATSAC/ATCS ADJUSTMENT: 0.574 0.661 LEVEL OF SERVICE (LOS): Α В





4

0

0

0 2

0

I/S #: PROJECT TITLE: 3440 Wilshire Project North-South Street: Vermont Ave East-West Street: Wilshire Blvd 13 Scenario: Future Year 2026 Count Date: 4/17/2018 Analyst: Fehr & Peers Date: РМ AM No. of Phases 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NB--0 SB--0 NB--0 SB--Right Turns: FREE-1, NRTOR-2 or OLA-3? EB--WB---WB---0 0 EB--0 ATSAC-1 or ATSAC+ATCS-2? 2 **Override Capacity** 0 No. of Lane No. of Lane MOVEMENT Volume Lanes Volume Volume Lanes Volume Left 172 172 192 1 192 1 NORTHBOUND Left-Through 0 0 2 2 Through 1319 481 1368 521 Through-Right 1 1 124 0 196 0 196 Right 124 0 0 Left-Through-Right Left-Right 0 0 Left 124 1 124 190 1 190 4 SOUTHBOUND Left-Through 0 0 Through 1262 2 631 1289 2 645 Through-Right 0 0 ન Right 175 1 54 238 1 125 ↔ Left-Through-Right 0 0 Left-Right 0 0 4 ♪ Left 1 242 1 226 226 242 EASTBOUND \_\_\_\_\_ Left-Through 0 0 2 2 Through 1422 1228 614 711  $\overrightarrow{}$ Through-Right 0 0 Right 326 1 240 211 1 115 Left-Through-Right 0 0 0 0 Left-Right r Left 185 1 185 1 191 191 WESTBOUND  $\mathbf{T}$ Left-Through 0 0 Through 2 2 1371 686 1342 671 1 Through-Right 0 0 Right 109 1 122 1 27 47 ÷ Left-Through-Right 0 0 Left-Right 0 0 837 North-South: 803 North-South: 928 897 **CRITICAL VOLUMES** East-West: East-West: SUM: 1731 SUM: 1734 VOLUME/CAPACITY (V/C) RATIO: 1.259 1.261 V/C LESS ATSAC/ATCS ADJUSTMENT: 1.161 1.159 LEVEL OF SERVICE (LOS): F F



#### PROJECT TITLE: 3440 Wilshire Project

North-South Street: Vermont Ave Scenario: Future Year 2026 Count Date: 4/17/2018 East-West Street: 8th St

Analyst: Fehr & Peers

Date:

			AM	PM				
No. of Phases				2			2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0	
	-	EB 0	WB	0	EB 0	WB	0	
	ATSAC-1 or ATSAC+ATCS-2?			2 0			2 0	
	Override Capacity		No. of	Lane		No. of	Lane	
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume	
	ጎ Left	124	1	124	130	1	130	
Q N	⊷ Left-Through		0			0		
NORTHBOUND	↑ Through	1674	1	862	1776	1	919	
-BC	→ Through-Right		1			1		
RTI	Right	49	0	49	61	0	61	
Ō	⊷t→ Left-Through-Right		0			0		
	✓ Left-Right		0			0		
₽	ta Left	70	1	70	114	1	114	
	, Left-Through ↓ Through	1797	0	0.40	1652	0	868	
BO	↓ Through-Right	1797	1	942	1052	1	000	
SOUTHBOUND	J Right	87	0	87	84	0	84	
NO	↔ Left-Through-Right	0.	0	0.	0.	0	0.	
S	Left-Right		0			0		
	Ĵ Left	2	0	0	1	0	0	
	Left-Through		0			0		
no	$\rightarrow$ Through $$ Through Dight	957	1	561	1166	1	686	
TB	→       Through-Right         →       Right	164	1 0	164	205	1 0	205	
EASTBOUND	↓ Kight	104	0	104	205	0	205	
ш	∠ Left-Right		0			0		
	↓ · · · · · · · · · · · · · · · · · · ·							
	✓ Left	2	0	0	4	0	0	
Q I	✓ Left-Through		0			0		
BOUND	← Through	1008	1	553	1033	1	576	
	← Through-Right		1			1		
WEST	Right	98	0	98	118	0	118	
3	✓ Left-Through-Right ✓ Left-Right		0			0		
			North-South:		North-South:		1033	
	CRITICAL VOLUMES		East-West:	1066 561		East-West:	686	
			SUM:	1627		SUM:	1719	
	VOLUME/CAPACITY (V/C) RATIO:			1.085			1.146	
V	C LESS ATSAC/ATCS ADJUSTMENT:			0.985			1.046	
	LEVEL OF SERVICE (LOS):			Ε			F	



1

# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Western AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

		AM			РМ			
No. of Phases				4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0	
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2	
	Override Capacity			0			0	
MOVEMENT			No. of	Lane		No. of	Lane	
		Volume	Lanes	Volume	Volume	Lanes	Volume	
Ω		87	1	87	92	1	92	
NORTHBOUND	<∫ Left-Through	4000	0		1100	0 1	004	
l Og	↑ Through	1292	1	697	1126		634	
王	Through-Right	101	1	101		1		
R	Right	101	0	101	141	0	141	
ž	Left-Through-Right		0			0		
	Left-Right		0			0		
	∽√⊲ Left	134	1	134	126	1	126	
SOUTHBOUND	→ Left-Through	104	0	104	120	0	120	
	↓ Through	1058	1	556	1325	1	693	
BO	✓ Through-Right	1000	1	000	1020	1	000	
1	J Right	54	0	54	60	0	60	
0	✓→ Left-Through-Right		0			0		
Š	↓ Left-Right		0			0		
	l Left	9	1	9	7	1	7	
EASTBOUND	⊥ ⊥ Left-Through		0			0		
	$\rightarrow$ Through	1118	2	559	1228	2	614	
<u> </u>	✓ Through-Right		0			0		
ST	ר Right	103	1	60	107	1	61	
Ш	Left-Through-Right		0			0		
	-≺ Left-Right		0			0		
		40		40	0.5			
Δ	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> </ul>	42	1 0	42	35	1 0	35	
Z	<ul><li>ゲ Left-Through</li><li>← Through</li></ul>	1070	2	000	4077	2	500	
ESTBOUND	← Through ↓ Through-Right	1276	2	638	1077	2	539	
E E	t Diskt	75	1	8	119	1	56	
	Left-Through-Right	75	0	0	119	0	50	
3	Left-Right		0			0		
	· · ·	٨	lorth-South:	831	N	orth-South:	785	
	CRITICAL VOLUMES	East-West:		647		East-West:	649	
			SUM:	1478		SUM:	1434	
	VOLUME/CAPACITY (V/C) RATIO:			1.075			1.043	
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.975			0.943	
	LEVEL OF SERVICE (LOS):			Е			Е	
ļ								



2

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE: 3440 Wilshire Project North-South Street: Western Ave **Count Date:** 4/17/2018

Scenario: Future plus Project

East-West Street: 8th St

Analyst: Fehr & Peers Date:

		AM			РМ				
No. of Phases				2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0		
	ATSAC-1 or ATSAC+ATCS-2?		WD	2	<i>EB</i> 0	WD	2		
Override Capacity				0			0		
			No. of	Lane		No. of	Lane		
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume		
Δ	Left	68	1	68	62	1	62		
NORTHBOUND	<⊓ Left-Through		0			0			
õ	∱ Through	1390	1	737	1250	1	733		
	Through-Right		1			1			
RT	<sup>I</sup> Right	84	0	84	216	0	216		
9	Left-Through-Right		0			0			
	✓ Left-Right		0			0			
Ω	the set the set of th	120	1	120	204	1	204		
N	b→ Left-Through	1000	0			0			
õ	Through	1209	1	625	1414	1	736		
Ë	→ Through-Right	10	1	40		1			
SOUTHBOUND	✓ Right	40	0	40	57	0	57		
so	← Left-Through-Right		0			0			
0 ↓ Left-Right 0									
		86	1	86	75	1	75		
Ω	⊥ Left-Through	00	, 0	00	10	0	75		
N	$\rightarrow$ Through	657	1	361	949	1	506		
õ	→ Through-Right	007	1	001	040	1	500		
STE	Right	65	0	65	63	0	63		
EASTBOUND	Left-Through-Right		0			0	00		
	- ∠ Left-Right		0			0			
	· · · ·								
	√ Left	269	1	269	225	1	225		
Q N N	✓ Left-Through		0			0			
	← Through	1020	1	589	768	1	467		
ESTBOUND	← Through-Right		1			1			
SI	, C Right	157	0	157	165	0	165		
ME	Left-Through-Right		0			0			
	├──Left-Right		0			0			
	North-South:			857 675	^	lorth-South:	937		
	CRITICAL VOLUMES		East-West:		East-West:		731		
			SUM:	1532		SUM:	1668		
	VOLUME/CAPACITY (V/C) RATIO:			1.021			1.112		
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.921			1.012		
	LEVEL OF SERVICE (LOS):			Е			F		
Ľ									



3

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: 3rd St

Analyst: Fehr & Peers Date:

			AM		РМ				
No. of Phases				3			3		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0		
I	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0		
	ATSAC-1 or ATSAC+ATCS-2?			2			2		
Override Capacity				0			0		
MOVEMENT			No. of	Lane		No. of	Lane		
		Volume	Lanes	Volume	Volume	Lanes	Volume		
9	↑ Left	2	0 0	0	2	0 0	0		
NORTHBOUND	√ Left-Through ↑ Through	710	1	425	952	1	575		
BO	through t→ Through-Right	710	1	420	952	1	5/5		
H	Right	139	0	139	198	0	198		
.NC	Left-Through-Right	139	0	159	190	0	190		
ž	Left-Right		0			0			
	on night				1				
	ন্দ Left	4	0	0	2	0	0		
NI NI	↓ Left-Through		0			0			
ol O	↓ Through	1019	1	575	785	1	439		
E H	✓ Through-Right		1			1			
UT	, ∠ Right	131	0	131	93	0	93		
SOUTHBOUND	Left-Through-Right		0			0			
$0 \qquad 0 \qquad 0 \qquad 0$									
	Ĵ Left	63	1	63	109	1	109		
Δ	⊥ Left-Through	03	0	03	109	0	109		
N N	$\rightarrow$ Through	1182	1	628	1137	1	638		
BO	→ Through-Right	1102	1	020		1			
STI	Right	74	0	74	138	0	138		
EASTBOUND	✓ Left-Through-Right		0			0			
	- ∠ Left-Right		0			0			
0	√ Left	120	1	120	163	1	163		
IN	✓ Left-Through		0		1000	0	-00		
l loc	← Through └─ Through-Right	1110	1	581	1082	1	582		
ESTBOUND		51	0	51	82	0	82		
	Left-Through-Right	51	0	51	02	0	02		
3	⊱ Left-Right		0			0			
	North-South:			575	N	lorth-South:	575		
	CRITICAL VOLUMES		East-West:	748		East-West:	801		
			SUM:	1323		SUM:	1376		
	VOLUME/CAPACITY (V/C) RATIO:			0.928			0.966		
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.828			0.866		
LEVEL OF SERVICE (LOS):				D			D		
<u> </u>									



4

# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: 6th St

Analyst: Fehr & Peers Date:

			РМ				
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	32	0	32	9	0	0
S	-√ Left-Through		1			0	
l 0	↑ Through	624	0	403	935	1	512
티	Through-Right	50	1	400		1	
NORTHBOUND	Right	53	0	403	88	0	88
2 Z	Left-Through-Right		0			0	
	Left-Right		0			0	
	∽√⊲ Left	102	0	102	6	0	0
2 Z	→ Left-Through	102	1	.02	Ŭ	0	Ŭ
DO	Through	888	1	648	805	2	403
<u>ă</u>	↓ Through-Right		0			0	
Ē	∠ Right	107	1	87	49	1	0
SOUTHBOUND	↔ Left-Through-Right		0			0	
0)	, Left-Right		0			0	
0	J Left	41	1	41	102	1	102
Z	<ul> <li>⊥ Left-Through</li> <li>→ Through</li> </ul>	1100	0	640	1007	0 1	644
ğ	→ Through ᄀ Through-Right	1166	1	612	1227	1	641
TB	Right	57	0	57	55	0	55
EASTBOUND	Left-Through-Right	57	0	51		0	55
ш	∠eft-Right		0			0 0	
	↓		-		1		
	√ Left	42	1	42	52	1	52
<b>N</b>	✓ Left-Through		0			0	
DC	← Through	1142	1	585	1250	1	670
ESTBOUND	← Through-Right		1			1	
ES.	Right	27	0	27	90	0	90
Ň			0			0	
	├──Left-Right	Ļ	0 Iarth Sauthi	600	A	0 Iorth Couthu	E10
		^	lorth-South: East-West:	680 654	North-South:		512 772
	CRITICAL VOLUMES		East-west: SUM:	1334		East-West: SUM:	1284
┣───	VOLUME/CAPACITY (V/C) RATIO:		50M.	0.889		50141.	0.856
1//	C LESS ATSAC/ATCS ADJUSTMENT:						
V/				0.789			0.756
	LEVEL OF SERVICE (LOS):			C			С



# Level of Service Workheet (Circular 212 Method)



I/S #: PRC 5 North-

PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		WD	2	<i>LD</i> 0	VVD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ		67	0	67	86	0	86
N	← Left-Through	500	1	005	700	1	
NORTHBOUND	↑ Through	522	1	395	722	1 0	533
王	Through-Right Right	153	1	64	155	1	76
OR	Left-Through-Right	155	0	04	155	0	70
ž	Left-Right		0			0	
					I		
0	∽k⊲ Left	151	0	151	218	0	218
SOUTHBOUND	↓ Left-Through		1			1	
l d	Through	712	1	658	613	1	613
변	→ Through-Right	100	0	05	100	0	00
5		120	1 0	85	138	1 0	68
sc	↔ Left-Through-Right 人 Left-Right		0			0	
		l	Ŭ		I	•	
	Ĵ Left	70	1	70	140	1	140
Q			0			0	
EASTBOUND	→ Through	1434	2	717	1442	2	721
LB(	→ Through-Right		0			0	
AS.	Right	133	1	133	103	1 0	103
ш	✓ Left-Through-Right ✓ Left-Right		0 0			0	
			0			U	
	√ Left	179	1	179	159	1	159
DN ND	✓ Left-Through		0			0	
ESTBOUND	← Through	1462	2	731	1529	2	765
TB,	Through-Right		0			0	
ES	Right	93	1	93	131	1	22
Ň	<pre>↓ Left-Through-Right</pre>		0			0 0	
		٨	orth-South:	725	N	orth-South:	751
CRITICAL VOLUMES			East-West:	896		East-West:	905
			SUM:	1621		SUM:	1656
	VOLUME/CAPACITY (V/C) RATIO:			1.138			1.162
V/	C LESS ATSAC/ATCS ADJUSTMENT:			1.038			1.062
	LEVEL OF SERVICE (LOS):			F			F
<u> </u>							•



6

# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: 7th St

Analyst: Fehr & Peers Date:

			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
I	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?			2		112	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
<u>0</u>	Left	126	0	126	76	0	76
N N	<ul> <li>✓ Left-Through</li> <li>✓ Through</li> </ul>	708	0 0	000	760	0	000
BO	│ Through ☆ Through-Right	706	0	883	760	0	890
표	Right	49	0	0	54	0	0
NORTHBOUND	Left-Through-Right		1	U	04	1	U
ž	Left-Right		0			0	
			-		1		
0	∽k⊲ Left	34	0	34	91	0	91
SOUTHBOUND	↓ Left-Through		1			1	
lõ	Through	732	0	766	687	0	778
변	→ Through-Right	107	0		004	0	400
	↓ Right ↓ Left-Through-Right	107	1 0	80	201	1	180
sc			0			0	
	Left-Right		v		1		
	Ĵ Left	55	1	55	42	1	42
D D	⊥ _ Left-Through		0			0	
EASTBOUND	→ Through	124	0	199	253	0	375
BO	✓ Through-Right		1			1	
ISA	Right	75	0	0	122	0	0
E/	Left-Through-Right		0			0	
	Left-Right		0			0	
	√ Left	26	1	26	33	1	33
9	↓ Left-Through	20	0	20		0	55
ESTBOUND	← Through	110	0	180	137	0	205
BC	Through-Right		1			1	
LS:	Right	70	0	0	68	0	0
ME			0			0	
	├──Left-Right		0 Iorth-South:	917	A	0 Iorth-South:	981
CRITICAL VOLUMES			East-West:	235	^	East-West:	408
	CRITICAL VOLUMES		SUM:	1152		SUM:	1389
	VOLUME/CAPACITY (V/C) RATIO:			0.768			0.926
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.668			0.320 0.826
				0.668 B			0.826 D
	LEVEL OF SERVICE (LOS):			D			U



7

# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Normandie AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

			РМ				
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB WB	0	NB 0 EB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
0	Left	83	0	83	134	0	134
Ī	ج∫ Left-Through		0			0	
i ol	↑ Through	723	0	872	772	0	1049
EH.	Through-Right		0			0	
RT	Right	66	0	0	143	0	0
NORTHBOUND	Left-Through-Right		1			1	
	Left-Right		0			0	
	∽√⊲ Left	68	0	68	58	0	E0
Q	↓ Left-Through	00	0	00	56	0	58
n n	↓ Through	766	0	872	717	0	816
BC	✓ Through-Right	, 00	Ō	072		0	010
H	↓ Right	38	0	0	41	0	0
SOUTHBOUND	→ Left-Through-Right		1			1	
S	Left-Right		0			0	
	⊥ Left	52	0	52	38	0	38
ND	-⊅ Left-Through		1			1	
EASTBOUND	→ Through	929	0	697	1195	0	772
TB	→ Through-Right	450	1	007	100	1	770
AS		152	0 0	697	120	0	772
ш	<pre>↓ Left-Right</pre>		0			0	
			U				
	√ Left	134	0	134	131	0	131
Q	<pre>✓ Left-Through</pre>		1			1	
	← Through	986	0	934	997	0	932
ESTBOUND	Through-Right		1			1	
ES1	Right	78	0	934	80	0	932
ME	Left-Through-Right		0			0	
	⊱ Left-Right		0	0.55		0	4.40-
		N	lorth-South:	955	North-South:		
CRITICAL VOLUMES			East-West: SUM:	986 1941		East-West: SUM:	970 2077
┣────			50IVI:			50IVI:	
	VOLUME/CAPACITY (V/C) RATIO:			1.294			1.385
V/	C LESS ATSAC/ATCS ADJUSTMENT:			1.194			1.285
	LEVEL OF SERVICE (LOS):			F			F



# Level of Service Workheet (Circular 212 Method)



I/S #: 8

PROJECT TITLE: 3440 Wilshire Project North-South Street: Normandie Ave Scenario: Future plus Project **Count Date:** 4/17/2018

East-West Street: Olympic Blvd

Analyst: Fehr & I

		AM							
	No. of Phases			2			2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.0	0		0.0	0		
R	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0		
	ATSAC-1 or ATSAC+ATCS-2?		WD	2		WD	2		
	Override Capacity			0			0		
	MOVEMENT		No. of	Lane		No. of	Lane		
		Volume	Lanes	Volume	Volume	Lanes	Volume		
Δ		191	1	191	161	1	161		
NORTHBOUND	-√ Left-Through	1100	0		1050	0	500		
õ	↑ Through	1103	2	552	1059	2	530		
폰	Through-Right	100	0		105	0	100		
R	Right	130	1	76	185	1	130		
2 Z	Left-Through-Right		0			0			
	Charles Left-Right		0			0			
I I	∽√⊲ Left	129	1	129	120	1	120		
SOUTHBOUND	↓ Left-Through	123	0	129	120	0	120		
n n	↓ Through	1003	2	502	1216	2	608		
B	↓ Through-Right		0	002	1210	0	000		
Ė	ہے۔ بر Right	148	1	87	146	1	72		
O	Left-Through-Right	_	0			0			
S	Left-Right		0			0			
	Ĵ Left	122	1	122	149	1	149		
L Z	⊥ Left-Through		0			0			
EASTBOUND	$\rightarrow$ Through	2201	2	794	2350	2	843		
18	→ Through-Right	100	1	400	470	1	470		
AS	Right	182	0	182	178	0 0	178		
ш	✓ Left-Through-Right		0			0			
	-		U			V			
	✓ Left	108	1	108	111	1	111		
9	<pre>✓ Left-Through</pre>	100	0	100		0			
۱ <u>۲</u>	← Through	1791	2	623	1862	2	661		
ESTBOUND	🗠 Through-Right		1			1			
ST	t Right	77	0	77	120	0	120		
ME	Left-Through-Right		0			0			
	⊱ Left-Right		0			0			
		Ν	lorth-South:	693	N	lorth-South:	769		
CRITICAL VOLUMES			East-West:	902		East-West:	954		
┣───			SUM:			SUM:	1723		
	VOLUME/CAPACITY (V/C) RATIO:			1.063			1.149		
V/C	CLESS ATSAC/ATCS ADJUSTMENT:			0.963			1.049		
	LEVEL OF SERVICE (LOS):			E			F		



9

# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Mariposa AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: 6th St

Analyst: Fehr & Peers Date:

			РМ				
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 0	WD	2		WD	2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	42	0	42	61	0	61
NORTHBOUND	← Left-Through		0			0	
lõ	↑ Through	86	0	176	151	0	337
느픈	Through-Right		0	_		0	
RT	Right	48	0	0	125	0	0
N N	Left-Through-Right		1			1	
	✓ Left-Right		0			0	
	∽√⊲ Left	30	0	30	24	0	24
SOUTHBOUND	↓ Left-Through	00	0 0	00	27	Ŏ	27
Inc	↓ Through	176	0	246	144	0	200
<u>B</u>	↓ Through-Right		0			0	
Ē	لَّ Right	40	0	0	32	0	0
lo l	↔ Left-Through-Right		1			1	
S S	人, Left-Right		0			0	
		-			1		
_	J Left	14	1	14	39	1	39
N N	→ Left-Through	1101	0	0.40	1100	0 1	
EASTBOUND	→ Through ᄀᅷ Through-Right	1191	1	648	1182	1	632
TB	✓ Through-Right → Right	104	0	104	81	0	81
AS	✓ Left-Through-Right	104	0	104	01	0	01
ш	∠ Left-Right		0			0	
	↓						
	✓ Left	76	1	76	95	1	95
ESTBOUND	✓ Left-Through		0			0	
nc	← Through	1170	1	589	1292	1	670
TB(	← Through-Right		1			1	
ES.	Right	8	0	8	48	0	48
WE	Left-I nrough-Right		0			0	
⊱ Left-Right			0 Iorth-South:	288	A	0	361
CRITICAL VOLUMES			East-West:	200 724	North-South: East-West:		727
CRITICAL VOLUMES			SUM:	1012		SUM:	1088
	VOLUME/CAPACITY (V/C) RATIO:			0.675			0.725
1//	C LESS ATSAC/ATCS ADJUSTMENT:						
V/0				0.575			0.625
	LEVEL OF SERVICE (LOS):			Α			В



# Level of Service Workheet (Circular 212 Method)



I/S #: 10

PROJECT TITLE: 3440 Wilshire Project North-South Street: Mariposa Ave (N) Scenario: Future plus Project **Count Date:** 4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers

Date:

No. of Phases         2         0         8         2         0         8         0         <	2 0 0 2 0 <b>Lane</b> Volume 0 0
NB     0     SB     0     0       MOVEMENT     Volume     Volume     Volume     Volume     Volume     Volume     Lanes       Volume     Volume     0     0     0     0     0     0     0	0 0 2 0 <b>Lane</b> Volume 0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3?     EB     0     WB     0     EB     0     WB       ATSAC-1 or ATSAC+ATCS-2?     Override Capacity     Volume     No. of     Lane     No. of     Lanes     No. of       MOVEMENT     Volume     Volume     Volume     Volume     No. of	0 2 0 Lane Volume 0 0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity     2 0       MOVEMENT     No. of Lanes     Lane     No. of Lanes       Image: Comparison of the second sec	2 0 Lane Volume 0 0
Override Capacity     0       MOVEMENT     No. of Lanes     Lane Volume     No. of Lanes       Volume     Volume     0	0 Lane Volume 0
MOVEMENT     No. of Volume     Lane Lanes     No. of Volume     Lane Lanes	Lane Volume 0
MOVEMENT     Volume     Lanes     Volume     Lanes       Solution     1 off     0     0     0     0	Volume 0
C         Left         0 <th>0</th>	0
H<1	
O         ↑         Through         0<	
면 Drough-Right 0 0	0
	0
<b>Right</b> 0 0 0 0 0	5
Q   Left-Through-Right   0   0	
Left-Right 0 0	
<b>Left</b>	183
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	105
$\begin{bmatrix} 0 \\ 0 \end{bmatrix}$ Through $\begin{bmatrix} 0 \\ 0 \end{bmatrix}$	0
P → Through-Right 0 0	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	299
$\vec{\rho}$ $\leftrightarrow$ Left-Through-Right 0 0	
<sup>の</sup> <sub>人</sub> Left-Right 1 1	
⊥ Left 64 64 1 64 87 1	07
	87
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	832
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	002
$\mathbf{F}$ $\mathbf{F}$ Right $0$ $0$ $0$ $0$ $0$	0
$\checkmark$ Left-Through-Right 0 0	
□	
✓         Left         0 <th>0</th>	0
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	833
$\vec{D}$ $\vec{L}$ Through-Right $\vec{L}$	033
198 1 198 210 1	210
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	
Contract Co	
North-South: 306 North-South:	-
CRITICAL VOLUMES East-West: 888 East-West:	920
SUM: 1194 SUM:	
VOLUME/CAPACITY (V/C) RATIO: 0.796	0.813
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.696	0.713
LEVEL OF SERVICE (LOS):	С



# Level of Service Workheet (Circular 212 Method)



I/S #: 11 PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Mariposa Ave (S)Scenario:Future plus ProjectCount Date:4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

Opposed Ø'ing: NS-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         NB- EB- 0         0 WB- 2         NB- 2         0 HB- 2         ND- 2         ND- 2<	AM PM							
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         NB- 0         0 WB- 2         NB- 2         0 EB- 2         0 EB- 2         NB- 2         ND- 2         ND- 2         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         ND- 2		No. of Phases			2			2
Right Turns: FREE-1, NRTOR2 or OLA3?         EB-         0         WB-         0         EB-         0         WB-         2           ATSAC-1 or ATSAC+ATCS-2? Override Capacity         No. of         Lane         No. of         Lane         No. of         Lane         No. of         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         <		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0
ATSAC-1 or ATSAC+ATCS-27 Override Capacity         No. of Lanes         Lane Volume         No. of Lanes         Lane         Lane         No. of Lanes         Lane         Lane         No. of Lanes         Lane         Lane <thlane< th="">         Lane         <thlane< th=""> <t< th=""><th></th><th>Right Turns: FREE-1, NRTOR-2 or OLA-3?</th><th></th><th>-</th><th></th><th></th><th>-</th><th>0</th></t<></thlane<></thlane<>		Right Turns: FREE-1, NRTOR-2 or OLA-3?		-			-	0
Override Capacity         0         No. of Lane         No. of Volume         Lane Lane         Volume         Lane           0         1         1         185         1         185         199         1         199         1         199         1         199         1         199         1         199         1         199         1         199         1         199         1         199         1         199         1         199         1         159         159         159         159         1607         2         800         1         1607         2         800         169         2         80         169         2         84         1 <th></th> <th>-</th> <th>EB 0</th> <th>WB</th> <th></th> <th>EB 0</th> <th>WB</th> <th>0</th>		-	EB 0	WB		EB 0	WB	0
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lanes         No. of Lanes								2 0
MOVEMENT         Volume         Lanes         Volume         Volume         Lanes         Value				No. of			No. of	
Orgen         -1         Left-Through Through-Right Right         0		MOVEMENT	Volume			Volume		Volume
O       0       0       0       0       0         OR       ↓ Left-Right       0       0       0       0       0       0         OR       ↓ Left-Through       0       0       0       0       0       0       0         OR       ↓ Left-Through-Right       0       0       0       0       0       0       0         J       Right       0       0       0       0       0       0       0         OS       ↓ Left-Through-Right       0       0       0       0       0       0         J       Left-Right       0       0       0       0       0       0         O       ↓ Left-Through-Right       1662       2       831       1607       2       80         T       Through-Right       229       1       137       254       1       15         J       Left-Through-Right       1670       2       835       1693       2       84         M       Ø       Ø       Ø       Ø       Ø       Ø       Ø         M       Ceft-Right       0       Ø       Ø       Ø       Ø       Ø		ົງ Left	185	1	185	199	1	199
O       0       0       0       0       0         OR       ↓ Left-Right       0       0       0       0       0       0         OR       ↓ Left-Through       0       0       0       0       0       0       0         OR       ↓ Left-Through-Right       0       0       0       0       0       0       0         J       Right       0       0       0       0       0       0       0         OS       ↓ Left-Through-Right       0       0       0       0       0       0         J       Left-Right       0       0       0       0       0       0         O       ↓ Left-Through-Right       1662       2       831       1607       2       80         T       Through-Right       229       1       137       254       1       15         J       Left-Through-Right       1670       2       835       1693       2       84         M       Ø       Ø       Ø       Ø       Ø       Ø       Ø         M       Ceft-Right       0       Ø       Ø       Ø       Ø       Ø	IN	<∱ Left-Through		0			0	
O       0       0       0       0       0         OR       ↓ Left-Right       0       0       0       0       0       0         OR       ↓ Left-Through       0       0       0       0       0       0       0         OR       ↓ Left-Through-Right       0       0       0       0       0       0       0         J       Right       0       0       0       0       0       0       0         OS       ↓ Left-Through-Right       0       0       0       0       0       0         J       Left-Right       0       0       0       0       0       0         O       ↓ Left-Through-Right       1662       2       831       1607       2       80         T       Through-Right       229       1       137       254       1       15         J       Left-Through-Right       1670       2       835       1693       2       84         M       Ø       Ø       Ø       Ø       Ø       Ø       Ø         M       Ceft-Right       0       Ø       Ø       Ø       Ø       Ø	no	∱ Through	0	0	0	0	0	0
Q       1       Left-Right       0       0       0       0       0       0         Q       1       Left-Through       0 </th <th>HB I</th> <th>∽ Through-Right</th> <th></th> <th>0</th> <th></th> <th></th> <th>0</th> <th></th>	HB I	∽ Through-Right		0			0	
Q       1       Left-Right       0       0       0       0       0       0         Q       1       Left-Through       0 </th <th>RT</th> <th>-</th> <th>271</th> <th>1</th> <th>214</th> <th>222</th> <th>1</th> <th>153</th>	RT	-	271	1	214	222	1	153
Q       1       Left-Right       0       0       0       0       0       0         Q       1       Left-Through       0 </th <th>9</th> <th></th> <th></th> <th>_</th> <th></th> <th></th> <th>_</th> <th></th>	9			_			_	
Image: Second secon		✓ Left-Right		0			0	
Image: Second secon				0			0	0
Image: Second state of the second	Q		U	-	0	U	_	0
Image: Second state of the second	N ۲		0	-	0	0	_	0
Image: Second state of the second	BO		U	-	0	U	_	0
Image: Second state of the second	표		0	-	0	0	_	0
Image: Second state of the second	nc		v		U	Ŭ	_	U
G       J       Left       0       0       0       0       0       0         J       Left-Through       1662       2       831       1607       2       80.         N       Right       229       1       137       254       1       155         N       Left-Through-Right       229       1       137       254       1       155         Left-Right       0       0       0       0       0       0       0       0         Left-Through-Right       114       1       114       138       1       137       254       1       155         Left-Right       0	S(						_	
Q       ⊥ Left-Through       0       0       0       0       0         ¬ Through-Right       1662       2       831       1607       2       80.         ¬ Through-Right       229       1       137       254       1       155         ¬ Through-Right       0       0       0       0       0       0       155         ¬ Through-Right       0       0       0       0       0       0       0         ¬ Through-Right       114       1       114       1       114       137       254       1       155         ¬ Through-Right       0       0       0       0       0       0       0       0         ¬ Through-Right       1670       2       835       1693       2       84         ¬ Through-Right       0		~~ ~				1		
$\begin{array}{c c c c c c c } \hline & \downarrow \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$		_/ Left	0	0	0	0	0	0
$\begin{array}{c c c c c c c } \hline & \downarrow \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	DN	-		0			0	
Image: Constraint of the system       Left-Right       0       0       0         Image: Constraint of the system       Image: Constraint of the system       Image: Constraint of the system       0       0         Image: Constraint of the system       Image: Constraint of the system<		-	1662		831	1607		804
Image: Constraint of the system       Left-Right       0       0       0         Image: Constraint of the system       Image: Constraint of the system       Image: Constraint of the system       0       0         Image: Constraint of the system       Image: Constraint of the system<	LB(			-			<b>~</b>	
$\begin{array}{c c c c c c c } \hline & \downarrow \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	<b>AST</b>		229		137	254		155
Q       ✓       Left       114       1       114       138       1       138         Y       Left-Through       0       0       0       0       0       0         Y       Left-Through       1670       2       835       1693       2       84         Y       Through-Right       0       0       0       0       0       0       0         Y       Right       0	E/						-	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		Leπ-κignt		U			U	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		√ left	11/	1	11/	138	1	122
≥         Left-Through-Right Left-Right         0 0         0 0         0 0           ≥         Left-Right         0 0         0	Q		114		114	100		150
≥         Left-Through-Right Left-Right         0 0         0 0         0 0           ≥         Left-Right         0 0         0	NU		1670	-	835	1693	-	847
≥         Left-Through-Right Left-Right         0 0         0 0         0 0           ≥         Left-Right         0 0         0	BO							•
≥         Left-Through-Right Left-Right         0 0         0 0         0 0           ≥         Left-Right         0 0         0	ST		0	0	0	0	0	0
CRITICAL VOLUMES         0		Left-Through-Right		0			0	
CRITICAL VOLUMES         East-West:         945         East-West:         947           SUM:         1159         SUM:         114         114           VOLUME/CAPACITY (V/C) RATIO:         0.773         0.773         0.76	_	⊱ Left-Right		-			_	
SUM:         1159         SUM:         114           VOLUME/CAPACITY (V/C) RATIO:         0.773         0.76						N		199
VOLUME/CAPACITY (V/C) RATIO:         0.773         0.76	CRITICAL VOLUMES							942
				SUM:			SUM:	
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.673		VOLUME/CAPACITY (V/C) RATIO:			0.773			0.761
0.00	V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.673			0.661
LEVEL OF SERVICE (LOS): B B		LEVEL OF SERVICE (LOS):			В			В



12

# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE:3440 Wilshire ProjectNorth-South Street:Mariposa AveScenario:Future plus ProjectCount Date:4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

Ī			РМ				
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		WD	2		WD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	5	0	5	6	0	6
NORTHBOUND	< ↓ Left-Through		0			0	
<sup>20</sup>	↑ Through	99	0	115	91	0	114
Ë	Through-Right		0	0	17	0	0
R	' Right	11	0	0	17	0	0
N N	Left-Through-Right		1 0			1 0	
	✓ Left-Right		U			U	
_	∽k⊲ Left	127	0	127	213	0	213
SOUTHBOUND	↓ Left-Through	127	1		210	1	210
nc	↓ Through	62	0	189	102	0	315
<u>B</u>	⊷ Through-Right		0			0	
Ē	∠ Right	77	1	77	78	1	78
iol i	↔ Left-Through-Right		0			0	
S	, Left-Right		0			0	
0	$\int$ Left	32	0	32	47	0	47
IN	<ul> <li>⊥ Left-Through</li> <li>→ Through</li> </ul>	1070	1	644	1202	1 0	0.40
lo l	→ Through ᄀᅷ Through-Right	1079	1	644	1393	1	846
TE	Right	16	0	644	17	0	846
EASTBOUND	Left-Through-Right	10	0	044		0	040
ш	- ∠ Left-Right		0			Ō	
	√ Left	31	0	31	24	0	24
ND ND	✓ Left-Through		1			1	
no	← Through	1144	0	757	1198	0	737
ESTBOUND	← Through-Right		1			1	
ES.	Right	183	0	757	132	0	737
WE	Left-I nrougn-Right		0			0	
	├─ Left-Right		0 Iorth-South:	242	A	0 Iorth-South:	327
CRITICAL VOLUMES			East-West:	242 789	North-South: East-West:		327 870
CRITICAL VOLUMES			SUM:	1031		SUM:	1197
	VOLUME/CAPACITY (V/C) RATIO:			0.687			0.798
174	C LESS ATSAC/ATCS ADJUSTMENT:						
				0.587			0.698
	LEVEL OF SERVICE (LOS):			Α			В



13

## Level of Service Workheet (Circular 212 Method)



PROJECT TITLE: 3440 Wilshire Project North-South Street: Vermont Ave Count Date:

Scenario: Future plus Project

East-West Street: Wilshire Blvd

<b>Count Date:</b> 4/17/2018		Analyst:	Fehr & Peers	Date:		
		РМ				
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	EB 0	WB	0	EB 0	WB	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0
		No. of	Lane		No. of	Lane
MOVEMENT						
MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
MOVEMENT	Volume 172	Lanes 1	Volume 172	Volume 192	Lanes 1	Volume 192
-		Lanes 1 0				
Left		1			1	
ົງ Left √ Left-Through	172	1 0	172	192	1 0	192
Left ↓ Left-Through ↑ Through	172	1 0	172	192	1 0	192
Left ↓ Left-Through ↑ Through ↑ Through-Right Right	172 1319	1 0 2 1	<b>172</b> 481	192 1368	1 0 2 1	<b>192</b> 521
Left Left-Through Through Through-Right Right	172 1319	1 0 2 1 0	<b>172</b> 481	192 1368	1 0 2 1 0	<b>192</b> 521

Right Turns: FREE-1, NRTOR-2 or OLA-3?			0 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?	EB	0	WB	2	EB U	WB	2
	Override Capacity				0			0
MOVEMENT				No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
0	C Left		172	1	172	192	1	192
NORTHBOUND	<∱ Left-Through			0			0	
õ	∱ Through	13	319	2	481	1368	2	521
H.	Through-Right			1			1	
RT	Right	1	124	0	124	196	0	196
N N	Left-Through-Right			0			0	
	Left-Right	I		0			0	
	∽√⊲ Left		104	1	104	100	1	100
9	teft ↓→ Left-Through		124	0	124	190	0	190
SOUTHBOUND	↓ Through	15	262	2	631	1289	2	645
BC	↓ Through-Right	12	202	0	051	1209	0	045
T	J Right	1	176	1	52	246	1	131
no	✓→ Left-Through-Right			0			0	
Ň	↓ Left-Right			0			0	
			-	-				
_	l Left	2	249	1	249	230	1	230
				0			0	
EASTBOUND	→ Through	14	132	2	716	1233	2	617
LΒ	→ Through-Right			0			0	
<b>∆</b> S <sup>T</sup>	Right	3	326	1	240	211	1	115
E/	✓ Left-Through-Right			0			0	
	_	I		0			0	
	√ Left	1	185	1	185	191	1	191
Q	✓ Left-Through		.00	0	100	191	0	131
WESTBOUND	← Through	13	373	2	687	1353	2	677
BO	Through-Right			0	001		0	•
ST	t Right	1	109	1	47	122	1	27
NE	Left-Through-Right			0			0	
-	⊱ Left-Right			0			0	
			N	orth-South:	803	N	orth-South:	837
CRITICAL VOLUMES				East-West:	936	East-West:		907
		ļ		SUM:	1739		SUM:	1744
	VOLUME/CAPACITY (V/C) RATIO:				1.265			1.268
V/	C LESS ATSAC/ATCS ADJUSTMENT:			1.165			1.168	
	LEVEL OF SERVICE (LOS):				F			F



# Level of Service Workheet (Circular 212 Method)



PROJECT TITLE: 3440 Wilshire Project I/S #: 14

North-South Street: Vermont Ave **Scenario:** Future plus Project **Count Date:** 4/17/2018

East-West Street: 8th St

Analyst: Fehr & Peers Date:

			AM				
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		WD	2	<i>EB</i> 0	WD	2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົງ Left	125	1	125	136	1	136
IN	<∱ Left-Through		0			0	
ğ	∱ Through	1674	1	862	1776	1	919
HB	Through-Right		1			1	
RT	Right	49	0	49	61	0	61
NORTHBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	∽√⊲ Left	70	1	70	114	1	114
P P	Left-Through	10	0	70	114	0	114
IN I	↓ Through	1797	1	942	1652	1	868
BC	↓ Through-Right		1		1002	1	000
Ē	↓ Right	87	0	87	84	0	84
SOUTHBOUND	✓→ Left-Through-Right		0			0	
S	, Left-Right		0			0	
						-	
	$\int \text{Left}$	2	0	0	1	0	0
N	→ Left-Through	005	0		1170	0	
EASTBOUND	→ Through 굿 Through-Right	965	1	568	1170	1	689
TB	Right	170	0	170	208	0	208
AS	Left-Through-Right	170	0	170	200	0	200
ш	- ∠ Left-Right		0			0	
	• • •	1			1		
	√ Left	2	0	0	4	0	0
Z Z	✓ Left-Through		0			0	
no	← Through	1009	1	554	1042	1	580
ESTBOUND	← Through-Right		1			1	
	A Right	98	0	98	118	0	118
8	<pre>↓ Left-Through-Right</pre>		0 0			0 0	
l	↓ Lon night	٨	lorth-South:	1067	N	lorth-South:	1033
	CRITICAL VOLUMES	East-West:		568		East-West:	689
	-		SUM:	1635		SUM:	1722
	VOLUME/CAPACITY (V/C) RATIO:			1.090			1.148
V/	C LESS ATSAC/ATCS ADJUSTMENT:			0.990			1.048
	LEVEL OF SERVICE (LOS):			E			F
<u> </u>				-			

APPENDIX E: MAIN STREET ANALYSIS

## Appendix E – 3440 Wilshire MainStreet Analysis

## **Trip Generation Methodology**

Current accepted methodologies, such as the Institute of Transportation Engineers (ITE) Trip Generation methodology, are primarily based on data collected at suburban, single-use, freestanding sites. These defining characteristics limit their applicability to mixed-use or multi-use development projects, such as the proposed project, which is in a high density walkable urban setting with frequent and nearby local and regional transit service. The land use mix, design features, and setting of the proposed project include characteristics that influence travel behavior differently from typical single-use suburban developments. Thus, traditional data and methodologies, such as ITE, would not accurately estimate the project vehicle trip generation. In response to the limitations in the ITE methodology, and to provide a straightforward and empirically validated method of estimating vehicle trip generation at mixed-use developments, the US Environmental Protection Agency (EPA) sponsored a national study of the trip generation characteristics of multi-use sites. Travel survey data was gathered from 239 mixed-use developments in six major metropolitan regions, and correlated with the characteristics of the sites and their surroundings. The findings indicate that the amount of external traffic generated is affected by a wide variety of factors, each pertaining to one or more of the following characteristics:

- **The relative numbers of residents and jobs on the site** the better the site jobs/ housing balance, the greater the proportion of commute trips that remain internal.
- The amount of retail and service use on the site relative to the number of residences the greater the degree to which retail and service opportunities match the needs generated by site residents, the greater the internalization of household-generated shopping, personal services and entertainment travel.
- The amount of retail and service use relative to the number of employees the better the balance of employee-oriented retail and service opportunities, the greater the internal capture of lunchtime and after-work dining, shopping and errands by site employees.
- **The overall size of the development** the larger the scale of the development in terms of acreage and total amounts of residential and commercial use, the greater the likelihood that travel destinations can be satisfied within the site as a whole.
- **The density of development** the greater the concentration of dwellings and commercial space per acre, the greater the likelihood that the interacting land uses will be near enough together to encourage walking or short-distance internal driving.
- The internal connectivity for walking or driving among different activities measured in terms of the ratio of intersections to total land area within the site directly influences trip internalization and the number of trips made by walking instead of driving.
- **The availability of transit** the greater the number of jobs within a reasonable travel time via transit, the greater the share of travel likely to occur by transit, and the lower the traffic generation.
- The number of convenient trip destinations within the immediate area the number of retail and other jobs in neighborhoods immediately surrounding the multi-use site increases the amount of walking to/from the site and reduces vehicular traffic generation. These characteristics were

related statistically to the trip behavior observed at the study development sites using Hierarchical Linear Modeling (HLM) techniques. This quantified relationships between characteristics of the mixed-use developments and the likelihood that trips generated by those mixed-use developments will stay internal and/or use modes of transportation other than the private vehicle.

These statistical relationships produced equations, known as the EPA MXD model, that allows predicting external vehicle trip reduction as a function of the mixed-use development characteristics. Applying the external vehicle trip reduction percentage to "raw trips", as predicted by ITE, produces an estimate for the number of vehicle trips traveling in or out of the site.

## Validation of MXD/MainStreet Model

Since the conclusion of the EPA sponsored study, Fehr & Peers has been actively enhancing the MXD model to improve sensitivity to various site characteristics, improve peak hour performance, and continue to validate the model against mixed-use sites where data is available. A set of 28 independent mixed-use sites across the country that were not included in the initial EPA model development have been tested to validate the model. These sites represent locations where it is expected that traditional data and methodologies, such as ITE, would not accurately estimate the project vehicle trip generation. Table 1 presents the performance of the MXD model against ITE and ITE internalization procedures.

Based on all statistical measurements, the MXD model performs better than the ITE recommended procedures for these types of sites. The MXD model has been approved for use by the EPA<sup>1</sup>. It has also been peer-reviewed in the ASCE Journal of Urban Planning and Development<sup>2</sup>, peer-reviewed in a 2012 TRB paper evaluating various smart growth trip generation methodologies<sup>3</sup>, recommended by SANDAG for use on mixed-use smart growth developments<sup>4</sup>, and has been used successfully in multiple certified EIRs in California. Fehr & Peers has incorporated the MXD model into its MainStreet model. Appendix A presents certified EIRs that have used the Main Street model or its predecessors.

<sup>&</sup>lt;sup>1</sup> Trip Generation Tool for Mixed-Use Developments (2012). www.epa.gov/dced/mxd\_tripgeneration.html

<sup>&</sup>lt;sup>2</sup> "Traffic Generated by Mixed-Use Developments – Six-Region Study Using Consistent Built Environmenal Measures." Journal of Urban Planning and Development, 137(3), 248-261.

<sup>&</sup>lt;sup>3</sup> Shafizadeh, Kevan et al. "Evaluation of the Operation and Accuracy of Available Smart Growth Trip Generation Methodologies for Use in California". Presented at 91<sup>st</sup> Annual Meeting of the Transportation Research Board, Washington D.C., 2012.

<sup>&</sup>lt;sup>4</sup> SANDAG Smart Growth Trip Generation and Parking Study.

http://www.sandag.org/index.asp?projectid=378&fuseaction=projects.detail

## TABLE 1 3440 WILSHIRE PROJECT VALIDATION STATISTICS COMPARISON

Validation Statistic	ITE Raw	ITE with Internalization	Main Street Model
Daily			
Average Model Error <sup>1</sup>	30%	17%	4%
% RSME <sup>2</sup>	42%	28%	17%
R-Squared <sup>3</sup>	0.72	0.87	0.95
AM Peak Hour		•	
Average Model Error <sup>1</sup>	57%	53%	3%
% RSME <sup>2</sup>	58%	76%	34%
R-Squared <sup>3</sup>	56%	56%	91%
PM Peak Hour			
Average Model Error <sup>1</sup>	56%	41%	22%
% RSME <sup>2</sup>	96%	81%	59%
R-Squared <sup>3</sup>	-56%	-11%	41%

Notes:

1. Average model error measures the difference between the estimated trip generation and the counted trip generation of 28 survey sites.

2. RMSE stands for percent root mean squared error is a demand assessment of performance of transportation models in that it does not apply average that would allow over-estimates and under-estimates to cancel one another out and it penalizes proportionally more for large errors A % RMSE of less than 40% is generally considered acceptable in transportation modeling

3. R-squared is a statistical measure that indicates, in this case, the degree to which each method explains the variation in trip generation among the 28 survey sites. A R-Squared value closer to 1.0 indicates that the method fully explains the variation in trip generation amongst the survey sites and would be suitable to be used for that set of site types.

## **MainStreet Analysis**

Table 2 summarizes the input values and data sources for the MainStreet model for the project and surrounding neighborhood. The MainStreet model uses both internal project land uses and local and regional demographic data. Table 3 summarize the estimated trip generation for project neighborhood using the MXD/MainStreet methodology.

As shown in Tables 2, the MainStreet methodology accounts for the following:

- Internal Capture trips are defined as trips made internal to the project area. The MainStreet methodology reduces the ITE-based automobile trip generation by about 8 percent for the daily and 12 and 13 percent for the AM and PM peak hours to account for internal trips within the neighborhood. Considering the expected shortage of parking, traffic congestion, available transit service, and walkability of the project area, most internal trips are expected to be non-auto trips. Adjusting for non-auto trips between compatible land uses within the site, the final internal capture for non-auto trips is expected to be between 8 and 13 percent.
- External Walk, Bike, and Transit trips are defined as external trips made using non-automobile modes. The Main Street methodology reduces the ITE-based automobile trip generation by about 24 to 32 percent to account for external walk, bike, or transit trips.

Overall, the Project is estimated to generate up to 44 percent fewer trips than estimated by the unadjusted ITE methodology. In consultation with LADOT, 15% was used as the internalization capture for daily, AM, and PM peak hours and 25% transit for a total credit of 40% on project trips.

## TABLE 2

## 3440 WILSHIRE PROJECT

## MAIN STREET NEIGHBORHOOD ANALYSIS

Land Has	ITE Code Quantity	11		AM PEAK HOUR			PM PEAK HOUR			
Land Use		Quantity	Units	Daily	In	Out	Total	In	Out	Total
Neighborhood Land Uses										
Apartments	220	1,594	du	10,600	163	650	813	642	346	988
General Office Building	710	2700	Empl.	8,964	1,140	156	1,296	211	1,031	1,242
Shopping Center	820	53.5	ksf	2,284	32	19	51	95	103	198
High-Turnover Restaurant	932	8	ksf	1,017	47	39	86	47	32	79
Fast-Food w/o Drive-Through Window	933	8	ksf	5,728	211	140	351	107	102	209
Net Raw Project Trips				28,593	1,593	1,004	2,597	1,102	1,614	2,716
REDUCTIONS									-	
Internal Capture				-2,304	-198	-124	-322	-149	-217	-366
External Walk, Bike, and Transit				-6,938	-509	-321	-830	-298	-437	-735
Total Reductions				-9,242	-707	-445	-1,152	-447	-654	-1,101
Net New Project Trips				19,351	886	559	1,445	655	960	1,615
PERCENT REDUCTIONS										
Internal Capture Percentage Reductions				8%	12%	12%	12%	14%	13%	13%
External Walk, Bike, and Transit Percentage Reductions				24%	32%	32%	32%	27%	27%	27%
Total Percent Reductions	1			32%	44%	44%	44%	41%	41%	41%

# TABLE 3 3440 WILSHIRE PROJECT MAIN STREET MODEL INPUTS

Input Variable	Input Value	Source
Main Street Specific Inputs		
Project Area (Acres)	48.28	Project site plan
Intersections per Square Mile	100	EPA Smart Location Database (2013) - 2010 Scenario
Employment within 1 mile of Project site	36,000	SCAG Model 2035
Employment within a 30 minute trip by transit	0.04	SCAG Model 2035
Average Household Size within Project area	2.31	ACS 2012 (5-year) - All Housing Types
Average Vehicles Owned per Dwelling Unit within		
Project site	1.1	ACS 2012 (5-year) - All Housing Types
Average Household Size near Project site	2.31	ACS 2012 (5-year) - All Housing Types
Average Vehicle Ownership near Project site	1.1	ACS 2012 (5-year) - All Housing Types
Land Use Inputs		•
Apartments	1,594	Project Neighborhood TAZ & Project Land Uses
General Office Building	2,700	Project Neighborhood TAZ & Project Land Uses
Shopping Center	53,500	Project Neighborhood TAZ & Project Land Uses
High-Turnover Restaurant	8,000	Project Neighborhood TAZ & Project Land Uses
Fast-Food w/o Drive-Through Window	8,000	Project Neighborhood TAZ & Project Land Uses

#### **Comparisons with Mode Share Data**

US Census data were used to check the reasonability of the MainStreet model results presented above. Table 4 shows journey to work mode share data for the census tracts in the project area based on the 2012 American Community Survey (ACS) data. The data shows that nearly half of the area residents' journey to work is by non-automobile modes. Table 7 also compares the project area mode share with journey to work data for residents throughout all of the City of Los Angeles, all of the County of Los Angeles, and the entire Southern California Association of Governments (SCAG) region. City of Los Angeles, County of Los Angeles, and SCAG residents have higher automobile mode shares because of more suburban development patterns.

The current project area residents' automobile mode share is about 18 percent lower than City of Los Angeles, 25 percent lower than County of Los Angeles, and about 26 percent lower than SCAG mode share.

Mede MPO		County	City	Tracts
Mode	SCAG	Los Angeles	Los Angeles	Project Area
Auto	80%	79%	72%	54%
Transit	6%	6%	11%	24%
Walk	13%	13%	16%	17%
Bike	1%	1%	1%	4%

TABLE 4 – AMERICAN COMMUNITY SURVEY (ACS) (2012) – DAILY JOURNEY TO WORK MODE SHARE

**APPENDIX A – CERTIFIED EIRS – MAIN STREET** 

## APPENDIX A BROADWAY-VALDEZ DISTRICT SPECIFIC PLAN CERTIFIED EIRS USING MXD (4Ds) MODEL

Name	Date Published	Jurisdiction	Description	% Reduction
Treasure Island DEIR <sup>1</sup>	July 2010	City of San Francisco	8,000 DUs 140,000 SF retail 100,000 SF office 311,000 SF commercial flex 274,000 SF other	56-61% reduction
Candlestick Point / Hunters Point DEIR <sup>2</sup>	November 2009	City of San Francisco	10,500 DUs 885,000 SF retail 2,650,000 SF office/R&D	44-50% reduction
Parkmerced DEIR <sup>3</sup>	May 2010	City of San Francisco	8,900 DUs 230,000 SF retail 105,000 SF office 164,000 SF other	34-38% reduction
Fairfield Train Station DEIR <sup>4</sup>	December 2010	City of Fairfield	6,790 DUs 150,000 SF retail	25% reduction
Redwood City Downtown Precise Plan DEIR <sup>5</sup>	August 2010	Redwood City	2,500 DUs 221,000 SF retail 275,000 SF office	21-29% reduction
Pittsburg/Bay Point BART Station Master Plan DEIR <sup>6</sup>	June 2011	City of Pittsburg	1,168 DU 95,000 SF retail 50,000 SF office	26-32% reduction
Newhall Ranch Draft EIS/EIR <sup>7</sup>	April 2009	Los Angeles County U.S. Army Corps of Engineers	21,000 DUs 5,500,000 SF commercial	29-33% reduction
Broadway-Valdez District Specific Plan		City of Oakland	1,796 DUs 1,118,345 SF retail 694,730 SF office 180 Hotel rooms	27-34% reduction

1. <u>http://sfplanning.org/index.aspx?page=1828#2007\_0903E</u>

2. http://sfplanning.org/index.aspx?page=1828#2007\_0946E

3. <u>http://sfplanning.org/index.aspx?page=1828#2008\_0021E</u>

4. http://www.fairfield.ca.gov/gov/depts/cd/planning/train\_station\_deir.asp

5. http://www.redwoodcity.org/phed/planning/precise/FINAL-DTPP/EIR.htm

6. http://www.ci.pittsburg.ca.us/index.aspx?page=225

7. http://www.dfg.ca.gov/regions/5/newhall/final/

Source: Fehr and Peers, 2012.

# APPENDIX F: SIGNAL WARRANT

	Mariposa 7th St Existing 2018 AM u (U=urban, R=rural	[a])				
PEAK HOUR \	OLUME (MUTCD Warrant 3,	Caltrans W	/arrant 11)			
Major Stree	Number of Lanes on Each Approach Major Street: 1 Minor Street: 1					
	our (Peak Hour) et (Approach 1):	223	Major Street Left Turn (see note [b]): 36			
Major Stree	et (Approach 2): et Total (Both Approaches):	<u>290</u> 513	Minor Street (Higher Volume App.):250Minor Street Total:286			
	olume on Major Street /arrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 410			
PEAK HOUR V	PEAK HOUR VOLUME WARRANT SATISFIED? NO					

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Existing 2018 PM u (U=urban, R=rura	l [a])				
PEAK HOUR	OLUME (MUTCD Warrant 3	, Caltrans Wa	rrant 11)			
Major Stree	Number of Lanes on Each Approach Major Street: 1 Minor Street: 1					
Major Stree Major Stree	our (Peak Hour) et (Approach 1): et (Approach 2): et Total (Both Approaches):	354 <u>185</u> 539	Major Street Left Turn (see note [b]): Minor Street (Higher Volume App.): Minor Street Total:	50 <u>276</u> 326		
	olume on Major Street /arrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	390		
PEAK HOUR \	PEAK HOUR VOLUME WARRANT SATISFIED? NO					

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Existing plus Project AM u (U=urban, R=rural	[a])			
PEAK HOUR \	/OLUME (MUTCD Warrant 3,	Caltrans W	/arrant 11)		
Number of Lan Major Stree Minor Stree		1 1			
Major Stree Major Stree	our (Peak Hour) et (Approach 1): et (Approach 2): et Total (Both Approaches):	258 <u>298</u> 556	Major Street Left Turn (see note [b]): Minor Street (Higher Volume App.): Minor Street Total:	40 <u>296</u> 336	
	olume on Major Street /arrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	380	
PEAK HOUR VOLUME WARRANT SATISFIED? NO					

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Existing plus project PM u (U=urban, R=rural	[a])		
PEAK HOUR \	/OLUME (MUTCD Warrant 3,	Caltrans W	/arrant 11)	
Number of Lan Major Stree Minor Stree		1 1		
Vehicles Per H	our (Peak Hour)			
	et (Approach 1):	397	Major Street Left Turn (see note [b]):	74
	et (Approach 2): et Total (Both Approaches):	<u>234</u> 631	Minor Street (Higher Volume App.): Minor Street Total:	<u>312</u> 386
Minimum V	olume on Major Street		Minimum Volume on Minor Street	
to Satisfy V	/arrant (see note [d]):	450	to Satisfy Warrant (see note [d]):	340
PEAK HOUR VOLUME WARRANT SATISFIED? YES				

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Future Base AM	L [_])				
Orban/Rurai:	u (U=urban, R=rura	i [a])				
PEAK HOUR	/OLUME (MUTCD Warrant 3,	Caltrans Wa	rrant 11)			
Major Stree	Number of Lanes on Each Approach Major Street: 1 Minor Street: 1					
Vehicles Per H	our (Peak Hour)					
	et (Approach 1):	246	Major Street Left Turn (see note [b]):	43		
	et (Approach 2): et Total (Both Approaches):	<u>321</u> 567	Minor Street (Higher Volume App.): Minor Street Total:	<u>277</u> 320		
	olume on Major Street Varrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	380		
PEAK HOUR VOLUME WARRANT SATISFIED? NO						

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Future Base PM u (U=urban, R=rura	l [a])				
orban/rtaran		" [¤])				
PEAK HOUR V	OLUME (MUTCD Warrant 3	, Caltrans Wa	rrant 11)			
Number of Lan Major Stree Minor Stree		1 1				
Vehicles Per H	our (Peak Hour)					
Major Stree	et (Approach 1): et (Approach 2): et Total (Both Approaches):	387 <u>211</u> 598	Major Street Left Turn (see note [b]): Minor Street (Higher Volume App.): Minor Street Total:	62 <u>305</u> 367		
	olume on Major Street Varrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	360		
PEAK HOUR \	PEAK HOUR VOLUME WARRANT SATISFIED? YES					

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Mariposa Minor Street: 7th St Scenario: Future plus Project AM Urban/Rural: u (U=urban, R=rural [a])								
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of Lan Major Stree Minor Stree		1 1						
Vehicles Per Hour (Peak Hour) Major Street (Approach 1): Major Street (Approach 2): Major Street Total (Both Approaches):		281 <u>329</u> 610	Major Street Left Turn (see note [b]): Minor Street (Higher Volume App.): Minor Street Total:	47 <u>323</u> 370				
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):		450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	360				
PEAK HOUR VOLUME WARRANT SATISFIED? YES								

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

	•• •							
Major Street: Minor Street:	Mariposa 7th St							
	Future plus Project PM							
Urban/Rural:	u (U=urban, R=rural	[a])						
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of Lanes on Each Approach								
Major Street:		1						
Minor Street:		1						
Vehicles Per Hour (Peak Hour)								
Major Street (Approach 1):		430	Major Street Left Turn (see note [b]):	86				
Major Street (Approach 2):		<u>260</u>	Minor Street (Higher Volume App.):	341				
Major Street Total (Both Ápproaches):		690	Minor Street Total:	<u>341</u> 427				
Minimum Volume on Major Street			Minimum Volume on Minor Street					
to Satisfy W	/arrant (see note [d]):	450	to Satisfy Warrant (see note [d]):	320				
PEAK HOUR VOLUME WARRANT SATISFIED? YES								

Notes:

a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.

d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.