# Fehr / Peers

## DRAFT

## TECHNICAL ADDENDUM TO 3440 WILSHIRE PROJECT TRANSPORTATION IMPACT ANALYSIS

Subject:	Traffic Analysis of Revised 3440 Wilshire Project
From:	Tom Gaul and Ryan Liu, Fehr & Peers
To:	Wes Pringle, Los Angeles Department of Transportation
Date:	August 27, 2019

Ref: LA16-2871

This document is a technical addendum to the original transportation impact analysis conducted by Fehr & Peers for the 3440 Wilshire Project<sup>1</sup> 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.

<sup>&</sup>lt;sup>1</sup> Fehr & Peers, *3440 Wilshire Boulevard Project Transportation Analysis*, September 2018.

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#### 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.

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

#### Existing plus Project 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 & 7<sup>th</sup> 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 & 7<sup>th</sup> 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  $\ge$  0.02), causing LOS F (V/C > 1.00), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C  $\ge$  0.02).

#### Arterial Monitoring Stations

The CMP arterial monitoring station closest to the 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 the 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

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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:

- 7<sup>th</sup> 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

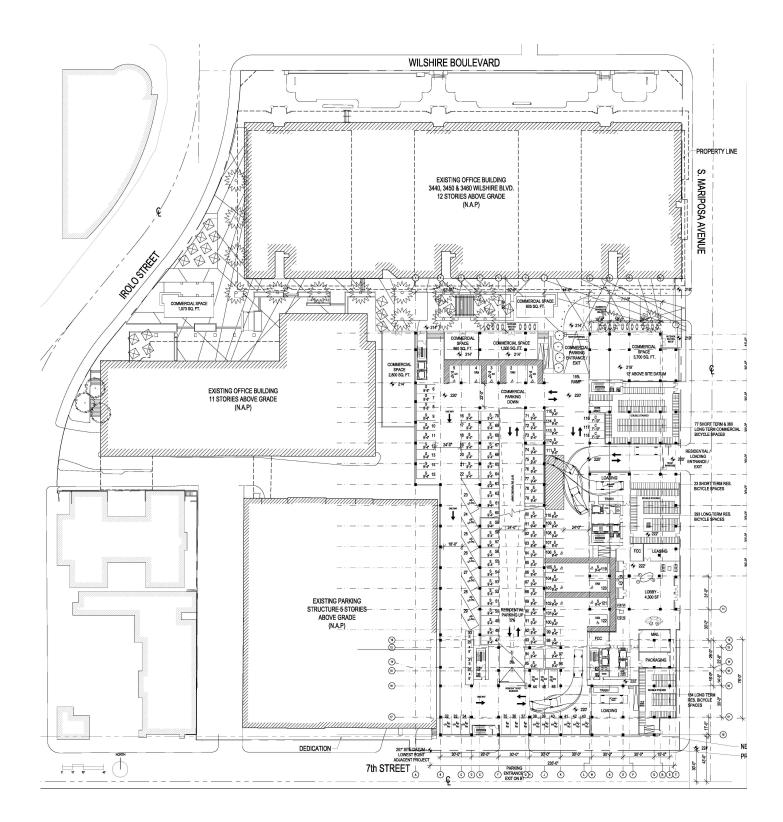
The purpose of this addendum is to present the results of a traffic analysis conducted for the revised 3440 Wilshire Project featuring 640 multifamily high-rise housing units, 5,538 sf of retail space, 4,600 sf of high turnover (sit-down) restaurant space, and 2,000 sf of fast casual restaurant space, 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.

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- 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 & 7<sup>th</sup> 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.





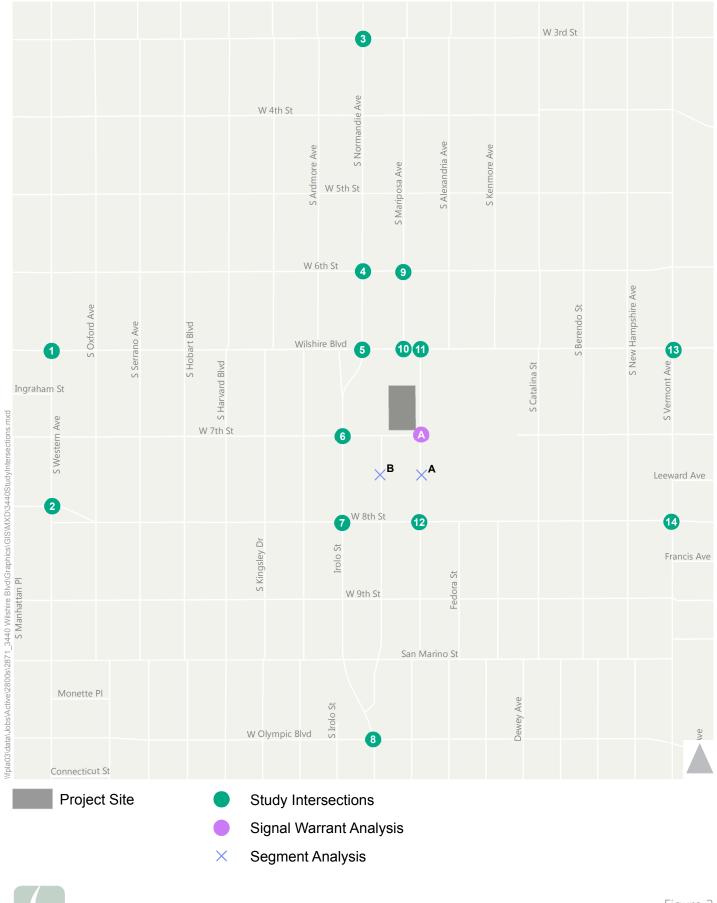


Figure 2 3440 Wilshire Study Intersections

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

	TABLE 2 3440 WILSHIRE - ORIGINAL PROJECT TRIP GENERATION - ITE 10TH EDITION															
	Trip Generation Rates [a] Estimated Trip Generation															
	ITE Land			A	AM Peak Hou	ır	19	VI Peak Ho	ur		AM	Peak Hour	Trips	PM	Peak Hour	Trips
Land Use	Use Code	Size	Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Retail	820	18.454 ksf	37.75	0.94	62%	38%	3.81	48%	52%	697	11	6	17	34	36	70
Less: Internal Capture [b]			15%		15%	15%		15%	15%	(105)	(2)	(1)	(3)	(5)	(5)	(10)
Less: Transit Credit [c]			25%	25%			25%			(148)	(2)	(1)	(3)	(7)	(8)	(15)
Total Driveway Trips										444	7	4	11	22	23	45
Less: Pass-by [d]			50%	50%			50%			(222)	(3)	(2)	(5)	(11)	(11)	(22)
Net External Vehicle Trips										<u>222</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>11</u>	<u>12</u>	<u>23</u>
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)		[f]			[f]	
Net External Vehicle Trips										<u>1,818</u>	<u>15</u>	<u>110</u>	<u>125</u>	<u>114</u>	<u>49</u>	<u>163</u>
TOTAL DRIVEWAY TRIPS										2,262	22	114	136	136	72	208
NET INCREMENTAL EXTERNAL TRIPS										2,040	19	112	131	125	61	186

Notes:

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

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

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

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

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

					0 WILSHIR	TABLE 3 E - REVISED ON - ITE 10										
					Trip Ge	eneration Ra	ites [a]					Estimate	ed Trip Gen	eration		
	ITE Land				AM Peak Ho		Р	M Peak Ho			AM	Peak Hour	<u> </u>	PM	Peak Hour	
Land Use	Use Code	Size	Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	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										<u>67</u>	<u>1</u>	<u>1</u>	2	<u>3</u>	<u>4</u>	<u>7</u>
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)	<u>(3)</u>	(7)	(4)	<u>(3)</u>	(7)
Less: Transit Credit [c]			25%	25%			25%			(110)	(5)	<u>(5)</u>	(10)	(6)	(4)	(10)
Total Driveway Trips										329	16	13	29	18	10	28
Less: Pass-by [d]			20%	20%			20%			<u>(65)</u>	<u>(3)</u>	<u>(2)</u>	<u>(5)</u>	<u>(3)</u>	<u>(2)</u>	<u>(5)</u>
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%	<u>(95)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>(2)</u>	<u>(2)</u>	(4)
Less: Transit Credit [c]			25%	25%			25%			<u>(134)</u>	(1)	<u>0</u>	<u>(1)</u>	<u>(3)</u>	<u>(3)</u>	<u>(6)</u>
Total Driveway Trips										401	2	1	3	10	8	18
Less: Pass-by [d]			50%	50%			50%			<u>(200)</u>	<u>(1)</u>	<u>0</u>	<u>(1)</u>	<u>(5)</u>	<u>(4)</u>	<u>(9)</u>
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)		[f]			[f]	
Net External Vehicle Trips										<u>1,816</u>	<u>15</u>	<u>110</u>	<u>125</u>	<u>114</u>	<u>49</u>	<u>163</u>
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	EXIS	TING		+ REVISED JECT	V/C	SIGNIFICANT				
		HOUR	V/C	LOS	V/C	LOS	INCREASE	IMPACT?				
1	Western Ave &	AM	0.719	С	0.723	С	0.004	No				
	Wilshire Blvd	PM	0.661	В	0.665	В	0.004	No				
2	Western Ave &	AM	0.660	В	0.661	В	0.001	No				
	8th St	PM	0.619	В	0.621	В	0.002	No				
3	Normandie Ave &	AM	0.627	В	0.628	В	0.001	No				
	3rd St	PM	0.587	А	0.588	A	0.001	No				
4	Normandie Ave &	AM	0.562	Α	0.563	Α	0.001	No				
	6th St	PM	0.571	Α	0.573	A	0.002	No				
5	Normandie Ave &	AM	0.679	В	0.681	В	0.002	No				
	Wilshire Blvd	PM	0.687	В	0.699	В	0.012	No				
6	Irolo St &	AM	0.521	Α	0.532	A	0.011	No				
	7th St	PM	0.583	А	0.601	В	0.018	No				
7	Irolo St &	AM	0.712	C	0.716	С	0.004	No				
	8th St	PM	0.709	C	0.714	С	0.005	No				
8	Normandie Ave &	AM	0.696	В	0.697	В	0.001	No				
	Olympic Blvd	PM	0.715	C	0.717	С	0.002	No				
9	Mariposa Ave &	AM	0.483	Α	0.489	A	0.006	No				
	6th St	PM	0.517	А	0.523	А	0.006	No				
10	Mariposa Ave (West) &	AM	0.545	А	0.553	A	0.008	No				
	Wilshire Blvd	PM	0.525	А	0.538	A	0.013	No				
11	Mariposa Ave (East) &	AM	0.511	A	0.532	A	0.021	No				
	Wilshire Blvd	PM	0.467	А	0.499	А	0.032	No				
12	Mariposa Ave &	AM	0.403	A	0.417	A	0.014	No				
	8th St	PM	0.450	А	0.483	А	0.033	No				
13	Vermont Ave &	AM	0.833	D	0.840	D	0.007	No				
	Wilshire Blvd	PM	0.757	С	0.760	С	0.003	No				
14	Vermont Ave &	AM	0.649	В	0.651	В	0.002	No				
	8th St	PM	0.651	В	0.657	В	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	FUTUR	E (2026)	FUTURE REVISED			SIGNIFICANT IMPACT?
		HOUR	V/C	LOS	V/C	LOS	INCREASE	IMPACI?
1	Western Ave &	AM	0.972	E	0.976	E	0.004	No
	Wilshire Blvd	PM	0.940	E	0.944	Е	0.004	No
2	Western Ave &	AM	0.920	E	0.921	E	0.001	No
	8th St	PM	1.009	F	1.013	F	0.004	No
3	Normandie Ave &	AM	0.828	D	0.828	D	0.000	No
	3rd St	PM	0.864	D	0.866	D	0.002	No
4	Normandie Ave &	AM	0.789	С	0.789	С	0.000	No
	6th St	PM	0.755	С	0.756	С	0.001	No
5	Normandie Ave &	AM	1.037	F	1.040	F	0.003	No
	Wilshire Blvd	PM	1.058	F	1.063	F	0.005	No
6	Irolo St &	AM	0.657	В	0.668	В	0.011	No
	7th St	PM	0.809	D	0.827	D	0.018	No
7	Irolo St &	AM	1.189	F	1.196	F	0.007	No
	8th St	PM	1.279	F	1.285	F	0.006	No
8	Normandie Ave &	AM	0.962	E	0.965	E	0.003	No
	Olympic Blvd	PM	1.046	F	1.049	F	0.003	No
9	Mariposa Ave &	AM	0.569	А	0.575	А	0.006	No
	6th St	PM	0.619	В	0.626	В	0.007	No
10	Mariposa Ave (West) &	AM	0.690	В	0.698	В	0.008	No
	Wilshire Blvd	PM	0.701	С	0.714	С	0.013	No
11	Mariposa Ave (East) &	AM	0.657	В	0.678	В	0.021	No
	Wilshire Blvd	PM	0.635	В	0.667	В	0.032	No
12	Mariposa Ave &	AM	0.574	A	0.587	А	0.013	No
	8th St	PM	0.661	В	0.699	В	0.038	No
13	Vermont Ave &	AM	1.159	F	1.165	F	0.006	No
	Wilshire Blvd	PM	1.161	F	1.169	F	0.008	No
14	Vermont Ave &	AM	0.985	E	0.989	E	0.004	No
	8th St	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						
Α	Mariposa Ave &	AM	No	No	No	Yes						
	7th St	PM	No	Yes	Yes	Yes						

#### TABLE 7

#### 3440 WILSHIRE - REVISED PROJECT NEIGHBORHOOD STREET IMPACT ANALYSIS - EXISTING PLUS REVISED PROJECT ANALYSIS

	Weekday Two-Way Daily Volume	With Revised Project Impact Analysis								
Street Segment	Existing Base	Commercial Project Only	Existing plus Revised Project	Project % Increase	<b>Impact</b> 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.

NEIGHB	TABLE 8 3440 WILSHIRE - REVISED PROJECT NEIGHBORHOOD STREET IMPACT ANALYSIS - CUMULATIVE PLUS REVISED PROJECT ANALYSIS												
Weekday Two-Way Daily Volume With Revised Project Impact Analysis													
Street Segment	Existing Base	Cumulative Base	Commercial Project Only	Cumulative plus Revisd Project	Project % Increase	lmpact 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						

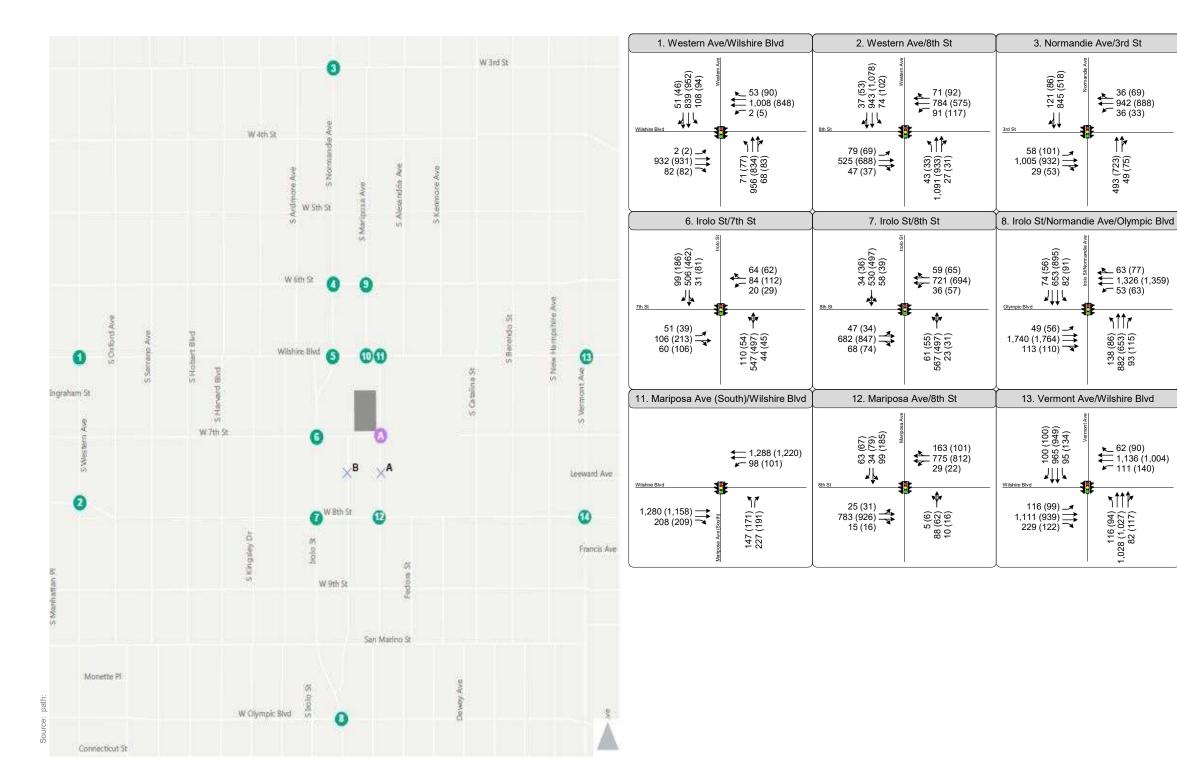
Notes:

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

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

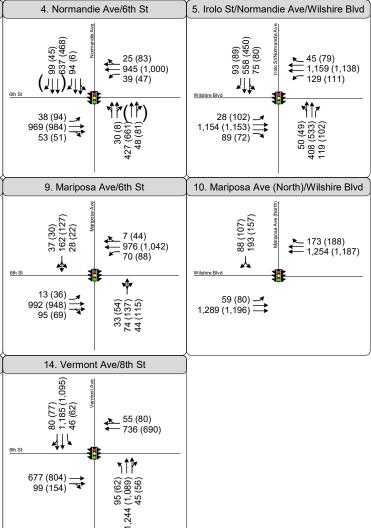
### TABLE 9 3440 WILSHIRE - REVISED PROJECT DRIVEWAY SERVICE AND IMPACT ANALYSIS

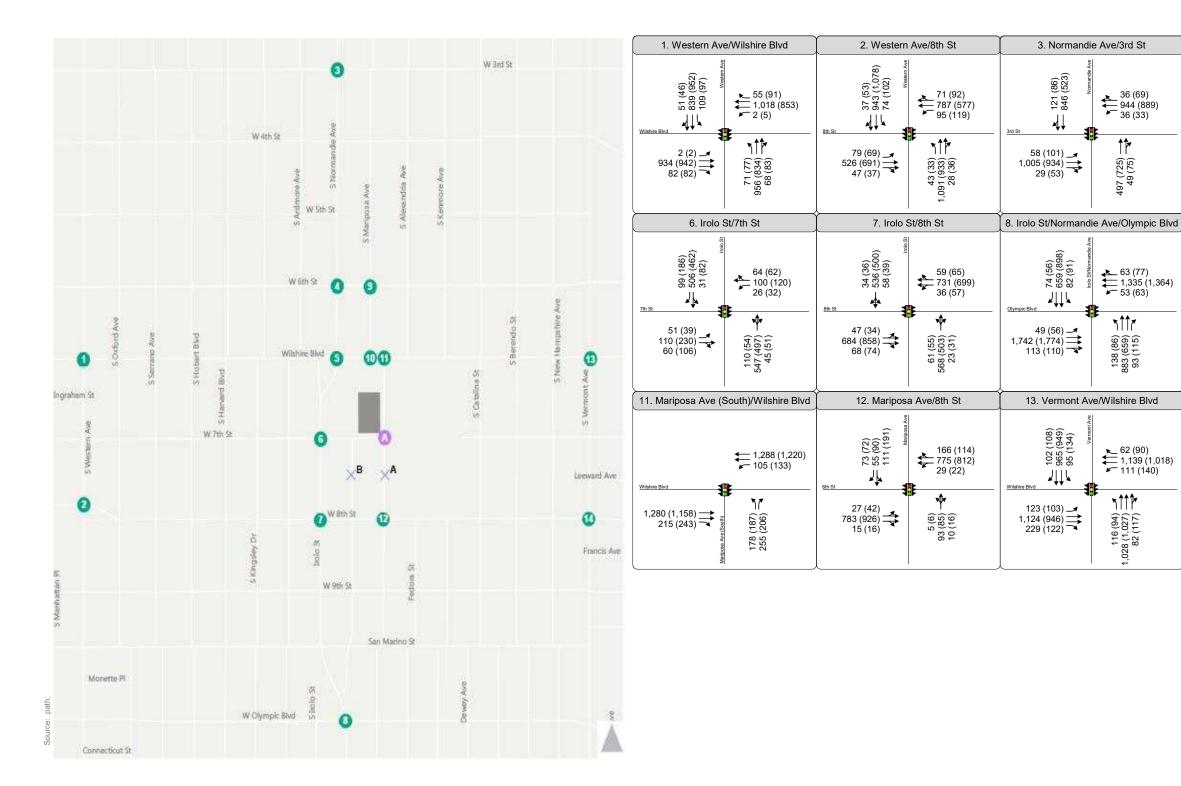
		Existing pl	us Revised	Future plus Revised		
Driveway Location	Peak Hour	Project	(2018)	Project (2026)		
Driveway Eocation	Feak Hour	Delay	LOS	Delay	LOS	
		(seconds)	203	(seconds)	103	
7 <sup>th</sup> Street Factors Driveway	AM	14.1	В	14.9	С	
7 <sup>th</sup> Street Eastern Driveway	PM	18.5	С	20.4	С	
Mariposa Avenue Driveway	AM	24.4	D	27.7	D	
Manposa Avenue Driveway	PM	25.4	D	29.0	D	





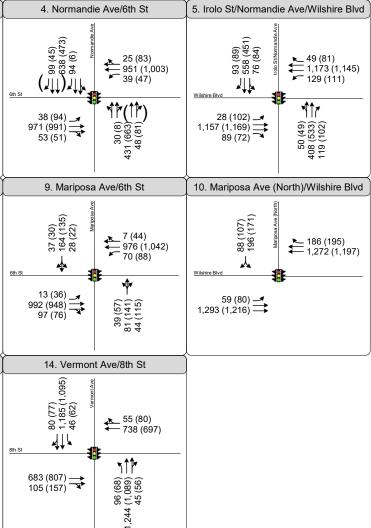
Attachment A Peak Hour Traffic Volumes and Lane Configurations Existing (2018) Conditions

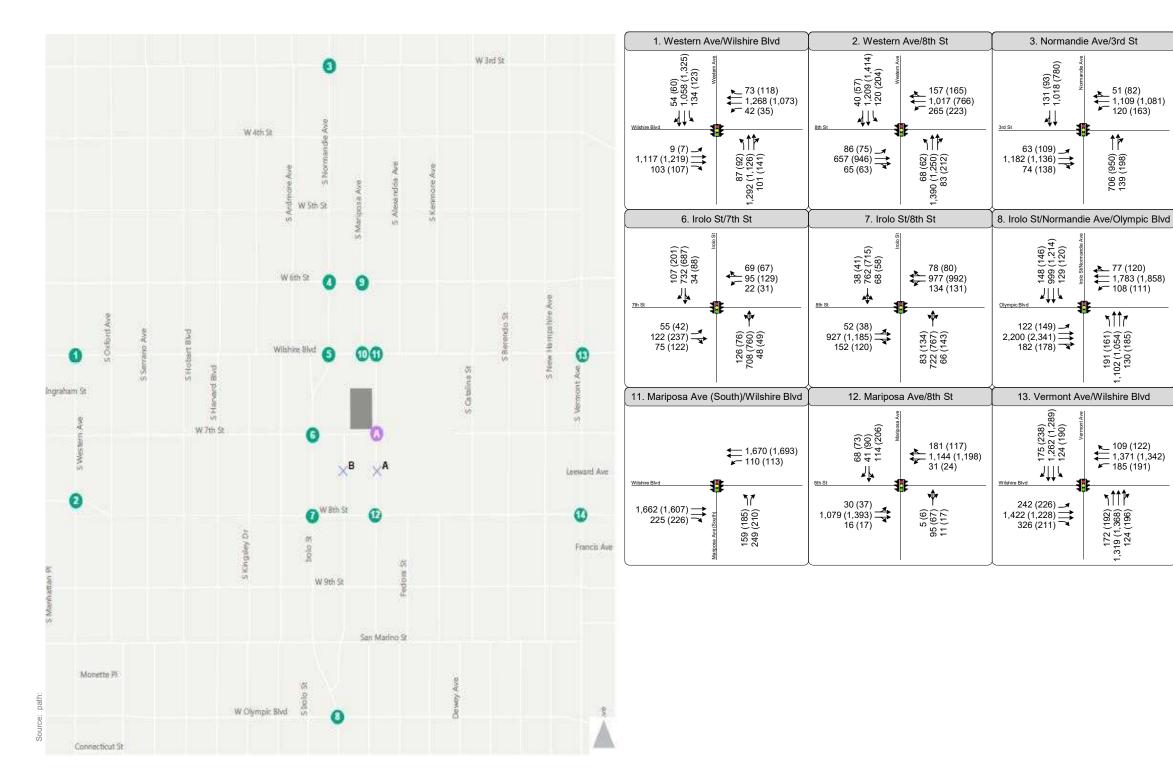






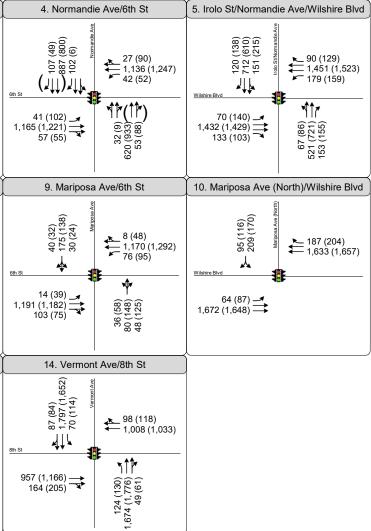
Attachment A Peak Hour Traffic Volumes and Lane Configurations Existing plus Revised Project Conditions

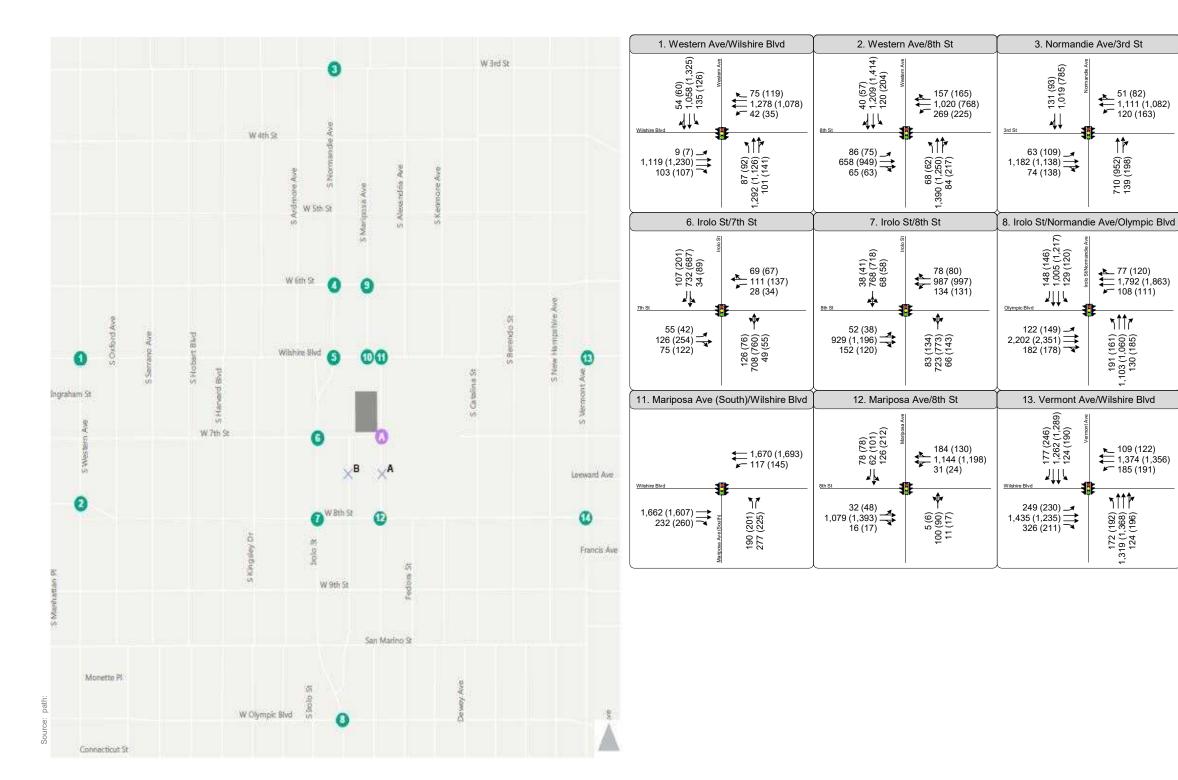






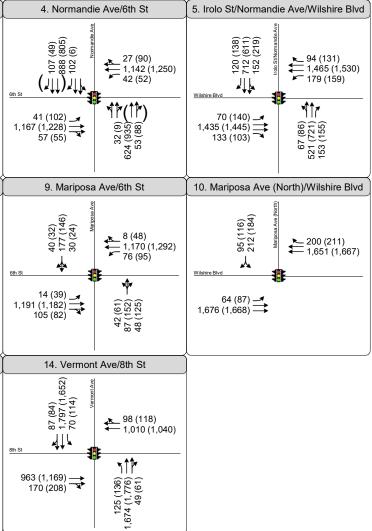
Attachment A Peak Hour Traffic Volumes and Lane Configurations Future Base (2026) Conditions

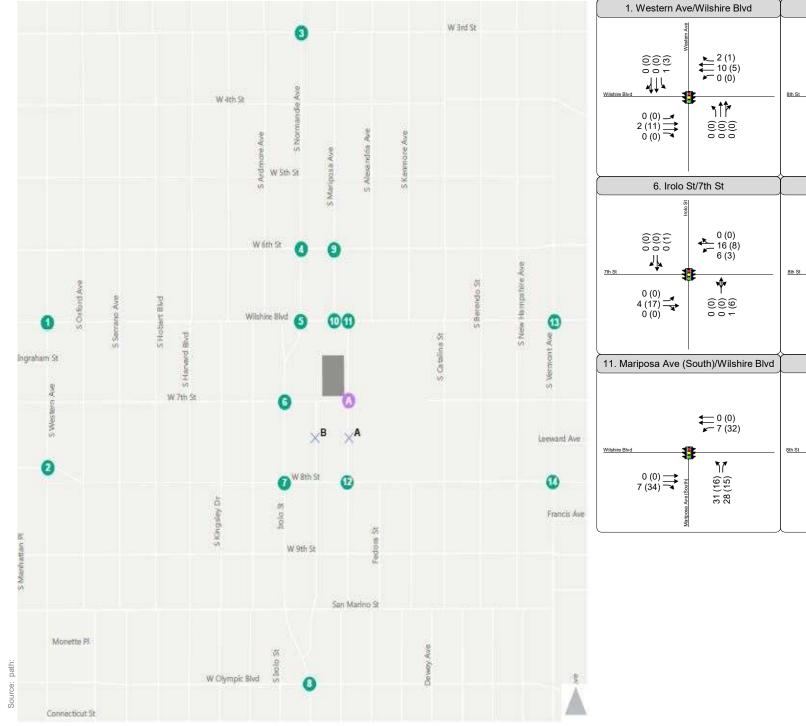


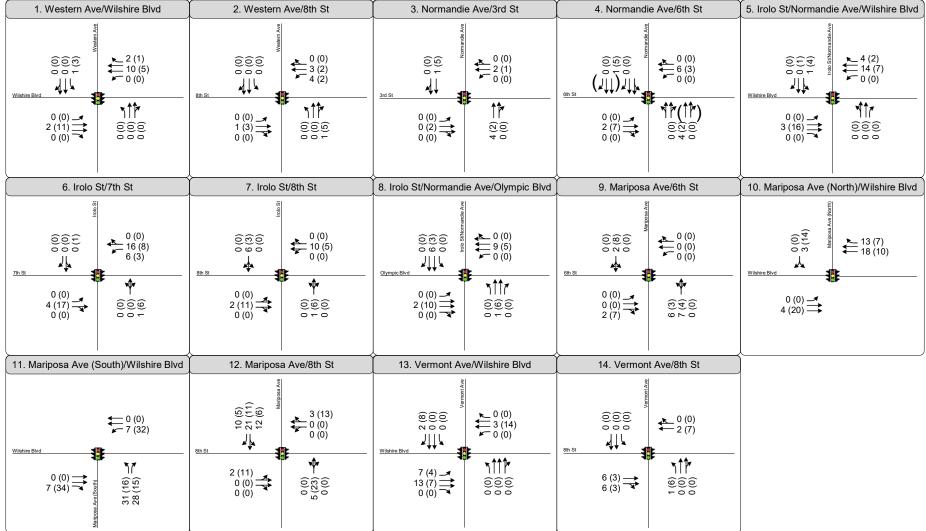




Attachment A Peak Hour Traffic Volumes and Lane Configurations Future plus Revised Project Conditions









Attachment A Peak Hour Traffic Volumes and Lane Configurations Project Only Volumes

## Attachment B - Revised Project Intersection LOS Worksheets





							NOED 11
I/S #:	PROJECT TITLE: 3440 Wilshire North-South Street: Western Ave	Project		of Street	Wilshire Blvd		
1	North-South Street: Western Ave Scenario: Existing 2018		East-we	st Street:	Wilshire Biva		
	Count Date: 4/17/2018		Analyst:	Fehr & Peers	Date:		
·		1					
			AM			PM	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		1	0			0
	MOVEMENT	Valuma	No. of	Lane Volume	Volumo	No. of	Lane Volume
	5 1.44	Volume 71	Lanes	71	Volume 77	Lanes	
₽	<ul> <li>↓ Left</li> <li>↓ Left-Through</li> </ul>	/ 1	1 0	71		1 0	77
NORTHBOUND	↑ Through	956	1	512	834	1	459
₿ Ŭ	through-Right	000	1	012		1	100
L L	Right	68	0	68	83	0	83
l Q	, ← Left-Through-Right		0			0	
2	Left-Right		0			0	
		-					
₽		108	1	108	94	1	94
N N	↓ Left-Through	820	0 1	11E	050	0	400
BO	↓ Through ✔ Through-Right	839	1	445	952	1	499
SOUTHBOUND	∠ Right	51	0	51	46	0	46
OO I	∠→ Left-Through-Right	01	0	01		0	10
Ō	Left-Right		0			0	
	-	-					
	$\int \text{Left}$	2	1	2	2	1	2
	→ Left-Through	000	0	400	001	0	400
EASTBOUND	→ Through ᄀ Through-Right	932	2 0	466	931	2 0	466
STE	Right	82	1	47	82	1	44
EAS	Left-Through-Right	02	0		02	0	
	- ↓ Left-Right		0			0	
			-				
0	√ Left	2	1	2	5	1	5
	✓ Left-Through	4000	0	=	0.40	0	40.4
30L	← Through ← Through-Right	1008	2 0	504	848	2 0	424
STE	← Right	53	1	0	90	1	43
WESTBOUND	Left-Through-Right		0	0		0	10
>	⊱ Left-Right		0			0	
		^	lorth-South:	620	N	orth-South:	576
	CRITICAL VOLUMES		East-West:	506		East-West:	471
			SUM:	1126		SUM:	1047
	VOLUME/CAPACITY (V/C) RATIO:			0.819			0.761
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.719			0.661
	LEVEL OF SERVICE (LOS):			С			В
r							





I/S #: 2	PROJECT TITLE: 3440 Wilshire North-South Street: Western Ave Scenario: Existing 2018 Count Date: 4/17/2018	Project		<b>st Street:</b> Fehr & Peers	8th St Date:		ADED 1
<b></b>		1	Analyst.	reni a reeis	Date.		
			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB 0	SB	0 0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	ЗВ WB	0	EB 0	зв WB	0
	ATSAC-1 or ATSAC+ATCS-2?		112	2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	Left	43	1	43	33	1	33
N	← Left-Through	1001	0			0	400
BO	↑ Through	1091	1	559	933	1	482
NORTHBOUND	Through-Right Right	27	0	27	31	0	31
.NC	Left-Through-Right	21	0	21	51	0	31
ž	Left-Right		0			0	
	g	1			I		
0	∽\≪ Left	74	1	74	102	1	102
N	↓ Left-Through		0			0	
i or	↓ Through	943	1	490	1078	1	566
E H.	✓ Through-Right		1			1	
SOUTHBOUND	J Right	37	0	37	53	0	53
so	✓→ Left-Through-Right ↓ Left-Right		0			0	
	, Left-Right	1	U		[	U I	
	Ĵ Left	79	1	79	69	1	69
D D	- <u>/</u> → Left-Through	_	0			0	
Inc	→ Through	525	1	286	688	1	363
EASTBOUND	✓ Through-Right		1			1	
٩S٦	Right	47	0	47	37	0	37
Ш	✓ Left-Through-Right		0 0			0	
	-	1	U			V	
	√ Left	91	1	91	117	1	117
Q	<pre>✓ Left-Through</pre>		0	0.		0	
	← Through	784	1	428	575	1	334
WESTBOUND	← Through-Right		1			1	
EST	Right	71	0	71	92	0	92
Ň	✓ Left-Through-Right		0			0	
			United States International In	633	N	orth-South:	599
	CRITICAL VOLUMES		East-West:	507		East-West:	480
			SUM:	1140		SUM:	1079
	VOLUME/CAPACITY (V/C) RATIO:			0.760			0.719
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.660			0.619
				0.880 B			0.819 B
	LEVEL OF SERVICE (LOS):			D			D





3

0

0

0 2

0

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





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





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





110 #							NOED
	I/S #: PROJECT TITLE: 3440 Wilshire Project						
6	6 North-South Street: Normandie Ave East-West Street: 7th St						
	Scenario: Existing 2018		Analyset		Deter		
	<b>Count Date:</b> 4/17/2018		Analyst:	Fehr & Peers	Date:		
		l	AM			РМ	
	No. of Phases			2		1 101	2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
		NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	<i>EB</i> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ب Left	110	0	110	54	0	54
N N	✓ Left-Through		0			0	
б	∱ Through	547	0	701	497	0	596
NORTHBOUND	Through-Right		0			0	
RT	<sup>l</sup> Right	44	0	0	45	0	0
9	Left-Through-Right		1			1	
-	Character Left-Right		0			0	
		-	_				
Δ	sva Left	31	0	31	81	0	81
SOUTHBOUND	↓→ Left-Through		1			1	
<u>õ</u>	Through	506	0	537	462	0	543
폰	← Through-Right		0	74	100	0	407
5	✓ Right	99	1	74	186	1	167
so	↔ Left-Through-Right ↓ Left-Right		0			0	
		I	U		1	0	
	Left	51	1	51	39	1	39
₽	→ Left-Through	51	0	51	00	0	00
EASTBOUND	$\rightarrow$ Through	106	0	166	213	0	319
l Og	→ Through-Right		1			1	•.•
STI	→ Right	60	0	0	106	0	0
Ň.	↓ Left-Through-Right		0			0	
_	Left-Right		0			0	
	√ Left	20	1	20	29	1	29
WESTBOUND	✓ Left-Through		0			0	
00	← Through	84	0	148	112	0	174
<u> </u>	Through-Right		1			1	
ES.	Right	64	0	0	62	0	0
Š	Left-Through-Right		0			0 0	
	├── Left-Right	· · · · ·	U Vorth-South:	732	A.	0 Iorth-South:	677
	CRITICAL VOLUMES	'	East-West:	732 199	^	East-West:	348
	CITICAL VOLUMES		SUM:	931		SUM:	1025
	VOLUME/CAPACITY (V/C) RATIO:					00.01.	
				0.621			0.683
	C LESS ATSAC/ATCS ADJUSTMENT:			0.521			0.583
	LEVEL OF SERVICE (LOS):			Α			Α
Ľ		-					





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





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





Scenario:         Existing 2018 Count Date:         Analyst:         Fehr & Peers         Date:           No. of Phases Opposed 0°ing: NS-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         Am         Value         NB-0 0         SB-0 0         SB-0 0         NB-0 0         SB-0 0         NB-0 0         SB-0 0         SB-0 0         SB-0 0         NB-0 0         SB-0 0         NB-0 0         SB-0 0         SB-0 0         NB-0 0         SB-0 0         SB-0 0         SB-0 0         SB-0 0         SB-0	I/S #: 9	PROJECT TITLE: 3440 Wilshire North-South Street: Mariposa Ave		East-We	est Street:	6th St		ADED 1
No. of Phases Opposed 8'ing: N/S-1, E/W- or Both-37 Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         NB 0         2 SB 0         0 WB 2         0 C         NB 2		0		Analyst:	Fehr & Peers	Date:		
Opposed Ø'ing: NIS-1, EW-2 or Both-3? Right Turms: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         NB- EB- 0         0 WB- 2         0 0 0         NB- 2         0 0         SB- 2         0 0         SB- 2         0 0         SB- 2         0 0         SB- 2         0 0         SB- 2         0 0         2           MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane         No. of Lane         No. of Lane <td< th=""><th></th><th></th><th></th><th>AM</th><th></th><th></th><th>РМ</th><th></th></td<>				AM			РМ	
Right Turms: FREE-1, NRTOR-2 or OLA.37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         NB- EB- 0 $0$ WB- 2         NB- 2 $0$ EB- 0         NB- 2 $0$ EB- 0         NB- 2 $0$ Volume         SB- 2 $0$ Volume         Volume		No. of Phases			2			2
Nght lums: FRE-1, NR UR2 of 0L3?         EB-         0         WB         0         2         0         WB         0         2         0         1 <th1< th="">         1</th1<>		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
ATSAC-1 or ATSAC+ATCS-27 Override Capacity         UB-         0         EB-         0         WB-         0         2           MOVEMENT         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Lane         Volume         Volume         Lane         Volume         Volume         Volume         Lane         Volume         Volum		Right Turns: FREE-1. NRTOR-2 or OLA-3?		-			-	
Override Capacity         0         1         Lanes         Volume		-	<i>EB</i> 0	WB		EB 0	WB	
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane Lane         Lane Lane         No. of Lane         Lane         No. of Lane								
MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume           0         1         Left         33         0         33         54         0         54           1         Left.Through         74         0         151         137         0         306           1         Through.Right         44         0         0         115         0         0           1         Left.Through.Right         444         0         0         115         0         0           1         Left.Through.Right         444         0         0         115         0         0           1         Left.Through.Right         28         0         227         127         0         179           1         Through.Right         37         0         0         330         0         0           9         Left.Through.Right         37         0         0         330         0         0           1         J. Left.Through.Right         37         0         0         36         1         36           1         1         0         1         1		Override Capacity			-		N	-
Q         ↓ Left         33         0         33         54         0         54           Q         ↓ Left-Through-Right         74         0         151         137         0         306           ↓         Through-Right         44         0         0         151         137         0         306           ↓         Through-Right         44         0         0         115         0         0           Q         ↓ Left-Through-Right         1         1         0         0         115         0         0           Left         Left-Through-Right         0         0         28         22         0         22           No         ↓         Left-Through-Right         0         0         30         0         0           Y         Night         37         0         0         30         0         0           Y         Left-Through-Right         13         1         13         36         1         36           J         Left         13         1         13         36         0         0         0           Y         Right         992         1         544		MOVEMENT	Volume			Volume		
OP OD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		ົງ left						
Image: Constraint of the second s	P P	i i	00	E		0.		01
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Image: Constraint of the second s	BC	-		-	101			
Image: Constraint of the second s	H		44	-	0	115		0
Image: Constraint of the second s	0R	Loft Through Bight		1	-			-
OP       ✓       Left       28       0       28       22       0       22         Image: Second	z			0			0	
Image: Description         Left-Through Through-Right         0 162         0 0         227         127         0 0         179           A ripud-Right - Through-Right - Left-Through-Right - Left-Right         37         0         0         30         0         0           J Left - Left-Right         13         1         13         36         1         36           J Left - Through         13         1         13         0         948         1         509           Through-Right - Through-Right         13         1         13         36         1         69           Through-Right - Through-Right         992         1         544         948         1         509           Through-Right - Through-Right         95         0         95         69         0         69           U Left-Through - Through         70         1         70         88         1         543           U Left-Right         7         0         7         44         0         44           U Left-Right         0         0         0         0         0         0           U Left-Right         7         0         7         44         0         44         0 </td <td></td> <td></td> <td></td> <td>-</td> <td></td> <td>1</td> <td></td> <td></td>				-		1		
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       0       0       0       0       0       0       69         Left-Right       70       1       70       88       1       88       64         Through-Right       0       0       0       0       0       69       0         Through-Right       70       1       70       88       1       88       543         Through-Right       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       7       0       7       260       North-South:       3	•	∽√⊲ Left	28	0	28	22	0	22
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       0       0       0       0       0       0       69         Left-Right       70       1       70       88       1       88       64         Through-Right       0       0       0       0       0       69       0         Through-Right       70       1       70       88       1       88       543         Through-Right       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       7       0       7       260       North-South:       3	N N	↓→ Left-Through		0			0	
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       70       1       70       88       1       88       60         Through-Right       976       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       7       0       7       44       0       44         Left-Right       7       0       7       328       597         SUM:       Right       7       0       7       324       597         VOLUME/CAPACITY (V/C) RATIO:       0.583       VOLUME/CAPACITY (V/C) RATIO:       0.583       0.617         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.483       0.517       0.517	0		162	0	227	127	0	179
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       70       1       70       88       1       88       60         Through-Right       976       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       7       0       7       44       0       44         Left-Right       7       0       7       328       597         SUM:       Right       7       0       7       324       597         VOLUME/CAPACITY (V/C) RATIO:       0.583       VOLUME/CAPACITY (V/C) RATIO:       0.583       0.617         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.483       0.517       0.517	HB			-				
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       70       1       70       88       1       88       60         Through-Right       976       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       7       0       7       44       0       44         Left-Right       7       0       7       328       597         SUM:       Right       7       0       7       324       597         VOLUME/CAPACITY (V/C) RATIO:       0.583       VOLUME/CAPACITY (V/C) RATIO:       0.583       0.617         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.483       0.517       0.517	L L		37	_	0	30		0
Q       J       Left       13       1       13       36       1       36         J       Left       Through       992       1       544       948       1       509         Through-Right       992       1       544       948       1       69       69       0       69         Through-Right       95       0       95       69       0       69       69         Left-Right       0       0       0       0       0       0       69         Left-Right       70       1       70       88       1       88       64         Through-Right       0       0       0       0       0       69       0         Through-Right       70       1       70       88       1       88       543         Through-Right       1       492       1042       1       543         Through-Right       7       0       7       44       0       44         Left-Through-Right       0       0       0       0       0       0       0         Left-Right       7       0       7       260       North-South:       3	No.			E				
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A       Left-Through       0       <		1 1 0 5 5	10	1	40		1	20
Image: Constraint of the system of the s	Δ		13		13	30		30
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Image: Constraint of the system of the s	<u>õ</u>	-	992		344	540		509
Image: Constraint of the system of the s	STE		95		95	69		69
Image: Constraint of the system of the s	¥8		00	-	00			00
O         Image: Constraint of the system         Image: Consystem         Image: Con				0				
Q         ✓         Left-Through         0         0         0         0         0         0         0         0         0         543         543         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         543         1         1         543         1         1         543         1         1         1         543         1 <th1< th="">         1         <th1< th="">         &lt;</th1<></th1<>		• •	•	-		1		
Q         ✓         Left-Through         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1042         1         543         1         1         543         1         1         1         543         1         1         1         1         1         543         1 <td></td> <td>√ Left</td> <td>70</td> <td>1</td> <td>70</td> <td>88</td> <td>1</td> <td>88</td>		√ Left	70	1	70	88	1	88
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	N N N	•		0			0	
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	nc		976	1	492	1042	1	543
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	TB(	, initiagin		1			1	
CRITICAL VOLUMES         0         0           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.483	ES.		7	-	7	44		44
North-South:         260         North-South:         328           CRITICAL VOLUMES         East-West:         614         East-West:         597           SUM:         874         SUM:         925           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517	Ň			-				
CRITICAL VOLUMES         East-West:         614         East-West:         597           SUM:         874         874         925           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517		ζ⁻ Leit-Right		-	260		-	300
SUM:         874         SUM:         925           VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517				-		^		
VOLUME/CAPACITY (V/C) RATIO:         0.583         0.617           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517		SKINGAL VOLUMES						
V/C LESS ATSAC/ATCS ADJUSTMENT:         0.483         0.517	<b> </b>	VOLUME/CAPACITY (V/C) RATIO		00111.			001/1.	
LEVEL OF SERVICE (LOS):	V/							
		LEVEL OF SERVICE (LOS):			Α			Α





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

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Version: 1i Beta; 8/4/2011

LEVEL OF SERVICE (LOS):





I/S #:PRO.11North-S

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

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

No. of Phases       Opposed Ø'ing: N/S-1, E/W-2 or Both-3?       Right Turns: FREE-1, NRTOR-2 or OLA-3?       ATSAC-1 or ATSAC+ATCS-2?       Override Capacity       MOVEMENT     Volume       No. of       Lares	2 0 0 2 0 Lane Volume	NB 0 EB 0	SB WB	2 0 0 0 2
Right Turns: FREE-1, NRTOR-2 or OLA-3?NB EB0 0SB WBATSAC-1 or ATSAC+ATCS-2? Override CapacityOverride CapacityNo. of Lanes	0 0 2 0 Lane Volume	<i>EB</i> 0	WB	0 0 2
Right Turns: FREE-1, NRTOR-2 or OLA-3?       EB       0       WB         ATSAC-1 or ATSAC+ATCS-2?       Override Capacity       No. of         MOVEMENT       Volume       Lanes	0 2 0 Lane Volume	<i>EB</i> 0	WB	0 2
ATSAC-1 or ATSAC+ATCS-2? Override Capacity No. of MOVEMENT Volume Lanes	2 0 Lane Volume			2
Override Capacity         No. of           MOVEMENT         Volume	0 Lane Volume		No. of	
MOVEMENT Volume No. of Lanes	Volume		No. of	0
Volume Lanes			No. of	Lane
	447	Volume	Lanes	Volume
Left 147 1	147	171	1	171
Left-Through 0			0	
Q       ↓       Left-Through       0         O       ↓       Through       0       0         Q       ↓       Through-Right       0       0         HL       Right       227       1         Q       ↓       Left-Through-Right       0	0	0	0	0
Through-Right 0	470	101	0	
Image: blue blue blue blue blue blue blue blue	178	191	1 0	141
Left-Right 0			0	
		1	V	
↓< Left 0 0	0	0	0	0
$\begin{array}{c c c c c c c c c c c c c c c c c c c $			0	
JJThrough00	0	0	0	0
역 나 Through-Right 0			0	
$F \downarrow Right 0 0$	0	0	0	0
o o o o o o o o o o o o o o o o o o o			0	
U Left-Right 0		1	0	
	0	0	0	0
	Ŭ	l v	0	Ŭ
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	640	1158	2	579
$\vec{m}$ $\vec{v}$ Through-Right 0			0	
Right 208 1	135	209	1	124
			0	
Left-Right 0		I	0	
C Left 98 1	00	101	1	404
	98	101	0	101
$\begin{array}{c c} \mathbf{Q} & \overleftarrow{r} & \text{Left-Through} & 0 \\ \hline \mathbf{N} & \overleftarrow{r} & \text{Through} & 1288 & 2 \\ \mathbf{M} & \overleftarrow{r} & \text{Through-Right} & 0 \\ \hline \mathbf{K} & \overleftarrow{r} & \text{Right} & 0 \\ \hline \mathbf{N} & \overleftarrow{r} & \mathbf{R} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} & \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} \\ \hline \mathbf{N} & \mathbf{N} \\ \hline \mathbf{N} \\ \hline \mathbf{N} \\ \hline \mathbf$	644	1220	2	610
B ← Through-Right 0	011	1220	0	010
Right 0 0	0	0	0	0
Left-Through-Right 0			0	
C C C C C C C C C C C C C C C C C C C			0	
North-South		North-South:		171
CRITICAL VOLUMES East-Wes			East-West:	680 851
			SUM:	851
	0.611			0.567
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.511			0.467
LEVEL OF SERVICE (LOS):	Α			Α





I/S #: 12	PROJECT TITLE: 3440 Wilshire North-South Street: Mariposa Ave						
	Scenario:Existing 2018Count Date:4/17/2018		Analyst:	Fehr & Peers	Date:		
		1	AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	້ງ Left	5	0	5	6	0	6
a n	✓ Left-Through	_	0			0	
no	∱ Through	88	0	103	62	0	84
<u>Å</u>	through-Right		0			0	
<b>T</b>	l Right	10	0	0	16	0	0
NORTHBOUND	Left-Through-Right		1			1	
~	✓ Left-Right		0			0	
			-		1		
₽	S Left	99	0	99	185	0	185
N	b→ Left-Through	24	1	400	70	1	004
SOUTHBOUND	↓ Through ↓ Through-Right	34	0	133	79	0 0	264
E	$\downarrow$ Right	63	1	63	67	1	67
.nc	∠ Right 	03	0	03	07	0	07
Š	Left-Right		0			0	
	24	1			1		
	Ĵ Left	25	0	25	31	0	31
QN	⊥ → Left-Through		1			1	
nc	→ Through	783	0	449	926	0	533
EASTBOUND	→ Through-Right		1			1	
SA.	Right	15	0	449	16	0	533
ш	✓ Left-Through-Right		0			0 0	
	_	I	U			V	
	√ Left	29	0	29	22	0	22
Q	<pre>↓ Left-Through</pre>	20	1	20	~~	1	
	← Through	775	0	527	812	0	501
BC	Through-Right		1			1	
WESTBOUND	,C_ Right	163	0	527	101	0	501
ME	Left-Through-Right		0			0	
	⊱ Left-Right		0 Jarth Sauthu	200		0 Iarth Sauthu	070
	CRITICAL VOLUMES	· /	North-South: East-West:	202 552	<b>∧</b>	orth-South: East-West:	270 555
	GRITICAL VOLUMES		SUM:	754		SUM:	825
	VOLUME/CAPACITY (V/C) RATIO:		00.11.	0.503		00111.	0.550
1//							
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.403			0.450
	LEVEL OF SERVICE (LOS):			Α			Α





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





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





I/S #: 1	PROJECT TITLE: 3440 Wilsh North-South Street: Western Av Scenario: Existing plu		East-Wes	st Street:	Wilshire Blvd		
_	Count Date: 4/17/2018	,	Analyst:	Analyst: Fehr & Peers			
			AM			РМ	
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		00	0		SB	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	зв WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
<u> </u>		71	1	71	77	1 0	77
NORTHBOUND	<ul> <li>← Left-Through</li> <li>↑ Through</li> </ul>	956	0	512	834	1	459
B	through Through Right	300	1	512	004	1	400
L H	Right	68	0	68	83	0	83
N N			0			0	
Z	Left-Right		0			0	
<u> </u>		109	1	109	97	1	97
SOUTHBOUND	Left-Through		0	445	050	0	400
l B	│	839	1	445	952	1	499
1 E	l ↓ Right	51	0	51	46	0	46
	Left-Through-Right	51	0	51	40	0	40
N N	Left-Right		0			0	
		2	1	2	2	1	2
I I	→ Left-Through	001	0	407		0	
l ŭ	$\rightarrow$ Through $$ Through Dight	934	2 0	467	942	2 0	471
LE L	✓Through-Right✓✓✓Right	82	1	47	82	0 1	44
EASTBOUND	Left-Through-Right	02	0	47	02	0	44
<b>ш</b>	Left-Right		0			0	
<b>_</b>	✓ Left	2	1	2	5	1	5
I I	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	10.10	0			0	
l ŭ	← Through	1018	2	509	853	2 0	427
WESTBOUN	← Through-Right t Right	55	U 1	1	91	U 1	43
<b>E</b>	Left-Through-Right		0	I	31	0	40
<b>≤</b>	↓ Left-Right		0			0 0	
	•		orth-South:	621	Λ	lorth-South:	576
	CRITICAL VOLUMES		East-West:	511		East-West:	476
<b> </b>		_	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):			С			В





I/S #: 2	2 North-South Street: Western Ave Scenario: Existing plus Revised F				st Street:	8th St		
	Count Date: 4/1	17/2018		Analyst:	Fehr & Peers	Date:		
				AM			РМ	
		Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or	Both-3?		00	0		00	0
F	Right Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+A	ATCS-2?		112	2		110	2
	Override (	Capacity			0			0
	MOVEMENT			No. of	Lane		No. of	Lane
			Volume	Lanes	Volume	Volume	Lanes	Volume
□			43	1	43	33	1	33
NORTHBOUND	Left-Through		1001	0	500	000	0	405
B	↑ Through		1091		560	933	1	485
₹	→ Through-Right Right		28	0	28	36	0	36
N.			20	0	20		0	30
ž	Left-Right			0			0	
	Lon rught					1		
0	Left		74	1	74	102	1	102
l Z	└→ Left-Through			0			0	
ğ	↓ Through		943	1	490	1078	1	566
H H	✓ Through-Right			1			1	
SOUTHBOUND	Right		37	0	37	53	0	53
S S	← Left-Through-Right			0			0 0	
	Left-Right					I	0	
			79	1	79	69	1	69
<b>P</b>	Left-Through			0			0	
	→ Through		526	1	287	691	1	364
l ĕ	_ ✓ Through-Right			1			1	
EASTBOUND	Right		47	0	47	37	0	37
Ш	Left-Through-Right			0			0	
	│ -			0			0	
	l √ Left		95	1	95	119	1	119
<b>P</b>	↓ Left-Through			0			0	
	← Through		787	1	429	577	1	335
I ĭ	Through-Right			1			1	
WESTBOUN	Right		71	0	71	92	0	92
N N	Left-Through-Right			0			0	
	├── Left-Right			UNORTH-South:	634		0 Iorth-South:	599
	CRITICAL VO	LUMES		East-West:	508	^	East-West:	599 483
	UNITIONE VO			SUM:	1142		SUM:	1082
	VOLUME/CAPACITY (V/C)	RATIO:			0.761			0.721
<b>v</b>	V/C LESS ATSAC/ATCS ADJUSTMENT:				0.661			0.621
<u> </u>	LEVEL OF SERVICE	: (LUS):			В			В



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# Level of Service Workheet (Circular 212 Method)



I/S #: 3	North-South Street: Norma	Wilshire Project andie Ave ng plus Revised Projec		st Street:	3rd St		
	Count Date: 4/17/2			Fehr & Peers	Date:		
			AM			РМ	
	No. of Ph			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Bo	NB 0	SB	0 0	NB 0	SB	0 0
F	Right Turns: FREE-1, NRTOR-2 or OL	A-3? EB 0	ЗВ WB	0	EB 0	ЗВ WB	0
	ATSAC-1 or ATSAC+ATC	S-2?		2			2
	Override Cap	acity	No. of	0		No. of	0
	MOVEMENT	Volume	Lanes	Lane Volume	Volume	Lanes	Lane Volume
	Left	2	0	0	2	0	0
	← Left-Through		0			0	
NORTHBOUND	↑ Through	497	1	273	725	1	400
E	<pre>→ Through-Right Right</pre>	49	1 0	49	75	1 0	75
N N		49	0	49	15	0	75
Ž	Left-Right		0			0	
<u> </u>	Left	4	0	0	2	0	0
۱ ñ	<ul> <li>└→ Left-Through</li> <li>↓ Through</li> </ul>	846	0	484	523	0	305
I ₩	→ Through-Right	040	1	-0-	020	1	000
SOUTHBOUND	ج Right	121	0	121	86	0	86
sol	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	58	1	58	101	1	101
l g	Left-Through		0			0	
l D	$\rightarrow$ Through	1005	1	517	934	1	494
LE	↓Through-Right↓Right	29	0	29	53	1 0	53
EASTBOUND	Left-Through-Right	23	0	25		0	00
	Left-Right		0			0	
			4			4	
Ģ	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> </ul>	36	1 0	36	33	1 0	33
		944	1	490	889	1	479
WESTBOUND	Through-Right		1			1	
ES]	Right	36	0	36	69	0	69
3	└── Left-Through-Right └── Left-Right		0			0 0	
	I ¥ ·····Ə···		North-South:	484	N	orth-South:	400
	CRITICAL VOLU	MES	East-West:	553		East-West:	580
		710	SUM:	1037		SUM:	980
	VOLUME/CAPACITY (V/C) RA			0.728			0.688
<i>V</i> ∕				0.628			0.588
	LEVEL OF SERVICE (L	OS):		В			Α





I/S #: 4	North-South Street: Norm	) Wilshire I nandie Ave ting plus R			st Street:	6th St		
		/2018	,		Fehr & Peers	Date:		
				AM			PM	
	No. of P				2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Bo	oth-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or O	LA-3?	NB 0 EB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+AT	CS-22	EB 0	WB	0 2	EB 0	WB	0 2
	Override Ca				0			0
		,,		No. of	Lane		No. of	Lane
	MOVEMENT		Volume	Lanes	Volume	Volume	Lanes	Volume
	Left		30	0	30	8	0	0
Ī	<∱ Left-Through			1			0	
l õ	↑ Through		431	0	300	663	1	372
NORTHBOUND	Through-Right			1			1	
RI	Right		48	0	300	81	0	81
N N	Left-Through-Right			0			0	
	Left-Right	I		0			0	
	t state the test test test test test test tes	- 1	94	0	94	6	0	0
SOUTHBOUND	Left-Through		54	1	54	, v	0	U
0	↓ Through		638	1	413	473	2	237
P P	- ← Through-Right			0			0	
Ē	ہے Right		99	1	80	45	1	0
l ŭ	<li>✓→ Left-Through-Right</li>			0			0	
0,	↓ Left-Right			0		I	0	
		I	38	1	38	94	1	94
. ₽	⊥ Left-Through		50	0	50	34	0	34
EASTBOUND	$\rightarrow$ Through		971	1	512	991	1	521
BO	→ Through-Right			1			1	
ST	Right Right		53	0	53	51	0	51
E A	Left-Through-Right			0			0	
	Left-Right			0			0	
	Left	1	20	1	20	47	1	47
<u> </u>	Leπ τ Left-Through		39	0	39	47	0	47
5	← Through		951	1	488	1003	1	543
BO	← Through ← Through-Right ← Bight		001	1	400	1000	1	070
ST	t Right		25	0	25	83	0	83
WESTBOUND	Left-Through-Right			0			0	
	├── Left-Right			0			0	
		IMES	Λ	lorth-South:	443 551	^	lorth-South:	372
	CRITICAL VOLU			East-West: SUM:	551 994		East-West: SUM:	637 1009
				301VI:			301VI:	
	VOLUME/CAPACITY (V/C) RATIO:				0.663			0.673
	V/C LESS ATSAC/ATCS ADJUSTMENT:				0.563			0.573
	LEVEL OF SERVICE (	LOS):			Α			Α





I/S #:	PROJECT TITLE: 3440 Wilshire North-South Street: Normandie A	-	Fast-Wo	st Street:	Wilshire Blvd		ADED 1
	Scenario: Existing plus	Revised Project					
	<b>Count Date:</b> 4/17/2018		Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB 0	SB	0 0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົງ Left	50	0	50	49	0	49
	<∱ Left-Through		1			1	
l De	↑ Through	408	1	304	533	1	316
NORTHBOUND	↑→ Through-Right	110	0		400	0	47
I R	Right	119	1 0	55	102	1 0	47
ĬŽ	Left-Through-Right		0			0	
	Lentright	1			1		
	triver verste teft	76	0	76	84	0	84
SOUTHBOUND	└── Left-Through		1			1	
l Ö	Through	558	1	355	451	1	394
Ë	←↓ Through-Right	02	0	70		0 1	20
	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>	93	0	79	89	0	38
S S	↓ Left-Right		0			0	
	Left	28	1	28	102	1	102
l Z	→ Left-Through		0			0	
l d	$\rightarrow$ Through	1157	2 0	579	1169	2 0	585
I II	✓     Through-Right       ✓     Right	89	1	89	72	1	72
EASTBOUND	Left-Through-Right	03	0	09	12	0	12
<u>۳</u>	- ≺ Left-Right		0			0	
	↓ ↓ Left	129		129	111		111
N N	<ul><li>✓ Left-Through</li><li>✓ Through</li></ul>	4470	0 2	E07	1115	0 2	E70
0 0 0	Through Through-Right	1173	2	587	1145	0	573
STE	through Right	49	1	49	81	1	81
WESTBOUND	Left-Through-Right		0			0	•
	├── Left-Right		0			0	
		۸ I	lorth-South:	405	^	lorth-South:	443
	CRITICAL VOLUMES		East-West: SUM:	708 1113		East-West: SUM:	696 1139
<b> </b>	VOLUME/CAPACITY (V/C) RATIO:		301VI.			30117.	
	C LESS ATSAC/ATCS ADJUSTMENT:			0.781			0.799
				0.681			0.699
	LEVEL OF SERVICE (LOS):			В			В



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# Level of Service Workheet (Circular 212 Method)



I/S #: 6	North-South Street: Normandie	nire Project Ave us Revised Project	East-We	st Street:	7th St			
_	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?		SB	0		SB	0	
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	, NB 0 EB 0	зв WB	0 0	NB 0 EB 0	зв WB	0 0	
	ATSAC-1 or ATSAC+ATCS-22			2			2	
	Override Capacity	/		0			0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	
	Left	110	0	110	54	0	54	
NORTHBOUND	<∱ Left-Through		0			0		
ן ו ע	↑ Through	547	0	702	497	0	602	
Ĕ	Through-Right		0			0		
R I	Right	45	0	0	51	0	0	
2 Z	Left-Through-Right		1			1 0		
	Left-Right		0			U		
	triver veft	31	0	31	82	0	82	
	└→ Left-Through		1			1		
SOUTHBOUND	↓ Through	506	0	537	462	0	544	
	Through-Right		0			0		
	✓ Right ✓ Left-Through-Right	99	1 0	74	186	1 0	167	
SC	Left-Right		0			0		
	Left	51	1	51	39	1	39	
	-∱ Left-Through		0			0		
l D	$\rightarrow$ Through	110	0	170	230	0	336	
I B	✓Through-Right✓Right	60	1 0	0	106	1 0	0	
EASTBOUND	Left-Through-Right	U	0	U	100	0	0	
Ш Ш	Left-Right		0			0		
	¥							
	✓ Left	26	1	26	32	1	32	
	✓ Left-Through	100	0 0	404	400	0 0	400	
l õ	← Through ↓ Through-Right	100	U 1	164	120	U 1	182	
WESTBOUN	through-Right	64	0	0	62	0	0	
E E	Left-Through-Right		0	Ū		0		
	├── Left-Right		0			0		
			orth-South:	733	^	lorth-South:	684	
	CRITICAL VOLUMES	·	East-West: SUM:	215 948		East-West: SUM:	368 1052	
<b> </b>	VOLUME/CAPACITY (V/C) RATIO		30117			30141.		
				0.632			0.701	
				0.532			0.601	
	LEVEL OF SERVICE (LOS)			Α			В	





I/S #: 7	North-South Street: Norman	ilshire Project die Ave plus Revised Project	East-We	st Street:	8th St		
	Count Date: 4/17/207	18	Analyst:	Fehr & Peers	Date:		
			AM				
	No. of Phas			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both		SB	0 0	NB 0	SB	0
F	Right Turns: FREE-1, NRTOR-2 or OLA	-3? NB 0 EB 0	зв WB	0	EB 0	зв WB	0 0
	ATSAC-1 or ATSAC+ATCS			2			2
	Override Capac	ity		0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
9	Left	61	0 0	61	55	0 0	55
۱ Ň	<ul> <li>← Left-Through</li> <li>↑ Through</li> </ul>	568	0	652	503	0	589
∥ ŭ	through-Right	500	0	052	505	0	509
	Right	23	0	0	31	0	0
NORTHBOUND		20	1	Ŭ		1	Ŭ
Z	Left-Right		0			0	
	S Left	58	0	58	39	0	39
SOUTHBOUND	Left-Through		0			0	
l Og	Through	536	0	628	500	0	575
E	✔Through-Right✔Right	34	0 0	0	36	0	0
	Left-Through-Right	- 34	1	0	30	1	0
l X	Left-Right		0			0	
	•						
	Left	47	0	47	34	0	34
	Left-Through		1			1	
	$\rightarrow$ Through	684	0	470	858	0	534
18	Through-Right	<u></u>	1 0	470	74	1 0	504
EASTBOUND	Right → Left-Through-Right	68	0	470	74	0	534
Ш	Left-Right		0			0	
	√ Left	36	0	36	57	0	57
	✓ Left-Through		1			1	
	← Through ← Through-Right	731	0	467	699	0	496
WESTBOUND		50	1 0	407	05	1 0	400
ES	Right Left-Through-Right	59	0	467	65	0	496
3	Left-Through-Right		0			0	
		N	orth-South:	710	N	orth-South:	630
	CRITICAL VOLUM		East-West:	514		East-West:	591
			SUM:	1224		SUM:	1221
	VOLUME/CAPACITY (V/C) RAT	0:		0.816			0.814
<i>∨</i> ∕	C LESS ATSAC/ATCS ADJUSTMEN	IT:		0.716			0.714
	LEVEL OF SERVICE (LO	S):		С			С
	(10)	- /					



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# Level of Service Workheet (Circular 212 Method)



I/S #: 8			East-We	st Street:	Olympic Blvd		
	<b>Count Date:</b> 4/17/2018		Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0		0		0.5	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?		SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WD	2		WD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
		138	1	138	86	1	86
NORTHBOUND	← Left-Through		0	440	050	0	000
B B	↑ Through	883	2	442	659	2	330
E	→ Through-Right	93	0	67	115	0 1	84
R.	Right	95	1 0	07	115	0	04
ž	Left-Through-Right		0			0	
			U			0	
	trivit Left	82	1	82	91	1	91
l Z	└ <del>`</del> Left-Through		0		_	0	
۲	↓ Through	659	2	330	898	2	449
HB	✓ Through-Right		0			0	
5	✓ Right	74	1	50	56	1	28
SOUTHBOUND	← Left-Through-Right		0			0	
	↓ Left-Right		0			0	
		49	1	49	56	1	56
9	⊥ Left-Through		0	10		0	
	→ Through	1742	2	618	1774	2	628
EASTBOUND	_ Through-Right		1			1	
NS1	Right	113	0	113	110	0	110
E	Left-Through-Right		0			0	
	│		0			0	
	✓ Left	53	1	53	63	1	63
Q	↓ Left-Through		0	00		0	00
WESTBOUN	← Through	1335	2	466	1364	2	480
<u> </u>	Through-Right		1			1	
ISI	Ç Right	63	0	63	77	0	77
ME	Left-Through-Right		0			0	
	├── Left-Right		0 orth South:	524	A	0 Iorth South:	535
	CRITICAL VOLUMES	~	orth-South: East-West:	524 671		lorth-South: East-West:	535 691
			SUM:	1195		East-west. SUM:	1226
	VOLUME/CAPACITY (V/C) RATIO:		0011.	0.797		00107.	
	. ,						0.817
	C LESS ATSAC/ATCS ADJUSTMENT:			0.697			0.717
	LEVEL OF SERVICE (LOS):			В			С





I/S #: 9	PROJECT TITLE:3440 WilshireNorth-South Street:Mariposa AveScenario:Existing plus FCount Date:4/17/2018			<b>st Street:</b> Fehr & Peers	6th St Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	-	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0			2 0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົ Left	39	0	39	57	0	57
NORTHBOUND	<⊓ Left-Through		0			0	
l O	↑ Through	81	0	164	141	0	313
F 1	∽ Through-Right		0			0	
RT	Right	44	0	0	115	0	0
9	Left-Through-Right		1			1	
_	Left-Right		0			0	
			0	00			
9	Left ↓ Left-Through	28	0 0	28	22	0 0	22
	↓ Through	164	0	229	135	0	187
BO	→ Through-Right	104	0	229	155	0	107
SOUTHBOUND	↓ Right	37	Ŏ	0	30	Ŏ	0
0	→ Left-Through-Right	•••	1	, i i i i i i i i i i i i i i i i i i i		1	, in the second s
S	人, Left-Right		0			0	
		13	1	13	36	1	36
Į	→ Left-Through	000	0	- 4 -	0.40	0	540
l ŭ	→ Through → Through-Right	992	1	545	948	1	512
ET E	Through-Right	97	0	97	76	0	76
EASTBOUND	Left-Through-Right	51	0	91	10	0	70
			0			0	
	↓ Left	70	1	70	88	1	88
N N	✓ Left-Through		0			0	
WESTBOUND	Through	976	1	492	1042	1	543
I B	← Through-Right	-	1	7	4.4	1	
ES	Right Left-Through-Right	7	0 0	7	44	0	44
3	Left-Right		0			0	
		٨	lorth-South:	268	N	lorth-South:	335
	CRITICAL VOLUMES		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):			Α			Α
<u> </u>	(200).			~			~





I/S #: 10	PROJECT TITLE: 3440 Wils North-South Street: Mariposa	hire Project Ave (N)	East-We	st Street:	Wilshire Blvd		
	Scenario: Existing pl Count Date: 4/17/2018	lus Revised Project	Analyst:	Fehr & Peers	Date:		
			AM			PM	
	No. of Phase	s		2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3			0			0
F	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 Capacit			2 0			2 0
		y	No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	َ Left	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0			0	
<u></u>	∱ Through	0	0	0	0	0	0
	Through-Right		0			0	
RT	Right	0	0	0	0	0	0
N N	Left-Through-Right		0			0	
_	Left-Right		0			0	
	Left	196	0	196	171	0	171
2	Left-Through	190	0	190	17.1	0	17.1
l D	↓ Through	0	0	0	0	0	0
<u> </u>	← Through-Right		0	· ·	, i i i i i i i i i i i i i i i i i i i	0	· ·
SOUTHBOUND	Right	88	0	284	107	0	278
l ŭ	← Left-Through-Right		0			0	
0)	Left-Right		1			1	
	Left	50	1	50	00	1	00
□	→ Left → Left-Through	59	0	59	80	0	80
EASTBOUND	$\rightarrow$ Through	1293	2	647	1216	2	608
B	→ Through-Right	1200	0	011	1210	0	000
ST	Right	0	0	0	0	0	0
EA	Left-Through-Right		0			0	
	│		0			0	
			0	0		0	0
<b>_</b>	<ul> <li>✓ Left</li> <li>✓ Left-Through</li> </ul>	0	0 0	0	0	0 0	0
N N		1272	2	636	1197	2	599
BO	← Through ↓ Through-Right	1212	0	030	1131	0	555
WESTBOUND	t Right	186	1	186	195	1	195
N N	Left-Through-Right		0			0	
	├── Left-Right		0			0	
			orth-South:	284	N	orth-South:	278
		<b>`</b>	East-West:	695 070		East-West:	679 057
		<u>.</u>	SUM:	979		SUM:	957
	VOLUME/CAPACITY (V/C) RATIO			0.653			0.638
	C LESS ATSAC/ATCS ADJUSTMENT	·		0.553			0.538
	LEVEL OF SERVICE (LOS)	):		Α			Α



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# Level of Service Workheet (Circular 212 Method)



Scenario:         Existing plus Revised Project         Analyst: Fehr & Peers         Date:           No. of Phases         No. of Phases         0	I/S #: 11	PROJECT TITL North-South Stre	et: Mariposa Ave	(S)		st Street:	Wilshire Blvd		
No. of Phases Opposed 87ing: N/S-1, E/W- or Both-3? Right Turms: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         NB- 0         2 0         NB- 0         0 2         SB- 0         0 2         NB- 0         0 2         SB- 0         0 2         SB- 0         0 2         ND- 2         ND- 2 <t< th=""><th></th><th></th><th>- 51</th><th>Revised Project</th><th></th><th>Fehr &amp; Peers</th><th>Date:</th><th></th><th></th></t<>			- 51	Revised Project		Fehr & Peers	Date:		
Opposed Ø'ing: NS-1, EW-2 or Both-3?         NB- EB-         0 0         SB- EB-         0 0         NB- EB-         0 0         NB- 0         187         1         187         1         187         1         187         1         140         0         0         0         0         0         0         0         0         0         0         0         0					AM			РМ	
Right Turns: FREE-1, NRTOR-2 or OLA-37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         NB EB 0         0 WB 2         NB 0 2         0 EB 0         NB 0 2         0 EB 0         NB 0 2         0 EB 0         NB 0 2         0 2         SB 0         0 2         NB 0         0 2         SB 2         0 2         0 2           WOVEMENT         Volume         Laft         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         0						2			2
Right lumis: HREL-1, NITIOR2 of OLA37 $EB_{-}$ 0 $WB_{-}$ 0 $EB_{-}$ 0 $WB_{-}$ 0         2           MOVEMENT         Volume         Lanes         Volume         Lanes         Volume         No. of         Lanes         No. of         Lanes         Volume         No. of         Lanes         Volume         No. of         Lanes         Volume         Lanes         Volume         Volume         Lanes         Volume         Lanes         Volume         Volume         Volume         Lanes         Volume         Volume         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume         Lanes <th></th> <th>Opposed Ø'ing: N/S-1,</th> <th>E/W-2 or Both-3?</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>		Opposed Ø'ing: N/S-1,	E/W-2 or Both-3?						
ATSAC-1 or ATSAC+ATCS-2?         2         0         2         0           WOVEMENT         Volume         Lanes         Volume         Volume         Lanes         Lanes         Volume         Lanes         Lanes         Lanes         Lanes         Lanes         Lanes         Lanes         Lanes         Lanes<	F	Right Turns: FREE-1, NR	TOR-2 or OLA-3?					-	
Override Capacity         No. of Lane         No. of Volume         Lane         No. of Lanes         No. of Volume         No. of Lanes         No. of Volume         No. of Lanes         No. of Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume         Lanes         Volume         No. of Volume         No. of Unanes         No. of Volume         No. of Volume         No. of Volume         No. of Unanes         No. of Volume         No. of Volume </td <th></th> <td>ATSAC 1 or</td> <td></td> <td><i>EB</i> 0</td> <td>WB</td> <td></td> <td>EB 0</td> <td>WB</td> <td></td>		ATSAC 1 or		<i>EB</i> 0	WB		EB 0	WB	
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lanes         Volume         No. of Lanes         Lanes         Lanes <thlanes< th=""> <thlan< td=""><th></th><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thlan<></thlanes<>									
MOVEMENT         Volume         Lanes         Volume <t< th=""><th></th><th></th><th>• •</th><th></th><th>No. of</th><th></th><th></th><th>No. of</th><th>-</th></t<>			• •		No. of			No. of	-
Joo Og Hu V Ou         Left-Through Right Right + Left-Through-Right Left-Through-Right + Left-Through Through-Right + Left-Through Right + Left-Through Right + Left-Through Right + Left-Through Right + Left-Through Right + Left-Through Right + Left-Through Right + Left-Through Right + Left-Through + Through-Right + Left-Through + Through Right + Left-Through + Through + Through Right + Left-Through + Through + Through + Left-Through + Through + Left-Through + Through + Left-Through + Subt + Left-Through + Through + Left-Through + Through + Left-Through + Subt + Left-Through + Left-Through + Subt + Left-Through + Subt + Left-Through + Subt + S		MOVEMENT		Volume			Volume	Lanes	
Image: Constraint of the constraint		ົ Left		178	1	178	187	1	187
Image: Constraint of the constraint	I I	Left-Through	ı		0			0	
Image: Constraint of the sector of the se	0 0	† Through		0	0	0	0	0	0
Image: Constraint of the sector of the se	HB	→ Through-Rig	ht		0			0	
Image: Constraint of the sector of the se	RT	-		255	1	203	206	1	140
Image: Constraint of the sector of the se	9	-	n-Right						
Image: Normal state of the state	_	Left-Right			0			0	
Image: Normal state of the state		5 1 1 1			0	•		0	0
Composition       Center-Right       0 <th>9</th> <td></td> <td></td> <td>0</td> <td>: :</td> <td>U</td> <td>0</td> <td></td> <td>0</td>	9			0	: :	U	0		0
Composition       Center-Right       0 <th></th> <td></td> <td>•</td> <td>0</td> <td>-</td> <td>0</td> <td>0</td> <td>-</td> <td>0</td>			•	0	-	0	0	-	0
Composition       Center-Right       0 <th><u> </u></th> <td></td> <td>ht</td> <td>Ŭ</td> <td></td> <td>U</td> <td>, v</td> <td>-</td> <td>Ŭ</td>	<u> </u>		ht	Ŭ		U	, v	-	Ŭ
Composition       Center-Right       0 <th>  Ĕ</th> <td></td> <td></td> <td>0</td> <td>-</td> <td>0</td> <td>0</td> <td></td> <td>0</td>	Ĕ			0	-	0	0		0
Composition       Center-Right       0 <th>l D</th> <td></td> <td>n-Right</td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td>	l D		n-Right		0			0	
Q       ⊥       Left-Through       0       0       0       1158       2       579         Through-Right       1280       2       640       1158       2       579         Right       215       1       126       243       1       150         Left-Through-Right       0       0       0       0       0       0         Left-Right       105       1       105       133       1       133         Through       105       1       0       0       0       0         Through-Right       105       1       105       133       1       133         Through       1288       2       644       1220       2       610         Through-Right       0       0       0       0       0       0         Left-Through-Right       0       0       0       0       0       0 <th>S</th> <td>Left-Right ↓</td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td></td>	S	Left-Right ↓			0			0	
Q       ⊥       Left-Through       0       0       0       1158       2       579         Through-Right       Right       215       1       126       243       1       150         Y       Right       215       1       126       243       1       150         Y       Left-Through-Right       215       1       105       133       1       133         Q       ✓       Left-Through-Right       105       1       105       133       1       133         Y       Left-Through       105       1       105       133       1       133         Y       Left-Through       1       105       1       133       1       133         Y       Left-Through       1       105       1       133       1       133         Y       Left-Through       1       1288       2       644       1220       2       610         Y       Left-Through-Right       0       0       0       0       0       0       0       0         Y       Left-Through-Right       0       0       0       0       0       0       0       0 <th< td=""><th></th><td>1 1</td><td></td><td></td><td>•</td><td></td><td></td><td>•</td><td></td></th<>		1 1			•			•	
Image: Constraint of the system of the s				0	: :	0	0		0
Image: Constraint of the system of the s			1	1000	-	640	1150	-	570
Image: Constraint of the system of the s	l õ		ht	1200	:	040	1150	:	579
Image: Constraint of the system of the s	STE			215	-	126	243		150
Image: Constraint of the system of the s	E S		n-Right	210		120		-	100
Image: Subscript of the system         Left-Through fright the system         0			_		0			0	
Image: Subscript of the system         Left-Through fright the system         0				-					
North-South:       203       North-South:       127       610         North-South:       0       0       0       0       0       0         North-South:       203       North-South:       187         CRITICAL VOLUMES       East-West:       745       East-West:       712         VOLUME/CAPACITY (V/C) RATIO:       0.632       0.532       0.599         V/C LESS ATSAC/ATCS ADJUSTMENT:       0       0.532       0.499				105		105	133		133
CRITICAL VOLUMES         North-South: East-West:         203 745         North-South: East-West:         187 712           VOLUME/CAPACITY (V/C) RATIO:         0.632         0.632         0.599           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.532         0.499			ו	4000	:	044	4000	:	040
CRITICAL VOLUMES       North-South: East-West:       203 745       North-South: East-West:       187 712         VOLUME/CAPACITY (V/C) RATIO:       0.632       0.532       0.599         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.532       0.499	l õ		ht	1288	: :	644	1220	:	610
CRITICAL VOLUMES       North-South: East-West:       203 745       North-South: East-West:       187 712         VOLUME/CAPACITY (V/C) RATIO:       0.632       0.532       0.599         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.532       0.499	) TE		in.	0	-	0	0	-	0
CRITICAL VOLUMES       North-South: East-West:       203 745       North-South: East-West:       187 712         VOLUME/CAPACITY (V/C) RATIO:       0.632       0.532       0.599         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.532       0.499	ES		n-Right	v	-	U		-	0
North-South:203North-South:187CRITICAL VOLUMESEast-West:745East-West:712SUM:948SUM:948SUM:899VOLUME/CAPACITY (V/C) RATIO:0.6320.5320.599V/C LESS ATSAC/ATCS ADJUSTMENT:0.5320.499	5							-	
SUM:         948         SUM:         899           VOLUME/CAPACITY (V/C) RATIO:         0.632         0.539           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.532         0.499				٨	lorth-South:		Λ	lorth-South:	
VOLUME/CAPACITY (V/C) RATIO:         0.632         0.599           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.532         0.499		CRITI	ICAL VOLUMES						
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.532 0.499					SUM:	948		SUM:	899
		VOLUME/CAPACIT	Y (V/C) RATIO:			0.632			0.599
	V/	C LESS ATSAC/ATCS	ADJUSTMENT:			0.532			0.499
LEVEL OF SERVICE (LOS):		LEVEL OF S	SERVICE (LOS):			Α			Α





I/S #:       PROJECT TITLE:       3440 Wilshire Project         12       North-South Street:       Mariposa Ave       East-West Street:       8th St							
12	· ·	Revised Project		st Street:	8th St		
_	<b>Count Date:</b> 4/17/2018			Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB 0	SB	0 0	NB 0	SB	0 0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	3B WB	0	EB 0	3B WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
	ົ Left	5	0	5	6 Volume	0	6
	Left-Through		0	Ŭ		0	Ŭ
NORTHBOUND	↑ Through	93	0	108	85	0	107
F 1	→ Through-Right		0			0	
RT	Right	10	0	0	16	0	0
<b>8</b>	Left-Through-Right		1			1	
	Left-Right	1	0			0	
	Left	111	0	111	191	0	191
	Left-Through		1			1	101
SOUTHBOUND	↓ Through	55	0	166	90	0	281
9 E	✓ Through-Right		0			0	
5	Right	73	1	73	72	1	72
So	Left-Through-Right		0			0	
	↓, Left-Right	1	0			0	
	Left	27	0	27	42	0	42
EASTBOUND	Left-Through		1			1	
5	→ Through	783	0	453	926	0	555
l ñ	Through-Right		1			1	
AS.	Right	15	0	453	16	0	555
Ш	<pre></pre>		0			0	
		1			1		
	✓ Left	29	0	29	22	0	22
	✓ Left-Through		1			1	
WESTBOUND		775	0	529	812	0	507
E E	← Through-Right	400	1 0	500	444	1 0	507
ES I	Right Left-Through-Right	166	0	529	114	0	507
3	Left-Right		0			0	
		, I	North-South:	219	<u>۸</u>	lorth-South:	298
	CRITICAL VOLUMES		East-West:	556		East-West:	577
			SUM:	775		SUM:	875
	VOLUME/CAPACITY (V/C) RATIO:			0.517			0.583
<b>v</b> /	C LESS ATSAC/ATCS ADJUSTMENT:			0.417			0.483
	LEVEL OF SERVICE (LOS):			Α			Α
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# Level of Service Workheet (Circular 212 Method)



I/S #: 13	PROJECT TITLE: 3440 Will North-South Street: Vermont	shire Project Ave	East-We	st Street:	Wilshire Blvd		
	Scenario: Existing Count Date: 4/17/201	plus Revised Project 8	Analyst:	Fehr & Peers	Date:		
			AM			PM	
	No. of Phas	es		4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-	3?		0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-	3? NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-	EB 0	WB	0 2	EB 0	WB	0
	Override Capac			2			2 0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	116	1	116	94	1	94
N N	Left-Through		0			0	
BO	↑ Through	1028	2	370	1027	2	381
NORTHBOUND	<pre></pre>	82	1 0	82	117	1 0	117
OR		02	0	02		0	117
Ž	Left-Right		0			0	
		• •					
<b>_</b>	*	95	1	95	134	1	134
N N	Left-Through	0.05	0		0.10	0	
BO	↓ Through -√ Through-Right	965	2 0	483	949	2 0	475
티	Right	102	1	41	108	1	57
SOUTHBOUND	Left-Through-Right	102	0	71	100	0	01
Ň	↓ Left-Right		0			0	
		I					
	_ُ Left ∕ Left-Through	123	1 0	123	103	1 0	103
N N	$\rightarrow$ Through	1124	2	562	946	2	473
EASTBOUND	→ Through-Right	1124	0	002	540	0	4/5
STI	Right	229	1	171	122	1	75
EA	Left-Through-Right		0			0	
	Left-Right		0			0	
	<pre>✓ Left</pre>	111	1	111	140	1	140
Q	↓ Left ↓ Left-Through		0	111	140	0	140
	← Through	1139	2	570	1018	2	509
WESTBOUN	t Through-Right		0			0	
ES.	Right	62	1	15	90	1	23
Š	<pre>✓ Left-Through-Right</pre>		0 0			0	
	¥ _000 agint	N	orth-South:	599	N	lorth-South:	569
			East-West:	693		East-West:	613
			SUM:	1292		SUM:	1182
	VOLUME/CAPACITY (V/C) RATION	0:		0.940			0.860
V/	C LESS ATSAC/ATCS ADJUSTMEN	т:		0.840			0.760
	LEVEL OF SERVICE (LOS	S):		D			С
	LEVEL OF SERVICE (LOS	5):		D			С



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# Level of Service Workheet (Circular 212 Method)



I/S #: 14	North-South Street: Vermont	shire Project Ave	East-We	st Street:	8th St		
	Scenario:ExistingCount Date:4/17/201	olus Revised Project 8	Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phas	es		2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-			0			0
R	Right Turns: FREE-1, NRTOR-2 or OLA-	3? NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capac			0			0
	· · · · · · · · · · · · · · · · · · ·		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	96	1	96	68	1	68
S	Left-Through		0			0	
l õ	↑ Through	1244	1	645	1089	1	573
∄	↑→ Through-Right	45	1	45	50	1	50
NORTHBOUND	Right	45	0 0	45	56	0 0	56
ž	Left-Through-Right		0			0	
	Left-Right	<b>I</b> i	U			U	
	t state the state of the state	46	1	46	62	1	62
SOUTHBOUND	→ Left-Through		0			0	
0	↓ Through	1185	1	633	1095	1	586
9	✓ Through-Right		1			1	
5	- ↓ Right	80	0	80	77	0	77
00	← Left-Through-Right		0			0	
	↓, Left-Right		0			0	
		2	0	0	1	0	0
9	⊥ Left-Through	2	0	U		0 0	U
EASTBOUND	$\rightarrow$ Through	683	1	394	807	1	482
B B B	→ Through-Right		1			1	
ST	Right	105	0	105	157	0	157
E A	Left-Through-Right		0			0	
	Left-Right		0			0	
	<pre>✓ Left</pre>		0	0	4	0	0
9	v Left ↓ Left-Through	2	0	0	4	0	0
	← Through	738	1	397	697	1	389
B B B	Through-Right	,	1		007	1	000
ST	t Right	55	0	55	80	0	80
WESTBOUN	Left-Through-Right		0			0	
	├── Left-Right		0			0	
			orth-South:	729	^	lorth-South:	654
			East-West:	397 1126		East-West:	482 1136
<b></b>	VOLUME/CAPACITY (V/C) RATI	0.	SUM:			SUM:	1136
	. ,			0.751			0.757
<b>₩ V/C</b>	C LESS ATSAC/ATCS ADJUSTMEN			0.651			0.657
	LEVEL OF SERVICE (LOS	S):		В			В





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





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



I/S #:

3

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



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

East-West Street: 3rd St

Analyst: Fehr & Peers Date:

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



I/S #:

4

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



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

East-West Street: 6th St

Analyst: Fehr & Peers Date:

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





3

0

0

0 2

0

86

533

76

215

610

68

140

715

103

159

762

22

748

902

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



I/S #:

6

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



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

East-West Street: 7th St

Analyst: Fehr & Peers Date:

			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.5	0		0.5	0
1	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		110	2		110	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
Δ	∫ Left	126	0	126	76	0	76
N	<ul> <li>✓ Left-Through</li> <li>✓ Through</li> </ul>	700	0		700	0	005
NORTHBOUND	↑ Through	708	0	882	760	0	885
H	Through-Right Right	48	0	0	49	0 0	0
.NC	Left-Through-Right	40	1	U	49	1	0
ž	Left-Right		0			0	
	on night				1		
	∽√⊲ Left	34	0	34	88	0	88
SOUTHBOUND	↓ Left-Through		1			1	
lo l	↓ Through	732	0	766	687	0	775
BH.	✓ Through-Right		0			0	
U I	J Right	107	1	80	201	1	180
so	✓→ Left-Through-Right ↓ Left-Right		0 0			0	
	Left-Right		U		1	V	
	Ĵ Left	55	1	55	42	1	42
9	⊥ . Left-Through		0			0	
EASTBOUND	→ Through	122	0	197	237	0	359
BO	→ Through-Right		1			1	
<b>VST</b>	Right	75	0	0	122	0	0
ЕА	Left-Through-Right		0			0	
	-		0			0	
	√ Left	22	1	22	31	1	31
Q	✓ Left-Through	~~~	0	22	51	0	31
ESTBOUND	← Through	95	0	164	129	0 0	196
BC	← Through-Right		1			1	
SI	C Right	69	0	0	67	0	0
WE	Left-I nrough-Right		0			0	
	⊱ Left-Right		0	040	-	0	070
	CRITICAL VOLUMES	^	lorth-South: East-West:	916 219	│ ^	lorth-South: East-West:	973 390
	CRITICAL VOLUMES		East-west: SUM:	1135		East-west: SUM:	1363
	VOLUME/CAPACITY (V/C) RATIO:		00.01.	0.757		00111.	0.909
1/4	C LESS ATSAC/ATCS ADJUSTMENT:						
V/0				0.657 D			0.809
	LEVEL OF SERVICE (LOS):			В			D



I/S #:

7

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



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

East-West Street: 8th St

Analyst: Fehr & Peers Date:

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





2

0

0

0 2

0

Lane

Volume

161

527

130

120

607

72

149

840

178

111

659

120

768

951

1719

1.146

1.046

F

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

0.962

E

Version: 1i Beta; 8/4/2011

V/C LESS ATSAC/ATCS ADJUSTMENT:

LEVEL OF SERVICE (LOS):



PROJECT TITLE: 3440 Wilshire Project

I/S #:

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



2

0

0

0 2

0

58

0

24

0

39

75

95

48

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





I/S #: 10

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

East-West Street: Wilshire Blvd

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

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





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

East-West Street: Wilshire Blvd

Analyst: Fehr & Peers Date:

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





2

0

0

0 2

0

6

90

0

73

37

24

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





4

0

0

0 2

0

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



#### PROJECT TITLE: 3440 Wilshire Project

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

Analyst: Fehr & Peers

Date:

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



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# Level of Service Workheet (Circular 212 Method)



I/S #: 1	PROJECT TITLE: 3440 Wilshire North-South Street: Western Ave	Project	East-We	st Street:	Wilshire Blvd		
	Scenario: Future plus Ro Count Date: 4/17/2018	evised Project	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
F	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 0			2 0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	87	1	87	92	1	92
	Left-Through	1000	0			0	<b></b>
BO	↑ Through	1292	1	697	1126	1	634
NORTHBOUND	✦ Through-Right Right	101	1 0	101	141	1 0	141
OR		101	0	101	141	0	141
ž	Left-Right		0			0	
	frvis Left	135	1	135	126	1	126
SOUTHBOUND	└ <del>`</del> Left-Through		0			0	
0 M	Through	1058	1	556	1325	1	693
Ë	←↓ Through-Right	54	1 0	E A	<u> </u>	1 0	60
	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>	54	0	54	60	0	60
S S	Left-Right		0			0	
	•						
	Left	9	1	9	7	1	7
l Z	→ Left-Through		0			0	
l ŭ	$\rightarrow$ Through $$ Through Dight	1119	2 0	560	1230	2 0	615
E E	Through-Right	103	1	60	107	1	61
EASTBOUND	Left-Through-Right	103	0	00	107	0	01
Ш			0			0	
	• • • • • • • • • • • • • • • • • • •						
<u> </u>	✓ Left	42	1	42	35	1	35
	<pre>✓ Left-Through ← Through</pre>	4070	0	<b>600</b>	4070	0	500
30	← Through ← Through-Right	1278	2	639	1078	2	539
STE	through-kight	75	1	8	119	1	56
WESTBOUN	Left-Through-Right		0	Ŭ		0	00
>	├── Left-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/0	C LESS ATSAC/ATCS ADJUSTMENT:			0.976			0.944
	LEVEL OF SERVICE (LOS):			E			E





I/S #: 2	PROJECT TITLE: 3440 Wilshir North-South Street: Western Ave Scenario: Future plus F		East-We	st Street:	8th St		
	<b>Count Date:</b> 4/17/2018	,	Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB 0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 0	VV D	0 2	EB 0	WB	0 2
	Override Capacity			0			0
	· · · ·		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	68	1	68	62	1	62
	<∫ Left-Through		0			0	
l ŭ	↑ Through	1390	1	737	1250	1	734
Ĕ	Through-Right		1			1	o / <b>-</b>
NORTHBOUND	Right	84	0	84	217	0	217
2 Z	Left-Through-Right		0			0	
	Left-Right	1	0			0	
	Left	120	1	120	204	1	204
	Left-Through	120	0	120	207	0	204
0	↓ Through	1209	1	625	1414	1	736
<u> </u>	→ Through-Right		1			1	
SOUTHBOUND	لم Right	40	0	40	57	0	57
<u></u>	↔ Left-Through-Right		0			0	
	Left-Right	1	0			0	
		86	1	86	75	1	75
<b>₽</b>	⊥ Left ⊥ Left-Through	00	0	00	13	0	75
N N	$\rightarrow$ Through	658	1	362	949	1	506
EASTBOUND	→ Through-Right		1			1	
ST	Right	65	0	65	63	0	63
EA	Left-Through-Right		0			0	
	│		0			0	
	Left	269	1	260	225	1	225
9	v Len ✓ Left-Through	209	0	269	225	0	225
۱ Ś	← Through	1020	1	589	768	1	467
BO	Through-Right		1	000		1	.01
ST	Right Right	157	0	157	165	0	165
WESTBOUN	Left-Through-Right		0			0	
	├── Left-Right		0			0	
			North-South: 857		North-South:		938 724
	CRITICAL VOLUMES		East-West: SUM:	675 1532		East-West: SUM:	731 1669
	VOLUME/CAPACITY (V/C) RATIO:		50WI:			501VI:	
				1.021			1.113
	C LESS ATSAC/ATCS ADJUSTMENT:			0.921			1.013
	LEVEL OF SERVICE (LOS):			E			F





I/S #: 3	PROJECT TITLE: 3440 Wilshin North-South Street: Normandie	Ave	East-We	st Street:	3rd St		
	Scenario: Future plus l Count Date: 4/17/2018	Revised Project	Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
R	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?	<i>EB</i> 0	WD	2		WD	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	2	0	0	2	0	0
NORTHBOUND	Left-Through		0			0	
0 m	↑ Through	710	1	425	952	1	575
E	t→ Through-Right	100	1	400	100	1	400
R R	Right	139	0	139	198	0	198
Z Z	Left-Through-Right		0 0			0	
	Leit-Right		U				
	trives Left	4	0	0	2	0	0
Ž	└ <del>→</del> Left-Through		0			0	-
	↓ Through	1019	1	575	785	1	439
면	✓ Through-Right		1			1	
5	ר ק Right	131	0	131	93	0	93
SOUTHBOUND	← Left-Through-Right		0			0	
	↓ Left-Right		0			0	
		63	1	63	109	1	109
9	⊥ Left-Through	00	0	00	100	0	100
5	$\rightarrow$ Through	1182	1	628	1138	1	638
EASTBOUND	→ Through-Right	-	1			1	
ST	Right	74	0	74	138	0	138
E A	Left-Through-Right		0			0	
	Left-Right	I	0			0	
	l √ Left	120	1	120	163	1	163
9	↓ Left ↓ Left-Through	120	0	120	105	0	105
		1111	1	581	1082	1	582
BC BC	← Through ← Through-Right ↓ Bight		1			1	
WESTBOUN	rigni	51	0	51	82	0	82
N N	Left-Through-Right		0			0	
	├── Left-Right	<u>↓</u>	0	<b>F7F</b>		0	F7F
	CRITICAL VOLUMES	1 ^	lorth-South: East-West:	575 748	^	lorth-South: East-West:	575 801
	CRITICAL VOLUMES		East-west: SUM:	1323		East-west: SUM:	1376
	VOLUME/CAPACITY (V/C) RATIO:		30W.			30W.	
				0.928			0.966
<b>₩</b>	C LESS ATSAC/ATCS ADJUSTMENT:			0.828			0.866
	LEVEL OF SERVICE (LOS):			D			D





I/S #: 4	A North-South Street: Normandie Ave East-West Street: 6th St     Scenario: Future plus Revised Project						- Contraction of the contraction
i	Count Date: 4/17/2018	i	Analyst: Fehr & Peers Date:				
	No. of Phases		AM PM				
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2 0
		NB 0	SB	0	NB 0	SB	0
F F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	<i>EB</i> 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Velume	No. of Lanes	Lane Volume	Valuma	No. of Lanes	Lane Volume
	Left	Volume 32		32	Volume 9		0
P	Leπ Left-Through	32	1	52	9	0	U
NORTHBOUND	↑ Through	624	0	403	935	1	512
₿	t→ Through-Right	027	1	400		1	012
	Right	53	0	403	88	0	88
Ь	- ↓→ Left-Through-Right		0			0	
Z	Left-Right		0			0	
	fr≪ Left	102	0	102	6	0	0
S S	└ <del>`</del> Left-Through		1			0	
SOUTHBOUND	Through	888	1	648	805	2	403
Ĕ	← Through-Right	407	0	07	10	0	0
5	<ul> <li>✓ Right</li> <li>✓ Left-Through-Right</li> </ul>	107	1 0	87	49	1 0	0
SC	Left-Right		0			0	
			U		1		
	Left	41	1	41	102	1	102
Q Z	⊥ _ Left-Through		0			0	
	→ Through	1167	1	612	1228	1	642
EASTBOUND	Through-Right		1			1	
AS	Right	57	0	57	55	0	55
Ш	Left-Through-Right		0			0	
	│		0			0	
	√ Left	42	1	42	52	1	52
P P	↓ Left-Through		0	76		0	02
	← Through	1142	1	585	1250	1	670
WESTBOUND	Through-Right		1			1	
	C Right	27	0	27	90	0	90
ME	Left-Through-Right		0			0	
	├── Left-Right	Ļ	0	600	<u> </u>	0	E40
	CRITICAL VOLUMES	^	lorth-South: East-West:	680 654	^	lorth-South: East-West:	512 772
	GRITICAL VOLUMES		East-west: SUM:	054 1334		East-west: SUM:	1284
	VOLUME/CAPACITY (V/C) RATIO:		50W.				
				0.889			0.856
	C LESS ATSAC/ATCS ADJUSTMENT:			0.789			0.756
	LEVEL OF SERVICE (LOS):			C			С





	-						TOED
I/S #:							
5	North-South Street: Normandie Ave East-West Street:						
	Scenario: Future plus Re	evised Project					
	<b>Count Date:</b> 4/17/2018		Analyst:	Fehr & Peers	Date:		
			AM		1	PM	
	No. of Phases		Alvi	3		PIVI	3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0 0			0 0
		NB 0	SB	0	NB 0	SB	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	67	0	67	86	0	86
NORTHBOUND	<∱ Left-Through		1			1	
ر ا	Through	521	1	395	721	1	533
<b>9</b>	→ Through-Right		0			0	
AT	Right	153	1	64	155	1	76
Ö	Left-Through-Right		0			0	
<b>Z</b>	Left-Right		0			0	
	•				•		
	∽≪ Left	152	0	152	219	0	219
Z	↓ Left-Through		1			1	
õ	↓ Through	712	1	660	611	1	611
L #	✓ Through-Right		0			0	
SOUTHBOUND	ר ק Right	120	1	85	138	1	68
0	↔ Left-Through-Right		0			0	
•	Left-Right		0			0	
	Left	70	1	70	140	4	4.40
		70	1 0	70	140	1 0	140
	<ul> <li>→ Left-Through</li> <li>→ Through</li> </ul>	1425	2	718	1445	2	723
õ	→ Through-Right	1435	0	/10	1445	0	123
Ë	Right	133	1	133	103	1	103
EASTBOUND	Left-Through-Right	155	0	155	100	0	105
<sup>    </sup>	Left-Right		0			0	
	· · · · · · · · · · · · · · · · · · ·				1		
-	√ Left	179	1	179	159	1	159
	✓ Left-Through	-	0			0	
	← Through	1465	2	733	1530	2	765
<u> </u>	Through-Right		0			0	
ST	t Right	94	1	94	131	1	22
WESTBOUND	Left-Through-Right		0			0	
	├── Left-Right		0			0	
		۸ I	lorth-South:	727	^	lorth-South:	752
	CRITICAL VOLUMES		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
l				•			•





I/S #: 6	PROJECT TITLE: 3440 Wilshire North-South Street: Normandie Av Scenario: Future plus Re	'e	East-West Street: 7th St				
_	Scenario: Future plus Re Count Date: 4/17/2018	evised Project	Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			2			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົ Left	126	0	126	76	0	76
NI I	<∱ Left-Through		0			0	
្ត្រ	↑ Through	708	0	883	760	0	891
H H	→ Through-Right		0			0	
RT	Right	49	0	0	55	0	0
NORTHBOUND	Left-Through-Right		1			1	
	C Left-Right		0			0	
	Left	24	0	24	00	0	00
P P	Left Left-Through	34	1	34	89	1	89
	↓ Through	732	0	766	687	0	776
l M	→ Through-Right	102	0 0	100	007	0 0	110
SOUTHBOUND	, Right	107	1	80	201	1	180
ត្រ	↔ Left-Through-Right		0			0	
	↓ Left-Right		0			0	
	_Ĵ Left				10		40
		55	1 0	55	42	1 0	42
N N	→ Through	126	0	201	254	0	376
l Ö	→ Through-Right	120	1	201	204	1	3/0
STE	Right	75	0	0	122	0	0
EASTBOUND	Left-Through-Right		0	Ū		0	
	Left-Right		0			0	
	✓ Left	28	1	28	34	1	34
	Left-Through		0	400	107	0	00.4
l ŏ	← Through ← Through-Right	111	0	180	137	0	204
WESTBOUN		69	0	0	67	0	0
l ñ	Left-Through-Right	03	0	U	07	0	0
<b>  &gt;</b>	} Left-Right		0			0 0	
		North-South: 917		North-South:		980	
	CRITICAL VOLUMES		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):			В			D
<u>[</u>		<u> </u>		_	I		





I/S #: 7	PROJECT TITLE:3440 WilshireNorth-South Street:Normandie AvScenario:Future plus ReCount Date:4/17/2018			<b>st Street:</b> Fehr & Peers	8th St Date:		
			AM			РМ	
F	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity	NB 0 EB 0	SB WB	2 0 0 2 0	NB 0 EB 0	SB WB	2 0 0 2 0
	· · · · ·		No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	∫ Left	83	0	83	134	0	134
NORTHBOUND	Left-Through		0			0	101
	↑ Through	723	0	872	773	0	1050
∎ ĭ	t→ Through-Right	120	0	012		0	
	Right	66	0	0	143	0	0
R N			1	U		1	U
ž	Left-Right		0			0	
				I	1		
	t Start Sta	68	0	68	58	0	58
l Z	↓ Left-Through		0			0	
SOUTHBOUND	↓ Through	768	0	874	718	0	817
<u> </u>	✓ Through-Right		0	••••		0	• • •
₽		38	0	0	41	0	0
8	←→ Left-Through-Right		1			1	
Ň	↓ Left-Right		0			0	
_		52	0	52	38	0	38
	Left-Through		1			1	
	→ Through	929	0	697	1196	0	772
<u> </u>	_ → Through-Right		1			1	
EASTBOUND	Right	152	0	697	120	0	772
E E	Left-Through-Right		0			0	
	│		0			0	
	↓ Left	134	0	134	131	0	131
WESTBOUND	✓ Left-Through		1			1	
្ត្	← Through ↓ Through-Right	987	0	935	997	0	932
11		70	1	005			000
ES	Right	78	0	935	80	0	932
≥	<pre>✓ Left-Through-Right</pre>		0			0	
┣────			Vorth-South:	957	A	Iorth-South:	1108
	CRITICAL VOLUMES	, í	East-West:	937 987	^	East-West:	970
	SIGNOAL VOLUMES		SUM:	1944		East-west. SUM:	2078
<b> </b>	VOLUME/CAPACITY (V/C) RATIO:		30W.			30IVI.	
				1.296			1.385
	C LESS ATSAC/ATCS ADJUSTMENT:			1.196			1.285
	LEVEL OF SERVICE (LOS):			F			F





I/S #: 8	PROJECT TITLE:3440 WilshireNorth-South Street:Normandie AvScenario:Future plus ReCount Date:4/17/2018	/e		<b>st Street:</b> Fehr & Peers	Olympic Blvd Date:		DED
			AM			PM	
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2 0			2 0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
'	-	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity		No. of	0 Lane		No. of	0 Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົ Left	191	1	191	161	1	161
<b>P</b>	Left Left	131	0	191		0	101
NORTHBOUND	↑ Through	1103	2	552	1060	2	530
∎ ĭ	through t→ Through-Right	1100	0	002	1000	0	000
L L	Right	130	1	76	185	1	130
Щ Ч			0			0	
Z	Left-Right		0			0	
					1		
	t v≪ Left	129	1	129	120	1	120
	▷ Left-Through		0			0	
ğ	Through	1005	2	503	1217	2	609
L H	✓ Through-Right		0			0	
5	Right	148	1	87	146	1	72
SOUTHBOUND	← Left-Through-Right		0			0	
	↓ Left-Right		0		1	0	
		122	1	122	149	1	149
9	→ Left-Through	122	0	122	143	0	143
N N	$\rightarrow$ Through	2202	2	795	2351	2	843
B	→ Through-Right	2202	1	100	2001	1	040
EASTBOUND	Right	182	0	182	178	0	178
E A	Left-Through-Right		0			0	
			0			0	
<b>_</b>	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	108	1	108	111	1	111
	✓ Left-Through	4700	0		4000	0	004
l ŭ	← Through ← Through-Right	1792	2	623	1863	2	661
WESTBOUND	through-Right t Right	77	1 0	77	120	0	120
ES ES	Left-Through-Right		0	11	120	0	120
5	Left-Right		0			0	
	· · · · · ·	٨	lorth-South:	694	<u>۸</u>	lorth-South:	770
	CRITICAL VOLUMES		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):			0.905 E			F
<u> </u>				E	<u> </u>		E C





	-						TOED
I/S #:	PROJECT TITLE: 3440 Wilshire	Project					
9	North-South Street: Mariposa Ave		East-We	st Street:	6th St		
	Scenario: Future plus Re	evised Project					
	Count Date: 4/17/2018		Analyst:	Fehr & Peers	Date:		
n		4	_				
			AM			PM	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
г	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
		EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
	Left	42	0	42	61	0	61
NORTHBOUND	Left-Through		0			0	
0	↑ Through	87	0	177	152	0	338
<u>ā</u>	t→ Through-Right		0			0	
Ē	Right	48	0	0	125	0	0
R R			1	Ŭ	.20	1	Ŭ
ž	Left-Right		0			0	
		1	U		1	U	
	Left	30	0	30	24	0	24
ļ	Left-Through		0		24	0	24
5	-	477	0	047	140	0	202
l 🕅	Through	177		247	146	0	202
Ē	←↓ Through-Right	10	0	0		-	0
5		40	0	0	32	0	0
SOUTHBOUND	← Left-Through-Right		1			1	
	↓ Left-Right	1	0		I	0	
	Left	I 44	1			1	00
		14	1	14	39	1	39
Z			0			0	
ы р	$\rightarrow$ Through	1191	1	648	1182	1	632
EASTBOUND	Through-Right		1			1	
rs.	Right	105	0	105	82	0	82
Ш	Left-Through-Right		0			0	
	│	l	0			0	
	↓ Left	76	1	76	95	1	95
WESTBOUND	✓ Left-Through		0			0	
б∥	← Through	1170	1	589	1292	1	670
<u> </u>	← Through-Right		1			1	
<u> </u>	, C Right	8	0	8	48	0	48
N N	Left-Through-Right		0			0	
	⊱ Left-Right		0			0	
		^	lorth-South:	289	^	lorth-South:	362
	CRITICAL VOLUMES		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
				1			
11	LEVEL OF SERVICE (LOS):			Α			В





I/S #: 10	PROJECT TITLE:3440 WilshireNorth-South Street:Mariposa AveScenario:Future plus ReCount Date:4/17/2018	(N)		<b>st Street:</b> Fehr & Peers	Wilshire Blvd Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0 2
	Override Capacity			0			0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
	ົ້ Left	0	0	0	0	0	0
	← Left-Through		0			0	
NORTHBOUND	↑ Through	0	0	0	0	0	0
Ĕ	Through-Right	<u>^</u>	0	•		0	0
K	Right	0	0	0	0	0	0
∥ ¥	Left-Through-Right		0			0 0	
	Left-Right		U		1	U	
	∽l≪ Left	212	0	212	184	0	184
	Left-Through	2.2	0		101	0	101
0	↓ Through	0	0	0	0	0	0
Щ. Ф.	✓ Through-Right		0			0	
Ē	ר_ Right	95	0	307	116	0	300
SOUTHBOUND	↔ Left-Through-Right		0			0	
	↓ Left-Right		1			1	
	Left	64	1	64	87	1	87
9	→ Left-Through	04	0	04	07	0	07
5	$\rightarrow$ Through	1676	2	838	1668	2	834
BO	→ Through-Right		0			0	
EASTBOUND	Right	0	0	0	0	0	0
EA	Left-Through-Right		0			0	
	Left-Right		0			0	
	✓ Left	0	0	0	0	0	0
<u> </u>	v Len ✓ Left-Through	U	0	0		0	U
۱ Ś	← Through	1651	2	826	1667	2	834
BO	Through-Right		0	010		0	
ST		200	1	200	211	1	211
WESTBOUN	Left-Through-Right		0			0	
<u> </u>	├── Left-Right		0	0.07	-	0	000
		۸ I	lorth-South:	307	^	lorth-South:	300
	CRITICAL VOLUMES		East-West: SUM:	890 1197		East-West: SUM:	921 1221
<b> </b>	VOLUME/CAPACITY (V/C) RATIO:		30W.			30117.	
				0.798			0.814
∥ <i>V</i> ∕	C LESS ATSAC/ATCS ADJUSTMENT:			0.698			0.714
	LEVEL OF SERVICE (LOS):			В			С





I/S #: 11	PROJECT TITLE:3440 WilshireNorth-South Street:Mariposa AveScenario:Future plus ReCount Date:4/17/2018	(S)		<b>st Street:</b> Fehr & Peers	Wilshire Blvd Date:		DEL
			AM			PM	
	No. of Phases		,	2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0	SB	0	NB 0	SB	0
	ATSAC-1 or ATSAC+ATCS-2?	EB 0	WB	0 2	EB 0	WB	0
	Override Capacity			0			2 0
			No. of	Lane		No. of	Lane
	MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
<b>D</b>	Left	190	1	190	201	1	201
N N	Left-Through		0	<u> </u>		0	•
NORTHBOUND	↑ Through	0	0	0	0	0	0
1	<pre></pre>	277	0	219	225	0 1	153
R R	⊷t→ Left-Through-Right	211	0	215	225	0	155
ž	Left-Through-Right		0			0	
					1		
	∽v≪ Left	0	0	0	0	0	0
SOUTHBOUND	↓ Left-Through		0			0	
l õ	Through	0	0	0	0	0	0
Ë	← Through-Right	0	0	0		0	0
5	✓ Right ✓ Left-Through-Right	0	0 0	0	0	0 0	0
SC	Left-Right		0			0	
					1		
	Left	0	0	0	0	0	0
2	Left-Through		0			0	
8	→ Through	1662	2	831	1607	2	804
l ñ	Through-Right		0			0	100
EASTBOUND	→ Right → Left-Through-Right	232	1 0	137	260	1 0	160
Ш	Leπ-Inrougn-Right		0			0	
			<b>.</b>		1	<b>.</b>	
	✓ Left	117	1	117	145	1	145
	✓ Left-Through		0			0	
0	← Through ↓ Through-Right	1670	2	835	1693	2	847
WESTBOUND	* ····••	_	0	0		0	0
ES	Right Left-Through-Right	0	0	0	0	0	0
<b>&gt;</b>	Left-Right		0			0	
		٨	lorth-South:	219	Λ	lorth-South:	201
	CRITICAL VOLUMES		East-West:	948		East-West:	949
<b> </b>			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):			В			В





110 11							TOED
I/S #: 12	PROJECT TITLE: 3440 Wilshire North-South Street: Mariposa Ave	-	Fast-Wo	st Street:	8th St		
12	Scenario: Future plus Re			St Olieel.	ourot		
	Count Date: 4/17/2018		Analyst:	Fehr & Peers	Date:		
li			-		1		
	No. of Dhases		AM	0		PM	0
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2 0			2 0
		NB 0	SB	0	NB 0	SB	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB 0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Malaana	No. of Lanes	Lane Volume	Valuesa	No. of Lanes	Lane Volume
	5 1.44	Volume 5		volume 5	Volume		
9	└── Left └── Left-Through	Э	0 0	Э	6	0 0	6
	↑ Through	100	0	116	90	0	113
NORTHBOUND	through ↓→ Through-Right	100	0	110	30	0	115
H H	Right	11	0	0	17	0	0
В В			1			1	
Z	Left-Right		0			0	
□	the the test test test test test test te	126	0	126	212	0	212
N N	↓ Left-Through		1	400	101	1	0.4.0
	↓ Through ✔ Through-Right	62	0	188	101	0	313
SOUTHBOUND	→ Right	78	1	78	78	1	78
l D	Left-Through-Right	10	0	70	10	0	10
ŭ	Left-Right		0			0	
		32	0	32	48	0	48
	→ Left-Through	4070	1	044	1000	1	0.40
l ŭ	<ul> <li>→ Through</li> <li>→ Through-Right</li> </ul>	1079	0	644	1393	0 1	849
) III	Right	16	0	644	17	0	849
EASTBOUND	Left-Through-Right	10	0	011		0	010
			0			0	
	✓ Left	31	0	31	24	0	24
N N	<ul><li>✓ Left-Through</li><li>← Through</li></ul>	4444	1 0	757	1100	1 0	700
l Ö	← Through ← Through-Right	1144	U 1	757	1198	U 1	736
STI	through-right	184	0	757	130	0	736
WESTBOUND	Left-Through-Right		0			0	
	⊱ Left-Right		0			0	
		۸ N	lorth-South:	242	∧	lorth-South:	325
	CRITICAL VOLUMES		East-West:	789		East-West:	873
<b> </b>			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):			Α			В





13         North-South Street: Scenario: Count Date:         Future plus Revised Project: Analyst: Fehr & Peers         East-West Street: Date:         Wilshire Blwd           0         Mo. of Phases Opposed 9'ing: NS-1, EW2 or Bohs? Right Turms: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity         AM         PM         0         SB- 0         0         0         0         0         0         0         0         0 <t< th=""><th>I/S #:</th><th>PROJECT TITLE: 3440 Wilshire</th><th>Project</th><th></th><th></th><th></th><th></th><th>STOED 1</th></t<>	I/S #:	PROJECT TITLE: 3440 Wilshire	Project					STOED 1
Count Date:         4/17/2018         Analyst: Fehr & Peers         Date:           No. of Phases Opposed Ø'ing: N/S-1, EW2 or Both-37 Right Turms: FREE-1, NRTOR-2 or OLA 37 ATSAC-1 or ATSAC+ATCS-27 Override Capacity         MB-0 WB-0 WB-0 WB-0 WB-0 WB-		North-South Street: Vermont Ave	-	East-We	st Street:	Wilshire Blvd		
No. of Phases Opposed Ø'ing: N/S-1, E/Y-2 or B0h-3?         NB- EB-         0 0         SB- WB- 2         0 0         NB- 2         0 0         SB- EB-         0 0         NB- 2         0 0         SB- EB-         0 0         NB- 2         0 0         SB- 2         0 0         NB- 2         0 0         SB- 2         0 0         NB- 2         0 0         SB- 2         0 0         NB- 2         0 0         SB- 2         0 0         NB- 2         0 0         NB- 2         0 0         SB- 2         0 0         ND- 2			evised Project	Analyst:	Fehr & Peers	Date:		
No. of Phases Opposed Ø'ing: N/S-1, E/V-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATS.2? Override Capacity         NB- 0         SB- 0         NB- 0         NB- 0         NB- 2         NB- 0         Lane Volume         Volume         Lane Volume         Volume         NB- 0         Lane Volume         Volume         NB- 0         Lane Volume         Volume         NB- 0         Lane Volume         Volume         NB- 0         Lane Volume			1				PM	
Opposed @'ing: NS-1, EW-2 or Both-3? Right Turms: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC-4TCS-2? Override Capacity         NB EB         0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No. of Phases			4		r ivi	4
ATSAC-1 or ATSAC+ATCS-27 Override Capacity       EB       0       WB       0       2       0       WB       0       2       0       1		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
EB-         0         WB-         0         EB-         0         WB-         0         C           MOVEMENT         Volume         Lanes         Volume         Volume         Volume         Volume         Lanes	F	Right Turns: FREE-1. NRTOR-2 or OLA-3?						0
Override Capacity         No. of Lane         No. of Volume         Lane Lanes         Volume Lanes         Lane Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane Volume         Volume Lanes         Lanes         Volume Lanes         Lanes         Volume         Lanes         State           0         1262         631         124         0	-	-	EB 0	WB		EB 0	WB	0
MOVEMENT         Volume         No. of Lanes         Lane Volume         No. of Lanes         Lane         No. of Lanes         La								2
Volume         Laftes         Volume         Volume         Volume         Laftes         Volume         Laftes         Volume         Laftes         Volume         Volume         Laftes         Volume         Volume         Laftes         Volume         Volume<				No. of	-		No. of	-
Do Og Hu VO         Left-Through Through-Right Right         1319         2         481         1368         2         521           Normality         Through-Right Right         1319         2         481         1368         2         521           Normality         Left-Through-Right Left-Through         124         0         124         196         0         196           O         Left-Through Through         124         0         124         190         1         190           O         Left-Through Through-Right         1262         2         631         1289         2         645           Normal-Right         177         1         53         246         1         131           O         J         Left         177         1         53         246         1         131           O         J         Left         249         1         249         230         1         230           O         J         Left         181         326         1         240         211         1         115           O         J         Left         185         1         185         191         0         0		MOVEMENT	Volume	Lanes	Volume	Volume	Lanes	Volume
Image: Constraint of the second sec	0	ົງ Left	172	1	172	192	1	192
Image: Constraint of the second sec				_			-	
Image: Constraint of the second sec	8 0 0	-	1319		481	1368		521
Q       0       0       0       0         Q       1       LeftThrough       124       1       124       190       1       190         Q       1       Through-Right       0       631       1289       2       645         1       Through-Right       0       0       0       0       131         0       1       Left-Right       177       1       53       246       1       131         0       1       Left-Right       0       0       0       0       0       131         0       1       Left-Through-Right       0       0       0       0       0       0         1       Left-Through-Right       1435       2       718       1235       2       618         1       Left-Through-Right       326       1       240       211       1       115         1       Left-Through-Right       326       1       240       211       1       115         1       Left-Through-Right       0       0       0       0       0       0       0       0       0       0       115       0       0       0 <td< td=""><td>L H</td><td></td><td>104</td><td></td><td>104</td><td>106</td><td></td><td>106</td></td<>	L H		104		104	106		106
Image: Constraint of the second sec	DR.		124	_	124	190	-	190
QNOO       Image: Constraint of the second sec	ž			_			-	
NOO Off       Left-Through Through-Right       1262       0       1289       0       0			1					
Q       J       Left       249       1       249       230       1       230         M       J       Left       0	Ω	∽≺ Left	124	1	124	190	1	190
Q       J       Left       249       1       249       230       1       230         M       J       Left       0				-			-	
Q       J       Left       249       1       249       230       1       230         M       J       Left       0	301		1262		631	1289		645
Q       1       Left       249       1       249       230       1       230         Image: Section of the sectin of the section of the section of the section of the section of	Ë		477	-	50	240	-	404
Q       1       Left       249       1       249       230       1       230         Image: Section of the sectin of the section of the section of the section of the section of			177		53	246		131
OP         J         Left         249         1         249         230         1         230           J         Left-Through         1435         2         718         1235         2         618           V         Through-Right         326         1         240         211         1         115           V         Right         326         1         240         211         1         115           V         Left-Through-Right         326         1         240         211         1         115           Left-Right         185         1         185         191         1         191         1         191           V         Left-Through         1374         2         687         1356         2         678           V         Left-Through-Right         1374         2         687         1356         2         678           V         Right         109         1         47         122         1         27           Morth-South:         803         North-South:         803         North-South:         837         936         East-West:         936         East-West:         936         East-We	SC SC			-				
Q       ⊥       Left-Through       1435       2       718       1235       2       618         Through-Right       1435       2       718       1235       2       618         Through-Right       326       1       240       211       1       115         Right       326       1       240       211       1       115         Left-Through-Right       0       0       0       0       0         Left-Through-Right       185       1       185       191       1       115         Through-Right       0       0       0       0       0       0       0         Through-Right       1374       2       687       1356       2       678         Through-Right       109       1       47       122       1       27         Left-Through-Right       0       0       0       0       0       0         Left-Through-Right       109       1       47       122       1       27         Left-Right       00       0       0       0       0       0       0         Left-Through-Right       109       1       47			1					
Image: Constraint of the second state of the second sta			249	1	249	230	1	230
Image: Constraint of the second state of the second sta				-			-	
Image: Constraint of the second state of the second sta		· · · ·	1435		718	1235		618
Image: Constraint of the second state of the second sta	TB		200	-	040	011	-	445
Image: Constraint of the second state of the second sta	AS		326	-	240	211		115
O         Image: Construct of the system	ш			-			-	
Image: Constraint of the system of the s		· · · · · · · · · · · · · · · · · · ·		-		1		
Left-Right         0         0           CRITICAL VOLUMES         North-South:         803         North-South:         837           CRITICAL VOLUMES         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			185	: :	185	191	1	191
Left-Right         0         0           CRITICAL VOLUMES         North-South:         803         North-South:         837           CRITICAL VOLUMES         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				:				
Left-Right         0         0           CRITICAL VOLUMES         North-South:         803         North-South:         837           CRITICAL VOLUMES         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	iol		1374		687	1356	: :	678
Left-Right         0         0           CRITICAL VOLUMES         North-South:         803         North-South:         837           CRITICAL VOLUMES         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	)TB		100	U 1	47	100	U 1	27
Left-Right         0         0           CRITICAL VOLUMES         North-South:         803         North-South:         837           CRITICAL VOLUMES         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	/ES		109	0	47	122	0	21
North-South:         803         North-South:         837           CRITICAL VOLUMES         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	5			-				
SUM:         1739         SUM:         1745           VOLUME/CAPACITY (V/C) RATIO:         1.265         1.269           V/C LESS ATSAC/ATCS ADJUSTMENT:         1.165         1.169		• · · · · · · · · · · · · · · · · · · ·	٨	lorth-South:		N	lorth-South:	837
VOLUME/CAPACITY (V/C) RATIO:         1.265         1.269           V/C LESS ATSAC/ATCS ADJUSTMENT:         1.165         1.169		CRITICAL VOLUMES						908
V/C LESS ATSAC/ATCS ADJUSTMENT: 1.165				SUM:	1739		SUM:	1745
		VOLUME/CAPACITY (V/C) RATIO:			1.265			1.269
	<b>V</b> /	C LESS ATSAC/ATCS ADJUSTMENT:			1.165			1.169
LEVEL OF SERVICE (LOS): F		LEVEL OF SERVICE (LOS):			F			F





I/S #: 14	PROJECT TITLE: 3440 Wilshire North-South Street: Vermont Ave		East-We	st Street:	8th St		
_	Scenario: Future plus Ro Count Date: 4/17/2018	evised Project	Analyst:	Fehr & Peers	Date:		
			AM			РМ	
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0.0	0		0.0	0
F	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0 0	NB 0 EB 0	SB WB	0 0
	ATSAC-1 or ATSAC+ATCS-2?		110	2		WD=-	2
	Override Capacity			0			0
	MOVEMENT		No. of	Lane		No. of	Lane
		Volume	Lanes	Volume	Volume	Lanes	Volume
<u> </u>		125	1	125	136	1	136
	Left-Through	1674	0	000	4776	0	040
BO	↑ Through	1674	1	862	1776	1	919
NORTHBOUND	→ Through-Right Right	49	0	49	61	0	61
OR		45	0	43		0	01
ž	Left-Right		0			0	
		1			I		
	∽l≪ Left	70	1	70	114	1	114
	↓ ≻ Left-Through		0			0	
l õ	↓ Through	1797	1	942	1652	1	868
H H	Through-Right		1			1	
SOUTHBOUND	Right	87	0	87	84	0	84
so	↔ Left-Through-Right ↓ Left-Right		0			0	
		1			1		
		2	0	0	1	0	0
			0			0	
	→ Through	963	1	567	1169	1	689
EASTBOUND	Through-Right		1			1	
₽S <sup>-</sup>	Right	170	0	170	208	0	208
Ш	✓ Left-Through-Right ✓ Left-Right		0 0			0	
		1	0				
	<pre>✓ Left</pre>	2	0	0	4	0	0
ND ND	✓ Left-Through		0			0	
	← Through	1010	1	554	1040	1	579
WESTBOUN	Through-Right		1			1	
ES.	Right	98	0	98	118	0	118
N N	<pre>✓ Left-Through-Right</pre>		0 0			0	
		Λ	orth-South:	1067	<u> </u>	lorth-South:	1033
	CRITICAL VOLUMES		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):						
<u> </u>	LEVEL OF SERVICE (LUS):			E			F

Revised Project Driveway LOS Worksheets

08/1	5/2	019
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Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	EDL	EDI	VVDI	VVDR		SDK
Lane Configurations		ર્ન	- î-		Y	
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	Ma	jor2		Vinor2	
Conflicting Flow All	292	0	-	0	584	247
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	337	-
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	
Pot Cap-1 Maneuver	1270	-	-	-	474	792
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver		-	-	-	460	790
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	721	-
Approach	EB		WB		SB	

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

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	А	А	-	- B
HCM 95th %tile Q(veh)	0.1	-	-	- 0.8

Intersection						
Intersection						
Int Delay, s/veh	2.6					
M				NDT	ODT	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			र्स	1.	
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	e,#0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	53	54	60	458	542	55

Major/Minor	Minor2	l	Major1	Maj	or2		
Conflicting Flow All	1148	570	597	0	-	0	
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		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	С		

Minor Lane/Major Mvmt	NBL	NBT I	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	А	А	С	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-

08/15	5/2019
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Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
				VUDIN	M	ODIX
Lane Configurations		•	-Fr		T.	
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	Мај	or2		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	-
•					0.0	

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR S	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	А	А	-	-	С
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

Intersection						
Int Delay, s/veh	3.6					
				NDT	ODT	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			र्स	T.	
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
Mymt Flow	70	73	74	461	452	67

Major/Minor	Minor2		Major1	Мај	or2		
Conflicting Flow All	1095	486	519	0	-	0	
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 E	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	А	А	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	-	-

08/15/2019

Intersection						
Int Delay, s/veh	2.4					
					0.51	
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	Þ		Y	
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
	24	320	217	91	00	22

Major/Minor	Major1	Maj	or2		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		-	-	-	430	771
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	698	-
Approach	ED	1	٨/D		CD	

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

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	А	А	-	- 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	Y			÷.	1.	
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
Mymt Flow	53	54	60	495	587	55

Major/Minor	Minor2	l	Major1	Maj	or2		
Conflicting Flow All	1230	615	642	0	-	0	
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 I	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	А	А	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		4	Þ		Y	
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	Maj	or2		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			С

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SI	BLn1
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	А	А	-	-	С
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7

Intersection							
Int Delay, s/veh	3.8						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	2
		LDIX	NDL			ODIX	`
Lane Configurations	Y			स	F		
Traffic Vol, veh/h	64	67	68	457	449	62	2
Future Vol, veh/h	64	67	68	457	449	62	2
Conflicting Peds, #/hr	0	0	0	0	0	0	C
Sign Control	Stop	Stop	Free	Free	Free	Free	е
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	2
Heavy Vehicles, %	2	2	2	2	2	2	2
Mymt Flow	70	73	74	497	488	67	7

Major/Minor	Minor2		Major1	Мај	or2		
Conflicting Flow All	1167	522	555	0	-	0	
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 E	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	А	А	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.6	-	-

# Attachment C - Revised Project Signal Warrant Analysis

	Mariposa 7th St Existing 2018 AM u (U=urban, R=rural	[a])							
PEAK HOUR \	PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of Lan Major Stree Minor Stree		1 1							
	our (Peak Hour) t (Approach 1):	223	Major Street Left Turn (see note [b]): 36						
Major Stree	et (Approach 2): et Total (Both Approaches):	<u>290</u> 513	Minor Street (Higher Volume App.):250Minor Street Total:286						
	olume on Major Street /arrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]): 410						
PEAK HOUR V	OLUME WARRANT SATISFIE	ED?	ΝΟ						

Notes:

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

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

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

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

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Existing 2018 PM u (U=urban, R=rura	l [a])							
PEAK HOUR	PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of Lan Major Stree Minor Stree		1 1							
Major Stree Major Stree	our (Peak Hour) et (Approach 1): et (Approach 2): et Total (Both Approaches):	354 <u>185</u> 539	Major Street Left Turn (see note [b]): Minor Street (Higher Volume App.): Minor Street Total:	50 <u>276</u> 326					
	olume on Major Street /arrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	390					
PEAK HOUR \	OLUME WARRANT SATISFI	ED? N	0						

Notes:

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

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

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

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

Major Street:	Mariposa				
Minor Street:	7th St				
Scenario:	Existing plus Project AM				
Urban/Rural:	u (U=urban, R=rur	al [a])			
PEAK HOUR	VOLUME (MUTCD Warrant	: 3, Caltrar	ns War	rant 11)	
Number of La	nes on Each Approach				
Major Street	:	1			
Minor Street	:	1			
Vehicles Per H	lour (Peak Hour)				
	(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 Vo	lume on Major Street			Minimum Volume on Minor Street	
	arrant (see note [d]):	450		to Satisfy Warrant (see note [d]):	380
PEAK HOUR	VOLUME WARRANT SATIS	SFIED?	NO		

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street:	Mariposa							
Minor Street:	7th St							
Scenario:	Existing pl	us Project PN	1					
Urban/Rural:	u	(U=urban, R=	⊧rural [a])					
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of La		h Approach						
Major Street			1					
Minor Street			1					
Vehicles Per I	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	n Approaches	): 636		Minor Street Total:	384		
Minimum Vo	olume on Ma	aior Street			Minimum Volume on Minor Street			
to Satisfy W		-	450		to Satisfy Warrant (see note [d]):	340		
PEAK HOUR	VOLUME W	VARRANT SA	TISFIED?	YES				

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street: Minor Street: Scenario: Urban/Rural:	Mariposa 7th St Future Base AM	L [_])							
Orban/Rurai:	u (U=urban, R=rura	i [a])							
PEAK HOUR	PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of Lan Major Stree Minor Stree		1 1							
Vehicles Per H	our (Peak Hour)								
	et (Approach 1):	246	Major Street Left Turn (see note [b]):	43					
	et (Approach 2): et Total (Both Approaches):	<u>321</u> 567	Minor Street (Higher Volume App.): Minor Street Total:	<u>277</u> 320					
	olume on Major Street Varrant (see note [d]):	450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	380					
PEAK HOUR \	OLUME WARRANT SATISFI	ED? N	0						

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.

Scenario:								
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): Major Street (Approach 2): Major Street Total (Both Approaches):		387 <u>211</u> 598	Major Street Left Turn (see note [b]): Minor Street (Higher Volume App.): Minor Street Total:	62 <u>305</u> 367				
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):		450	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	360				
PEAK HOUR VOLUME WARRANT SATISFIED? YES								

Notes:

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

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

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

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

Major Street:	et: Mariposa							
Minor Street:	7th St							
Scenario:	Future plus Project AM							
Urban/Rural:	u (U=urban, R=rura	(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 H	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 Vo	lume on Major Street			Minimum Volume on Minor Street				
to Satisfy W	arrant (see note [d]):	450		to Satisfy Warrant (see note [d]):	350			
PEAK HOUR VOLUME WARRANT SATISFIED? YES								

Notes:

- a. May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- b. Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- c. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- d. From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Major Street:	Mariposa							
Minor Street:	•							
Scenario:	ario: Future plus Project PM							
Urban/Rural:	u (U=u	(U=urban, R=rural [a])						
	· · · · · · · · · · · · · · · · · · ·							
PEAK HOUR VOLUME (MUTCD Warrant 3, Caltrans Warrant 11)								
Number of La	nes on Each App	oroach						
Major Street:			1					
Minor Street:								
Vehicles Per Hour (Peak Hour)								
Major Street (Approach 1):		43	7	Major Street Left Turn (see note [b]):	84			
Major Street (Approach 2):		<u>258</u>	<u>3</u>	Minor Street (Higher Volume App.):	<u>341</u>			
Major Street Total (Both Approaches):		roaches): 69	5	Minor Street Total:	425			
Minimum Vo	lume on Major S	treet		Minimum Volume on Minor Street				
	arrant (see note		)	to Satisfy Warrant (see note [d]):	310			
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.