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TECHNICAL ADDENDUM TO 3440 WILSHIRE PROJECT TRANSPORTATION IMPACT ANALYSIS

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To: Wes Pringle, Los Angeles Department of Transportation

From: Tom Gaul and Ryan Liu, Fehr & Peers

Subject: ***Traffic Analysis of Revised 3440 Wilshire Project***

Ref: LA16-2871

This document is a technical addendum to the original transportation impact analysis conducted by Fehr & Peers for the 3440 Wilshire Project¹ and included in the Mitigated Negative Declaration (MND) for the Project. This addendum summarizes an update to the transportation impact analysis as a result of changes made to the proposed Project.

PROJECT DESCRIPTION

The original Project involved the construction of 641 multifamily high-rise residential units and 18,454 square feet of retail space. The original Project would demolish an existing parking structure which serves an existing 760,456 square feet of office space that is to remain. 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 original Project, the southern driveway on Mariposa Avenue would be closed, leaving the site with four driveways to service the property. The residents would primarily use the Mariposa Avenue driveway and eastern 7th Street driveway, but all other land uses on the site would have access to use each of the driveways, similar to the existing site access. The loading areas for the original project uses would be located in the parking structure on Level 1 and will be accessible from the Mariposa Avenue driveway.

The revised Project description provides 640 multifamily high-rise residential units, 5,538 square feet of retail space, 4,600 square feet of high-turnover (sit-down) restaurant space, and 2,000 square feet of fast casual restaurant space. The revised Project's access and driveway plan will remain the same as that of the original Project.

Figure 1 shows the revised site plan with the aforementioned changes to project components.

¹ Fehr & Peers, *3440 Wilshire Boulevard Project Transportation Analysis*, September 2018.



METHODOLOGY AND TRIP GENERATION

Analysis Methodology

This study evaluates the potential for peak-hour project-generated traffic impacts at the same 15 study intersections and two street segments in the vicinity of the project site (shown in Figure 2) that were evaluated in the 2018 Transportation Impact Analysis with the original Project. Peak hour traffic impacts were evaluated during typical weekday morning and afternoon peak hours. Four traffic scenarios were developed in order to conduct the plus project impact analyses:

1. Existing Conditions are the traffic conditions presented in the 2018 Transportation Impact Analysis report.
2. Existing plus revised Project conditions are the traffic conditions expected with the addition of the revised proposed project layered on top of the Existing baseline traffic volumes. The incremental increase in traffic compared to existing conditions provides the basis for the identification of potential impacts of the proposed project.
3. Future (Year 2026) Base Conditions reflect background traffic growth and related projects project for Year 2026, which are the same traffic conditions presented in the 2018 Transportation Impact Analysis report.
4. Future (Year 2026) plus Project conditions are the traffic conditions expected with the addition of the proposed revised project layered on top of the cumulative baseline traffic volumes in Year 2026. The incremental increase in traffic compared to cumulative base conditions provides the basis for the identification of potential impacts of the proposed project.

Level of Service Methodology

For a detailed explanation of level of service methodology, refer to page 13 of the 2018 Transportation Impact Analysis. Fourteen of the 15 study intersections are signalized. According to LADOT's *Traffic Study Policies and Procedures*, this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation to analyze signalized intersections.

The remaining unsignalized intersections was not evaluated for significant impacts. Consistent with current LADOT guidelines, a signal warrant analysis was conducted at this intersection to determine if a traffic signal is warranted at this location.

Existing Conditions

Table 1 shows the existing conditions for the 14 signalized intersections developed in the 2018 Transportation Impact Analysis. The traffic volumes for Existing Conditions are provided in Attachment A.



Revised Project Trip Generation

The revised Project description has resulted in a change to the Project trip generation compared to what was developed for the project in the 2018 Transportation Impact Analysis. The revised Project involves a decrease in retail use from 18,454 sf to 5,538 sf; decrease in number of residential units from 641 to 640 dwelling units; addition of high turnover (sit-down) restaurant use of 4,600 sf; and the addition of 2,000 sf of fast casual restaurant space. Table 2 provides a summary of the original Project trip generation estimates and Table 3 provides a summary of the revised Project trip generation estimates. The Project was estimated to generate approximately 2,040 net daily vehicle trips external to the Project site, including 131 AM peak hour trips and 186 PM peak hour trips. With the revised Project description, the Project is estimated to generate approximately 2,348 net daily vehicle trips external to the Project site, including 153 AM peak hour trips and 202 PM peak hour trips. This constitutes an increase of about 308 daily, 22 AM peak hour, and 16 PM peak hour trips from the trip generation estimate for the original Project.

The revised Project-only traffic was added to existing volumes to calculate Existing plus Project traffic volumes. Existing plus Project traffic volumes were used to calculate intersection volume-to-capacity ratios and level of service. The results of the analysis of Existing plus Project weekday morning and afternoon peak hour conditions at the 14 signalized study intersections for the revised Project description are summarized in Table 4. Detailed LOS calculations are provided in Attachment B.

The revised Project-only traffic was also added to Future (Year 2026) to calculate Future (Year 2026) plus Project traffic volumes. These traffic volumes are provided in Attachment A. These volumes were used to calculate intersection volume-to-capacity ratios and level of service. The results of the analysis of Future (Year 2026) weekday morning and afternoon peak hour conditions at the 14 signalized study intersections are summarized in Table 5. Detailed LOS calculations are provided in Attachment B.

INTERSECTION LEVEL OF SERVICE AND IMPACT ANALYSIS

Criteria for Determination of Significant Traffic Impacts at Intersections

The criteria for determination of significant traffic impacts are described below. Significance criteria established by City of Los Angeles were used to assess the potential for significant Project impacts at the intersections in each city. The City of Los Angeles has recently modified its metrics and significance criteria for the measurement of project impacts on the transportation system. The criteria used in this analysis are the criteria used by the City at the time the original Transportation Impact Assessment and the Mitigated Negative Declaration were prepared.

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
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

Existing plus Project Intersection Traffic Impact Analysis

The Existing plus Project peak hour level of service results were compared to Existing level of service results to identify significant traffic impacts at study locations generated by the revised Project.

Under the original Existing plus Project scenario, in the 2018 Transportation Impact Analysis, none of the 14 signalized study intersections were determined to be significantly impacted. As shown in Table 4, under the revised Existing plus Project scenario analyzed in this addendum, none of the study intersections were determined to be significantly impacted by the proposed Project during the AM and PM peak hours. No new significantly impacted intersections were identified.

Future (Year 2026) plus Project Intersection Traffic Impact Analysis

The Future (Year 2026) plus Project peak hour level of service results were compared to Future (Year 2026) Base level of service results to identify significant traffic impacts at study locations generated by the revised Project.

In the 2018 Traffic Study, none of the 14 signalized study intersections were determined to be significantly impacted under the Future (Year 2026) scenario. As shown in Table 5, with the revised Project description, no new intersections were identified to be impacted by the proposed Project during the AM and PM peak hours.

Because both the 2018 Transportation Impact Analysis and the revised Project Impact Analysis did not identify any significant impacts at signalized study intersections, mitigation measures are not necessary.

UNSIGNALIZED INTERSECTION SIGNAL WARRANT ANALYSIS

The signal warrant analysis was revised for the one unsignalized intersection analyzed in the original traffic study:

A. Mariposa Avenue & 7th Street

Revised traffic volumes for Existing plus Project and Future (Year 2026) plus Project scenarios were used to prepare signal warrant analysis at the unsignalized intersection.



As shown in Table 6, the intersection of Mariposa Avenue & 7th Street meets the signal warrant thresholds under the PM peak hour in the Existing plus Project scenario and both peak hours in the Future plus Project scenario. These results are unchanged from the original 2018 Transportation Impact Analysis.

Analysis sheets are provided in Attachment C.

NEIGHBORHOOD STREET SEGMENT IMPACT ANALYSIS

Under the City of Los Angeles guidelines, a project impact on a local residential street would be considered significant if the projected increase in average daily traffic (ADT) volumes is 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 Future (Year 2026) with the revised Project are summarized in Tables 7 and 8, respectively. As shown, the revised Project would not result in a significant impact at any of the study neighborhood street segments.

REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS

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 ($V/C \geq 0.02$), 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 ($V/C \geq 0.02$).

Arterial Monitoring Stations

The CMP arterial monitoring station closest to the Project Site is at Wilshire Boulevard & Western Avenue located west of the proposed Project site. The revised Project is expected to add approximately 15 trips in the AM peak hour and 20 trips in the PM peak hour at Wilshire Boulevard & Western Avenue.

The revised 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.

Freeways

Based on the revised project trip generation estimates shown in Table 3 and using the same trip distribution estimates presented in 2018 Transportation Impact Analysis, the revised Project is projected to result in an increase of 11 trips in the morning and 15 trips in the evening peak hour



on the I-10 freeway at Budlong Avenue. The revised Project is also projected to result in an increase of 11 trips in the morning peak hour and 15 trips in the evening peak hour on the US-101 freeway at Normandie Avenue. 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

The revised project would have an estimated increase in vehicle trip generation of approximately 166 net vehicle trips during the AM peak hour and 222 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 232 and 311 person trips during the AM and PM peak hours, respectively. The CMP provides that, of the total net person trips of a project, 15% of total person trips generated would be assigned as transit riders for projects, due to proximity to the Metro Purple Line Wilshire/Normandie. Following this approach, the revised Project would generate an estimated increase of 35 transit trips during the AM peak hour and 47 transit trips during the PM peak hour, and no significant impacts to the transit system would be anticipated. Given the frequency and density of existing and proposed transit service in close proximity to the Project Site, the incremental transit riders resulting from the revised Project are not anticipated to result in a significant impact on the transit lines serving the area.

SITE ACCESS

The site access driveway analysis presented in the 2018 Transportation Impact Analysis was revised to reflect the changes to the Project. Tables 9 shows revised LOS and delay for the following two driveways analyzed in the 2018 study that will be used by residents:

- 7th Street Eastern Driveway
- Mariposa Avenue Driveway

Both driveways are projected to operate at acceptable LOS (LOS D or better) under Existing plus Project and Future plus Project conditions, same as the 2018 Transportation Impact Analysis. Attachment B shows detailed LOS and delay analysis for both driveways.

SUMMARY

The purpose of this addendum is to present the results of a traffic analysis conducted for the revised 3440 Wilshire Project featuring 640 multifamily high-rise housing units, 5,538 sf of retail space, 4,600 sf of high turnover (sit-down) restaurant space, and 2,000 sf of fast casual restaurant space, and to compare these results with the traffic analysis for the original Project to determine whether the revised Project would generate more or fewer impacts than the original Project. The following presents a summary of the findings of this memorandum:

- The revised Project would generate an estimated net increase of 2,348 daily trips, including 153 trips during the AM peak hour and 202 trips during the PM peak hour.



- The LOS analysis for the Existing plus Project scenario determined that the revised Project would not result in any significant impacts at any signalized intersections, same as when compared to the original Project analyzed in the 2018 Transportation Impact Analysis.
- Under the Future (Year 2026) plus Project scenario, it is determined that the revised Project would not result in any significant impacts at any signalized intersections, same as when compared to the original Project analyzed in the 2018 Transportation Impact Analysis.
- It was determined that the revised Project would not trigger a significant traffic impact at any of the analyzed neighborhood street segments.
- A traffic signal is warranted during either or both the AM and PM peak hours during the Existing plus Project and Future plus Project scenarios for the unsignalized intersection of Mariposa Avenue & 7th Street. This is the same result as for the original Project analyzed in the 2018 Transportation Impact Analysis. Further signal warrants, engineering study, and coordination with LADOT would be required before installing a proposed traffic signal at this location.
- Significant CMP arterial, CMP freeway or transit impacts would not be created by the revised Project; therefore, no mitigation measures would be required.
- It was determined that the two driveways to be used primarily by residents as studied in the 2018 Transportation Impact Analysis would operate at an acceptable LOS D or better under Existing plus Project and Future plus Project scenario.

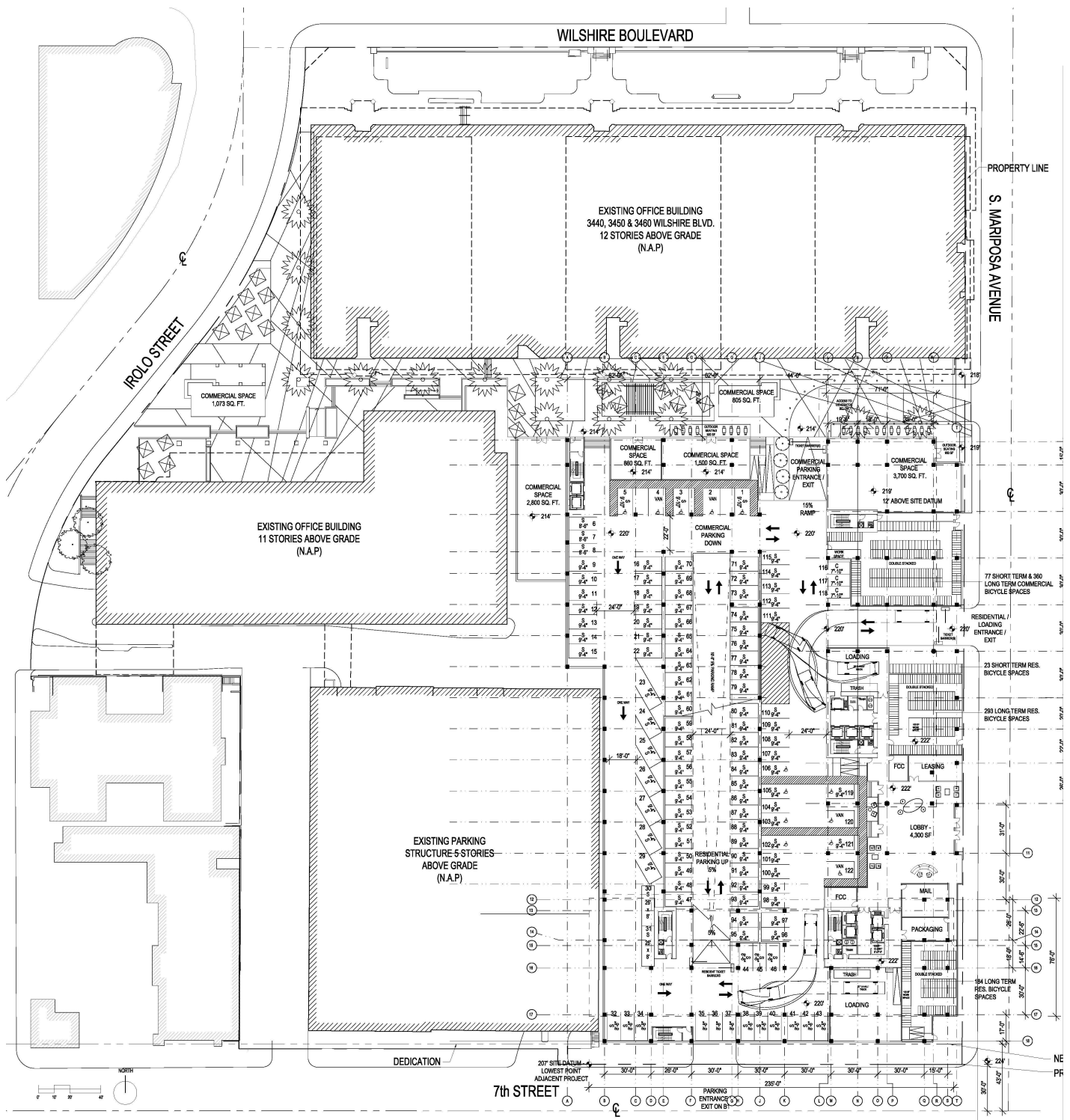


Figure 1
Revised Site Plan

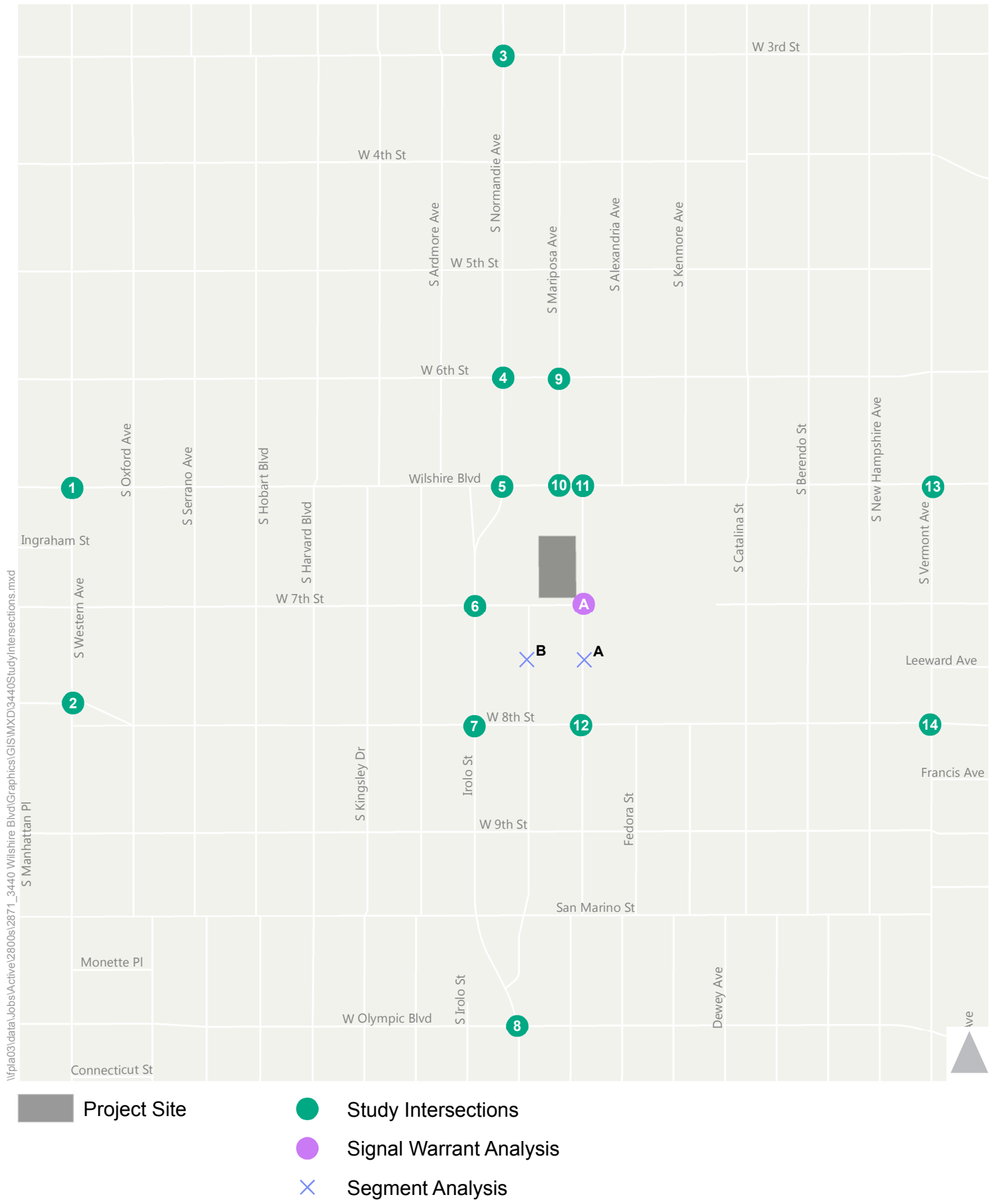


Figure 2
3440 Wilshire Study Intersections



TABLE 1
3440 WILSHIRE PROJECT
EXISTING CONDITIONS INTERSECTION LEVELS OF SERVICE

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

TABLE 2
3440 WILSHIRE - ORIGINAL PROJECT
TRIP GENERATION - ITE 10TH EDITION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In%	Out%	Rate	In%	Out%		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	4	2	6	11	12	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 [f]			25%							(606)		11			11	
Net External Vehicle Trips										1,818	15	110	125	114	49	163
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.

TABLE 3
3440 WILSHIRE - REVISED PROJECT
TRIP GENERATION - ITE 10TH EDITION

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	In%	Out%	Rate	In%	Out%		In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	5.538 ksf	37.75	0.94	62%	38%	3.81	48%	52%	209	3	2	5	10	11	21
Less: Internal Capture [b]			15%		15%	15%		15%	15%	(31)	0	0	0	(2)	(2)	(4)
Less: Transit Credit [c]			25%	25%			25%			(45)	(1)	(1)	(2)	(2)	(2)	(4)
Total Driveway Trips										133	2	1	3	6	7	13
Less: Pass-by [d]			50%	50%			50%			(66)	(1)	0	(1)	(3)	(3)	(6)
Net External Vehicle Trips										67	1	1	2	3	4	7
High-Turnover (Sit Down) Restaurant	932	4.600 ksf	112.18	9.94	55%	45%	9.77	62%	38%	516	25	21	46	28	17	45
Less: Internal Capture [b]			15%		15%	15%		15%	15%	(77)	(4)	(3)	(7)	(4)	(3)	(7)
Less: Transit Credit [c]			25%	25%			25%			(110)	(5)	(5)	(10)	(6)	(4)	(10)
Total Driveway Trips										329	16	13	29	18	10	28
Less: Pass-by [d]			20%	20%			20%			(65)	(3)	(2)	(5)	(3)	(2)	(5)
Net External Vehicle Trips										264	13	11	24	15	8	23
Fast Casual Restaurant	930	2.000 ksf	315.17	2.07	67%	33%	14.13	55%	45%	630	3	1	4	15	13	28
Less: Internal Capture [b]			15%		15%	15%		15%	15%	(95)	0	0	0	(2)	(2)	(4)
Less: Transit Credit [c]			25%	25%			25%			(134)	(1)	0	(1)	(3)	(3)	(6)
Total Driveway Trips										401	2	1	3	10	8	18
Less: Pass-by [d]			50%	50%			50%			(200)	(1)	0	(1)	(5)	(4)	(9)
Net External Vehicle Trips										201	1	1	2	5	4	9
Multifamily Housing (High-Rise) [e]	222	640 DU	4.45	0.23	12%	88%	0.3	70%	30%	2,848	18	129	147	134	58	192
Internal Capture [b]			15%		15%	15%		15%	15%	(427)	(3)	(19)	(22)	(20)	(9)	(29)
Less: Transit Credit [f]			25%							(605)						
Net External Vehicle Trips										1,816	15	110	125	114	49	163
TOTAL DRIVEWAY TRIPS										2,679	35	125	160	148	74	222
NET INCREMENTAL EXTERNAL TRIPS										2,348	30	123	153	137	65	202

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.

TABLE 4
3440 WILSHIRE - REVISED PROJECT
EXISTING PLUS REVISED PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + REVISED PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave & Wilshire Blvd	AM	0.719	C	0.723	C	0.004	No
		PM	0.661	B	0.665	B	0.004	No
2	Western Ave & 8th St	AM	0.660	B	0.661	B	0.001	No
		PM	0.619	B	0.621	B	0.002	No
3	Normandie Ave & 3rd St	AM	0.627	B	0.628	B	0.001	No
		PM	0.587	A	0.588	A	0.001	No
4	Normandie Ave & 6th St	AM	0.562	A	0.563	A	0.001	No
		PM	0.571	A	0.573	A	0.002	No
5	Normandie Ave & Wilshire Blvd	AM	0.679	B	0.681	B	0.002	No
		PM	0.687	B	0.699	B	0.012	No
6	Irolo St & 7th St	AM	0.521	A	0.532	A	0.011	No
		PM	0.583	A	0.601	B	0.018	No
7	Irolo St & 8th St	AM	0.712	C	0.716	C	0.004	No
		PM	0.709	C	0.714	C	0.005	No
8	Normandie Ave & Olympic Blvd	AM	0.696	B	0.697	B	0.001	No
		PM	0.715	C	0.717	C	0.002	No
9	Mariposa Ave & 6th St	AM	0.483	A	0.489	A	0.006	No
		PM	0.517	A	0.523	A	0.006	No
10	Mariposa Ave (West) & Wilshire Blvd	AM	0.545	A	0.553	A	0.008	No
		PM	0.525	A	0.538	A	0.013	No
11	Mariposa Ave (East) & Wilshire Blvd	AM	0.511	A	0.532	A	0.021	No
		PM	0.467	A	0.499	A	0.032	No
12	Mariposa Ave & 8th St	AM	0.403	A	0.417	A	0.014	No
		PM	0.450	A	0.483	A	0.033	No
13	Vermont Ave & Wilshire Blvd	AM	0.833	D	0.840	D	0.007	No
		PM	0.757	C	0.760	C	0.003	No
14	Vermont Ave & 8th St	AM	0.649	B	0.651	B	0.002	No
		PM	0.651	B	0.657	B	0.006	No

TABLE 5
3440 WILSHIRE - REVISED PROJECT
FUTURE YEAR (2026) PLUS REVISED PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2026)		FUTURE (2026) + REVISED PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Western Ave & Wilshire Blvd	AM	0.972	E	0.976	E	0.004	No
		PM	0.940	E	0.944	E	0.004	No
2	Western Ave & 8th St	AM	0.920	E	0.921	E	0.001	No
		PM	1.009	F	1.013	F	0.004	No
3	Normandie Ave & 3rd St	AM	0.828	D	0.828	D	0.000	No
		PM	0.864	D	0.866	D	0.002	No
4	Normandie Ave & 6th St	AM	0.789	C	0.789	C	0.000	No
		PM	0.755	C	0.756	C	0.001	No
5	Normandie Ave & Wilshire Blvd	AM	1.037	F	1.040	F	0.003	No
		PM	1.058	F	1.063	F	0.005	No
6	Irolo St & 7th St	AM	0.657	B	0.668	B	0.011	No
		PM	0.809	D	0.827	D	0.018	No
7	Irolo St & 8th St	AM	1.189	F	1.196	F	0.007	No
		PM	1.279	F	1.285	F	0.006	No
8	Normandie Ave & Olympic Blvd	AM	0.962	E	0.965	E	0.003	No
		PM	1.046	F	1.049	F	0.003	No
9	Mariposa Ave & 6th St	AM	0.569	A	0.575	A	0.006	No
		PM	0.619	B	0.626	B	0.007	No
10	Mariposa Ave (West) & Wilshire Blvd	AM	0.690	B	0.698	B	0.008	No
		PM	0.701	C	0.714	C	0.013	No
11	Mariposa Ave (East) & Wilshire Blvd	AM	0.657	B	0.678	B	0.021	No
		PM	0.635	B	0.667	B	0.032	No
12	Mariposa Ave & 8th St	AM	0.574	A	0.587	A	0.013	No
		PM	0.661	B	0.699	B	0.038	No
13	Vermont Ave & Wilshire Blvd	AM	1.159	F	1.165	F	0.006	No
		PM	1.161	F	1.169	F	0.008	No
14	Vermont Ave & 8th St	AM	0.985	E	0.989	E	0.004	No
		PM	1.046	F	1.048	F	0.002	No

TABLE 6
3440 WILSHIRE - REVISED PROJECT
PEAK HOUR SIGNAL WARRANT ANALYSIS

No.	INTERSECTIONS	PEAK HOUR	EXISTING SIGNAL WARRANT MET	EXISTING PLUS REVISED PROJECT SIGNAL WARRANT MET	FUTURE BASE SIGNAL WARRANT MET	FUTURE PLUS REVISED PROJECT SIGNAL WARRANT MET
A	Mariposa Ave & 7th St	AM	No	No	No	Yes
		PM	No	Yes	Yes	Yes

TABLE 7
3440 WILSHIRE - REVISED PROJECT
NEIGHBORHOOD STREET IMPACT ANALYSIS - EXISTING PLUS REVISED PROJECT ANALYSIS

Street Segment	Weekday Two-Way Daily Volume	With Revised Project Impact Analysis				
	Existing Base	Commercial Project Only	Existing plus Revised Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Mariposa Ave south of 7th Street	5,531	182	5,713	3.2%	8%	NO
Normandie Ave south of 7th Street	4,164	24	4,188	0.6%	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 8
3440 WILSHIRE - REVISED PROJECT
NEIGHBORHOOD STREET IMPACT ANALYSIS - CUMULATIVE PLUS REVISED PROJECT ANALYSIS

Street Segment	Weekday Two-Way Daily Volume		With Revised Project Impact Analysis				
	Existing Base	Cumulative Base	Commercial Project Only	Cumulative plus Revisd Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Mariposa Ave south of 7th Street	5,531	6,271	182	6,453	2.8%	8%	NO
Normandie Ave south of 7th Street	4,164	4,509	24	4,509	0.5%	8%	NO

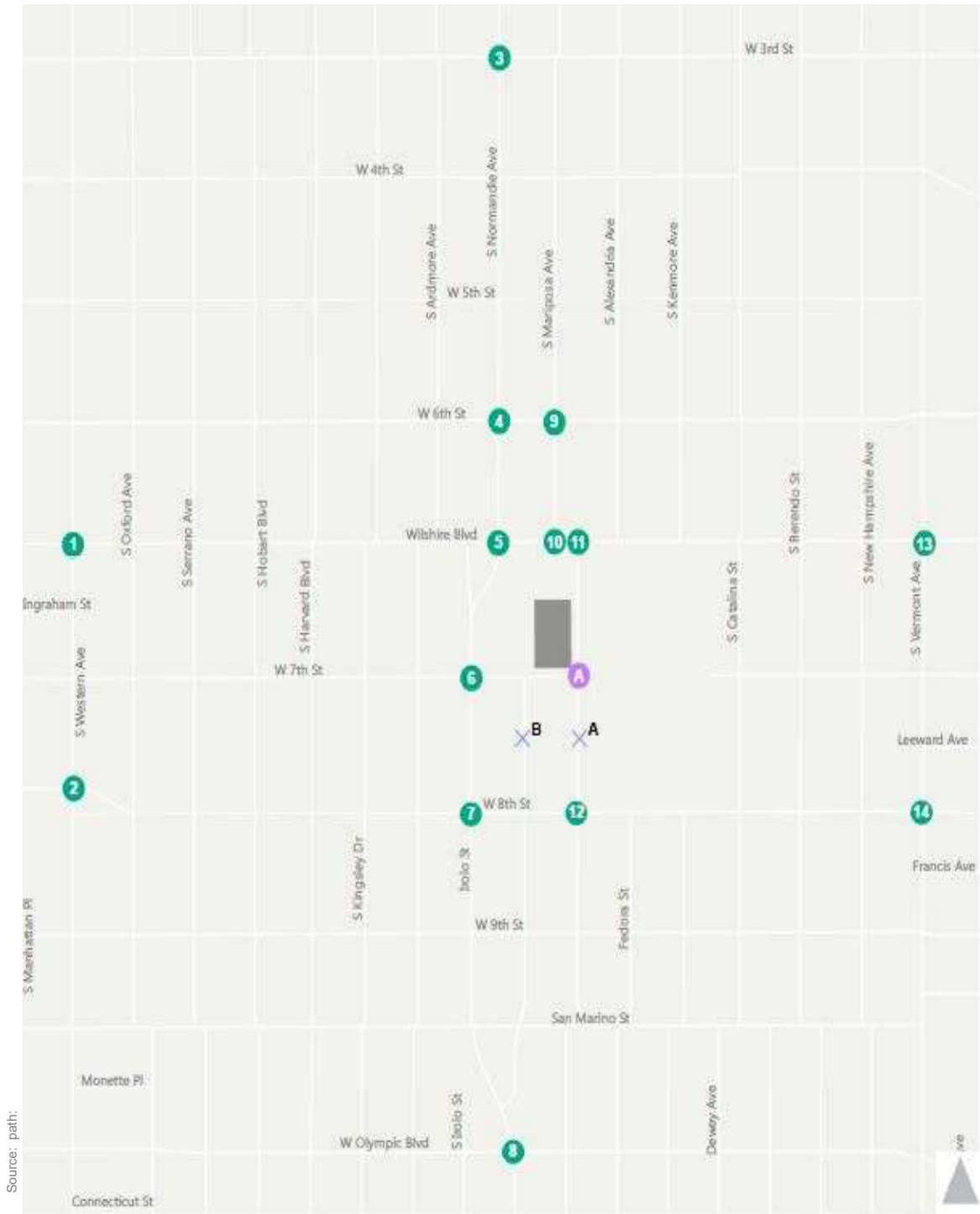
Notes:

[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 9
3440 WILSHIRE - REVISED PROJECT
DRIVEWAY SERVICE AND IMPACT ANALYSIS

Driveway Location	Peak Hour	Existing plus Revised Project (2018)		Future plus Revised Project (2026)	
		Delay (seconds)	LOS	Delay (seconds)	LOS
7 th Street Eastern Driveway	AM	14.1	B	14.9	C
	PM	18.5	C	20.4	C
Mariposa Avenue Driveway	AM	24.4	D	27.7	D
	PM	25.4	D	29.0	D



<div><div><div>1. Western Ave/Wilshire Blvd</div><div><div><div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></di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Attachment A
Peak Hour Traffic Volumes and Lane Configurations
Existing (2018) Conditions



Source: path.



<div>1. Western Ave/Wilshire Blvd</div> <div></div>	<div>2. Western Ave/8th St</div> <div></div>	<div>3. Normandie Ave/3rd St</div> <div></div>	<div>4. Normandie Ave/6th St</div> <div></div>	<div>5. Irolo St/Normandie Ave/Wilshire Blvd</div> <div></div>
<div>6. Irolo St/7th St</div> <div></div>	<div>7. Irolo St/8th St</div> <div></div>	<div>8. Irolo St/Normandie Ave/Olympic Blvd</div> <div></div>	<div>9. Mariposa Ave/6th St</div> <div></div>	<div>10. Mariposa Ave (North)/Wilshire Blvd</div> <div></div>
<div>11. Mariposa Ave (South)/Wilshire Blvd</div> <div></div>	<div>12. Mariposa Ave/8th St</div> <div></div>	<div>13. Vermont Ave/Wilshire Blvd</div> <div></div>	<div>14. Vermont Ave/8th St</div> <div></div>	



Source: path.



1. Western Ave/Wilshire Blvd <p>54 (60) 1,058 (1,325) 134 (123) 73 (118) 1,268 (1,073) 42 (35) 9 (7) 1,117 (1,219) 103 (107) 87 (92) 1,292 (1,126) 101 (141)</p>	2. Western Ave/8th St <p>40 (57) 1,209 (1,414) 120 (204) 157 (165) 1,017 (766) 265 (223) 86 (75) 657 (946) 65 (63) 68 (62) 1,390 (1,250) 83 (212)</p>	3. Normandie Ave/3rd St <p>131 (93) 1,018 (780) 51 (82) 1,109 (1,081) 120 (163) 63 (109) 1,182 (1,136) 74 (138) 706 (950) 139 (198)</p>	4. Normandie Ave/6th St <p>107 (49) 887 (800) 102 (6) 27 (90) 1,136 (1,247) 42 (52) 41 (102) 1,165 (1,221) 57 (55) 32 (9) 620 (933) 53 (88)</p>	5. Irolo St/Normandie Ave/Wilshire Blvd <p>120 (138) 712 (610) 151 (215) 90 (129) 1,451 (1,523) 179 (159) 70 (140) 1,432 (1,429) 133 (103) 67 (86) 521 (721) 153 (155)</p>
6. Irolo St/7th St <p>107 (201) 732 (687) 34 (88) 69 (67) 95 (129) 22 (31) 55 (42) 122 (237) 75 (122) 126 (76) 708 (760) 48 (49)</p>	7. Irolo St/8th St <p>38 (41) 762 (715) 68 (58) 78 (80) 977 (992) 134 (131) 52 (38) 927 (1,185) 152 (120) 83 (134) 722 (767) 66 (143)</p>	8. Irolo St/Normandie Ave/Olympic Blvd <p>148 (146) 999 (1,214) 129 (120) 77 (120) 1,783 (1,858) 108 (111) 122 (149) 2,200 (2,341) 182 (178) 191 (161) 1,102 (1,054) 130 (185)</p>	9. Mariposa Ave/6th St <p>40 (32) 175 (138) 30 (24) 8 (48) 1,170 (1,292) 76 (95) 14 (39) 1,191 (1,182) 103 (75) 36 (58) 80 (148) 48 (125)</p>	10. Mariposa Ave (North)/Wilshire Blvd <p>95 (116) 209 (170) 187 (204) 1,633 (1,657) 64 (87) 1,672 (1,648)</p>
11. Mariposa Ave (South)/Wilshire Blvd <p>1,670 (1,693) 110 (113) 1,662 (1,607) 225 (226) 159 (185) 249 (210)</p>	12. Mariposa Ave/8th St <p>68 (73) 41 (90) 114 (206) 181 (117) 1,144 (1,198) 31 (24) 30 (37) 1,079 (1,393) 16 (17) 5 (6) 95 (67) 11 (17)</p>	13. Vermont Ave/Wilshire Blvd <p>175 (238) 1,262 (1,289) 124 (190) 109 (122) 1,371 (1,342) 185 (191) 242 (226) 1,422 (1,228) 326 (211) 172 (192) 1,319 (1,368) 124 (196)</p>	14. Vermont Ave/8th St <p>87 (84) 1,797 (1,652) 70 (114) 98 (118) 1,008 (1,033) 957 (1,166) 164 (205) 124 (130) 1,674 (1,776) 49 (61)</p>	



Source: path.



<div>1. Western Ave/Wilshire Blvd</div> <div><div><div><div><div><div></div><div></div><div></div></div><div>54 (60)</div><div>1,058 (1,325)</div><div>135 (126)</div></div><div><div><div></div><div></div><div></div></div><div>75 (119)</div><div>1,278 (1,078)</div><div>42 (35)</div></div></div><div><div><div></div><div></div><div></div></div><div>9 (7)</div><div>1,119 (1,230)</div><div>103 (107)</div></div><div><div><div></div><div></div><div></div></div><div>87 (92)</div><div>1,292 (1,126)</div><div>101 (141)</div></div></div></div> <div><div><div></div><div></div><div></div></div><div>40 (57)</div><div>1,209 (1,414)</div><div>120 (204)</div></div> <div><div><div></div><div></div><div></div></div><div>157 (165)</div><div>1,020 (768)</div><div>269 (225)</div></div>
--

86 (75)

658 (949)

65 (63)

68 (62)

1,390 (1,250)

84 (217)



Source: path.



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



**Attachment B - Revised
Project Intersection LOS
Worksheets**

Level of Service Worksheet (Circular 212 Method)



I/S #: **1**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Western Ave

East-West Street: Wilshire Blvd

Scenario: Existing 2018

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
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	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	77	1	77
	Left-Through		0			0	
	Through	956	1	512	834	1	459
	Through-Right		1			1	
	Right	68	0	68	83	0	83
	Left-Through-Right		0			0	
SOUTHBOUND	Left	108	1	108	94	1	94
	Left-Through		0			0	
	Through	839	1	445	952	1	499
	Through-Right		1			1	
	Right	51	0	51	46	0	46
	Left-Through-Right		0			0	
EASTBOUND	Left	2	1	2	2	1	2
	Left-Through		0			0	
	Through	932	2	466	931	2	466
	Through-Right		0			0	
	Right	82	1	47	82	1	44
	Left-Through-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	5
	Left-Through		0			0	
	Through	1008	2	504	848	2	424
	Through-Right		0			0	
	Right	53	1	0	90	1	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 620			North-South: 576		
		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):		C			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: **2**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Western Ave

East-West Street: 8th St

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	43	33	1	33
	Left-Through		0			0	
	Through	1091	1	559	933	1	482
	Through-Right		1			1	
	Right	27	0	27	31	0	31
	Left-Through-Right		0			0	
SOUTHBOUND	Left	74	1	74	102	1	102
	Left-Through		0			0	
	Through	943	1	490	1078	1	566
	Through-Right		1			1	
	Right	37	0	37	53	0	53
	Left-Through-Right		0			0	
EASTBOUND	Left	79	1	79	69	1	69
	Left-Through		0			0	
	Through	525	1	286	688	1	363
	Through-Right		1			1	
	Right	47	0	47	37	0	37
	Left-Through-Right		0			0	
WESTBOUND	Left	91	1	91	117	1	117
	Left-Through		0			0	
	Through	784	1	428	575	1	334
	Through-Right		1			1	
	Right	71	0	71	92	0	92
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 633			North-South: 599		
		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		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 3rd St

Scenario: Existing 2018

Count Date: 4/17/2018

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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	0	2	0	0
	Left-Through		0			0	
	Through	493	1	271	723	1	399
	Through-Right		1			1	
	Right	49	0	49	75	0	75
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	0	2	0	0
	Left-Through		0			0	
	Through	845	1	483	518	1	302
	Through-Right		1			1	
	Right	121	0	121	86	0	86
	Left-Through-Right		0			0	
EASTBOUND	Left	58	1	58	101	1	101
	Left-Through		0			0	
	Through	1005	1	517	932	1	493
	Through-Right		1			1	
	Right	29	0	29	53	0	53
	Left-Through-Right		0			0	
WESTBOUND	Left	36	1	36	33	1	33
	Left-Through		0			0	
	Through	942	1	489	888	1	479
	Through-Right		1			1	
	Right	36	0	36	69	0	69
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 483			North-South: 399		
		East-West: 553			East-West: 580		
		SUM: 1036			SUM: 979		
VOLUME/CAPACITY (V/C) RATIO:		0.727			0.687		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627			0.587		
LEVEL OF SERVICE (LOS):		B			A		

Level of Service Worksheet (Circular 212 Method)



I/S #: **4**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 6th St

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	8	0	0
	Left-Through		1			0	
	Through	427	0	298	661	1	371
	Through-Right		1			1	
	Right	48	0	298	81	0	81
	Left-Through-Right		0			0	
SOUTHBOUND	Left	94	0	94	6	0	0
	Left-Through		1			0	
	Through	637	1	413	468	2	234
	Through-Right		0			0	
	Right	99	1	80	45	1	0
	Left-Through-Right		0			0	
EASTBOUND	Left	38	1	38	94	1	94
	Left-Through		0			0	
	Through	969	1	511	984	1	518
	Through-Right		1			1	
	Right	53	0	53	51	0	51
	Left-Through-Right		0			0	
WESTBOUND	Left	39	1	39	47	1	47
	Left-Through		0			0	
	Through	945	1	485	1000	1	542
	Through-Right		1			1	
	Right	25	0	25	83	0	83
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 443			North-South: 371		
		East-West: 550			East-West: 636		
		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):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: Wilshire Blvd

Scenario: Existing 2018

Count Date: 4/17/2018

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
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	50	49	0	49
	Left-Through		1			1	
	Through	408	1	304	533	1	316
	Through-Right		0			0	
	Right	119	1	55	102	1	47
	Left-Through-Right		0			0	
SOUTHBOUND	Left	75	0	75	80	0	80
	Left-Through		1			1	
	Through	558	1	354	450	1	385
	Through-Right		0			0	
	Right	93	1	79	89	1	38
	Left-Through-Right		0			0	
EASTBOUND	Left	28	1	28	102	1	102
	Left-Through		0			0	
	Through	1154	2	577	1153	2	577
	Through-Right		0			0	
	Right	89	1	89	72	1	72
	Left-Through-Right		0			0	
WESTBOUND	Left	129	1	129	111	1	111
	Left-Through		0			0	
	Through	1159	2	580	1138	2	569
	Through-Right		0			0	
	Right	45	1	45	79	1	79
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 404		North-South: 434			
		East-West: 706		East-West: 688			
		SUM: 1110		SUM: 1122			
VOLUME/CAPACITY (V/C) RATIO:		0.779		0.787			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.679		0.687			
LEVEL OF SERVICE (LOS):		B		B			

Level of Service Worksheet (Circular 212 Method)



I/S #: **6**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 7th St

Scenario: Existing 2018

Count Date: 4/17/2018

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	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	54	0	54
	Left-Through		0			0	
	Through	547	0	701	497	0	596
	Through-Right		0			0	
	Right	44	0	0	45	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	31	0	31	81	0	81
	Left-Through		1			1	
	Through	506	0	537	462	0	543
	Through-Right		0			0	
	Right	99	1	74	186	1	167
	Left-Through-Right		0			0	
EASTBOUND	Left	51	1	51	39	1	39
	Left-Through		0			0	
	Through	106	0	166	213	0	319
	Through-Right		1			1	
	Right	60	0	0	106	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	20	1	20	29	1	29
	Left-Through		0			0	
	Through	84	0	148	112	0	174
	Through-Right		1			1	
	Right	64	0	0	62	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 732 East-West: 199 SUM: 931			North-South: 677 East-West: 348 SUM: 1025
VOLUME/CAPACITY (V/C) RATIO:				0.621			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.521			0.583
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #: **7**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 8th St

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	0	61	55	0	55
	Left-Through		0			0	
	Through	567	0	651	497	0	583
	Through-Right		0			0	
	Right	23	0	0	31	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	58	0	58	39	0	39
	Left-Through		0			0	
	Through	530	0	622	497	0	572
	Through-Right		0			0	
	Right	34	0	0	36	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	47	0	47	34	0	34
	Left-Through		1			1	
	Through	682	0	469	847	0	529
	Through-Right		1			1	
	Right	68	0	469	74	0	529
	Left-Through-Right		0			0	
WESTBOUND	Left	36	0	36	57	0	57
	Left-Through		1			1	
	Through	721	0	462	694	0	494
	Through-Right		1			1	
	Right	59	0	462	65	0	494
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 709			North-South: 627		
		East-West: 509			East-West: 586		
		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):		C			C		

Level of Service Worksheet (Circular 212 Method)



I/S #: **8**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: Olympic Blvd

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	86	1	86
	Left-Through		0			0	
	Through	882	2	441	653	2	327
	Through-Right		0			0	
	Right	93	1	67	115	1	84
	Left-Through-Right		0			0	
SOUTHBOUND	Left	82	1	82	91	1	91
	Left-Through		0			0	
	Through	653	2	327	895	2	448
	Through-Right		0			0	
	Right	74	1	50	56	1	28
	Left-Through-Right		0			0	
EASTBOUND	Left	49	1	49	56	1	56
	Left-Through		0			0	
	Through	1740	2	618	1764	2	625
	Through-Right		1			1	
	Right	113	0	113	110	0	110
	Left-Through-Right		0			0	
WESTBOUND	Left	53	1	53	63	1	63
	Left-Through		0			0	
	Through	1326	2	463	1359	2	479
	Through-Right		1			1	
	Right	63	0	63	77	0	77
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 523			North-South: 534		
		East-West: 671			East-West: 688		
		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):		B			C		

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave

East-West Street: 6th St

Scenario: Existing 2018

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	0	33	54	0	54
	Left-Through		0			0	
	Through	74	0	151	137	0	306
	Through-Right		0			0	
	Right	44	0	0	115	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	28	0	28	22	0	22
	Left-Through		0			0	
	Through	162	0	227	127	0	179
	Through-Right		0			0	
	Right	37	0	0	30	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	13	1	13	36	1	36
	Left-Through		0			0	
	Through	992	1	544	948	1	509
	Through-Right		1			1	
	Right	95	0	95	69	0	69
	Left-Through-Right		0			0	
WESTBOUND	Left	70	1	70	88	1	88
	Left-Through		0			0	
	Through	976	1	492	1042	1	543
	Through-Right		1			1	
	Right	7	0	7	44	0	44
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		260	North-South:		328
		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
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #: **10**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave (N)

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	193	0	193	157	0	157
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	88	0	281	107	0	264
	Left-Through-Right		0			0	
EASTBOUND	Left	59	1	59	80	1	80
	Left-Through		0			0	
	Through	1289	2	645	1196	2	598
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1254	2	627	1187	2	594
	Through-Right		0			0	
	Right	173	1	173	188	1	188
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 281			North-South: 264		
		East-West: 686			East-West: 674		
		SUM: 967			SUM: 938		
VOLUME/CAPACITY (V/C) RATIO:		0.645			0.625		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.545			0.525		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #: **11**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave (S)

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	147	1	147	171	1	171
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	227	1	178	191	1	141
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1280	2	640	1158	2	579
	Through-Right		0			0	
	Right	208	1	135	209	1	124
	Left-Through-Right		0			0	
WESTBOUND	Left	98	1	98	101	1	101
	Left-Through		0			0	
	Through	1288	2	644	1220	2	610
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 178			North-South: 171		
		East-West: 738			East-West: 680		
		SUM: 916			SUM: 851		
VOLUME/CAPACITY (V/C) RATIO:		0.611			0.567		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.511			0.467		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #: **12**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave

East-West Street: 8th St

Scenario: Existing 2018

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	88	0	103	62	0	84
	Through-Right		0			0	
	Right	10	0	0	16	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	99	0	99	185	0	185
	Left-Through		1			1	
	Through	34	0	133	79	0	264
	Through-Right		0			0	
	Right	63	1	63	67	1	67
	Left-Through-Right		0			0	
EASTBOUND	Left	25	0	25	31	0	31
	Left-Through		1			1	
	Through	783	0	449	926	0	533
	Through-Right		1			1	
	Right	15	0	449	16	0	533
	Left-Through-Right		0			0	
WESTBOUND	Left	29	0	29	22	0	22
	Left-Through		1			1	
	Through	775	0	527	812	0	501
	Through-Right		1			1	
	Right	163	0	527	101	0	501
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		202	North-South:		270
		East-West:		552	East-West:		555
		SUM:		754	SUM:		825
VOLUME/CAPACITY (V/C) RATIO:				0.503			0.550
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.403			0.450
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #: **13**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Vermont Ave

East-West Street: Wilshire Blvd

Scenario: Existing 2018

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	94	1	94
	Left-Through		0			0	
	Through	1028	2	370	1027	2	381
	Through-Right		1			1	
	Right	82	0	82	117	0	117
	Left-Through-Right		0			0	
SOUTHBOUND	Left	95	1	95	134	1	134
	Left-Through		0			0	
	Through	965	2	483	949	2	475
	Through-Right		0			0	
	Right	100	1	42	100	1	51
	Left-Through-Right		0			0	
EASTBOUND	Left	116	1	116	99	1	99
	Left-Through		0			0	
	Through	1111	2	556	939	2	470
	Through-Right		0			0	
	Right	229	1	171	122	1	75
	Left-Through-Right		0			0	
WESTBOUND	Left	111	1	111	140	1	140
	Left-Through		0			0	
	Through	1136	2	568	1004	2	502
	Through-Right		0			0	
	Right	62	1	15	90	1	23
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		599	North-South:		569
		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			C

Level of Service Worksheet (Circular 212 Method)



I/S #: **14**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Vermont Ave

East-West Street: 8th St

Scenario: Existing 2018

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	95	62	1	62
	Left-Through		0			0	
	Through	1244	1	645	1089	1	573
	Through-Right		1			1	
	Right	45	0	45	56	0	56
	Left-Through-Right		0			0	
SOUTHBOUND	Left	46	1	46	62	1	62
	Left-Through		0			0	
	Through	1185	1	633	1095	1	586
	Through-Right		1			1	
	Right	80	0	80	77	0	77
	Left-Through-Right		0			0	
EASTBOUND	Left	2	0	0	1	0	0
	Left-Through		0			0	
	Through	677	1	388	804	1	479
	Through-Right		1			1	
	Right	99	0	99	154	0	154
	Left-Through-Right		0			0	
WESTBOUND	Left	2	0	0	4	0	0
	Left-Through		0			0	
	Through	736	1	396	690	1	385
	Through-Right		1			1	
	Right	55	0	55	80	0	80
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 728			North-South: 648		
		East-West: 396			East-West: 479		
		SUM: 1124			SUM: 1127		
VOLUME/CAPACITY (V/C) RATIO:		0.749			0.751		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.649			0.651		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

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

East-West Street: Wilshire Blvd
Analyst: Fehr & Peers
Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	71	1	71	77	1	77
	Left-Through		0			0	
	Through	956	1	512	834	1	459
	Through-Right		1			1	
	Right	68	0	68	83	0	83
	Left-Through-Right		0			0	
SOUTHBOUND	Left	109	1	109	97	1	97
	Left-Through		0			0	
	Through	839	1	445	952	1	499
	Through-Right		1			1	
	Right	51	0	51	46	0	46
	Left-Through-Right		0			0	
EASTBOUND	Left	2	1	2	2	1	2
	Left-Through		0			0	
	Through	934	2	467	942	2	471
	Through-Right		0			0	
	Right	82	1	47	82	1	44
	Left-Through-Right		0			0	
WESTBOUND	Left	2	1	2	5	1	5
	Left-Through		0			0	
	Through	1018	2	509	853	2	427
	Through-Right		0			0	
	Right	55	1	1	91	1	43
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 621			North-South: 576		
		East-West: 511			East-West: 476		
		SUM: 1132			SUM: 1052		
VOLUME/CAPACITY (V/C) RATIO:		0.823			0.765		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.723			0.665		
LEVEL OF SERVICE (LOS):		C			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Western Ave
Scenario: Existing plus Revised 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	43	33	1	33
	Left-Through		0			0	
	Through	1091	1	560	933	1	485
	Through-Right		1			1	
	Right	28	0	28	36	0	36
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	74	1	74	102	1	102
	Left-Through		0			0	
	Through	943	1	490	1078	1	566
	Through-Right		1			1	
	Right	37	0	37	53	0	53
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	79	1	79	69	1	69
	Left-Through		0			0	
	Through	526	1	287	691	1	364
	Through-Right		1			1	
WESTBOUND	Right	47	0	47	37	0	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	95	1	95	119	1	119
	Left-Through		0			0	
	Through	787	1	429	577	1	335
CRITICAL VOLUMES	Through-Right		1			1	
	Right	71	0	71	92	0	92
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:		634		North-South:		599
	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

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Normandie Ave
Scenario: Existing plus Revised Project
Count 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	0	2	0	0
	Left-Through		0			0	
	Through	497	1	273	725	1	400
	Through-Right		1			1	
	Right	49	0	49	75	0	75
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	4	0	0	2	0	0
	Left-Through		0			0	
	Through	846	1	484	523	1	305
	Through-Right		1			1	
	Right	121	0	121	86	0	86
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	58	1	58	101	1	101
	Left-Through		0			0	
	Through	1005	1	517	934	1	494
	Through-Right		1			1	
WESTBOUND	Right	29	0	29	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	36	1	36	33	1	33
	Left-Through		0			0	
	Through	944	1	490	889	1	479
	Through-Right		1			1	
	Right	36	0	36	69	0	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:	484		North-South:	400	
		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	

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Normandie Ave
Scenario: Existing plus Revised Project
Count 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	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	30	8	0	0
	Left-Through		1			0	
	Through	431	0	300	663	1	372
	Through-Right		1			1	
	Right	48	0	300	81	0	81
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	94	0	94	6	0	0
	Left-Through		1			0	
	Through	638	1	413	473	2	237
	Through-Right		0			0	
	Right	99	1	80	45	1	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	38	1	38	94	1	94
	Left-Through		0			0	
	Through	971	1	512	991	1	521
	Through-Right		1			1	
WESTBOUND	Right	53	0	53	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	39	1	39	47	1	47
	Left-Through		0			0	
	Through	951	1	488	1003	1	543
CRITICAL VOLUMES	Through-Right		1			1	
	Right	25	0	25	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:		443		North-South:		372
	East-West:		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):			A				A

Level of Service Worksheet (Circular 212 Method)



I/S #:
5

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

East-West Street: Wilshire Blvd
Analyst: Fehr & Peers
Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	50	49	0	49
	Left-Through		1			1	
	Through	408	1	304	533	1	316
	Through-Right		0			0	
	Right	119	1	55	102	1	47
	Left-Through-Right		0			0	
SOUTHBOUND	Left	76	0	76	84	0	84
	Left-Through		1			1	
	Through	558	1	355	451	1	394
	Through-Right		0			0	
	Right	93	1	79	89	1	38
	Left-Through-Right		0			0	
EASTBOUND	Left	28	1	28	102	1	102
	Left-Through		0			0	
	Through	1157	2	579	1169	2	585
	Through-Right		0			0	
	Right	89	1	89	72	1	72
	Left-Through-Right		0			0	
WESTBOUND	Left	129	1	129	111	1	111
	Left-Through		0			0	
	Through	1173	2	587	1145	2	573
	Through-Right		0			0	
	Right	49	1	49	81	1	81
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		405	North-South:		443
		East-West:		708	East-West:		696
		SUM:		1113	SUM:		1139
VOLUME/CAPACITY (V/C) RATIO:				0.781			0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.681			0.699
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Normandie Ave
Scenario: Existing plus Revised Project
Count 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-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	0	110	54	0	54
	Left-Through		0			0	
	Through	547	0	702	497	0	602
	Through-Right		0			0	
	Right	45	0	0	51	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	31	0	31	82	0	82
	Left-Through		1			1	
	Through	506	0	537	462	0	544
	Through-Right		0			0	
	Right	99	1	74	186	1	167
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	51	39	1	39
	Left-Through		0			0	
	Through	110	0	170	230	0	336
	Through-Right		1			1	
	Right	60	0	0	106	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	26	1	26	32	1	32
	Left-Through		0			0	
	Through	100	0	164	120	0	182
	Through-Right		1			1	
	Right	64	0	0	62	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		733	North-South:		684
		East-West:		215	East-West:		368
		SUM:		948	SUM:		1052
VOLUME/CAPACITY (V/C) RATIO:				0.632			0.701
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.532			0.601
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Normandie Ave
Scenario: Existing plus Revised 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	0	61	55	0	55
	Left-Through		0			0	
	Through	568	0	652	503	0	589
	Through-Right		0			0	
	Right	23	0	0	31	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	58	0	58	39	0	39
	Left-Through		0			0	
	Through	536	0	628	500	0	575
	Through-Right		0			0	
	Right	34	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	34	0	34
	Left-Through		1			1	
	Through	684	0	470	858	0	534
	Through-Right		1			1	
	Right	68	0	470	74	0	534
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	36	0	36	57	0	57
	Left-Through		1			1	
	Through	731	0	467	699	0	496
	Through-Right		1			1	
	Right	59	0	467	65	0	496
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		710	North-South:		630
		East-West:		514	East-West:		591
		SUM:		1224	SUM:		1221
VOLUME/CAPACITY (V/C) RATIO:				0.816			0.814
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.716			0.714
LEVEL OF SERVICE (LOS):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

East-West Street: Olympic Blvd

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	138	1	138	86	1	86
	Left-Through		0			0	
	Through	883	2	442	659	2	330
	Through-Right		0			0	
	Right	93	1	67	115	1	84
	Left-Through-Right		0			0	
SOUTHBOUND	Left	82	1	82	91	1	91
	Left-Through		0			0	
	Through	659	2	330	898	2	449
	Through-Right		0			0	
	Right	74	1	50	56	1	28
	Left-Through-Right		0			0	
EASTBOUND	Left	49	1	49	56	1	56
	Left-Through		0			0	
	Through	1742	2	618	1774	2	628
	Through-Right		1			1	
	Right	113	0	113	110	0	110
	Left-Through-Right		0			0	
WESTBOUND	Left	53	1	53	63	1	63
	Left-Through		0			0	
	Through	1335	2	466	1364	2	480
	Through-Right		1			1	
	Right	63	0	63	77	0	77
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 524			North-South: 535		
		East-West: 671			East-West: 691		
		SUM: 1195			SUM: 1226		
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.817		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.717		
LEVEL OF SERVICE (LOS):		B			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
9

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Mariposa Ave
Scenario: Existing plus Revised Project
Count 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	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	39	57	0	57
	Left-Through		0			0	
	Through	81	0	164	141	0	313
	Through-Right		0			0	
	Right	44	0	0	115	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	28	0	28	22	0	22
	Left-Through		0			0	
	Through	164	0	229	135	0	187
	Through-Right		0			0	
	Right	37	0	0	30	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	13	1	13	36	1	36
	Left-Through		0			0	
	Through	992	1	545	948	1	512
	Through-Right		1			1	
	Right	97	0	97	76	0	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	1	70	88	1	88
	Left-Through		0			0	
	Through	976	1	492	1042	1	543
	Through-Right		1			1	
	Right	7	0	7	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		268	North-South:		335
		East-West:		615	East-West:		600
		SUM:		883	SUM:		935
VOLUME/CAPACITY (V/C) RATIO:				0.589			0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489			0.523
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	196	0	196	171	0	171
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	88	0	284	107	0	278
	Left-Through-Right		0			0	
EASTBOUND	Left	59	1	59	80	1	80
	Left-Through		0			0	
	Through	1293	2	647	1216	2	608
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1272	2	636	1197	2	599
	Through-Right		0			0	
	Right	186	1	186	195	1	195
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 284			North-South: 278		
		East-West: 695			East-West: 679		
		SUM: 979			SUM: 957		
VOLUME/CAPACITY (V/C) RATIO:		0.653			0.638		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.553			0.538		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #: 11

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Mariposa Ave (S)
Scenario: Existing plus Revised Project
Count Date: 4/17/2018

East-West Street: Wilshire Blvd
Analyst: Fehr & Peers
Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	178	1	178	187	1	187
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	255	1	203	206	1	140
	Left-Through-Right		0		0	0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0		0	0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	1280	2	640	1158	2	579
	Through-Right		0		0	0	
	Right	215	1	126	243	1	150
	Left-Through-Right		0		0	0	
WESTBOUND	Left	105	1	105	133	1	133
	Left-Through		0		0	0	
	Through	1288	2	644	1220	2	610
	Through-Right		0		0	0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0		0	0	
CRITICAL VOLUMES		North-South: 203			North-South: 187		
		East-West: 745			East-West: 712		
		SUM: 948			SUM: 899		
VOLUME/CAPACITY (V/C) RATIO:		0.632			0.599		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.532			0.499		
LEVEL OF SERVICE (LOS):		A			A		

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Mariposa Ave
Scenario: Existing plus Revised 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	93	0	108	85	0	107
	Through-Right		0			0	
	Right	10	0	0	16	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	111	0	111	191	0	191
	Left-Through		1			1	
	Through	55	0	166	90	0	281
	Through-Right		0			0	
	Right	73	1	73	72	1	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	27	0	27	42	0	42
	Left-Through		1			1	
	Through	783	0	453	926	0	555
	Through-Right		1			1	
	Right	15	0	453	16	0	555
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	29	0	29	22	0	22
	Left-Through		1			1	
	Through	775	0	529	812	0	507
	Through-Right		1			1	
	Right	166	0	529	114	0	507
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		219	North-South:		298
		East-West:		556	East-West:		577
		SUM:		775	SUM:		875
VOLUME/CAPACITY (V/C) RATIO:				0.517			0.583
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.417			0.483
LEVEL OF SERVICE (LOS):				A			A

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	116	1	116	94	1	94
	Left-Through		0			0	
	Through	1028	2	370	1027	2	381
	Through-Right		1			1	
	Right	82	0	82	117	0	117
	Left-Through-Right		0			0	
SOUTHBOUND	Left	95	1	95	134	1	134
	Left-Through		0			0	
	Through	965	2	483	949	2	475
	Through-Right		0			0	
	Right	102	1	41	108	1	57
	Left-Through-Right		0			0	
EASTBOUND	Left	123	1	123	103	1	103
	Left-Through		0			0	
	Through	1124	2	562	946	2	473
	Through-Right		0			0	
	Right	229	1	171	122	1	75
	Left-Through-Right		0			0	
WESTBOUND	Left	111	1	111	140	1	140
	Left-Through		0			0	
	Through	1139	2	570	1018	2	509
	Through-Right		0			0	
	Right	62	1	15	90	1	23
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 599			North-South: 569		
		East-West: 693			East-West: 613		
		SUM: 1292			SUM: 1182		
VOLUME/CAPACITY (V/C) RATIO:		0.940			0.860		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.840			0.760		
LEVEL OF SERVICE (LOS):		D			C		

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

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

East-West Street: 8th St

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	68	1	68
	Left-Through		0			0	
	Through	1244	1	645	1089	1	573
	Through-Right		1			1	
	Right	45	0	45	56	0	56
	Left-Through-Right		0			0	
SOUTHBOUND	Left	46	1	46	62	1	62
	Left-Through		0			0	
	Through	1185	1	633	1095	1	586
	Through-Right		1			1	
	Right	80	0	80	77	0	77
	Left-Through-Right		0			0	
EASTBOUND	Left	2	0	0	1	0	0
	Left-Through		0			0	
	Through	683	1	394	807	1	482
	Through-Right		1			1	
	Right	105	0	105	157	0	157
	Left-Through-Right		0			0	
WESTBOUND	Left	2	0	0	4	0	0
	Left-Through		0			0	
	Through	738	1	397	697	1	389
	Through-Right		1			1	
	Right	55	0	55	80	0	80
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		729	North-South:		654
		East-West:		397	East-West:		482
		SUM:		1126	SUM:		1136
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.651			0.657
LEVEL OF SERVICE (LOS):				B			B

Level of Service Worksheet (Circular 212 Method)



I/S #: **1**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Western Ave

East-West Street: Wilshire Blvd

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
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	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	92	1	92
	Left-Through		0			0	
	Through	1292	1	697	1126	1	634
	Through-Right		1			1	
	Right	101	0	101	141	0	141
	Left-Through-Right		0			0	
SOUTHBOUND	Left	134	1	134	123	1	123
	Left-Through		0			0	
	Through	1058	1	556	1325	1	693
	Through-Right		1			1	
	Right	54	0	54	60	0	60
	Left-Through-Right		0			0	
EASTBOUND	Left	9	1	9	7	1	7
	Left-Through		0			0	
	Through	1117	2	559	1219	2	610
	Through-Right		0			0	
	Right	103	1	60	107	1	61
	Left-Through-Right		0			0	
WESTBOUND	Left	42	1	42	35	1	35
	Left-Through		0			0	
	Through	1268	2	634	1073	2	537
	Through-Right		0			0	
	Right	73	1	6	118	1	57
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 831 East-West: 643 SUM: 1474			North-South: 785 East-West: 645 SUM: 1430		
VOLUME/CAPACITY (V/C) RATIO:		1.072			1.040		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.972			0.940		
LEVEL OF SERVICE (LOS):		E			E		

Level of Service Worksheet (Circular 212 Method)



I/S #: **2**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Western Ave

East-West Street: 8th St

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	62	1	62
	Left-Through		0			0	
	Through	1390	1	737	1250	1	731
	Through-Right		1			1	
	Right	83	0	83	212	0	212
	Left-Through-Right		0			0	
SOUTHBOUND	Left	120	1	120	204	1	204
	Left-Through		0			0	
	Through	1209	1	625	1414	1	736
	Through-Right		1			1	
	Right	40	0	40	57	0	57
	Left-Through-Right		0			0	
EASTBOUND	Left	86	1	86	75	1	75
	Left-Through		0			0	
	Through	657	1	361	946	1	505
	Through-Right		1			1	
	Right	65	0	65	63	0	63
	Left-Through-Right		0			0	
WESTBOUND	Left	265	1	265	223	1	223
	Left-Through		0			0	
	Through	1017	1	587	766	1	466
	Through-Right		1			1	
	Right	157	0	157	165	0	165
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		857	North-South:		935
		East-West:		673	East-West:		728
		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

Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 3rd St

Scenario: Future Year 2026

Count Date: 4/17/2018

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		
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		EB-- 0	WB-- 0	
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	0	2	0	0
	Left-Through		0			0	
	Through	706	1	423	950	1	574
	Through-Right		1			1	
	Right	139	0	139	198	0	198
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	0	2	0	0
	Left-Through		0			0	
	Through	1018	1	575	780	1	437
	Through-Right		1			1	
	Right	131	0	131	93	0	93
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	109	1	109
	Left-Through		0			0	
	Through	1182	1	628	1136	1	637
	Through-Right		1			1	
	Right	74	0	74	138	0	138
	Left-Through-Right		0			0	
WESTBOUND	Left	120	1	120	163	1	163
	Left-Through		0			0	
	Through	1109	1	580	1081	1	582
	Through-Right		1			1	
	Right	51	0	51	82	0	82
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 575 East-West: 748 SUM: 1323			North-South: 574 East-West: 800 SUM: 1374		
VOLUME/CAPACITY (V/C) RATIO:		0.928			0.964		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.828			0.864		
LEVEL OF SERVICE (LOS):		D			D		

Level of Service Worksheet (Circular 212 Method)



I/S #: **4**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 6th St

Scenario: Future Year 2026

Count Date: 4/17/2018

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	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	9	0	0
	Left-Through		1			0	
	Through	620	0	401	933	1	511
	Through-Right		1			1	
	Right	53	0	401	88	0	88
	Left-Through-Right		0			0	
SOUTHBOUND	Left	102	0	102	6	0	0
	Left-Through		1			0	
	Through	887	1	648	800	2	400
	Through-Right		0			0	
	Right	107	1	87	49	1	0
	Left-Through-Right		0			0	
EASTBOUND	Left	41	1	41	102	1	102
	Left-Through		0			0	
	Through	1165	1	611	1221	1	638
	Through-Right		1			1	
	Right	57	0	57	55	0	55
	Left-Through-Right		0			0	
WESTBOUND	Left	42	1	42	52	1	52
	Left-Through		0			0	
	Through	1136	1	582	1247	1	669
	Through-Right		1			1	
	Right	27	0	27	90	0	90
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 680 East-West: 653 SUM: 1333			North-South: 511 East-West: 771 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):				C			C

Level of Service Worksheet (Circular 212 Method)



I/S #: **5**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: Wilshire Blvd

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	0	67	86	0	86
	Left-Through		1			1	
	Through	521	1	395	721	1	533
	Through-Right		0			0	
	Right	153	1	64	155	1	76
	Left-Through-Right		0			0	
SOUTHBOUND	Left	151	0	151	215	0	215
	Left-Through		1			1	
	Through	712	1	658	610	1	610
	Through-Right		0			0	
	Right	120	1	85	138	1	68
	Left-Through-Right		0			0	
EASTBOUND	Left	70	1	70	140	1	140
	Left-Through		0			0	
	Through	1432	2	716	1429	2	715
	Through-Right		0			0	
	Right	133	1	133	103	1	103
	Left-Through-Right		0			0	
WESTBOUND	Left	179	1	179	159	1	159
	Left-Through		0			0	
	Through	1451	2	726	1523	2	762
	Through-Right		0			0	
	Right	90	1	90	129	1	22
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		725	North-South:		748
		East-West:		895	East-West:		902
		SUM:		1620	SUM:		1650
VOLUME/CAPACITY (V/C) RATIO:				1.137			1.158
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.037			1.058
LEVEL OF SERVICE (LOS):				F			F

Level of Service Worksheet (Circular 212 Method)



I/S #: **6**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 7th St

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	0	126	76	0	76
	Left-Through		0			0	
	Through	708	0	882	760	0	885
	Through-Right		0			0	
	Right	48	0	0	49	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	34	0	34	88	0	88
	Left-Through		1			1	
	Through	732	0	766	687	0	775
	Through-Right		0			0	
	Right	107	1	80	201	1	180
	Left-Through-Right		0			0	
EASTBOUND	Left	55	1	55	42	1	42
	Left-Through		0			0	
	Through	122	0	197	237	0	359
	Through-Right		1			1	
	Right	75	0	0	122	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	22	1	22	31	1	31
	Left-Through		0			0	
	Through	95	0	164	129	0	196
	Through-Right		1			1	
	Right	69	0	0	67	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		916	North-South:		973
		East-West:		219	East-West:		390
		SUM:		1135	SUM:		1363
VOLUME/CAPACITY (V/C) RATIO:				0.757			0.909
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.657			0.809
LEVEL OF SERVICE (LOS):				B			D

Level of Service Worksheet (Circular 212 Method)



I/S #: **7**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: 8th St

Scenario: Future Year 2026

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	0	83	134	0	134
	Left-Through		0			0	
	Through	722	0	871	767	0	1044
	Through-Right		0			0	
	Right	66	0	0	143	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	68	0	68	58	0	58
	Left-Through		0			0	
	Through	762	0	868	715	0	814
	Through-Right		0			0	
	Right	38	0	0	41	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	52	0	52	38	0	38
	Left-Through		1			1	
	Through	927	0	696	1185	0	767
	Through-Right		1			1	
	Right	152	0	696	120	0	767
	Left-Through-Right		0			0	
WESTBOUND	Left	134	0	134	131	0	131
	Left-Through		1			1	
	Through	977	0	930	992	0	929
	Through-Right		1			1	
	Right	78	0	930	80	0	929
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 951			North-South: 1102		
		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		

Level of Service Worksheet (Circular 212 Method)



I/S #: **8**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Normandie Ave

East-West Street: Olympic Blvd

Scenario: Future Year 2026

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	191	161	1	161
	Left-Through		0			0	
	Through	1102	2	551	1054	2	527
	Through-Right		0			0	
	Right	130	1	76	185	1	130
	Left-Through-Right		0			0	
SOUTHBOUND	Left	129	1	129	120	1	120
	Left-Through		0			0	
	Through	999	2	500	1214	2	607
	Through-Right		0			0	
	Right	148	1	87	146	1	72
	Left-Through-Right		0			0	
EASTBOUND	Left	122	1	122	149	1	149
	Left-Through		0			0	
	Through	2200	2	794	2341	2	840
	Through-Right		1			1	
	Right	182	0	182	178	0	178
	Left-Through-Right		0			0	
WESTBOUND	Left	108	1	108	111	1	111
	Left-Through		0			0	
	Through	1783	2	620	1858	2	659
	Through-Right		1			1	
	Right	77	0	77	120	0	120
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 691			North-South: 768		
		East-West: 902			East-West: 951		
		SUM: 1593			SUM: 1719		
VOLUME/CAPACITY (V/C) RATIO:		1.062			1.146		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.962			1.046		
LEVEL OF SERVICE (LOS):		E			F		

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave

East-West Street: 6th St

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	0	36	58	0	58
	Left-Through		0			0	
	Through	80	0	164	148	0	331
	Through-Right		0			0	
	Right	48	0	0	125	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	30	0	30	24	0	24
	Left-Through		0			0	
	Through	175	0	245	138	0	194
	Through-Right		0			0	
	Right	40	0	0	32	0	0
	Left-Through-Right		1			1	
EASTBOUND	Left	14	1	14	39	1	39
	Left-Through		0			0	
	Through	1191	1	647	1182	1	629
	Through-Right		1			1	
	Right	103	0	103	75	0	75
	Left-Through-Right		0			0	
WESTBOUND	Left	76	1	76	95	1	95
	Left-Through		0			0	
	Through	1170	1	589	1292	1	670
	Through-Right		1			1	
	Right	8	0	8	48	0	48
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		281	North-South:		355
		East-West:		723	East-West:		724
		SUM:		1004	SUM:		1079
VOLUME/CAPACITY (V/C) RATIO:				0.669			0.719
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.569			0.619
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #: **10**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave (N)

Scenario: Future Year 2026

Count Date: 4/17/2018

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	209	0	209	170	0	170
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	95	0	304	116	0	286
	Left-Through-Right		0			0	
EASTBOUND	Left	64	1	64	87	1	87
	Left-Through		0			0	
	Through	1672	2	836	1648	2	824
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1633	2	817	1657	2	829
	Through-Right		0			0	
	Right	187	1	187	204	1	204
	Left-Through-Right		0			0	
CRITICAL VOLUMES				North-South: 304 East-West: 881 SUM: 1185			North-South: 286 East-West: 916 SUM: 1202
VOLUME/CAPACITY (V/C) RATIO:				0.790			0.801
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.690			0.701
LEVEL OF SERVICE (LOS):				B			C

Level of Service Worksheet (Circular 212 Method)



I/S #: 11

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave (S)

Scenario: Future Year 2026

Count Date: 4/17/2018

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	185	1	185
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	249	1	194	210	1	154
	Left-Through-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1662	2	831	1607	2	804
	Through-Right		0			0	
	Right	225	1	146	226	1	134
	Left-Through-Right		0			0	
WESTBOUND	Left	110	1	110	113	1	113
	Left-Through		0			0	
	Through	1670	2	835	1693	2	847
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 194			North-South: 185		
		East-West: 941			East-West: 917		
		SUM: 1135			SUM: 1102		
VOLUME/CAPACITY (V/C) RATIO:		0.757			0.735		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.657			0.635		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #: **12**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Mariposa Ave

East-West Street: 8th St

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	95	0	111	67	0	90
	Through-Right		0			0	
	Right	11	0	0	17	0	0
	Left-Through-Right		1			1	
SOUTHBOUND	Left	114	0	114	206	0	206
	Left-Through		1			1	
	Through	41	0	155	90	0	296
	Through-Right		0			0	
	Right	68	1	68	73	1	73
	Left-Through-Right		0			0	
EASTBOUND	Left	30	0	30	37	0	37
	Left-Through		1			1	
	Through	1079	0	638	1393	0	816
	Through-Right		1			1	
	Right	16	0	638	17	0	816
	Left-Through-Right		0			0	
WESTBOUND	Left	31	0	31	24	0	24
	Left-Through		1			1	
	Through	1144	0	756	1198	0	730
	Through-Right		1			1	
	Right	181	0	756	117	0	730
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		225	North-South:		302
		East-West:		786	East-West:		840
		SUM:		1011	SUM:		1142
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.574			0.661
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #: **13**

PROJECT TITLE: 3440 Wilshire Project

North-South Street: Vermont Ave

East-West Street: Wilshire Blvd

Scenario: Future Year 2026

Count Date: 4/17/2018

Analyst: Fehr & Peers

Date:

		AM			PM		
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	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	192	1	192
	Left-Through		0			0	
	Through	1319	2	481	1368	2	521
	Through-Right		1			1	
	Right	124	0	124	196	0	196
	Left-Through-Right		0			0	
SOUTHBOUND	Left	124	1	124	190	1	190
	Left-Through		0			0	
	Through	1262	2	631	1289	2	645
	Through-Right		0			0	
	Right	175	1	54	238	1	125
	Left-Through-Right		0			0	
EASTBOUND	Left	242	1	242	226	1	226
	Left-Through		0			0	
	Through	1422	2	711	1228	2	614
	Through-Right		0			0	
	Right	326	1	240	211	1	115
	Left-Through-Right		0			0	
WESTBOUND	Left	185	1	185	191	1	191
	Left-Through		0			0	
	Through	1371	2	686	1342	2	671
	Through-Right		0			0	
	Right	109	1	47	122	1	27
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 803 East-West: 928 SUM: 1731			North-South: 837 East-West: 897 SUM: 1734		
VOLUME/CAPACITY (V/C) RATIO:		1.259			1.261		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.159			1.161		
LEVEL OF SERVICE (LOS):		F			F		

I/S #: 14

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			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	130	1	130
	Left-Through		0			0	
	Through	1674	1	862	1776	1	919
	Through-Right		1			1	
	Right	49	0	49	61	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	70	1	70	114	1	114
	Left-Through		0			0	
	Through	1797	1	942	1652	1	868
	Through-Right		1			1	
	Right	87	0	87	84	0	84
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	0	0	1	0	0
	Left-Through		0			0	
	Through	957	1	561	1166	1	686
	Through-Right		1			1	
	Right	164	0	164	205	0	205
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	0	4	0	0
	Left-Through		0			0	
	Through	1008	1	553	1033	1	576
	Through-Right		1			1	
	Right	98	0	98	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		1066	North-South:		1033
		East-West:		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):				E			F

Level of Service Worksheet (Circular 212 Method)



I/S #:
1

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

East-West Street: Wilshire Blvd
Analyst: Fehr & Peers
Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0			0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	87	92	1	92
	Left-Through		0			0	
	Through	1292	1	697	1126	1	634
	Through-Right		1			1	
	Right	101	0	101	141	0	141
	Left-Through-Right		0			0	
SOUTHBOUND	Left	135	1	135	126	1	126
	Left-Through		0			0	
	Through	1058	1	556	1325	1	693
	Through-Right		1			1	
	Right	54	0	54	60	0	60
	Left-Through-Right		0			0	
EASTBOUND	Left	9	1	9	7	1	7
	Left-Through		0			0	
	Through	1119	2	560	1230	2	615
	Through-Right		0			0	
	Right	103	1	60	107	1	61
	Left-Through-Right		0			0	
WESTBOUND	Left	42	1	42	35	1	35
	Left-Through		0			0	
	Through	1278	2	639	1078	2	539
	Through-Right		0			0	
	Right	75	1	8	119	1	56
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		832	North-South:		785
		East-West:		648	East-West:		650
		SUM:		1480	SUM:		1435
VOLUME/CAPACITY (V/C) RATIO:				1.076			1.044
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.944
LEVEL OF SERVICE (LOS):				E			E

Level of Service Worksheet (Circular 212 Method)



I/S #:
2

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Western Ave
Scenario: Future plus Revised 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	62	1	62
	Left-Through		0			0	
	Through	1390	1	737	1250	1	734
	Through-Right		1			1	
	Right	84	0	84	217	0	217
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	120	1	120	204	1	204
	Left-Through		0			0	
	Through	1209	1	625	1414	1	736
	Through-Right		1			1	
	Right	40	0	40	57	0	57
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	86	1	86	75	1	75
	Left-Through		0			0	
	Through	658	1	362	949	1	506
	Through-Right		1			1	
WESTBOUND	Right	65	0	65	63	0	63
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	269	1	269	225	1	225
	Left-Through		0			0	
	Through	1020	1	589	768	1	467
CRITICAL VOLUMES	Through-Right		1			1	
	Right	157	0	157	165	0	165
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:			857	North-South:		938
	East-West:			675	East-West:		731
SUM:				1532	SUM:		1669
VOLUME/CAPACITY (V/C) RATIO:				1.021			1.113
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.921			1.013
LEVEL OF SERVICE (LOS):				E			F

Level of Service Worksheet (Circular 212 Method)



I/S #:
3

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

East-West Street: 3rd St

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	0	2	0	0
	Left-Through		0			0	
	Through	710	1	425	952	1	575
	Through-Right		1			1	
	Right	139	0	139	198	0	198
	Left-Through-Right		0			0	
SOUTHBOUND	Left	4	0	0	2	0	0
	Left-Through		0			0	
	Through	1019	1	575	785	1	439
	Through-Right		1			1	
	Right	131	0	131	93	0	93
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	109	1	109
	Left-Through		0			0	
	Through	1182	1	628	1138	1	638
	Through-Right		1			1	
	Right	74	0	74	138	0	138
	Left-Through-Right		0			0	
WESTBOUND	Left	120	1	120	163	1	163
	Left-Through		0			0	
	Through	1111	1	581	1082	1	582
	Through-Right		1			1	
	Right	51	0	51	82	0	82
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 575 East-West: 748 SUM: 1323			North-South: 575 East-West: 801 SUM: 1376		
VOLUME/CAPACITY (V/C) RATIO:		0.928			0.966		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.828			0.866		
LEVEL OF SERVICE (LOS):		D			D		

Level of Service Worksheet (Circular 212 Method)



I/S #:
4

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

East-West Street: 6th St

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	9	0	0
	Left-Through		1			0	
	Through	624	0	403	935	1	512
	Through-Right		1			1	
	Right	53	0	403	88	0	88
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	102	0	102	6	0	0
	Left-Through		1			0	
	Through	888	1	648	805	2	403
	Through-Right		0			0	
	Right	107	1	87	49	1	0
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	41	1	41	102	1	102
	Left-Through		0			0	
	Through	1167	1	612	1228	1	642
	Through-Right		1			1	
WESTBOUND	Right	57	0	57	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	42	1	42	52	1	52
	Left-Through		0			0	
	Through	1142	1	585	1250	1	670
CRITICAL VOLUMES	Through-Right		1			1	
	Right	27	0	27	90	0	90
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:		680		North-South:		512
	East-West:		654		East-West:		772
SUM:			1334		SUM:		1284
VOLUME/CAPACITY (V/C) RATIO:			0.889				0.856
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.789				0.756
LEVEL OF SERVICE (LOS):			C				C

Level of Service Worksheet (Circular 212 Method)



I/S #:
5

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

East-West Street: Wilshire Blvd
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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	0	67	86	0	86
	Left-Through		1			1	
	Through	521	1	395	721	1	533
	Through-Right		0			0	
	Right	153	1	64	155	1	76
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	152	0	152	219	0	219
	Left-Through		1			1	
	Through	712	1	660	611	1	611
	Through-Right		0			0	
	Right	120	1	85	138	1	68
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	70	1	70	140	1	140
	Left-Through		0			0	
	Through	1435	2	718	1445	2	723
	Through-Right		0			0	
WESTBOUND	Right	133	1	133	103	1	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	179	1	179	159	1	159
	Left-Through		0			0	
	Through	1465	2	733	1530	2	765
CRITICAL VOLUMES	Through-Right		0			0	
	Right	94	1	94	131	1	22
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:			727	North-South:		752
	East-West:			897	East-West:		905
SUM:				1624	SUM:		1657
VOLUME/CAPACITY (V/C) RATIO:				1.140			1.163
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.040			1.063
LEVEL OF SERVICE (LOS):				F			F

Level of Service Worksheet (Circular 212 Method)



I/S #:
6

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Normandie Ave
Scenario: Future plus Revised Project
Count 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-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	0	126	76	0	76
	Left-Through		0			0	
	Through	708	0	883	760	0	891
	Through-Right		0			0	
	Right	49	0	0	55	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	34	0	34	89	0	89
	Left-Through		1			1	
	Through	732	0	766	687	0	776
	Through-Right		0			0	
	Right	107	1	80	201	1	180
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	55	42	1	42
	Left-Through		0			0	
	Through	126	0	201	254	0	376
	Through-Right		1			1	
	Right	75	0	0	122	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	28	1	28	34	1	34
	Left-Through		0			0	
	Through	111	0	180	137	0	204
	Through-Right		1			1	
	Right	69	0	0	67	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		917	North-South:		980
		East-West:		235	East-West:		410
		SUM:		1152	SUM:		1390
VOLUME/CAPACITY (V/C) RATIO:				0.768			0.927
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.668			0.827
LEVEL OF SERVICE (LOS):				B			D

Level of Service Worksheet (Circular 212 Method)



I/S #:
7

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

East-West Street: 8th St

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	0	83	134	0	134
	Left-Through		0		0	0	
	Through	723	0	872	773	0	1050
	Through-Right		0		0	0	
	Right	66	0	0	143	0	0
	Left-Through-Right		1		1	1	
	Left-Right		0		0	0	
SOUTHBOUND	Left	68	0	68	58	0	58
	Left-Through		0		0	0	
	Through	768	0	874	718	0	817
	Through-Right		0		0	0	
	Right	38	0	0	41	0	0
	Left-Through-Right		1		1	1	
	Left-Right		0		0	0	
EASTBOUND	Left	52	0	52	38	0	38
	Left-Through		1		1	1	
	Through	929	0	697	1196	0	772
	Through-Right		1		1	1	
	Right	152	0	697	120	0	772
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
WESTBOUND	Left	134	0	134	131	0	131
	Left-Through		1		1	1	
	Through	987	0	935	997	0	932
	Through-Right		1		1	1	
	Right	78	0	935	80	0	932
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
CRITICAL VOLUMES		North-South: 957			North-South: 1108		
		East-West: 987			East-West: 970		
		SUM: 1944			SUM: 2078		
VOLUME/CAPACITY (V/C) RATIO:		1.296			1.385		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.196			1.285		
LEVEL OF SERVICE (LOS):		F			F		

Level of Service Worksheet (Circular 212 Method)



I/S #:
8

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

East-West Street: Olympic 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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	191	161	1	161
	Left-Through		0		0	0	
	Through	1103	2	552	1060	2	530
	Through-Right		0		0	0	
	Right	130	1	76	185	1	130
	Left-Through-Right		0		0	0	
SOUTHBOUND	Left-Right		0		0	0	
	Left	129	1	129	120	1	120
	Left-Through		0		0	0	
	Through	1005	2	503	1217	2	609
	Through-Right		0		0	0	
	Right	148	1	87	146	1	72
EASTBOUND	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
	Left	122	1	122	149	1	149
	Left-Through		0		0	0	
	Through	2202	2	795	2351	2	843
	Through-Right		1		1	1	
WESTBOUND	Right	182	0	182	178	0	178
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
	Left	108	1	108	111	1	111
	Left-Through		0		0	0	
	Through	1792	2	623	1863	2	661
CRITICAL VOLUMES	Through-Right		1		1	1	
	Right	77	0	77	120	0	120
	Left-Through-Right		0		0	0	
	Left-Right		0		0	0	
	North-South:			694	North-South:		770
	East-West:			903	East-West:		954
SUM:				1597	SUM:		1724
VOLUME/CAPACITY (V/C) RATIO:				1.065			1.149
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.965			1.049
LEVEL OF SERVICE (LOS):				E			F

Level of Service Worksheet (Circular 212 Method)



I/S #: **9**

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

East-West Street: 6th St

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	0	42	61	0	61
	Left-Through		0			0	
	Through	87	0	177	152	0	338
	Through-Right		0			0	
	Right	48	0	0	125	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	30	0	30	24	0	24
	Left-Through		0			0	
	Through	177	0	247	146	0	202
	Through-Right		0			0	
	Right	40	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	14	1	14	39	1	39
	Left-Through		0			0	
	Through	1191	1	648	1182	1	632
	Through-Right		1			1	
	Right	105	0	105	82	0	82
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	76	1	76	95	1	95
	Left-Through		0			0	
	Through	1170	1	589	1292	1	670
	Through-Right		1			1	
	Right	8	0	8	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South:		289	North-South:		362
		East-West:		724	East-West:		727
		SUM:		1013	SUM:		1089
VOLUME/CAPACITY (V/C) RATIO:				0.675			0.726
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.575			0.626
LEVEL OF SERVICE (LOS):				A			B

Level of Service Worksheet (Circular 212 Method)



I/S #:
10

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

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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
SOUTHBOUND	Left	212	0	212	184	0	184
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	95	0	307	116	0	300
	Left-Through-Right		0			0	
EASTBOUND	Left	64	1	64	87	1	87
	Left-Through		0			0	
	Through	1676	2	838	1668	2	834
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1651	2	826	1667	2	834
	Through-Right		0			0	
	Right	200	1	200	211	1	211
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 307			North-South: 300		
		East-West: 890			East-West: 921		
		SUM: 1197			SUM: 1221		
VOLUME/CAPACITY (V/C) RATIO:		0.798			0.814		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.698			0.714		
LEVEL OF SERVICE (LOS):		B			C		

Level of Service Worksheet (Circular 212 Method)



I/S #: 11

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

East-West Street: Wilshire Blvd
Analyst: Fehr & Peers
Date:

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	190	1	190	201	1	201
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	277	1	219	225	1	153
	Left-Through-Right		0		0	0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	0	0	0	0	0	0
	Through-Right		0		0	0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0		0	0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0		0	0	
	Through	1662	2	831	1607	2	804
	Through-Right		0		0	0	
	Right	232	1	137	260	1	160
	Left-Through-Right		0		0	0	
WESTBOUND	Left	117	1	117	145	1	145
	Left-Through		0		0	0	
	Through	1670	2	835	1693	2	847
	Through-Right		0		0	0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0		0	0	
CRITICAL VOLUMES		North-South: 219			North-South: 201		
		East-West: 948			East-West: 949		
		SUM: 1167			SUM: 1150		
VOLUME/CAPACITY (V/C) RATIO:		0.778			0.767		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.678			0.667		
LEVEL OF SERVICE (LOS):		B			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
12

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Mariposa Ave
Scenario: Future plus Revised 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	6	0	6
	Left-Through		0			0	
	Through	100	0	116	90	0	113
	Through-Right		0			0	
	Right	11	0	0	17	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	126	0	126	212	0	212
	Left-Through		1			1	
	Through	62	0	188	101	0	313
	Through-Right		0			0	
	Right	78	1	78	78	1	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	32	0	32	48	0	48
	Left-Through		1			1	
	Through	1079	0	644	1393	0	849
	Through-Right		1			1	
	Right	16	0	644	17	0	849
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	31	0	31	24	0	24
	Left-Through		1			1	
	Through	1144	0	757	1198	0	736
	Through-Right		1			1	
	Right	184	0	757	130	0	736
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES		North-South: 242			North-South: 325		
		East-West: 789			East-West: 873		
		SUM: 1031			SUM: 1198		
VOLUME/CAPACITY (V/C) RATIO:		0.687			0.799		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.587			0.699		
LEVEL OF SERVICE (LOS):		A			B		

Level of Service Worksheet (Circular 212 Method)



I/S #:
13

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

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers **Date:**

		AM			PM		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		
ATSAC-1 or ATSAC+ATCS-2?		2			2		
Override Capacity		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	192	1	192
	Left-Through		0			0	
	Through	1319	2	481	1368	2	521
	Through-Right		1			1	
	Right	124	0	124	196	0	196
	Left-Through-Right		0			0	
SOUTHBOUND	Left	124	1	124	190	1	190
	Left-Through		0			0	
	Through	1262	2	631	1289	2	645
	Through-Right		0			0	
	Right	177	1	53	246	1	131
	Left-Through-Right		0			0	
EASTBOUND	Left	249	1	249	230	1	230
	Left-Through		0			0	
	Through	1435	2	718	1235	2	618
	Through-Right		0			0	
	Right	326	1	240	211	1	115
	Left-Through-Right		0			0	
WESTBOUND	Left	185	1	185	191	1	191
	Left-Through		0			0	
	Through	1374	2	687	1356	2	678
	Through-Right		0			0	
	Right	109	1	47	122	1	27
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 803			North-South: 837		
		East-West: 936			East-West: 908		
		SUM: 1739			SUM: 1745		
VOLUME/CAPACITY (V/C) RATIO:		1.265			1.269		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.165			1.169		
LEVEL OF SERVICE (LOS):		F			F		

Level of Service Worksheet (Circular 212 Method)



I/S #:
14

PROJECT TITLE: 3440 Wilshire Project
North-South Street: Vermont Ave
Scenario: Future plus Revised 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		
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		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	136	1	136
	Left-Through		0			0	
	Through	1674	1	862	1776	1	919
	Through-Right		1			1	
	Right	49	0	49	61	0	61
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	70	1	70	114	1	114
	Left-Through		0			0	
	Through	1797	1	942	1652	1	868
	Through-Right		1			1	
	Right	87	0	87	84	0	84
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	2	0	0	1	0	0
	Left-Through		0			0	
	Through	963	1	567	1169	1	689
	Through-Right		1			1	
WESTBOUND	Right	170	0	170	208	0	208
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	2	0	0	4	0	0
	Left-Through		0			0	
	Through	1010	1	554	1040	1	579
CRITICAL VOLUMES	Through-Right		1			1	
	Right	98	0	98	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
	North-South:			1067	North-South:		1033
	East-West:			567	East-West:		689
SUM:				1634	SUM:		1722
VOLUME/CAPACITY (V/C) RATIO:				1.089			1.148
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.989			1.048
LEVEL OF SERVICE (LOS):				E			F

Revised Project Driveway LOS Worksheets

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	266	182	84	79	20
Future Vol, veh/h	22	266	182	84	79	20
Conflicting Peds, #/hr	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	289	198	91	86	22




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	292	0	584
Stage 1	-	-	247
Stage 2	-	-	337
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1270	-	474
Stage 1	-	-	794
Stage 2	-	-	723
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1266	-	460
Mov Cap-2 Maneuver	-	-	460
Stage 1	-	-	773
Stage 2	-	-	721

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1266	-	-	-	502
HCM Lane V/C Ratio	0.019	-	-	-	0.214
HCM Control Delay (s)	7.9	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	50	55	421	499	51
Future Vol, veh/h	49	50	55	421	499	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	54	60	458	542	55




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1148	570	597
Stage 1	570	-	-
Stage 2	578	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	220	521	980
Stage 1	566	-	-
Stage 2	561	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	202	521	980
Mov Cap-2 Maneuver	202	-	-
Stage 1	520	-	-
Stage 2	561	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.4	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	292	-	-
HCM Lane V/C Ratio	0.061	-	0.369	-	-
HCM Control Delay (s)	8.9	0	24.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	359	223	103	104	27
Future Vol, veh/h	27	359	223	103	104	27
Conflicting Peds, #/hr	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	390	242	112	113	29




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	357	0	0 749 301
Stage 1	-	-	- 301 -
Stage 2	-	-	- 448 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1202	-	- 379 739
Stage 1	-	-	- 751 -
Stage 2	-	-	- 644 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1199	-	- 365 737
Mov Cap-2 Maneuver	-	-	- 365 -
Stage 1	-	-	- 725 -
Stage 2	-	-	- 642 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1199	-	-	-	407
HCM Lane V/C Ratio	0.024	-	-	-	0.35
HCM Control Delay (s)	8.1	0	-	-	18.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	67	68	424	416	62
Future Vol, veh/h	64	67	68	424	416	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	73	74	461	452	67




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1095	486	519
Stage 1	486	-	-
Stage 2	609	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	236	581	1047
Stage 1	618	-	-
Stage 2	543	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	214	581	1047
Mov Cap-2 Maneuver	214	-	-
Stage 1	559	-	-
Stage 2	543	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1047	-	316	-	-
HCM Lane V/C Ratio	0.071	-	0.451	-	-
HCM Control Delay (s)	8.7	0	25.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	-	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	294	200	84	79	20
Future Vol, veh/h	22	294	200	84	79	20
Conflicting Peds, #/hr	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	320	217	91	86	22




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	311	0	0 634 266
Stage 1	-	-	- 266 -
Stage 2	-	-	- 368 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1249	-	- 443 773
Stage 1	-	-	- 779 -
Stage 2	-	-	- 700 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1245	-	- 430 771
Mov Cap-2 Maneuver	-	-	- 430 -
Stage 1	-	-	- 759 -
Stage 2	-	-	- 698 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1245	-	-	-	472
HCM Lane V/C Ratio	0.019	-	-	-	0.228
HCM Control Delay (s)	7.9	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	50	55	455	540	51
Future Vol, veh/h	49	50	55	455	540	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	54	60	495	587	55




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1230	615	642
Stage 1	615	-	-
Stage 2	615	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	196	491	943
Stage 1	539	-	-
Stage 2	539	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	179	491	943
Mov Cap-2 Maneuver	179	-	-
Stage 1	492	-	-
Stage 2	539	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.7	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	264	-	-
HCM Lane V/C Ratio	0.063	-	0.408	-	-
HCM Control Delay (s)	9.1	0	27.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	393	248	103	104	27
Future Vol, veh/h	27	393	248	103	104	27
Conflicting Peds, #/hr	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	427	270	112	113	29

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	385	0	0 814 329
Stage 1	-	-	- 329 -
Stage 2	-	-	- 485 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1173	-	- 347 712
Stage 1	-	-	- 729 -
Stage 2	-	-	- 619 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1170	-	- 334 710
Mov Cap-2 Maneuver	-	-	- 334 -
Stage 1	-	-	- 703 -
Stage 2	-	-	- 617 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	20.4
HCM LOS			C




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	375
HCM Lane V/C Ratio	0.025	-	-	-	0.38
HCM Control Delay (s)	8.2	0	-	-	20.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7

HCM 2010 TWSC
24: Mariposa Driveway

08/15/2019

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	67	68	457	449	62
Future Vol, veh/h	64	67	68	457	449	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	73	74	497	488	67

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1167	522	555
Stage 1	522	-	-
Stage 2	645	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	214	555	1015
Stage 1	595	-	-
Stage 2	522	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	192	555	1015
Mov Cap-2 Maneuver	192	-	-
Stage 1	535	-	-
Stage 2	522	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29	1.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1015	-	289	-	-
HCM Lane V/C Ratio	0.073	-	0.493	-	-
HCM Control Delay (s)	8.8	0	29	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.6	-	-

Attachment C - Revised Project Signal Warrant Analysis

TRAFFIC SIGNAL WARRANTS
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Mariposa			
Minor Street: 7th St			
Scenario: Existing 2018 AM			
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):	223	Major Street Left Turn (see note [b]):	36
Major Street (Approach 2):	<u>290</u>	Minor Street (Higher Volume App.):	<u>250</u>
Major Street Total (Both Approaches):	513	Minor Street Total:	286
Minimum Volume on Major Street to Satisfy Warrant (see note [d]): 450		Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 410	
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.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Mariposa			
Minor Street: 7th St			
Scenario: Existing 2018 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):	354	Major Street Left Turn (see note [b]):	50
Major Street (Approach 2):	<u>185</u>	Minor Street (Higher Volume App.):	<u>276</u>
Major Street Total (Both Approaches):	539	Minor Street Total:	326
Minimum Volume on Major Street to Satisfy Warrant (see note [d]): 450		Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 390	
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.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS

PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Mariposa Minor Street: 7th St Scenario: Existing plus Project AM 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):	262	Major Street Left Turn (see note [b]):	41
Major Street (Approach 2):	<u>300</u>	Minor Street (Higher Volume App.):	<u>301</u>
Major Street Total (Both Approaches):	562	Minor Street Total:	342
Minimum Volume on Major Street to Satisfy Warrant (see note [d]): 450		Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 380	
PEAK HOUR VOLUME WARRANT SATISFIED?		NO	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- 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.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS**PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)**

Major Street: Mariposa			
Minor Street: 7th St			
Scenario: Existing 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):	404	Major Street Left Turn (see note [b]):	72
Major Street (Approach 2):	<u>232</u>	Minor Street (Higher Volume App.):	<u>312</u>
Major Street Total (Both Approaches):	636	Minor Street Total:	384
Minimum Volume on Major Street to Satisfy Warrant (see note [d]): 450		Minimum Volume on Minor Street 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.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Mariposa			
Minor Street: 7th St			
Scenario: Future Base AM			
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):	246	Major Street Left Turn (see note [b]):	43
Major Street (Approach 2):	<u>321</u>	Minor Street (Higher Volume App.):	<u>277</u>
Major Street Total (Both Approaches):	567	Minor Street Total:	320
Minimum Volume on Major Street to Satisfy Warrant (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.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Mariposa			
Minor Street: 7th St			
Scenario: Future Base 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):	387	Major Street Left Turn (see note [b]):	62
Major Street (Approach 2):	<u>211</u>	Minor Street (Higher Volume App.):	<u>305</u>
Major Street Total (Both Approaches):	598	Minor Street Total:	367
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.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS

PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

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 Lanes on Each Approach			
Major Street:	1		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	285	Major Street Left Turn (see note [b]):	48
Major Street (Approach 2):	<u>331</u>	Minor Street (Higher Volume App.):	<u>328</u>
Major Street Total (Both Approaches):	616	Minor Street Total:	376
Minimum Volume on Major Street to Satisfy Warrant (see note [d]): 450		Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 350	
PEAK HOUR VOLUME WARRANT SATISFIED?		YES	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- 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.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.

TRAFFIC SIGNAL WARRANTS

PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)

Major Street: Mariposa Minor Street: 7th St Scenario: 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):	437	Major Street Left Turn (see note [b]):	84
Major Street (Approach 2):	<u>258</u>	Minor Street (Higher Volume App.):	<u>341</u>
Major Street Total (Both Approaches):	695	Minor Street Total:	425
Minimum Volume on Major Street to Satisfy Warrant (see note [d]): 450		Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 310	
PEAK HOUR VOLUME WARRANT SATISFIED?		YES	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- 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.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, "Manual on Uniform Traffic Control Devices, Millennium Edition," 2001; and Caltrans, "Traffic Manual," 2002.