# Everest Value School 240 N. Madison Avenue

**NOVEMBER 2019** 

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# 1. INTRODUCTION

The proposed Project is a Charter School that will serve TK to 8<sup>th</sup> grade students at 240 N Madison Avenue, within the City of Los Angeles. KOA Corporation has been retained to analyze the potential traffic impacts associated with the proposed Project. The scope and methodologies used for this traffic study were developed in consultation with City of Los Angeles staff.

#### 1.1 PROJECT DESCRIPTION

The proposed Project will convert the existing moving and storage facilities on Cosmopolitan Street between Madison Avenue and Westmoreland Avenue into a 24,360 square-foot charter school for up to 480 students, grades TK-8. The project would relocate an existing elementary charter school operating in the Koreatown neighborhood to the site described earlier.

As shown in Figure 1, the proposed Project site's plan includes a driveway for inbound vehicles on Cosmopolitan Street and another driveway for outbound vehicles on Madison Avenue (Figure 1).

The Project is anticipated to be completed and occupied by the end of the year 2021.

#### 1.2 PROJECT STUDY AREA

The project study area, as defined through consultation with City staff, includes the following five study intersections:

- 1. Beverly Boulevard/Madison Avenue\*
- 2. Beverly Boulevard/Westmoreland Avenue
- 3. N Vermont Avenue/W 1st Street
- 4. Westmoreland Avenue/W 1st Street

Figure 2 illustrates the study area and the locations of the study intersections.

<sup>\*</sup> Two-way-stop controlled intersection

Figure 1- Project Site Plan

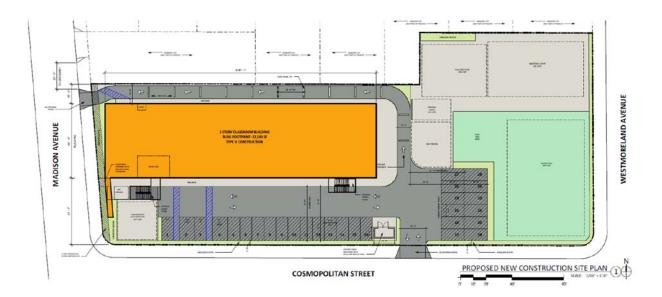


Figure 2- Study Intersection Locations



#### 1.3 ANALYZED SCENARIOS

Traffic conditions associated with the proposed Project were analyzed at the study intersections for the weekday a.m. and weekday p.m. peak-hour periods. The study included the analysis of the following traffic scenarios:

- Existing
- Existing with-Project
- Future without-Project
- Future with-Project

#### 1.4 ANALYSIS METHODOLOGY

The proposed Project site is located within the City of Los Angeles. KOA coordinated with LADOT at the start of this study to achieve consensus on assumptions such as study intersections, trip generation and trip distribution.

The general methodology and assumptions contained in this report are based on the LADOT Transportation Assessment Guidelines document of July 2019. A Memorandum of Understanding (MOU) that included all major traffic study assumptions was submitted to LADOT. An approved MOU dated August 30, 2019 was received from LADOT. A copy of the approved MOU is provided in Appendix A.

The list of study intersections is finalized through this process, as are the trip generation and trip distribution assumptions. The following text describes the methodology for this report as defined in the MOU document.

#### **Existing Conditions**

New traffic counts were conducted on a Thursday from 7:00 am to 10:00 am and 3:00 pm to 6:00 pm at the study intersections on September 5, 2019.

The traffic counts were used to determine existing traffic conditions. Fieldwork within the study area was undertaken to identify the condition of key study area roadways including traffic control and approach lane configurations at each study intersection, and on-street parking restrictions.

The existing level of service (LOS) at each of the study intersections is discussed in Section 2 of this report.

#### Project Trip Generation and Distribution

Project trip generation was based on land use intensities and trip rates defined by *Trip Generation*, 10<sup>th</sup> *Edition*, published by the Institute of Transportation Engineers (ITE). The trip generation and distribution calculations are discussed in Section 3 of this report.

#### Existing with-Project Conditions

Based on the projected Project traffic and the traffic count totals, an Existing plus-Proposed Project conditions scenario was analyzed per the *Sunnyvale* and *Smart Rail* California Environmental Quality Act (CEQA) court case decisions that determined that project impacts should be analyzed against existing conditions.

The level of service for existing with-Project conditions at the study intersections is discussed in Section 4 of this report.

### Future without-Project Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. In addition, traffic from related/area projects (approved and pending developments) was also added to the study area. The levels of service at the study intersections for future without-Project conditions are discussed in Section 5 of this report.

#### Future with-Project Conditions

Based on the future without-Project volumes plus traffic from the proposed Project, the future with-Project traffic volume conditions were determined and analyzed. The levels of service for this scenario are discussed in Section 6 of this report.

#### Level of Service Methodology

For analysis of Level of Service (LOS) at signalized and unsignalized intersections, LADOT has designated the Highway Capacity Manual (HCM) methodology as the desired tool. The LOS is defined by the weighted average control delay (seconds) for the intersection.

A facility with LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. Table 1 and Table 2 define the level of service criteria applied to the unsignalized and signalized study intersections.

For signalized intersections, intersection delay includes how much increased time a vehicle experiences as a result of the traffic signal control. The signalized intersection LOS is the average number of seconds each vehicle is delayed during a specific time period (e.g. AM peak period, PM peak period). Table 1 summarizes the LOS criteria for signalized intersections as described in the Highway Capacity Manual 6<sup>th</sup> Edition.

**Table 1 - Level of Service Criteria for Signalized Intersections** 

Level of Service	Average Control Delay (seconds/vehicle)	General Description
Α	<u>&lt;</u> 10	Free flow
В	<u>&gt;</u> 10-20	Stable flow (slight delays)
С	> 20-35	Stable flow (acceptable delays)
D	> 35-55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
Е	> 55-80	Unstable flow (intolerable delay)
F <sup>1</sup>	> 80	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

For unsignalized intersections, there are LOS criteria for three intersection types: all-way stop, two-way stop, and roundabout control. All-way stop and roundabout control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns.

Table 2 shows LOS criteria for unsignalized intersections.

**Table 2 - Level of Service Criteria for Unsignalized Intersections** 

Level of	Average Control Delay
Service	(seconds/vehicle)
Α	0-10
В	> 10-15
С	> 15-25
D	> 25-35
E	> 35-50
$F^1$	> 50

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

#### Significant VMT Impacts

Impacts are identified if a proposed development will result in a significant change in vehicles miles traveled (VMT). A significant impact is identified if the proposed project's household VMT per capita and daily work VMT per employee is higher than the thresholds identified by LADOT. The threshold applied is dependent upon which Area Planning Commission area the project is located within. The City of Los Angeles' thresholds are displayed in Table 3.

**Table 3 - VMT Impact Criteria (15% Below APC Average)** 

	(	
Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: City of Los Angeles Transportation Assessment Guidelines

All VMT estimates are calculated by LADOT's VMT Calculator Version 1.0 tool. The tool generates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee a proposed project may have. The tool also incorporates any mitigation strategies into its outputs.

<sup>1.</sup> If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

# 2. EXISTING CONDITIONS

This section describes the existing conditions within the study area in terms of roadway facilities, transit service and traffic operating conditions.

#### 2.1 EXISTING ROADWAY SYSTEM

The key roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study intersections and serve the Project site. Table 4 provides a list of the roadway characteristics as well. Figure 3 illustrates the existing traffic controls and approach lane geometries at the study intersections.

<u>1st Street</u> is classified as a north-south Collector arterial in the City of Los Angeles' Mobility Plan 2035. The roadway generally has one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 25 miles per hour.

Beverly Boulevard is classified as a west-south Avenue II and Boulevard II arterial in the City of Los Angeles' Mobility Plan 2035. The roadway generally has three travel lanes in each direction. On-street parking is generally permitted on both sides of the street with varying levels of restriction (e.g. 2 HRS, no parking during AM and PM peak periods). The posted speed limit is 35 miles per hour.

<u>Cosmopolitan Street</u> is classified as a west-east Local arterial in the City of Los Angeles' Mobility Plan 2035. The roadway generally has one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. This arterial did not have a posted speed limit.

<u>Madison Avenue</u> is classified as a north-south Local arterial in the City of Los Angeles' Mobility Plan 2035. The roadway generally has one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. This arterial did not have a posted speed limit.

<u>Vermont Avenue</u> is classified as a north-south Avenue I arterial in the City of Los Angeles' Mobility Plan 2035. The roadway generally has three travel lanes in each direction. On-street parking is limited to certain areas on both sides of the roadway (e.g. both sides of roadway north of 3<sup>rd</sup> Street/Vermont Avenue). The posted speed limit is 35 miles per hour.

<u>Westmoreland Street</u> is classified as a north-south Local arterial in the City of Los Angeles' Mobility Plan 2035. The roadway generally has one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway. This arterial did not have a posted speed limit.

**Table 4 - Existing Roadway Network** 

Roadway		# L	anes	Median	Posted Speed	General
	Classification	NB/EB	SB/WB	Туре	Limit (mph)	Land Use
1st Street	Collector	1	1	DLTL	25	Residential
Beverly Boulevard	Avenue II/ Boulevard II	3	3	DY	35	Commercial
Cosmopolitan Street	Local	1	1	-	NP	Commercial
Madison Avenue	Local	1	1	-	NP	Commercial
Vermont Avenue	Avenue I	3	3	DLTL	30	Commercial
Westmoreland Street	Local	1	1	-	NP	Residential

Source: Navigate LA & Zimas. City of Los Angeles

DY - Double Yellow Striped Median NSAT - No Stopping Any Time

NS - No Stopping NP - Not Posted

DLTN - Double Left-Turn Lane

#### 2.2 EXISTING TRANSIT SERVICE

The Project study area is served by bus transit lines operated by the Metro and the City of Los Angeles. Table 5 summarizes the Project Study transit services.

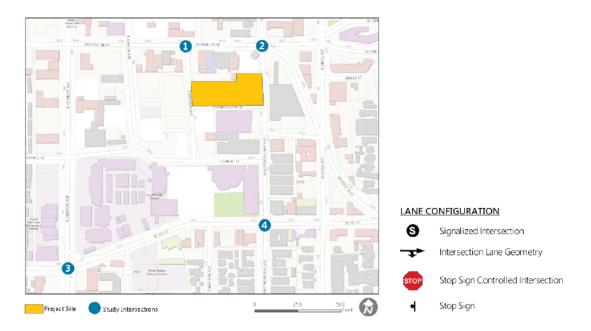
**Table 5 - Existing Transit Service Summary** 

Agency	Line	From	То	Via	Peak Frequency (minutes)
	14	Beverly Hills	Downtown LA	5-8	
Metro	201	Los Angeles	Glendale	Vermont Ave/Silver Lake Blvd/Brunswick Ave/Pacific Ave/Broadway/Chevy Chase Dr/Glenoaks Blvd	50
	204	Athens	Hollywood	Vermont Ave	6-10
LADOT DASH	Wilshire Center/Koreatown	Koreatown Plaza	Koreatown Plaza	Western Ave/3rd St/Vermont Ave/James M Wood Blvd/1st St	20

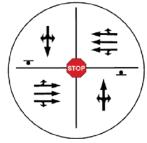
Source: Metro, City of Los Angeles

The routes of these transit services are illustrated on Figure 4.

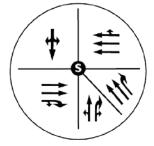
Figure 3 - Existing Lane Configuration



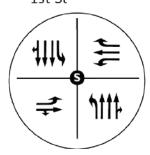
#1 Madison Ave & Beverly Blvd



#2 Westmoreland Ave & Beverly Blvd



#3 Vermont Ave & 1st St



#4 Westmoreland Ave & 1st St

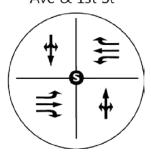
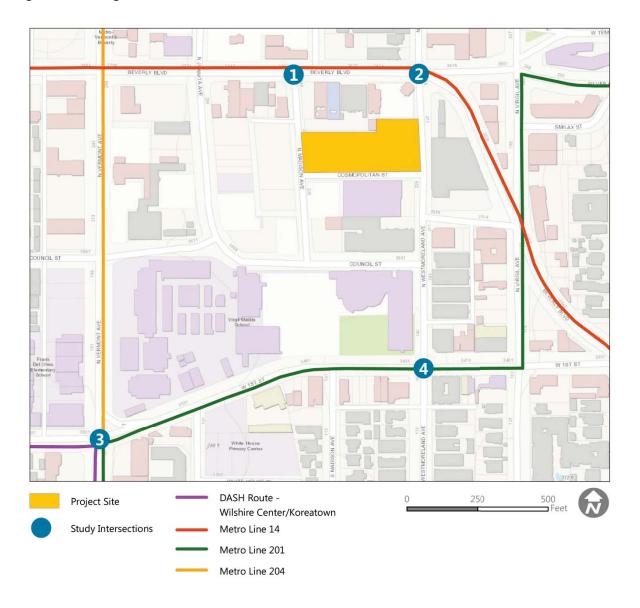


Figure 4 - Existing Transit Services



#### 2.3 EXISTING TRAFFIC VOLUMES

Vehicle turning movement counts were collected at the study intersections on Thursday, September 5, 2019. Traffic counts were conducted from 7:00 a.m. to 10:00 a.m. and from 3:00 p.m. to 6:00 p.m. The traffic count data sheets are provided in Appendix B.

#### 2.4 EXISTING INTERSECTION LEVEL OF SERVICE

Based on the intersection lane configurations and the existing traffic volumes, delay, and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours.

Table 6 summarizes the volume-to-capacity ratios and LOS values for existing traffic conditions.

**Table 6- Intersection Performance – Existing Conditions** 

	Ctudy Intersections	AM P	eak	PM Peak		
	Study Intersections		LOS	Delay	LOS	
1	Madison Avenue & Beverly Boulevard*	256.9	F	197.6	F	
2	N Westmoreland Avenue & Beverly Boulevard	18.4	В	19.8	В	
3	N Vermont Avenue & W 1st Street	23.0	С	29.4	С	
4	N Westmoreland Avenue & W 1st Street	19.3	В	15.0	В	

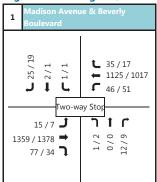
LOS = Level of Service; Delay (seconds)

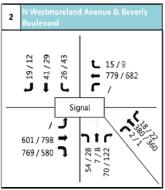
As shown in Table 6, three of the four study intersections are operating at LOS C or better during the weekday a.m. and p.m. peak hours. The Madison Avenue/Beverly Boulevard intersection currently operates at LOS F.

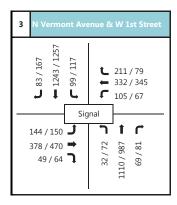
The existing weekday a.m. peak-hour and p.m. peak-hour traffic turn movement volumes are illustrated on Figure 5 of this report. The existing traffic analysis scenario worksheets are provided in Appendix C.

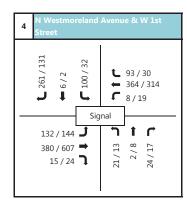
<sup>\*</sup>Unsignalized intersection

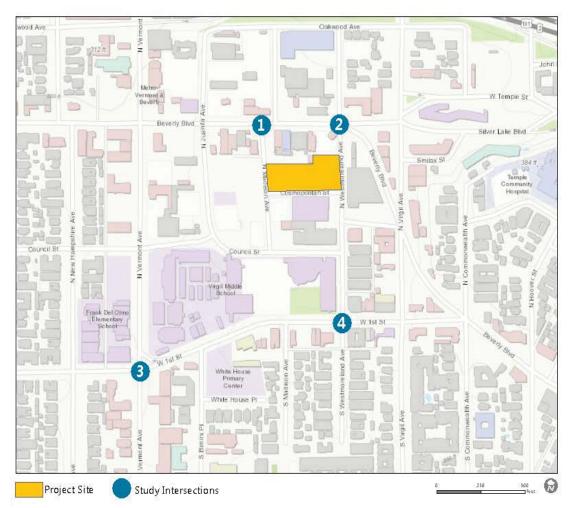
Figure 5 - Existing AM/PM Peak Hour Traffic Volumes











XX/XX AM /PM Peak Hour Traffic Volumes

# 3. PROJECT TRAFFIC

This section defines the traffic that would be generated by the proposed Project in a three-step process including trip generation, trip distribution and trip assignment.

#### 3.1 PROJECT TRIP GENERATION

The trip generation of the project was calculated using nationally-accepted rates defined by *Trip Generation (10<sup>th</sup> edition)*, published by the Institute of Transportation Engineers (ITE).

The trip generation analysis is provided in Table 7. The project would generate 921 daily trips, including 317 vehicle trips during the a.m. peak-hour (172 inbound trips and 145 outbound trips) and 161 vehicle trips during the p.m. peak hour (74 inbound trips and 87 outbound trips).

**Table 7 - Project Trip Generation** 

Land Use	ITE	Intensity	Units	Daily	AM Peak		PM Peak			
Lailu OSe	Code			Total	Total	In	Out	Total	In	Out
Proposed Project Trip	Genera	tion Estim	ates							
Elementary School	520	294	Students	556	191	103	88	100	45	55
Middle School	522	186	Students	396	130	72	58	65	30	35
Proposed F	Project S	ubtotal		952	321	175	146	165	<i>75</i>	90
Former Use Trip Credit	t									
Warehousing	150	18	KSF	-31	-4	-3	-1	-4	-1	-3
Former Use Trip Credit				-31	-4	-3	-1	-4	-1	-3
Total				921	317	172	145	161	74	87

Trip generation rates based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017, unless otherwise noted.

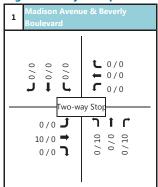
#### 3.2 PROJECT TRIP DISTRIBUTION

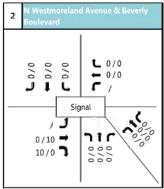
Trip distribution is the process of assigning the directions from which traffic will access the Project site. Trip distribution is dependent upon the land use characteristics of the Project, the local roadway network, and the general locations of other land uses to which Project trips would originate or terminate. Figure 6 illustrates the trip distribution percentages at the study intersections. Figure 6 illustrates the trip distribution percentages that were utilized for the Project traffic.

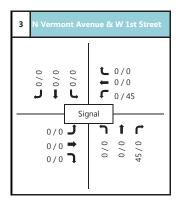
#### 3.3 PROJECT TRIP ASSIGNMENT

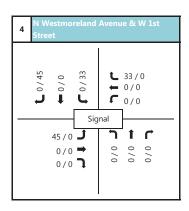
Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. The peak hour Project trip assignment is illustrated on Figure 7.

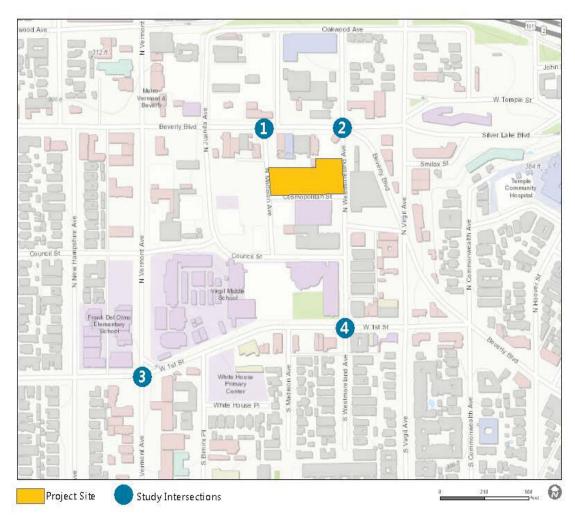
**Figure 6 - Project Trip Distribution** 





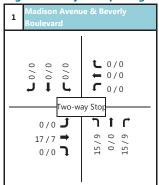


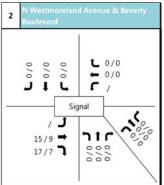


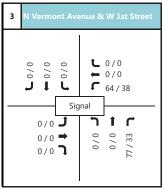


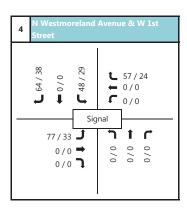
XX/XX Inbound/Outbound Project Distribution Percentage

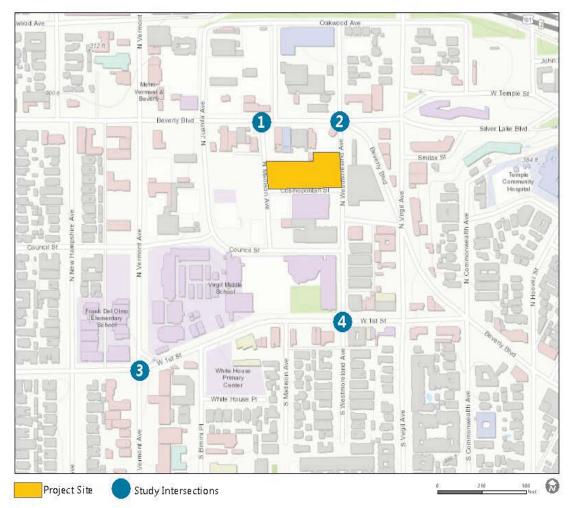
Figure 7 - Project Trip Assignment - AM/PM Peak Hour Traffic Volumes











XX/XX AM /PM Peak Hour Traffic Volumes

# 4. EXISTING WITH PROJECT CONDITIONS

This section documents existing traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the existing traffic volumes.

Table 8 summarizes the resulting V/C and LOS values at the study intersections for the existing with-Project conditions. The existing with-Project traffic analysis worksheets for this scenario are provided in Appendix D of this report.

Table 8- Intersection Performance – Existing With-Project

	Study Intersections		eak	PM Peak		
	Study Intersections	Delay	LOS	Delay	LOS	
1	Madison Avenue & Beverly Boulevard*	265.4	F	200.2	F	
2	N Westmoreland Avenue & Beverly Boulevard	20.3	С	19.8	В	
3	N Vermont Avenue & W 1st Street	36.1	D	45.3	D	
4	N Westmoreland Avenue & W 1st Street	29.1	С	16.0	В	

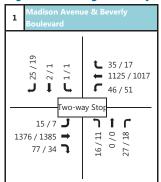
LOS = Level of Service; Delay (seconds)

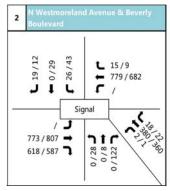
As shown in Table 5, three out of the four study intersections would operate at acceptable LOS D or better during the weekday a.m. and p.m. peak hours. Madison Avenue and Beverly Boulevard intersection would operate at LOS F.

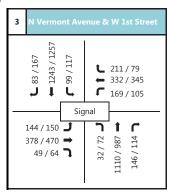
The existing with-Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figure 8 of this report.

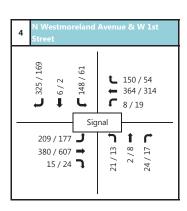
<sup>\*</sup>Unsignalized intersection

Figure 8 - Existing With-Project - AM/PM Peak Hour Traffic Volumes











XX/XX AM /PM Peak Hour Traffic Volumes

# 5. FUTURE WITHOUT PROJECT CONDITIONS

This section provides an analysis of future traffic conditions in the study area with area/related project trips and background growth added, but without Project traffic. The proposed Project is anticipated to be completed by 2019, and therefore the future analysis year is 2021.

#### **5.1 AMBIENT GROWTH**

In order to acknowledge regional population and employment growth outside of the study area, an ambient/background traffic growth rate was applied to the existing traffic counts. To be conservative, the annual growth rate was rounded to one percent for the future scenarios.

#### **5.2 AREA PROJECTS**

In addition to the application of the ambient traffic growth rate, traffic from related/area projects (approved and pending developments) was also included as part of the year-2021 analysis. Four related projects in the City of Los Angeles were identified for inclusion in the traffic impact analysis.

Table 9 provides the trip generation estimates for the related/area projects that were identified during coordination with the City of Los Angeles, and the project locations are illustrated on Figure 9.

**Table 9 – Area Projects Trip Generation Estimate** 

Мар	Location				Daily	AM Peak Hour			PM Peak Hour		
ID		Land Use	Intensity	Units <sup>1</sup>	Total	Total	In	Out	Total	In	Out
1	2200 W. Royorly Blyd	Apartments	32	d.u.	632	20	4	16	71	39	32
1 3200 W Beverly Blvd	Retail	5.867	k.s.f.	052	20	4	10	'1	39	32	
2	235 S Hoover St	Apartments	214	d.u.	1,423	109	22	87	133	86	47
3	3 600 N Vermont Ave	Apartments	120	d.u.	320	54	8	46	30	12	18
3	1600 N Vermont Ave	Retail	14.6	k.s.f.							10
		Apartments	490	d.u.				149		113	46
4	200 N Vermont Ave	Restaurant	10	k.s.f.	2,645	196	47		159		
		Retail	25	k.s.f.							
Grand	rand Total					399	85	314	464	289	175

Trip Generation AM/PM Peak "Total" Rates Source: Los Angeles Department of Transportation (LADOT) Case Logging and Tracking

The area project trip assignment volumes for the a.m. and p.m. peak hours are provided on Figure 10.

<sup>&</sup>lt;sup>1</sup> Mid-Day rates calculated using "PM Peak Hour Generator" estimates. ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2012, unless otherwise noted.

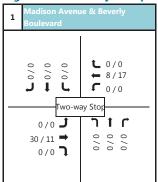
<sup>7/30/2019,</sup> unless otherwise noted.

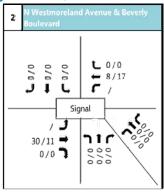
<sup>&</sup>lt;sup>1</sup> d.u. = dwelling units, k.s.f. = 1,000 square feet of floor area

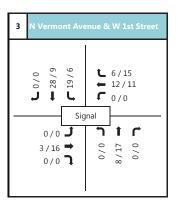
Figure 9 - Location of Area Projects

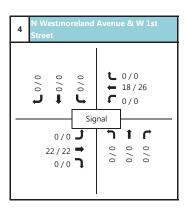


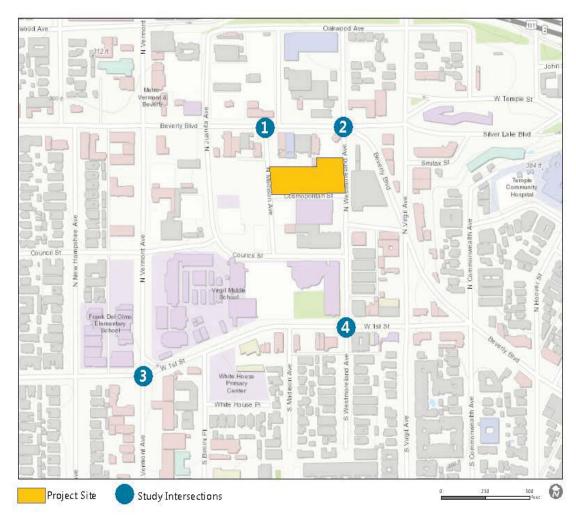
Figure 10 - Area Project Trip Assignment - AM/PM Peak Hour











XX/XX AM /PM Peak Hour Traffic Volumes

#### 5.3 FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE

Table 10 summarizes the delay and LOS values at the study intersections under this scenario. The future without-Project traffic analysis worksheets are provided in Appendix E of this report.

Table 10 – Intersection Performance – Future without-Project

Study Intersections		AM Peak		PM Peak		
		Delay	LOS	Delay	LOS	
1	Madison Avenue & Beverly Boulevard*	307.0	F	228.1	F	
2	N Westmoreland Avenue & Beverly Boulevard	18.6	В	19.9	В	
3	N Vermont Avenue & W 1st Street	24.4	С	35.4	D	
4	N Westmoreland Avenue & W 1st Street	19.4	В	15.3	В	

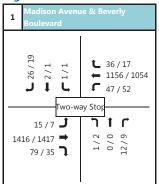
LOS = Level of Service; Delay (seconds)

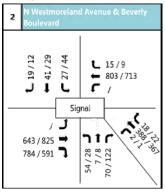
As shown in Table 7, three out of the four study intersections would operate at LOS D or better during the weekday a.m. and p.m. peak hours. Madison Avenue/Beverly Boulevard intersection would continue operate at LOS F.

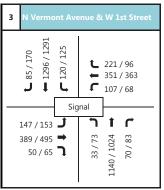
The future without-Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figure 11 of this report.

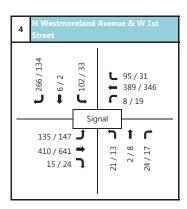
<sup>\*</sup>Unsignalized intersection

Figure 11 - Future Without Project - AM/PM Peak Hour Traffic Volumes











XX/XX AM /PM Peak Hour Traffic Volumes

# 6. FUTURE WITH PROJECT CONDITIONS

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding Project trips to the future without-Project scenario volumes.

Table 11 summarizes the resulting delay and LOS values at the study intersections for future with-Project traffic conditions. The future with-Project traffic analysis worksheets are provided in Appendix F of this report.

**Table 11 - Intersection Performance – Future with-Project** 

Study Intersections		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1	Madison Avenue & Beverly Boulevard*	317.6	F	231.2	F
2	N Westmoreland Avenue & Beverly Boulevard	18.6	В	19.9	В
3	N Vermont Avenue & W 1st Street	42.2	D	51.2	D
4	N Westmoreland Avenue & W 1st Street	30.4	С	16.3	В

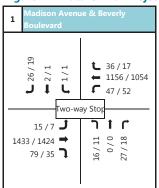
LOS = Level of Service; Delay (seconds)

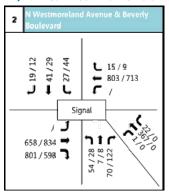
As shown in Table 11, three out of the four study intersections would operate at LOS D or better during the weekday a.m. and p.m. peak hours. Madison Avenue/Beverly Boulevard intersection would continue operate at LOS F.

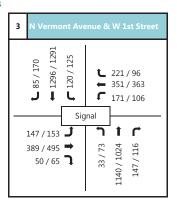
The future with-Project traffic volumes for the weekday a.m. and p.m. peak hour are illustrated on Figure 12 of this report.

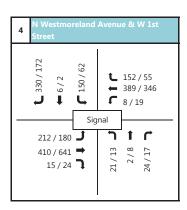
<sup>\*</sup>Unsignalized intersection

Figure 12 – Future With Project - AM/PM Peak Hour Traffic Volumes











XX/XX AM /PM Peak Hour Traffic Volumes

# 7. PROJECT TRAFFIC IMPACTS

#### 7.1 DETERMINATION OF VMT IMPACT

Impacts are identified if a proposed development will result in a significant change in vehicles miles traveled (VMT). A significant impact is identified if the proposed project's household VMT per capita and daily work VMT per employee is higher than the thresholds identified by LADOT. The threshold applied is dependent upon which Area Planning Commission area the project is located within.

Based on its location within the City of Los Angeles, the VMT thresholds used to measure the proposed project's impact is shown below in Table 12.

Table 12 - VMT Impact Criteria (15% Below APC Average) Applied

Area		Daily Work
	Belle Herrele Id	
Planning	Daily Household	VMT per
Commission	VMT per Capita	Employee
Central	6.0	7.6

Source: City of Los Angeles Transportation Assessment Guidelines

All VMT estimates are calculated by the LADOT's VMT Calculator Version 1.0 tool. The tool generates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee a proposed project may have with or without mitigation.

The following sections will describe the applied mitigation strategies and the results generated via the LADOT VMT Calculator tool.

#### 7.2 TDM STRATEGIES APPLIED

The proposed project does not include any TDM strategy. Thus, proposed project and mitigation credits were not applied to the project impact analysis.

#### 7.3 VMT IMPACT ANALYSIS RESULTS

The proposed project's address and land uses were inputted into the LADOT VMT Calculator Version 1.0 tool. A summary of those results are provided in Table 13 and Table 14.

**Table 13 - VMT Calculator Results** 

Scenario	Daily Vehicle Trips	Daily VMT	Household VMT per Capita	Work VMT Per Employee
Proposed	386	2015	0.0	7.1
With Mitigation <sup>1</sup>	386	2015	0.0	7.1

<sup>1.</sup> No credits applied.

Table 14 - VMT Impact

Scenario	Household VMT per Capita	Work VMT Per Employee	Significant VMT Impact - Household?	Significant VMT Impact - Work?
Proposed	0.0	7.1	NO	NO
With Mitigation <sup>1</sup>	0.0	7.1	NO	NO

<sup>1.</sup> No credits applied.

As demonstrated in Table 14, the proposed project does not trigger an impact. The VMT calculator worksheets are provided in Appendix G.

#### 7.4 FACILITY QUEUING

The following text provides a summary of site access issues related to queuing at the planned on-site pick-up/drop-off area. This analysis examined the a.m. peak hour of operations, as this is the higher calculated peak hour for inbound Project traffic. As discussed in Section 3, the Project trip generation analysis assumed that half of the students would arrive at the school site and depart at least one-hour apart.

The proposed Project site plan provides for pick-up/drop-off inbound vehicle access on-site. Vehicles picking up and dropping off will enter on Cosmopolitan Street using the school's south driveway and exit on Madison Avenue using the school's west driveway.

The following was concluded from a queuing analysis conducted for the proposed Project site plan:

- The net project a.m. inbound vehicle trips totals 172,
- As school traffic can have a peak period of 15 minutes or so within the peak hour of overall area traffic, the analyzed inbound vehicle volume for a 15-minute period was assumed to be half of the hourly volume at 86 vehicles.
- The arrival rate would be 5.73 vehicles per minute (86 vehicles divided by the 15 minutes of the peak period.
- The proposed on-site pick-up/drop-off area will contain four active loading/unloading spaces

where the vehicles stop and let the student out of or into the vehicle.

- Assuming a 30-second average unloading time per vehicle, the service rate of the pick-up/drop-off area would be 2.0 vehicles per active loading space [(60 minutes x 60 seconds or 3600)/30 seconds = 120 vehicle/hour per active loading space), 120 vehicles / 60 = 2.0 vehicles]. The service rate for a 15-minute period would be 8 vehicles and or 2.0 vehicles per minute.
- The queuing analysis indicates that the traffic intensity is calculated to be 0.72 (5.73 arrival rate / 8.0 service rate). The probable queue would be 5 vehicles after the active loading spaces.
- The on-site pick-up/drop-off area can accommodate this queue. Approximately 11 vehicles can be accommodated on-site behind the active loading spaces.

The school operator plans to provide assistance for students entering and exiting vehicles at the pick-up/drop-off area, in order to shorten the dwell time for each vehicle. The school would use staff monitors or student valets for this purpose. The queuing analysis figure and diagram are provided in Appendix H of this report.

# 8. SIGNAL WARRANTS

#### 8.1 ANALYSIS

A full traffic signal warrant was analyzed for the potentially controlled intersection of Westmoreland Avenue/Cosmopolitan Street. This study evaluated the need for a traffic signal at the study intersection based on existing volumes.

The warrant study included a review of daily/hourly vehicular volumes and peak-period pedestrian traffic volumes, and field observations of traffic gaps for safe pedestrian crossing. Westmoreland Avenue is classified as a local street, and has one lane of travel in each direction.

The signal warrant analysis follows the methodologies prescribed in the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), published by Caltrans.

Analysis worksheets and surveys are provided in Appendix I.

#### 8.2 WARRANT 1 – EIGHT HOUR VEHICULAR VOLUME

This is intended for application where the volume of intersecting traffic is the principal reason for consideration of a signal installation. This warrant also applies to operating conditions where traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street. Warrant 1 would be met if any of the three conditions are met.

Major street approach volumes along Westmoreland Avenue and minor street approach volumes along Cosmopolitan Street were evaluated based on the 24-hour traffic counts. As shown in the attached traffic counts, neither the minimum vehicle volume nor the interruption of continuous traffic warrant will be met at the study intersection. All of the eight hour traffic volumes at the intersection would not meet the minimum requirement of 150 (at 100%) or 120 (at 80%) vehicles per hour for minimum vehicle volume condition at the minor approach. The interruption of continuous traffic condition would also not be met for all eight hours based on the minimum of 900 (at 100%) or 720 (at 80%) vehicles at the major street.

#### 8.3 WARRANT 2 – FOUR HOUR VEHICULAR VOLUME

This is intended to determine if, during the fourth highest hour of the day, minor street traffic suffers undue delay in entering or crossing the major street. Warrant 2 requires that <u>all</u> the plotted points fall above the curve in Figure 4C-1.

As shown in the figure below, all of the four hours would not meet the minimum conditions, as none of the plotted points fall above the curve in Figure 4C-1under existing and all "with-Project" conditions. Therefore, the intersection does not meet the four-hour volume warrant.

#### 8.4 WARRANT 3 - PEAK HOUR

This warrant is to determine if, for one hour of the day, minor street traffic suffers undue delay in entering or crossing the major street. Warrant 3 requires that either Part A or Part B be satisfied.

Based on the total delay experienced by the vehicles on the minor street approach, Part A would not be satisfied for existing conditions. In addition, the peak hour volumes plotted on the chart (Part B) would

not be satisfied. During both a.m. and p.m. peak hours, none of the volumes fall above the curve, and therefore, the peak hour volume would not be satisfied for both Part A and Part B of the warrant for existing conditions.

#### 8.5 WARRANT 4 - PEDESTRIAN VOLUME

The MUTCD Warrant for Pedestrian Volume (Warrant 4) is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. It requires that all parts (1 and 2) be satisfied. Part 1 requires either option A or option B to satisfy Part 1 that all the plotted points must fall above the curve.

The analyzed pedestrian crossings per peak hour for Part 1 are as follows:

- 3:00 p.m. hour 14 pedestrians
- 1:00 p.m. hour 6 pedestrians
- 9:00 a.m. hour 5 pedestrians
- 2:00 p.m. hour 4 pedestrians

Part 1 requires that each of any four hours meets a minimum of 107 pedestrians <u>or</u> the peak hour (any four consecutive 15-minute periods) meets a minimum of 133 pedestrians.

All plotted points fall below the curves in both Figure 4C-5 and Figure 4C-7, as shown in the Appendix H. Therefore, the intersection would not satisfy the pedestrian volume warrant.

#### 8.6 WARRANT 5 – SCHOOL CROSSING

The School Crossing signal warrant is intended for application where a high number of school children crossing the major street are the principal reason to consider installing a traffic control signal.

The MUTCD Warrant for School Crossing (Warrant 5) at the analyzed location would not be satisfied for a new controlled (with active traffic signal) pedestrian crossing with existing pedestrian volumes. Warrant 5 requires that Parts A and B be satisfied to install a new traffic signal.

Part A requires a minimum of 20 school-aged pedestrian to cross the intersection during the peak hour. The minimum is not met in Part A. Part B requires a minimum distance of 300 feet to the nearest traffic signal along the major street. The distance to the nearest signal was approximately 353 feet, and Part B is met. The warrant requires both Part A and Part B be satisfied, and only Part B is satisfied. Therefore, the school crossing warrant is not met.

#### 8.6 WARRANT 6-COORDINATED SIGNAL SYSTEM

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Warrant 6 requires the nearest signal to be at least 1,000 feet from the study intersection. The nearest signal is located within 353 feet north and 674 south of the intersection. Thus, Warrant 6 was not met.

#### 8.7 WARRANT 7- CRASH EXPERIENCE

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. This warrant requires that five or more accidents occur in a one-year period.

KOA reviewed collision data from the California Statewide Traffic Records System (SWITRS) database for this location. The accident data indicated that within the past five years, no accidents have occurred, which is less than the five or more during a one-year period threshold. Therefore, Warrant 7 would not be satisfied.

#### 8.8 WARRANT 8- ROADWAY NETWORK

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

The roadway network standard would not be met at the intersection of Westmoreland Avenue and Cosmopolitan Street, due to the both roadways being local streets.

#### 8.9 WARRANT 9- INTERSECTION NEAR A GRADE CROSSING

This warrant would not apply to the intersection of Westmoreland Avenue and Cosmopolitan Street. A railroad grade crossing is not located in the proximity of the intersection.

#### 8.10 CONCLUSIONS

Results of the warrant analysis indicate that signal warrants for a new traffic signal at the intersection of Westmoreland Avenue and Cosmopolitan Street are not satisfied under existing conditions.

The installation of the traffic signal, however, would provide for the safe and orderly movement of vehicular and pedestrian traffic, and will need to be considered by the City Engineer.

## 9. ANALYSIS SUMMARY AND CONCLUSION

The following summarizes the traffic study results, conclusions and recommendations:

- The proposed Project will convert the existing moving and storage facilities on the north side of Cosmopolitan Street between Madison Avenue and Westmoreland Avenue into a 24,360 square-foot Charter school that will serve 480 students, from TK to the 8<sup>th</sup> grade.
- The proposed Project is anticipated to be completed and occupied by the end of the year 2021.
- The project would generate 921 daily trips with a net total of 317 vehicle trips during the a.m. peak-hour (172 inbound trips and 145 outbound trips) and 161 vehicle trips during the p.m. peak hour (74 inbound trips and 87 outbound trips).
- Based on existing conditions, three of the four study intersections are operating at LOS C or better during the weekday a.m. and p.m. peak hours.
- In the Existing with Project scenario, three out of the four study intersections would operate at acceptable LOS D or better during the weekday a.m. and p.m. peak hours.
- Three out of the four study intersections would also operate at acceptable LOS D or better during the weekday a.m. and p.m. peak hours in the Future without Project (2021) and Future with Project (2021) scenarios.
- The proposed Project is not anticipated to cause a significant VMT impact based on the City of LA's VMT criteria.
- The queuing analysis demonstrated the proposed Project site can accommodate the queue. Thus, the proposed Project would not create significant vehicle queuing impacts to the adjacent public roadways.
- The Westmoreland Avenue/Cosmopolitan Street intersection does not trigger any of the signal warrants under existing conditions.

## APPENDIX A – Transportation Assessment Memorandum of Understanding (MOU)



# **Transportation Assessment Memorandum of Understanding (MOU)**

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

1.	PROJECT INFORM	IATION				
Project	Name: Everest Value S	chool; TK-8				
Project	Address: 3619-23 Cosmopo	olitan Street, 232-40 N. Ma	dison Avenue, Lo	s Angeles, CA 90004		
Project	Description: The propose	d project would convert a	former moving ar	nd storage facility into a char	rter school for up to 480 stud	lents, grades
TK-8. The	project would relocate an exist	ing elementary charter sch	nool operating in th	ne Koreatown neighborhood	to the address listed above.	
LADOT	Project Case Number:	CEN19-48666	Pr	oject Site Plan attach	ned? (Required) 🔳 Ye	s □ No
II.	TRIP GENERATIO	N				
Geogra	ohic Distribution: N	0 %	S <u>88</u>	% E <u>2</u>	% W <u>10</u>	%
Illustrat	ion of Project trip distr	ibution percentage	s at Study int	ersections attached?	(Required)	□No
Trip Ger	neration Rate(s): 🗸 IT	E 10th Edition /	Other:			
		eration Adjustment dit subject to approval b		Yes	No	
	Transit Usage				<b>√</b>	
	Transportation Deman	d Management			<b>✓</b>	
	Existing Active Land Us	e			<b>✓</b>	
	Previous Land Use			<b>V</b>		
	Internal Trip				$\checkmark$	
	Pass-By Trip				<b>V</b>	
	neration table including on peak hour volumes	•			•	
	A B A T	<u>IN</u> 172	<u>OUT</u>	TOTAL		
	AM Trips PM Trips	74	145 87	<u>317</u> 161		
III.	STUDY AREA AND	ASSUMPTION	ıs			
Project	Buildout Year: 2021		Ambier	nt Growth Rate: 1	% Per Yi	r.
Related	Projects List, research	ed by the consultar	nt and approv	ved by LADOT, attach	ned? (Required) 🗏 Yes	s □ No
Map of	Study Intersections/Se	gments attached?	■ Yes □ I	No		
STUDY II	NTERSECTIONS (May be su	bject to LADOT revision o	ofter access, safe	ty and circulation analysis)		
1 Madison Avenue & Beverly Boulevard 3				N Westmoreland Avenue & Beverly Boulevard		
2 N V	ermont Avenue & W 1st Stree	et		N Westmoreland Avenu	e & W 1st Street	
Is this P	roject located on a stre	eet within the High	Injury Netwo	ork? □ Yes ■ No		

Note: Signal warrant analysis will be conducted at N Westmoreland Avenue & Cosmopolitan Street

August 2019 | Page **1** of **2** 

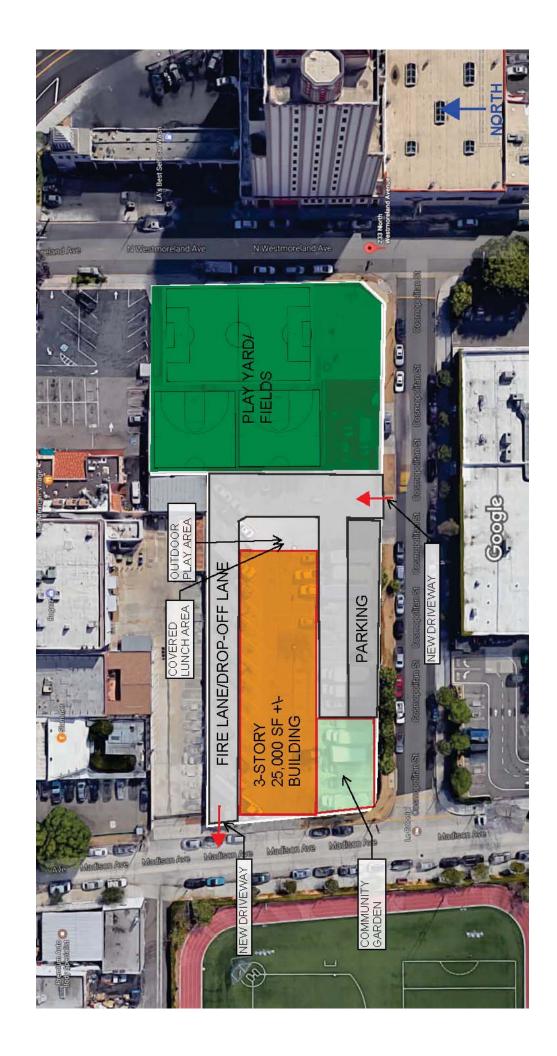




#### IV. ACCESS ASSESSMENT

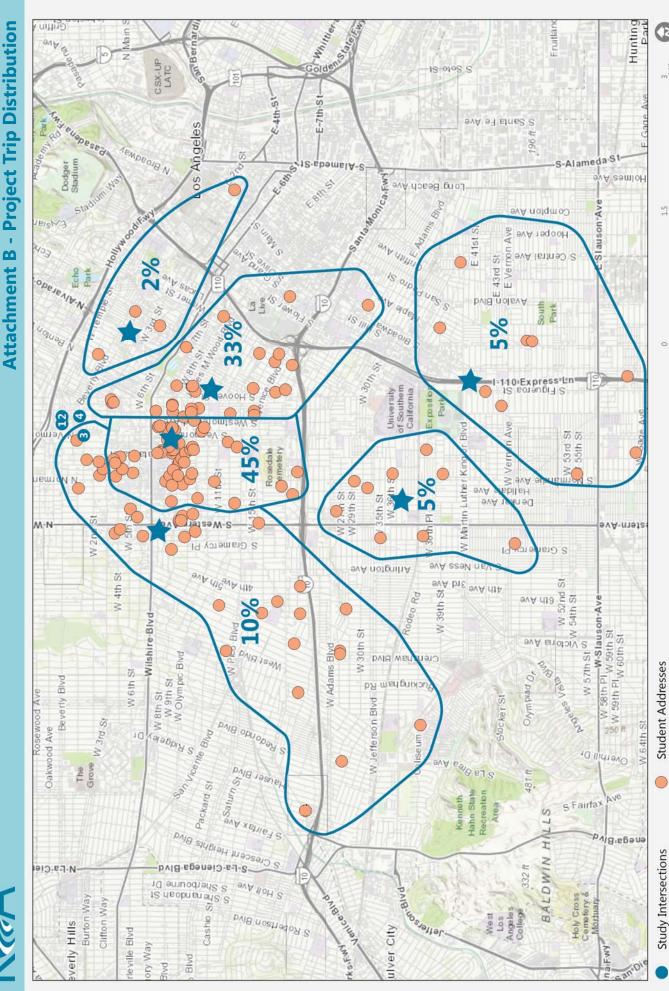
Is the project on a lot that is 0.5-acre or more in total gross area?	■ Yes □ No
Is the project's frontage 250 linear feet or more along an Avenue of Plan? ☐ Yes ■ No	or Boulevard as classified by the City's General
Is the project's building frontage encompassing an entire block alo City's General Plan? ☐ Yes ■ No	ong an Avenue or Boulevard as classified by the
V. CONTACT INFORMATION	
CONSULTANT	DEVELOPER
Name: Carlos Velasquez, KOA Corporation	David Doyle, Value Schools
Address: 1100 Corporate Center Dr, Ste 201, Monterey Park, CA 91754	680 Wilshire Place, Ste 315, Los Angeles, CA 90005
Phone Number: 323-260-4703	
E-Mail: cvelasquez@koacorp.com	
Approved by: x Carlos Velasguez 8/29/19 x  Consultant's Representative Date	LADOT Representative *Date

<sup>\*</sup>MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



**Attachments** 

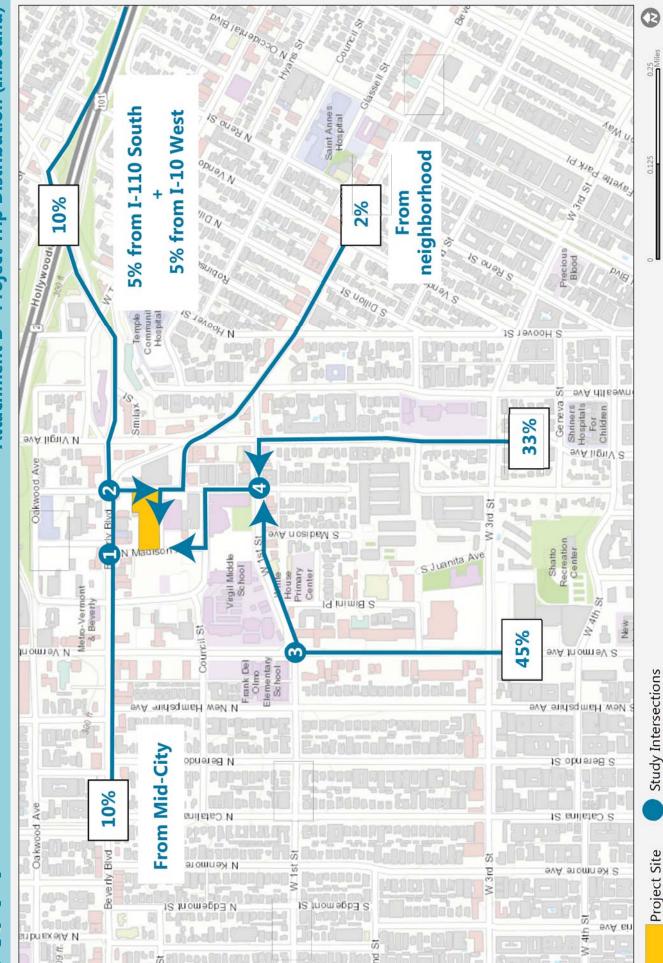
August 30, 2019



Fraffic Impact Study - Memorandum of Understanding (MOU)

August 30, 2019

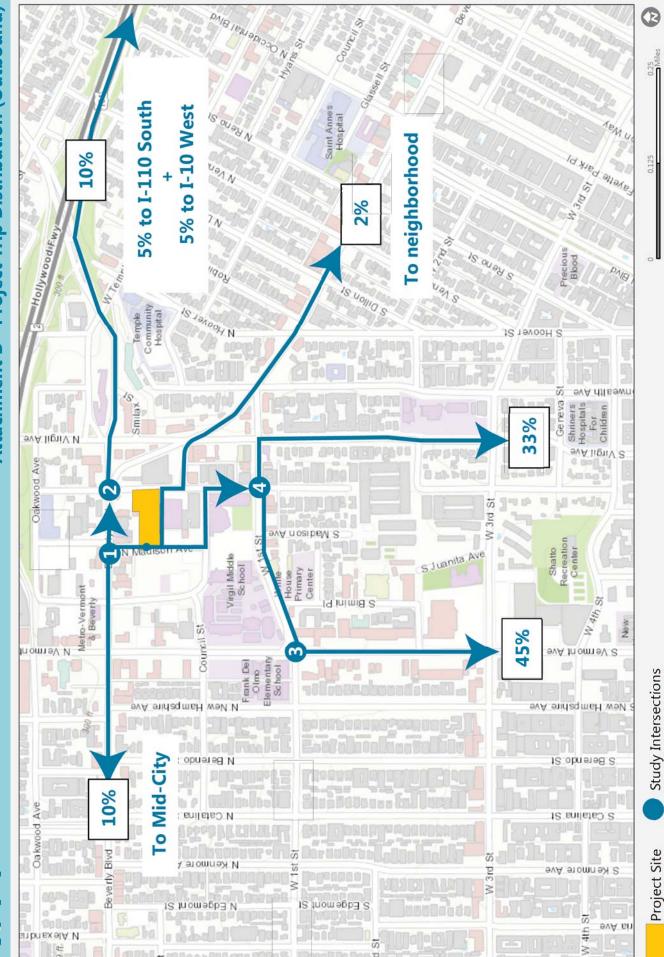




Traffic Impact Study - Memorandum of Understanding (MOU) 241 N Westmoreland Avenue, Los Angeles, CA, 9004

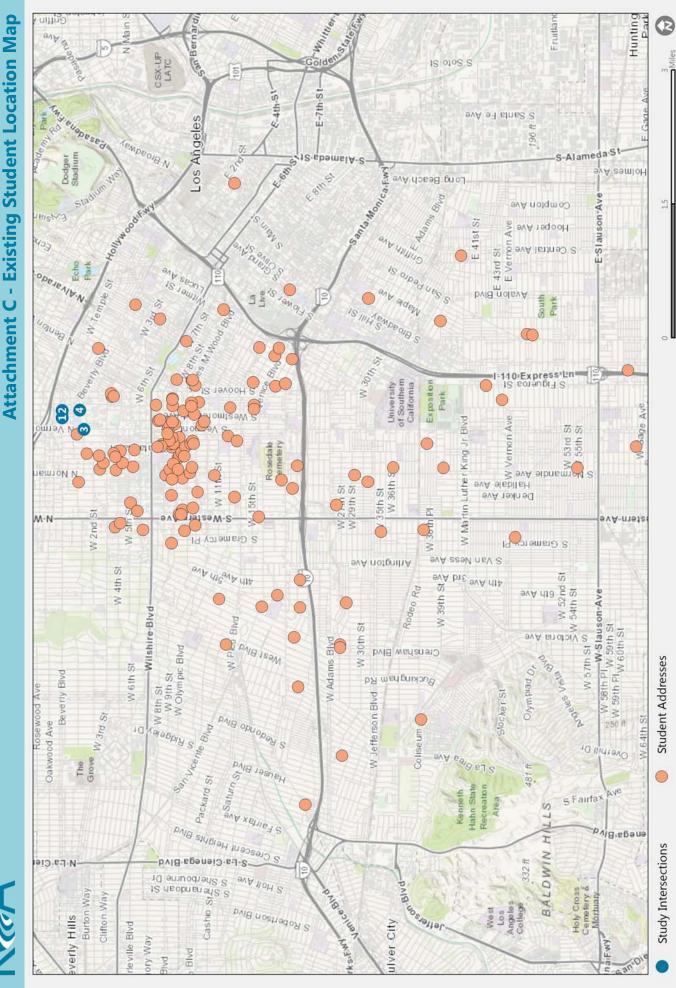
August 30, 2019 Attachments





Traffic Impact Study - Memorandum of Understanding (MOU) 241 N Westmoreland Avenue, Los Angeles, CA, 9004

August 30, 2019 Attachments



Traffic Impact Study - Memorandum of Understanding (MOU) 241 N Westmoreland Avenue, Los Angeles, CA, 9004



# **Everest Value School; TK-8 - Traffic Impact Study Attachment D - Project Trip Generation**

Land Use	ITE	Intensity	Units	Daily		AM Peak	(		PM Peak	
	Code			Total	Total	In	Out	Total	In	Out
Proposed Project Trip (	Genera	tion Estim	ates							
Elementary School	520	294	Students	556	191	103	88	100	45	55
Middle School	522	186	Students	396	130	72	58	65	30	35
Proposed F	Project S	ubtotal		556	321	175	146	165	75	90
Former Use Trip Credit	t									
Warehousing	150	18	KSF	-31	-4	-3	-1	-4	-1	-3
Former U	se Trip	Credit		-31	-4	-3	-1	-4	-1	-3
I	otal			525	317	172	145	161	74	87

Trip generation rates based on ITE Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017, unless otherwise noted.



# **Everest Value School; TK-8 - Traffic Impact Study Attachment E - Related Projects List**

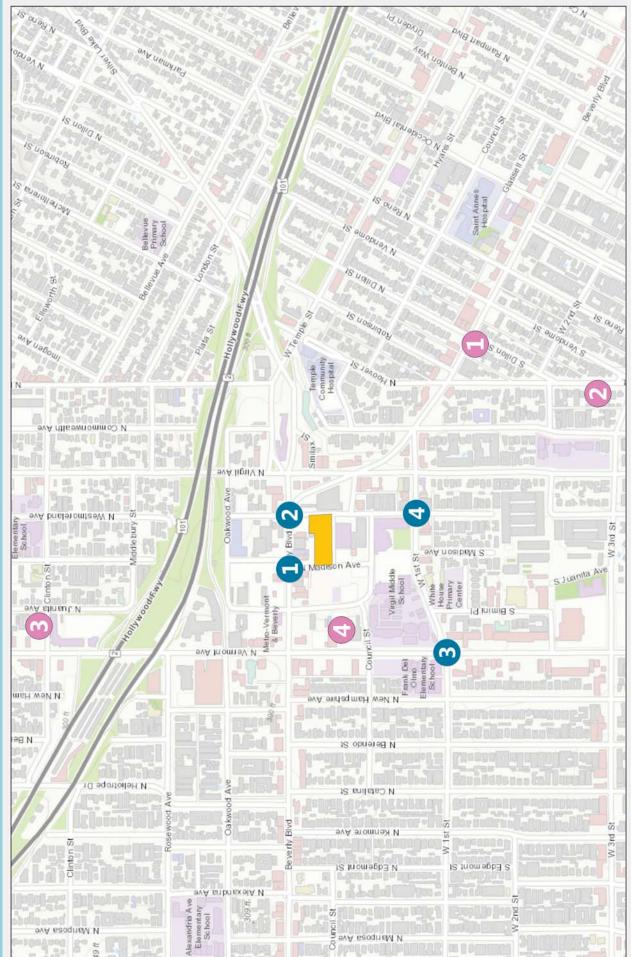
Мар					Daily	AM	Peak H	lour	PM I	Peak H	lour
ID	Location	Land Use	Intensity	Units <sup>1</sup>	Total	Total	In	Out	Total	In	Out
1	3200 W Beverly Blvd	Apartments	32	d.u.	632	20	4	16	71	39	32
+	5200 W beverly blvd	Retail	5.867	k.s.f.	632	20	4	16	71	39	32
2	235 S Hoover St	Apartments	214	d.u.	1,423	109	22	87	133	86	47
3	600 N Vermont Ave	Apartments	120	d.u.	320	54	8	46	30	12	18
3		Retail	14.6	k.s.f.	320	5 <del>4</del>	0	40	30	12	10
		Apartments	490	d.u.							
4	200 N Vermont Ave	Restaurant	10	k.s.f.	2,645	196	47	149	159	113	46
		Retail	25	k.s.f.							
Grand	Total				5,652	399	85	314	464	289	175

Trip Generation AM/PM Peak "Total" Rates Source: Los Angeles Department of Transportation (LADOT) Case Logging and Tracking System (CLATS), 7/30/2019, unless otherwise noted.

<sup>&</sup>lt;sup>1</sup>d.u. = dwelling units, k.s.f. = 1,000 square feet of floor area

**Attachment F - Related Projects Map** 





raffic Impact Study - Memorandum of Understanding (MOU)

Related Projects

Study Intersections

Project Site

241 N Westmoreland Avenue, Los Angeles, CA, 9004

August 30, 2019 **Attachments** 

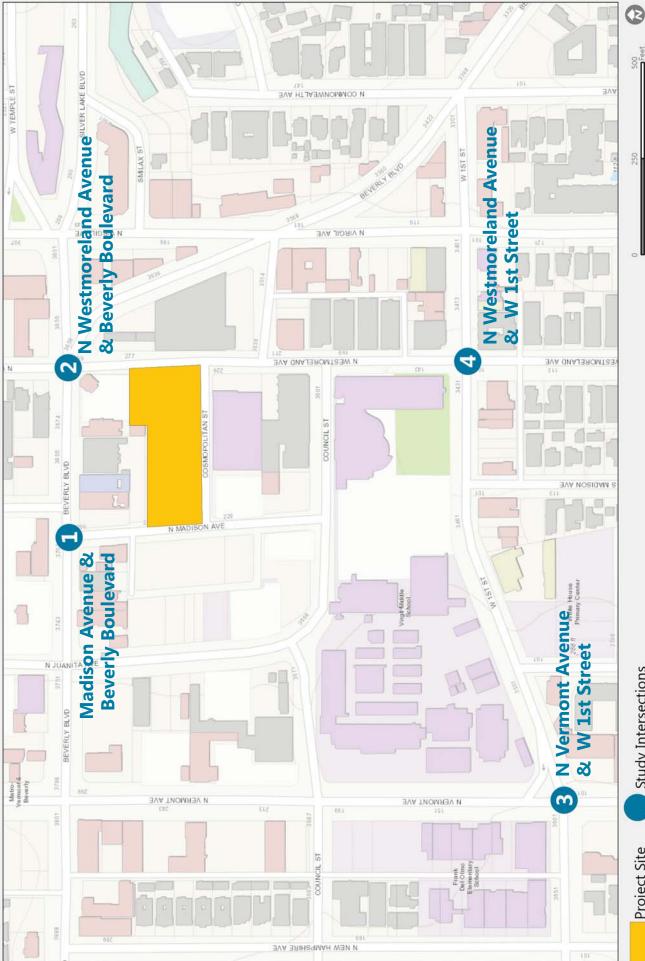
B

0.5 Miles

# Everest Value School; TK-8 - Traffic Impact Study

# Attachment G - Map of Study Intersections





**Project Site** 

Study Intersections

**Fraffic Impact Study - Memorandum of Understanding (MOU)** 241 N Westmoreland Avenue, Los Angeles, CA, 9004

#### APPENDIX B – Traffic Count Data

Intersection Turning Movement Count
City: Los Angeles
Control: 1-Way Stop (NB/SB) Project ID: 19-05540-001 Date: 9/5/2019

_								To	tal								
NS/EW Streets:		Madiso	n Ave			Madiso	n Ave			Beverly	Blvd			Beverly	Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTB	OUND		
AM	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	
,	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	1	0	2	0	5	0	4	175	6	1	11	302	7	0	515
7:15 AM	1	1	8	0	0	0	5	0	2	263	37	0	17	276	7	0	617
7:30 AM	1	0	4	0	1	2	3	0	5	320	21	0	10	292	5	1	665
7:45 AM	0	0	0	0	0	0	12	0	5	330	31	0	18	268	8	0	672
8:00 AM	0	0	5	0	0	0	6	0	2	348	20	0	12	288	15	1	697
8:15 AM	0	0	3	0	0	0	4	0	3	361	5	0	6	277	7	0	666
8:30 AM	2	0	1	0	0	0	1	0	4	341	3	0	9	276	2	0	639
8:45 AM	2	0	2	0	0	0	7	0	9	288	9	1	11	280	4	3	616
9:00 AM	0	0	5	0	0	0	6	0	8	337	1	0	15	234	4	0	610
9:15 AM	2	0	1	0	0	0	4	0	10	298	4	0	2	255	2	0	578
9:30 AM	0	0	1	0	1	1	7	0	7	276	2	0	1	272	5 1	1	574
9:45 AM	1	0	0	0	0	0	4	0	7	266	3	0	10	288	1	1	581
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	10	1	31	0	4	3	64	0	66	3603	142	2	122	3308	67	7	7430
APPROACH %'s:	23.81%	2.38%	73.81%	0.00%	5.63%	4.23%	90.14%	0.00%	1.73%	94.49%	3.72%	0.05%	3.48%	94.41%	1.91%	0.20%	
PEAK HR :	(	7:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	1	0	12	0	1	2	25	0	15	1359	77	0	46	1125	35	2	2700
PEAK HR FACTOR:	0.250	0.000	0.600	0.000	0.250	0.250	0.521	0.000	0.750	0.941	0.621	0.000	0.639	0.963	0.583	0.500	0.968
		0.6	50			0.58	33			0.9	30			0.95	6		0.900
D0.4			BOUND	_		SOUTH				EASTE		_		WESTB		_	
PM	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	
	NL	1 NT	0 NR	NU	SL	1 ST	0 SR	SU	EL	3 ET	0 ER	EU	WL	3 WT	0 WR	WU	TOTAL
3:00 PM	NL 2	1 NT 0	0 NR 2	NU 0	SL 1	1 ST 0	O SR 6	SU 0	EL 4	3 ET 308	0 ER 11	EU 0	WL 6	3 WT 199	0 WR 2	WU 1	542
3:00 PM 3:15 PM	NL 2 2	1 NT 0 0	0 NR 2 1	0 0	SL 1 0	1 ST 0 0	0 SR 6 5	0 0	4 2	3 ET 308 347	0 ER 11 11	0 0	WL 6 5	3 WT 199 239	0 WR 2 3	WU 1 0	542 615
3:00 PM 3:15 PM 3:30 PM	NL 2 2 1	1 NT 0 0 0	0 NR 2 1	0 0 0	SL 1 0 2	1 ST 0 0	0 SR 6 5 3	0 0 0	4 2 6	3 ET 308 347 329	0 ER 11 11 16	0 0 0	WL 6 5 4	3 WT 199 239 237	0 WR 2 3 3	1 0 0	542 615 602
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 2 2 1 0	1 NT 0 0 0	0 NR 2 1 1 3	NU 0 0 0	SL 1 0 2 0	1 ST 0 0 0	0 SR 6 5 3	0 0 0 0	EL 4 2 6 4	3 ET 308 347 329 315	0 ER 11 11 16 4	0 0 0 1	WL 6 5	3 WT 199 239 237 219	0 WR 2 3 3	WU 1 0 0	542 615 602 552
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 2 2 1	1 NT 0 0 0 0	0 NR 2 1 1 3	NU 0 0 0 0	SL 1 0 2 0	1 ST 0 0 0 0	0 SR 6 5 3 3	SU 0 0 0 0	EL 4 2 6 4 2	3 ET 308 347 329 315 345	0 ER 11 11 16 4 3	EU 0 0 0 1	WL 6 5 4 2 7	3 WT 199 239 237 219	0 WR 2 3 1	WU 1 0 0 0	542 615 602 552 627
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 2 2 1 0 0	1 NT 0 0 0 0 0	0 NR 2 1 1 3 3	NU 0 0 0 0 0	SL 1 0 2 0 3 3 3	1 ST 0 0 0 0 0	0 SR 6 5 3 3 7 6	SU 0 0 0 0 0	EL 4 2 6 4	3 ET 308 347 329 315 345 344	0 ER 11 11 16 4 3 8	EU 0 0 0 1 0	WL 6 5 4 2 7 9	3 WT 199 239 237 219 254 272	0 WR 2 3 3	WU 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 2 2 1 0	1 NT 0 0 0 0	0 NR 2 1 1 3	NU 0 0 0 0	SL 1 0 2 0	1 ST 0 0 0 0	0 SR 6 5 3 3	SU 0 0 0 0	EL 4 2 6 4 2 3	3 ET 308 347 329 315 345 344 333	0 ER 11 11 16 4 3	EU 0 0 0 1	WL 6 5 4 2 7	3 WT 199 239 237 219	0 WR 2 3 3 1 1	WU 1 0 0 0	542 615 602 552 627 651 612
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 2 2 1 0 0 1 0 0 1 0 0	1 NT 0 0 0 0 0	0 NR 2 1 1 3 3 3 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 0	1 ST 0 0 0 0 0	0 SR 6 5 3 3 7 6 3	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4	3 ET 308 347 329 315 345 344	0 ER 11 11 16 4 3 8 6	EU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4	3 WT 199 239 237 219 254 272 250	0 WR 2 3 3 1 1 2 9	WU 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 2 2 1 0 0 1 0 0 1 0 0	1 NT 0 0 0 0 0	0 NR 2 1 1 3 3 3 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 0 0 0	1 ST 0 0 0 0 0 1 0 0	0 SR 6 5 3 3 7 6 3 7	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 4	3 ET 308 347 329 315 345 344 333 355	0 ER 11 11 16 4 3 8 6	EU 0 0 0 1 1 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8	3 WT 199 239 237 219 254 272 250 257	0 WR 2 3 3 1 1 2 9	WU 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651 612 643
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 2 2 1 0 0 1 0 0	1 NT 0 0 0 0 0 0 0	0 NR 2 1 1 3 3 3 3 2 2	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 0 0 0 0 0	1 ST 0 0 0 0 0 1 0 0 0	0 SR 6 5 3 3 7 6 3 7 5	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 4 3	3 ET 308 347 329 315 345 344 333 355 332	0 ER 11 11 16 4 3 8 6 6	EU 0 0 0 1 0 0 0 0 1	WL 6 5 4 2 7 9 4 8	3 WT 199 239 237 219 254 272 250 257	0 WR 2 3 3 1 1 2 9 4 2	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651 612 643 576
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 2 2 1 0 0 1 0 0 1 0	1 NT 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 3 3 3 3 3 2 2 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 1 0 0 0 0 0	0 SR 6 5 3 7 6 3 7 6 3 7	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 4 3 2 2	3 ET 308 347 329 315 345 344 333 355 332 346	0 ER 11 11 16 4 3 8 6 6 6	EU 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8 17	3 WT 199 239 237 219 254 272 250 257 210 235	0 WR 2 3 3 1 1 2 9 4	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651 612 643 576 615
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	NL 2 2 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 3 3 3 3 3 2 2 4 4 3 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 1 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 6 5 3 3 7 6 3 7 5 4 4 4 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 4 3 2 1 1 1	3 ET 308 347 329 315 345 344 333 355 32 346 324 376	0 ER 11 11 16 4 3 8 6 6 6 3 11 13 7	EU 0 0 0 1 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8 17 9 12 13	3 WT 199 239 237 219 254 272 250 257 210 235 275 297	0 WR 2 3 3 1 1 1 2 9 4 2 4 6 5	WU 1 0 0 0 0 0 0 0 0 0 1 1	542 615 602 552 627 651 612 643 576 615 641 706
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM	NL 2 2 1 0 0 1 0 1 0 1 1 1 1 1 1 1 1 1 1 1	1 NT 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 3 3 3 3 3 2 2 4 3 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 0 0 SL	1 ST 0 0 0 0 0 1 0 0 0 0	0 SR 6 5 3 3 7 6 3 7 5 4 4 6 5	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 3 3 2 1 1 1 EL	3 ET 308 347 329 315 345 344 333 355 332 346 324 376	0 ER 11 11 16 4 3 8 6 6 6 3 11	EU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8 17 9 12	3 WT 199 239 237 219 254 272 250 257 210 235 275 297	0 WR 2 3 3 1 1 1 2 9 4 2 4 6 5	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651 612 643 576 615 641 706
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 2 2 1 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 3 3 3 3 3 2 2 4 4 3 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 0 0 SL 10	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 6 5 3 3 7 6 6 3 7 5 4 4 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 3 4 4 4 3 2 1 1 1 EL 36	3 ET 308 347 329 315 344 333 355 324 376 ET 4054	0 ER 11 11 16 4 3 8 6 6 6 3 11 13 7	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8 17 9 12 13 WL 96	3 WT 199 239 237 219 254 272 250 257 210 235 275 297 WT 2944	0 WR 2 3 3 1 1 1 2 9 4 4 6 5	WU 1 0 0 0 0 0 0 0 0 0 1 WU 3	542 615 602 552 627 651 612 643 576 615 641 706
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:34 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	NL 2 2 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 1 0 1	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 1 3 3 3 3 2 2 4 4 3 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 0 0 SL	1 ST 0 0 0 0 0 1 0 0 0 0	0 SR 6 5 3 3 7 6 3 7 5 4 4 6 5	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 3 3 2 1 1 1 EL	3 ET 308 347 329 315 345 344 333 355 332 346 324 376	0 ER 11 11 16 4 3 8 6 6 6 3 11 13 7	EU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8 17 9 12 13	3 WT 199 239 237 219 254 272 250 257 210 235 275 297	0 WR 2 3 3 1 1 1 2 9 4 2 4 6 5	WU 1 0 0 0 0 0 0 0 0 0 1 1 WU	542 615 602 552 627 651 612 643 576 615 641 706
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:35 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 2 2 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 1 3 3 3 3 3 2 2 4 4 3 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 1 0 0 SL 10 14.08%	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 6 5 3 3 7 7 6 3 7 7 5 4 4 4 6 5	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 4 2 3 3 4 4 4 3 3 2 1 1 1 EL 36 0.86%	3 ET 308 347 329 315 344 333 355 332 346 324 376 ET 4054 96.73%	0 ER 11 11 16 4 3 8 6 6 6 3 11 13 7	EU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 7 9 4 8 8 177 9 12 13 WL 96 3.11%	3 WT 199 239 237 219 254 272 250 257 210 235 275 297 WT 2944 95.43%	0 WR 2 3 3 1 1 1 2 9 4 4 6 5	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651 612 643 576 615 641 706 TOTAL 7382
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 5:30 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	NL 2 2 1 0 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 1 3 3 3 3 3 2 2 2 4 4 3 0 0 NR 27 77.14% 06:00 PM 9	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 1 0 0 SL 10 14.08%	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 6 5 3 3 7 6 3 7 5 4 4 6 5 8 8 8 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 4 2 3 4 4 4 3 2 1 1 1 EL 36 0.86%	3 ET 308 347 329 315 345 344 333 355 324 376 ET 4054 96.73%	0 ER 11 11 16 4 3 8 6 6 6 3 11 13 7	EU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 9 4 8 17 9 12 13 WL 96 3.11%	3 WT 199 239 237 219 254 272 250 257 210 235 275 275 297 WT 2944 95.43%	0 WR 2 3 3 3 1 1 1 2 9 4 2 4 6 5 WR 42 1.36%	WU 1 0 0 0 0 0 0 0 0 0 0 0 1 1 WU 3 0.10%	542 615 602 552 627 651 612 643 576 615 641 706 TOTAL 7382
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:35 PM 5:45 PM  TOTAL VOLUMES: PPEAK HR: PEAK HR:	NL 2 2 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 0 1	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 1 1 3 3 3 3 3 2 2 2 4 3 0 0 NR 27 77.14% 06:00 PM 9	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 2 0 3 3 3 0 0 0 0 1 1 0 0 SL 10 14.08%	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 6 5 3 7 7 6 3 7 5 4 4 4 6 5 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 4 2 3 3 4 4 4 3 3 2 1 1 1 EL 36 0.86%	3 ET 308 347 329 315 344 333 355 332 346 324 376 ET 4054 96.73%	0 ER 11 11 16 4 3 8 6 6 6 3 11 13 7 ER 99 2.36%	EU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 5 4 2 7 7 9 4 8 8 177 9 12 13 WL 96 3.11%	3 WT 199 239 237 219 254 272 250 257 210 235 275 297 WT 2944 95.43%	0 WR 2 3 3 1 1 1 2 9 4 6 5 5 WR 42 1.36%	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	542 615 602 552 627 651 612 643 576 615 641 706 TOTAL 7382

#### **Intersection Turning Movement Count**

Location: Madison Ave & Beverly Blvd City: Los Angeles Control: 1-Way Stop (NB/SB)

Project ID: 19-05540-001 Date: 9/5/2019

AM	NS/EW Streets:		Madiso	n Ave			Madiso	n Ave			Beverly	Blvd			Beverly	Blvd		
AW    O			NORTH	ROLIND			SOUTH	ROLIND			FASTR	OLIND			WESTR	OLIND		
NIL   NIT   NIR   NIU   St.   ST   SR   SU   EL   ET   ER   EU   WIL   WIT   WIR   WIU   TOTAL   T7:00 AM   1 0 1 0 2 0 5 0 4 17:25 5 1 11 298 7 0 507	ΔM	0			0	0			0	0			0	0			0	
7:00 AM 7:15 A	Aivi																	TOTAL
7:15 AM	7:00 AM																	
7:30 AM		1	1	8			0			0			0			7		
PFAK HR FACTOR   0		1	0															
8:00 AM		0	0	0	0	0	0	12	0	5	322	27	0	18	266	7	0	
8:15 AM		0	0	5	0	0	0	6	0	2	343	19	0	12	281	14	1	683
B.4.5 AM		0	0	3		0	0	3			350	5	0			7	Ó	
9:00 AM	8:30 AM	1	0	0	0	0	0	1	0	4	337	3	0	9	271	2	0	628
9:15 AM	8:45 AM	0	0	1	0	0	0	7	0	9	281	8	1	10	273	4	3	597
9:30 AM	9:00 AM	0	0	5	0	0	0	6	0	7	333	1	0	15	227	4	0	598
9:45 AM 1 0 0 0 0 0 3 0 7 261 3 0 10 279 1 1 566  TOTAL VOLUMES: 7 1 29 0 3 2 62 0 61 3535 134 2 121 3239 61 7 7264  APPROACH %'s: 18:92% 2.70% 78:38% 0.00% 4.48% 2.99% 92.54% 0.00% 11.63% 94.72% 3.59% 0.05% 3.53% 94.49% 17.78% 0.20%  PEAK HR: 07:30 AM - 08:30 AM	9:15 AM	2	0	1	0	0	0	4	0	10	295	3	0	2	253	2	0	572
TOTAL VOLUMES: 7 1 29 0 3 3 2 62 0 61 3535 134 2 121 3239 61 7 7 7264 APPROACH %s: 18.92% 2.70% 78.38% 0.00% 4.48% 2.99% 92.54% 0.00% 1.63% 94.72% 3.59% 0.05% 3.53% 94.49% 1.78% 0.20% TOTAL 7264 APPROACH %s: 18.92% 2.70% 78.38% 0.00% 4.48% 2.99% 92.54% 0.00% 1.63% 94.72% 3.59% 0.05% 3.53% 94.49% 1.78% 0.20% TOTAL PEAK HR: OT: 0.25 0.000 0.600 0.000 0.000 0.250 0.000 0.0500 0.000 0.650 0.949 0.667 0.000 0.639 0.969 0.571 0.500 0.650 0.949 0.667 0.000 0.639 0.969 0.571 0.500 0.965 0.940 0.650 0.949 0.667 0.000 0.639 0.969 0.571 0.500 0.965 0.940 0.650 0.940 0.650 0.940 0.650 0.940 0.650 0.940 0.650 0.940 0.960 0.960 0.960 0.960 0.960 0.965 0.940 0.650 0.940 0.650 0.940 0.650 0.940 0.965 0.965 0.940 0.965 0.965 0.940 0.965 0.965 0.940 0.965 0.965 0.940 0.965 0.	9:30 AM	0	0	1	0	1	0	7	0	7	270	2	0	1	267	2	1	559
TOTAL VOLUMES:   7   1   29   0   3   2   62   0   61   3535   134   2   121   3239   61   7   7264	9:45 AM	1	0	0	0	0	0	3	0	7	261	3	0	10	279		1	566
TOTAL VOLUMES:   7   1   29   0   3   2   62   0   61   3535   134   2   121   3239   61   7   7264																		
PEAK HR   18   18   18   18   18   18   18   1		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
PEAK HR: 07:30 AM - 08:30 AM PEAK HR VOI: 1 0 12 0 0 0 2 24 0 0 13 1328 72 0 46 1105 32 2 2637 PEAK HR VOI: 1 0.25 0.000 0.600 0.000 0.000 0.000 0.000 0.550 0.500 0.000 0.650 0.949 0.667 0.000 0.639 0.969 0.571 0.500 0.965  PM	TOTAL VOLUMES :	7		29	0	3	2	62	0	61	3535	134	2	121	3239	61	7	7264
PEAK HR VOL: 1 0 12 0 0 0.000 0.500 0.000 0.500 0.000 0.500 0.500 0.000 0.650 0.949 0.667 0.000 0.639 0.969 0.571 0.500 0.965    Policy   Peak Hr Factor:   0.25	APPROACH %'s:	18.92%	2.70%	78.38%	0.00%	4.48%	2.99%	92.54%	0.00%	1.63%	94.72%	3.59%	0.05%	3.53%	94.49%	1.78%	0.20%	
PEAK HR FACTOR: 0.25  0.000  0.600  0.000  0.000  0.250  0.500  0.000  0.650  0.949  0.667  0.000  0.639  0.969  0.571  0.500  0.965  0	PEAK HR :	(	07:30 AM -															TOTAL
PIM    NORTHBOUND   SOUTHBOUND   CASTBOUND   CASTBOUND	PEAK HR VOL :	1	0					24	0	13	1328	72	0	46	1105		2	2637
PM	PEAK HR FACTOR :	0.25			0.000	0.000			0.000	0.650			0.000	0.639			0.500	0.045
PM    O																		
PM    O			0.6	50			0.54	12			0.97	70			0.96	2		0.703
NL																		0.703
3:00 PM			NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		0.703
3:15 PM	PM		NORTH 1	BOUND 0			SOUTHI 1	BOUND 0			EASTB 3	OUND 0			WESTB 3	OUND 0		
3:30 PM		NL	NORTH 1 NT	BOUND 0 NR	NU	SL	SOUTHI 1 ST	BOUND 0 SR	SU	EL	EASTB 3 ET	OUND 0 ER	EU	WL	WESTB 3 WT	OUND 0 WR	WU	TOTAL
3:45 PM 0 0 0 3 0 0 0 3 0 0 0 3 0 4 309 4 1 2 214 1 0 541  4:00 PM 0 0 0 3 0 3 1 7 0 2 341 1 0 7 250 1 1 617  4:15 PM 1 0 3 0 3 0 3 0 6 0 3 336 4 0 9 9 268 2 0 635  4:30 PM 0 0 0 3 0 0 0 0 3 0 4 328 6 0 4 247 8 0 603  4:45 PM 0 0 0 2 2 0 0 0 7 0 3 351 5 0 8 252 4 0 632  5:00 PM 1 0 1 0 0 0 5 5 0 3 330 3 1 17 208 2 0 571  5:15 PM 0 0 4 0 0 0 5 5 0 3 330 3 1 17 208 2 0 571  5:15 PM 0 0 4 0 0 0 3 0 0 0 3 0 0 2 336 10 0 9 9 232 4 0 600  5:30 PM 1 0 3 3 0 1 0 4 0 1 319 13 0 11 274 6 0 633  5:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 1 370 37 0 13 292 5 1 698  TOTAL VOLUMES   NL NT NR NU   SL ST SR SU   EL ET ER EU   WL WT WR WU   TOTAL T	3:00 PM	NL 2	NORTH 1 NT 0	BOUND 0 NR 2	NU 0	SL 1	SOUTHI 1 ST 0	BOUND 0 SR 5	SU 0	EL 4	EASTB 3 ET 296	OUND 0 ER 9	EU 0	WL 6	WESTB 3 WT 194	OUND 0 WR 2	WU 1	TOTAL 522
4:00 PM 0 0 0 3 0 3 1 7 0 2 341 1 0 7 250 1 1 617  4:15 PM 1 0 0 3 0 3 0 6 0 0 3 364 4 0 9 268 2 0 635  4:30 PM 0 0 0 3 0 0 0 0 3 0 4 328 6 0 4 247 8 0 663  4:45 PM 0 0 0 2 0 0 0 0 7 0 3 351 5 0 8 252 4 0 632  5:00 PM 1 0 1 0 1 0 0 0 5 0 3 330 3 1 17 208 2 0 571  5:15 PM 0 0 0 4 0 0 0 3 0 0 2 336 10 0 9 232 4 0 632  5:30 PM 1 0 3 3 0 1 0 4 0 0 0 3 0 2 336 10 0 9 232 4 0 600  5:30 PM 1 0 3 3 0 1 0 4 0 1 319 13 0 11 274 6 0 6 633  5:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 1 377 7 0 13 272 5 1 1 698  TOTAL VOLUMES 1 8 0 26 0 9 1 57 0 35 3968 86 2 94 2901 41 3 7231  TOTAL VOLUMES 1 8 0 26 0 9 1 57 0 35 3968 86 2 94 2901 41 3 7231  PEAK HR VOL: 2 0 8 0 1 0 0 8 5.07 M 0.00% 13.43% 1.49% 85.07% 0.00% 0.86% 96.99% 2.10% 0.05% 3.09% 95.46% 1.35% 0.10%  TOTAL PEAK HR FACTOR: 0.50 0.000 0.000 0.250 0.000 0.583 0.910 0.635 0.250 0.735 0.861 0.705 0.250	3:00 PM 3:15 PM	NL 2 2	NORTH 1 NT 0	BOUND 0 NR 2 1	0 0	SL 1 0	SOUTHI 1 ST 0	BOUND 0 SR 5 5	0 0	4 2	EASTB 3 ET 296 329	OUND 0 ER 9 10	0 0	6 4	WESTB 3 WT 194 237	OUND 0 WR 2 3	1 0	TOTAL 522 593
## 4:15 PM	3:00 PM 3:15 PM 3:30 PM	NL 2 2 1	NORTH 1 NT 0 0	BOUND 0 NR 2 1	0 0 0	SL 1 0 1	SOUTHI 1 ST 0 0	BOUND 0 SR 5 5	0 0 0	EL 4 2 6	EASTB 3 ET 296 329 320	OUND 0 ER 9 10	0 0 0	WL 6 4 4	WESTB 3 WT 194 237 233	OUND 0 WR 2 3 3	1 0 0	TOTAL 522 593 586
## 4:30 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 2 2 1 0	NORTH 1 NT 0 0 0	BOUND 0 NR 2 1 1 3	NU 0 0 0	SL 1 0 1 0	SOUTHI 1 ST 0 0 0	BOUND 0 SR 5 5 3	SU 0 0 0	EL 4 2 6 4	EASTB 3 ET 296 329 320 309	OUND 0 ER 9 10 14 4	0 0 0 1	WL 6 4 4 2	WESTB 3 WT 194 237 233 214	OUND 0 WR 2 3 3	WU 1 0 0	TOTAL 522 593 586 541
4:45 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 2 2 1 0	NORTH 1 NT 0 0 0 0 0	BOUND 0 NR 2 1 1 3	NU 0 0 0 0	SL 1 0 1 0	SOUTHI 1 ST 0 0 0	BOUND 0 SR 5 5 3 3	SU 0 0 0 0	EL 4 2 6 4 2	EASTB 3 ET 296 329 320 309 341	OUND 0 ER 9 10 14 4	0 0 0 1	WL 6 4 4 2 7	WESTB 3 WT 194 237 233 214 250	OUND 0 WR 2 3 3 1	WU 1 0 0 0 1 1	TOTAL 522 593 586 541 617
5:00 PM 1 0 1 0 0 0 5 0 3 330 3 1 17 208 2 0 571 5:15 PM 0 0 0 4 0 0 0 3 0 2 336 10 0 9 232 4 0 600 53 5:15 PM 0 0 0 4 0 0 0 0 3 0 2 336 10 0 9 232 4 0 660 53 5:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 1 319 13 0 11 274 6 0 633 5:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 373 7 0 13 292 5 1 698 5 1 69	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 2 2 1 0 0	NORTH 1 NT 0 0 0 0	BOUND 0 NR 2 1 1 3 3	NU 0 0 0 0 0	SL 1 0 1 0 3 3	SOUTHI 1 ST 0 0 0 0	BOUND 0 SR 5 5 3 3 7 6	SU 0 0 0 0 0	EL 4 2 6 4 2 3	EASTB 3 ET 296 329 320 309 341 336	OUND 0 ER 9 10 14 4	EU 0 0 0 1 0	WL 6 4 4 2 7 9	WESTB 3 WT 194 237 233 214 250 268	OUND 0 WR 2 3 3 1 1 2	WU 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 522 593 586 541 617 635
5:15 PM 0 0 0 4 0 0 0 3 0 1 0 4 0 0 0 3 0 0 1 3 0 0 2 336 10 0 0 9 232 4 0 600 633 5:30 PM 1 0 0 3 0 1 0 4 0 1 319 13 0 11 274 6 0 633 5:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 373 7 0 13 292 5 1 698 PM 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 2 2 1 0 0	NORTH 1 NT 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0	SOUTHI 1 ST 0 0 0 0 1	BOUND 0 SR 5 5 3 3 7 6	SU 0 0 0 0 0	EL 4 2 6 4 2 3 4	EASTB 3 ET 296 329 320 309 341 336 328	OUND 0 ER 9 10 14 4 1 4 6	EU 0 0 0 1 0 0	WL 6 4 4 2 7 9 4	WESTB 3 WT 194 237 233 214 250 268 247	OUND 0 WR 2 3 3 1 1 2 8	WU 1 0 0 0 1 1 0 0 0	TOTAL 522 593 586 541 617 635 603
5:30 PM	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 2 2 1 0 0 1 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0	SOUTHI 1 ST 0 0 0 0 1 0 0	BOUND 0 SR 5 5 3 3 7 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 3	EASTB 3 ET 296 329 320 309 341 336 328 351	OUND 0 ER 9 10 14 4 1 4 6 5	EU 0 0 0 1 1 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8	WESTB 3 WT 194 237 233 214 250 268 247 252	OUND 0 WR 2 3 3 1 1 2 8 4	WU 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 522 593 586 541 617 635 603 632
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NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WU TOTAL VOLUMES: 8 0 26 0 9 1 57 0 35 3968 86 2 94 2901 41 3 7231	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 2 2 1 0 0 1 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 3 3 2 1 4	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 0 0 0	SOUTHI 1 ST 0 0 0 0 1 0 0 0	BOUND 0 SR 5 5 3 3 7 6 3 7 5 3 3	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 3 3 2 2	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336	OUND 0 ER 9 10 14 4 1 4 6 5 3 10	EU 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232	OUND 0 WR 2 3 3 1 1 2 8 4 2 4	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 522 593 586 541 617 635 603 632 571 600
TOTAL VOLUMES: 8 0 26 0 9 1 57 0 35 3968 86 2 94 2901 41 3 7231  APPROACH %'s: 23.53% 0.00% 76.47% 0.00% 13.43% 1.49% 85.07% 0.00% 0.86% 96.99% 2.10% 0.05% 3.09% 95.46% 1.35% 0.10%  PEAK HR VOL: 2 0 8 0 1 0 18 0 7 1358 33 1 50 1006 17 1  PEAK HR FACTOR: 0.50 0.000 0.500 0.000 0.250 0.000 0.750 0.000 0.583 0.910 0.635 0.250 0.735 0.861 0.708 0.250	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	NL 2 2 1 0 0 1 1 0 0 1 1 0 1 1	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 3 2 1 4 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 0 1 1	SOUTHI 1 ST 0 0 0 0 0 0 0	BOUND 0 SR 5 5 3 3 7 6 3 7 5 3 4	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 3 3 2 1	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319	OUND 0 ER 9 10 14 4 1 4 6 5 3 10 13	EU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17 9 11	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274	OUND 0 WR 2 3 3 1 1 2 8 4 2 4	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 522 593 586 541 617 635 603 632 571 600 633
TOTAL VOLUMES: 8 0 26 0 9 1 57 0 35 3968 86 2 94 2901 41 3 7231  APPROACH %'s: 23.53% 0.00% 76.47% 0.00% 13.43% 1.49% 85.07% 0.00% 0.86% 96.99% 2.10% 0.05% 3.09% 95.46% 1.35% 0.10%  PEAK HR VOL: 2 0 8 0 1 0 18 0 7 1358 33 1 50 1006 17 1  PEAK HR FACTOR: 0.50 0.000 0.500 0.000 0.250 0.000 0.750 0.000 0.583 0.910 0.635 0.250 0.735 0.861 0.708 0.250	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	NL 2 2 1 0 0 1 1 0 0 1 1 0 1 1	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 3 2 1 4 3	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 0 1 1	SOUTHI 1 ST 0 0 0 0 0 0 0	BOUND 0 SR 5 5 3 3 7 6 3 7 5 3 4	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 3 3 2 1	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319	OUND 0 ER 9 10 14 4 1 4 6 5 3 10 13	EU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17 9 11	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274	OUND 0 WR 2 3 3 1 1 2 8 4 2 4	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 522 593 586 541 617 635 603 632 571 600 633
APPROACH %'s:         2.3.53%         0.00%         76.47%         0.00%         13.43%         1.49%         85.07%         0.00%         0.86%         96.99%         2.10%         0.05%         3.09%         95.46%         1.35%         0.10%           PEAK HR VOL:         2         0         8         0         1         0         18         0         7         1358         33         1         50         1006         17         1         2502           PEAK HR FACTOR:         0.500         0.000         0.250         0.000         0.750         0.000         0.583         0.910         0.635         0.250         0.735         0.861         0.708         0.250	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	NL 2 2 1 0 0 0 1 0 0 1 0 0 1 0 0 0 0 1 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 1 3 3 3 3 3 2 2 1 4 4 3 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 1 1 0 0	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 5 5 3 3 3 7 6 6 3 7 7 5 3 4 4 6 6	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 4 2 3 4 4 3 3 2 1 1 1	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319 373	OUND 0 ER 9 10 14 4 4 6 5 3 110 113 7	EU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 2 7 9 4 8 17 9 11 13	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274 292	OUND 0 WR 2 3 3 3 1 1 1 2 8 4 4 2 4 6 5 5	WU 1 0 0 0 0 0 0 0 0 0 1 1	TOTAL 522 593 586 541 617 635 603 632 571 600 633 698
PEAK HR:         05:00 PM - 06:00 PM         1         0         18         0         7         1358         33         1         50         1006         17         1         2502           PEAK HR FACTOR:         0.000         0.500         0.000         0.250         0.000         0.750         0.000         0.583         0.910         0.635         0.250         0.735         0.861         0.708         0.250	3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM	NL 2 2 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1	NORTH 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND ON NR 2 1 1 3 3 3 3 2 2 1 4 4 3 0 0 NR	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 1 0 0 SL	SOUTHI 1 ST 0 0 0 0 1 1 0 0 0 0	BOUND 0 SR 5 5 3 3 7 6 6 3 7 7 5 3 4 4 6 SR	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 4 4 3 3 2 1 1 1 EL	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319 373	OUND 0 ER 9 10 14 4 1 1 4 6 5 5 3 10 13 7	EU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17 9 11 13	WESTE 3 WT 194 237 233 214 250 268 247 252 208 232 274 292 WT	OUND 0 WR 2 3 3 3 1 1 2 8 8 4 4 6 5 5 WR	WU 1 0 0 0 0 0 0 0 0 0 1 1 WU	TOTAL 522 593 586 541 617 635 603 632 571 600 633 698 TOTAL
PEAK HR VOL:         2         0         8         0         1         0         18         0         7         1358         33         1         50         1006         17         1         2502           PEAK HR FACTOR:         0.50         0.000         0.500         0.000         0.750         0.000         0.583         0.910         0.635         0.250         0.861         0.708         0.250	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 2 2 1 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1	NORTH 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BOUND 0 NR 2 1 1 3 3 3 3 2 2 1 4 4 3 3 0 NR 266	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 1 0 0 SL 9	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 5 5 3 3 3 7 6 6 3 7 5 5 3 4 6 6 SR 57	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 3 4 3 3 2 2 1 1 1 EL 35	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319 373 ET 3968	OUND 0 ER 9 10 14 4 1 1 4 6 5 3 10 13 7 ER 86	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17 9 11 13 WL 94	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274 292 WT 2901	OUND 0 WR 2 3 3 1 1 1 2 8 4 4 2 4 6 5 5 WR 41	WU 1 0 0 0 0 0 0 0 0 0 1 WU 3	TOTAL 522 593 586 541 617 635 603 632 571 600 633 698 TOTAL
PEAK HR FACTOR: 0.50 0.000 0.500 0.000 0.250 0.000 0.750 0.000 0.583 0.910 0.635 0.250 0.735 0.861 0.708 0.250	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:34 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 5:45 PM	NL 2 2 1 1 0 0 0 1 1 0 0 1 1 0 0 NL 8 23.53%	NORTH 1 NT 0 0 0 0 0 0 0 0 0 NT 0 0 0.00%	BOUND O NR 2 1 1 3 3 3 3 3 2 2 1 4 4 3 0 NR 26 76.47%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 1 0 3 3 3 0 0 0 0 1 0 0 SL 9	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 5 5 3 3 3 7 6 6 3 7 5 5 3 4 6 6 SR 57	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 6 4 2 3 3 4 3 3 2 2 1 1 1 EL 35	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319 373 ET 3968	OUND 0 ER 9 10 14 4 1 1 4 6 5 3 10 13 7 ER 86	EU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17 9 11 13 WL 94	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274 292 WT 2901	OUND 0 WR 2 3 3 1 1 1 2 8 4 4 2 4 6 5 5 WR 41	WU 1 0 0 0 0 0 0 0 0 0 1 WU 3	TOTAL 522 593 586 541 617 635 603 632 571 600 633 698 TOTAL 7231
	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:430 PM 4:45 PM 5:15 PM 5:15 PM 5:30 PM 5:34 PM TOTAL VOLUMES: APPROACH %'s:	NL 2 2 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 3 2 1 4 3 0 NR 6 76.47%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 1 0 0 3 3 3 0 0 0 0 0 1 1 0 0 0 5 SL 9 9 13.43%	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 55 5 3 3 7 6 6 3 7 7 6 6 3 7 7 5 3 4 6 6 SR 57 85.07%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 2 6 4 4 2 3 3 4 4 3 3 2 1 1 1 EL 35 0.86%	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319 373 ET 3968 96.99%	OUND 0 ER 9 10 14 4 1 4 6 5 3 10 13 7	EU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 9 4 8 17 9 11 13 WL 94 3.09%	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274 292 WT 2901 95.46%	OUND 0 WR 2 3 3 1 1 1 2 8 4 4 6 5 5 WR 41 1.35%	WU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 522 593 586 541 617 635 603 632 571 600 633 698  TOTAL 7231
	3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:43 PM 5:30 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	NL 2 2 1 0 0 0 1 1 0 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 0 1	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 NR 2 1 1 3 3 3 2 1 4 3 0 NR 26 76.47% 06:00 PM 8	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 5 5 5 5 3 3 3 7 7 6 3 7 7 5 3 4 4 6 8 57 85.07%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 4 2 2 6 4 4 3 3 3 2 1 1 1 EL 35 0.86%	EASTB 3 ET 296 329 320 309 341 336 328 351 330 336 319 373 ET 3968 96.99%	OUND 0 ER 9 10 14 4 6 5 3 10 13 7 ER 86 2.10%	EU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 6 4 4 2 7 7 9 4 8 17 9 11 13 WL 94 3.09%	WESTB 3 WT 194 237 233 214 250 268 247 252 208 232 274 292 WT 2901 95.46%	OUND 0 WR 2 3 3 1 1 2 8 4 2 4 6 5 WR 41 1.35%	WU 1 0 0 0 1 1 0 0 0 1 1 0 0 1 0 0 0 1 1 WU 3 0.10%	TOTAL 522 593 586 541 617 635 603 632 571 600 633 678 TOTAL 7231 TOTAL 2502

#### **Intersection Turning Movement Count**

Location: Madison Ave & Beverly Blvd City: Los Angeles Control: 1-Way Stop (NB/SB)

Project ID: 19-05540-001 Date: 9/5/2019

NS/EW Streets:		Madiso	on Ave			Madiso	n Ave			Beverly	Blvd			Beverly	Blvd		
		NODTL	BOUND			SOUTH	ROLIND			EASTE	OLIND			WESTE	NOLIND		
AM	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	8
7:30 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	4	1	0	9
7:45 AM	0	0	0	0	Ö	0	0	0	0	3	0	0	0	0	1	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	1	0	7
8:15 AM	0	0	0	0	0	0	1	0	1	7	0	0	0	3	o o	0	12
8:30 AM	1	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	6
8:45 AM	2	0	i	0	0	0	0	0	0	2	1	0	1	3	0	0	10
9:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	5	0	0	8
9:15 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4
9:30 AM	0	0	0	0	0	1	0	0	0	5	0	0	0	3	3	0	12
9:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	0	8
7.107			· ·	ŭ	ľ					-		ŭ	Ŭ	Ü			Ü
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	2	0	1	1	2	0	5	31	2	0	1	35	6	0	89
APPROACH %'s:	60.00%	0.00%	40.00%	0.00%	25.00%	25.00%	50.00%	0.00%	13.16%	81.58%	5.26%	0.00%	2.38%	83.33%	14.29%	0.00%	
PEAK HR :	(		08:30 AM														TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	2	14	0	0	0	11	3	0	32
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.500	0.000	0.000	0.000	0.688	0.750	0.000	
																	0.667
						0.50	00			0.50	00			0.70	00		0.007
						0.50	00			0.50	00			0.70	00		0.007
		NORTH	BOUND											0.70 WESTE			0.007
PM	0	NORTH 1	BOUND 0	0	0	SOUTH		0	0	EASTB		0	0			0	0.007
PM	0 NL			O NU	0 SL	SOUTH	BOUND	0 SU	0 EL	EASTB	OUND	0 EU	0 WL	WESTE	OUND	O WU	TOTAL
PM 3:00 PM		1	0			SOUTH 1	BOUND 0			EASTB 3	OUND 0			WESTE 3	OUND 0		
	NL	1 NT	0 NR	NU	SL	SOUTH 1 ST	BOUND 0	SU	EL	EASTB 3 ET	OUND 0 ER	EU	WL	WESTE 3 WT	OUND O WR	WU	TOTAL
3:00 PM	NL 0	1 NT 0	0 NR 0	NU 0	SL 0	SOUTH 1 ST 0	BOUND 0 SR 1	SU 0	EL 0	EASTB 3 ET 9	OUND 0 ER 2	EU 0	WL 0	WESTE 3 WT 4	OUND O WR	WU 0	TOTAL 16
3:00 PM 3:15 PM 3:30 PM 3:45 PM	0 0	1 NT 0 0	0 NR 0 0	0 0	SL 0 0 1	SOUTH 1 ST 0	BOUND 0 SR 1 0	0 0 0 0	0 0 0 0	EASTB 3 ET 9	OUND 0 ER 2 0	0 0	0 1	WESTE 3 WT 4 1	0 WR 0 0 0	0 0 0 0	TOTAL 16 10
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 0 0	1 NT 0 0 0 0	0 NR 0 0 0 0	NU 0 0 0 0	SL 0 0 1 0	SOUTH 1 ST 0 0 0	BOUND 0 SR 1 0 0 0 0 0	SU 0 0 0 0	EL 0 0 0 0 0 0 0	EASTB 3 ET 9 8	OUND 0 ER 2 0 1 0	0 0 0 0 0	WL 0 1 0 0	WESTE 3 WT 4 1 1 0	OUND 0 WR 0 0 0	WU 0 0 0 0	TOTAL 16 10 9 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0	1 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 1 0 0	SOUTH 1 ST 0 0 0 0	BOUND 0 SR 1 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 9 8 6 3	OUND 0 ER 2 0 1 0	0 0 0 0 0	WL 0 1 0 0 0	WESTE 3 WT 4 1 1 0	0 WR 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0	1 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 0 0 0	SOUTH 1 ST 0 0 0 0	BOUND 0 SR 1 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 3 ET 9 8 6 3 4 1	OUND 0 ER 2 0 1 0 1 3	EU 0 0 0 0 0	WL 0 1 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1	0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0 0	1 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 0 0 0 0	SOUTH 1 ST 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 1	EASTB 3 ET 9 8 6 3	OUND 0 ER 2 0 1 0 1 3 0 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 2	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 9 8 6 3 3 4 1 0 1	OUND 0 ER 2 0 1 0 1 3 0 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 2 0	0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	EASTB 3 ET 9 8 6 3 3 4 1 0 1 5	OUND 0 ER 2 0 1 0 1 3 0 1 0 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 0 1 1 2 0 0 1 1	OUND 0 WR 0 0 0 0 0 0 1 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 1	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 3 ET 9 8 6 3 3 4 1 0 1 5 4	OUND 0 ER 2 0 1 0 1 3 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 1 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 1 1	WESTE 3 WT 4 1 1 0 0 1 1 2 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0	OUND O WR O O O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	EASTB 3 ET 9 8 6 3 3 4 1 0 1 5	OUND 0 ER 2 0 1 0 1 3 0 1 0 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 0 1 1 2 0 0 1 1	OUND 0 WR 0 0 0 0 0 0 1 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 9 8 6 6 3 3 4 4 1 0 1 5 5 4 3 3	OUND 0 ER 2 0 1 0 1 3 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0	WESTE 3 WT 4 1 1 1 0 0 0 1 1 1 2 0 0 1 0 3	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 SL	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 3	OUND 0 ER 2 0 1 0 1 3 0 0 1 0 0 0 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 2 0 1 0 3 WT	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL  16 10 9 3 4 8 3 4 2 8 6 6 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 SL 1	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	EASTE 3 ET 9 8 6 3 3 4 1 0 1 5 4 3	OUND 0 ER 2 0 1 1 0 1 1 3 0 1 1 0 0 0 ER 9	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 2 0 1 3 WT 14 4 1 1 4 1 1 1 0 0 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6 6
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 SL	SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 3	OUND 0 ER 2 0 1 0 1 3 0 0 1 0 0 0 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 2 0 1 0 3	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6 6 TOTAL 79
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:345 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 1 0 5T 1 25.00%	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 SR 2 50.00%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 3 ET 9 8 6 3 3 4 1 0 1 5 4 3 3 ET 47 82.46%	OUND 0 ER 2 0 1 0 1 3 0 1 1 0 1 ER 9 15.79%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 1 2 0 1 1 0 3 WT 14 82.35%	OUND O WR O O O O O O O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6 6 TOTAL 79
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:35 PM 4:445 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 1 ST 0 0 0 0 0 0 0 1 1 25.00%	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 9 8 6 3 3 4 1 1 0 1 5 5 4 3 3 ET 47 82.46%	OUND 0 ER 2 0 1 0 1 1 0 1 1 3 0 1 0 1 0 1 5 ER 9 15.79%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 2 0 1 0 3 WT 14 82.35%	OUND O WR O O O O O O O T O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6 6 TOTAL 79
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:345 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTH 1 ST 0 0 0 0 0 0 0 1 0 5T 1 25.00%	BOUND 0 SR 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 3 ET 9 8 6 3 3 4 1 0 1 5 4 3 3 ET 47 82.46%	OUND 0 ER 2 0 1 1 0 1 3 0 1 0 1 1 0 1 1 0 0 ER 9 15.79%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 4 1 1 0 0 1 1 1 2 0 1 1 0 3 WT 14 82.35%	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 16 10 9 3 4 8 3 4 2 8 6 6 TOTAL 79

#### **Intersection Turning Movement Count**

Location: Madison Ave & Beverly Blvd City: Los Angeles Control: 1-Way Stop (NB/SB)

Project ID: 19-05540-001 Date: 9/5/2019

R	ш	c	Δ	c
u	u	э	┖	b

NS/EW Streets:		Madis	on Ave			Madiso	on Ave			Beverly	Blvd			Beverly	Blvd		
		MODTI	HBOUND			COLLE	HBOUND			EASTB	OLIND			WESTE	OUND		
AM	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	3	0	0	7 7
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	5	4	0	0	2	0	0	11
8:00 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	3	0	0	7
8:00 AW 8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:30 AM 9:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
9:45 AIVI	U	U	U	U	U	U	U	U	U	3	U	U	U	4	U	U	,
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	37	6	0	0	34	0	0	77
APPROACH %'s :	U	U	U	U	0	U	U	U	0.00%	86.05%	13.95%	0.00%	0.00%	100.00%	0.00%	0.00%	- / /
PEAK HR :		07-20 AM	- 08:30 AM	1					0.0070	00.0370	13.7370	0.0070	0.0070	100.0070	0.0070	0.0070	TOTAL
PEAK HR VOL :	0	07.30 AW	0 <del>0.30 Alvi</del>	0	0	0	0	0	0	17	5	0	0	9	0	0	31
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.850	0.313	0.000	0.000	0.750	0.000	0.000	
FEAR FIR FACTOR .	0.000	0.000	0.000	0.000			0.000	0.000				0.000	0.000	0.730	0.000		0.705
										0.6	11			0.75	50		0.703
										0.6	11			0.75	50		0.705
		NORTI	HROUND			SOLITI	LIBOTIND.										0.705
DM	0		HBOUND	0	0		HBOUND	0	0	EASTB	OUND	0	0	WESTE	BOUND	0	0.705
PM	0	1	0	0	0	1	0	0	0	EASTB 3	OUND 0	0	0	WESTE 3	BOUND 0	0	
	NL	1 NT	0 NR	NU	SL	1 ST	0 SR	SU	EL	EASTB 3 ET	OUND 0 ER	EU	WL	WESTE	BOUND 0 WR	WU	TOTAL
3:00 PM	NL 0	1 NT 0	0 NR 0	NU 0	SL 0	1 ST 0	O SR O	SU 0	EL 0	EASTB 3 ET 3	OUND 0 ER 0	EU 0	WL 0	WESTE 3	BOUND 0 WR 0	WU 0	TOTAL 4
3:00 PM 3:15 PM	NL 0 0	1 NT 0 0	0 NR 0 0	NU 0 0	SL 0 0	1 ST 0 0	0 SR 0 0	0 0	0 0	EASTB 3 ET 3 10	OUND 0 ER 0 1	0 0	WL 0 0	WESTE 3 WT 1	BOUND 0 WR 0 0	0 0	TOTAL 4 12
3:00 PM 3:15 PM 3:30 PM	0 0 0	1 NT 0 0 0	0 NR 0 0	0 0 0	SL 0 0 0	1 ST 0 0 0	0 SR 0 0	0 0 0	0 0 0	EASTB 3 ET 3 10 3	OUND 0 ER 0 1	0 0 0	0 0 0	WESTE 3 WT 1 1 3	0 WR 0 0	0 0 0	TOTAL 4 12 7
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 0	1 NT 0 0 0	0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	1 ST 0 0 0	0 SR 0 0 0	SU 0 0 0 0	0 0 0 0	EASTB 3 ET 3 10	OUND 0 ER 0 1	0 0 0 0	WL 0 0 0	WESTE 3 WT 1	80UND 0 WR 0 0 0	0 0 0 0	TOTAL 4 12 7 8
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 0 0	1 NT 0 0 0 0	0 NR 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0	1 ST 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0	EL 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3	OUND 0 ER 0 1 1 0	0 0 0 0 0	WL 0 0 0 0	WESTE 3 WT 1 1 3 5	0 WR 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0 0 0	1 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0	SL 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1	OUND 0 ER 0 1 1 0	0 0 0 0	WL 0 0 0 0 0	WESTE 3 WT 1 1 3 5 4 3	80UND 0 WR 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0	1 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1 4	OUND 0 ER 0 1 1 0 1 1	EU 0 0 0 0 0	WL 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 4 4 3 2	80UND 0 WR 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0 0	1 NT 0 0 0 0 0	0 NR 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0	0 SR 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 1 4 4	OUND 0 ER 0 1 1 0	0 0 0 0 0	WL 0 0 0 0 0	WESTE 3 WT 1 1 3 5 4 3	80UND 0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8 6 7
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1 4 4 4 1	OUND 0 ER 0 1 1 0 1 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 5 4 3 2 2 3 2	0 WR 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8 6 7 3
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 1 4 4	OUND 0 ER 0 1 1 0 1 1 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 4 3 2 3	OUND O WR O O O O O O O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8 6 7 3 7
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM	NL 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 11 4 4 4 5 1	OUND 0 ER 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 3 5 5 4 3 2 2 3 2 2 1 1	BOUND 0 WR 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 112 7 8 6 8 6 7 3 7 2
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1 4 4 4 5	OUND 0 ER 0 1 1 0 1 1 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 5 4 3 2 2 3 2	OUND O WR O O O O O O O O O O O O O O O O O	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8 6 7 3 7
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM	NL 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 11 4 4 4 5 1	OUND 0 ER 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 3 5 5 4 3 2 2 3 2 2 1 1	BOUND 0 WR 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 112 7 8 6 8 6 7 3 7 2 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:15 PM 5:45 PM	NL 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 11 4 4 4 1 5 1 0	OUND 0 ER 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 4 3 2 2 3 3 2 2 2 1 2 2	80UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8 6 7 3 7 2 2 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3	OUND 0 ER 0 1 1 0 0 0 0 0 0 0 0 0 ER 4	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 5 4 4 3 2 2 3 3 2 2 2 1 1 2 2 WT 29	BOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 112 7 8 6 8 6 7 3 7 2 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:15 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 10 0 3 3 1 4 4 4 4 1 5 5 1 0 0 ET	OUND 0 ER 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 5 4 3 2 2 3 3 2 2 1 2 2 WT	SOUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 8 6 7 3 7 2 2 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1 4 4 4 1 5 1 0 ET 39 90.70%	OUND 0 ER 0 1 1 0 1 0 0 0 0 0 0 0 0 0 ER 4 9.30%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 4 3 2 2 1 2 WT 29 100.00%	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 7 3 7 2 2 TOTAL 72
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:345 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 05:00 PM 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1 4 4 4 1 5 1 0 ET 39 90.70%	OUND 0 ER 0 1 1 0 1 1 0 0 0 0 0 0 ER 4 9.30%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 3 5 4 3 2 2 1 2 WT 29 100.00%	30UND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 7 3 7 2 2 TOTAL 72 TOTAL 14
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 3 ET 3 10 3 3 1 4 4 4 1 5 1 0 ET 39 90.70%	OUND 0 ER 0 1 1 0 0 1 0 0 0 0 0 0 0 0 0 ER 4 9.30%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 3 WT 1 1 1 3 5 4 3 2 2 1 2 WT 29 100.00%	OUND 0 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 12 7 8 6 7 3 7 2 2 TOTAL 72

#### **Intersection Turning Movement Count**

Location: Madison Ave & Beverly Blvd City: Los Angeles Control: 1-Way Stop (NB/SB)

Project ID: 19-05540-001 Date: 9/5/2019

#### Bikes

								Dir									
NS/EW Streets:		Madiso	n Ave			Madiso	n Ave			Beverly	Blvd			Beverly	Blvd		
		NORTH	BOLIND			SOUTH	ROLIND			EASTB	OLIND			WESTE	OLIND		
AM	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
			0					0			_				0		
7:15 AM	0	0		0	0	0	0		0	0	1 0	0	0	1		0	2
7:30 AM	0	0	0	0	0	0		0		4			0	2	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6
8:00 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0	5
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	0	1	17	2	0	0	23	3	0	47
APPROACH %'s:					100.00%	0.00%	0.00%	0.00%	5.00%	85.00%	10.00%	0.00%	0.00%	88.46%	11.54%	0.00%	
PEAK HR :		07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	10	0	0	0	13	1	0	25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.650	0.250	0.000	
T EXILT THE TAIGHT OF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.55		0.000	0.000	0.58		0.000	0.893
										0.00	,,,			0.00			
		NORTH	ROLIND			SOUTH	ROLIND			EASTB	OLIND			WESTB	OLIND		
PM	0	1	0	0	0	1	0	0	0	3	0	0	0	3	0	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	5
4:00 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0	0	6
4:00 PM 4:15 PM	_		0	0	0	0	0			3	-	0	-		0		
	0	0						0	0		0	U	0	0	U	0	1
4:30 PM		_															
	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	1 0	1	0	0	0	3	0	0	4
5:00 PM	0	0	0 0	0 0	0 0	0 0	0	0 0	1 0 0	1 4	0 0	0	0	3	0	0	6
5:00 PM 5:15 PM	0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 1	0 0 0 0	1 0 0 1	1 4 2	0 0 0	0 0	0 0	3 2 3	0 0 0	0 0 0	6 7
5:00 PM 5:15 PM 5:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 1	0 0 0 0	1 0 0 1 0	1 4	0 0 0 0	0 0 0	0 0 0	3 2 3 3	0 0 0	0 0 0	4 6 7 5
5:00 PM 5:15 PM	0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 1	0 0 0 0	1 0 0 1	1 4 2	0 0 0	0 0	0 0	3 2 3	0 0 0	0 0 0	6 7
5:00 PM 5:15 PM 5:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 1	0 0 0 0	1 0 0 1 0	1 4 2	0 0 0 0	0 0 0	0 0 0	3 2 3 3	0 0 0	0 0 0	4 6 7 5
5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0	0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 1 0 0	0 0 0 0 0	1 0 0 1 0 1	1 4 2 2 1	0 0 0 0 0	0 0 0 0	0 0 0 0 1	3 2 3 3 2	0 0 0 0 0	0 0 0 0 0	4 6 7 5 6
5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES:	0 0 0 0 0 0	0 0 0 0 1 NT 1	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 SL	0 0 0 0 0 0 0	0 0 0 1 0 0 0 SR 1	0 0 0 0 0 0 0	1 0 0 1 0 1 EL 4	1 4 2 2 1 ET 22	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 1 WL 1	3 2 3 3 2 WT 22	0 0 0 0 0	0 0 0 0 0	6 7 5 6
5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 0 0 NL 0 0.00%	0 0 0 0 1 NT 1 100.00%	0 0 0 0 0 0 0 NR 0 0.00%	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 1 0 0	0 0 0 0 0	1 0 0 1 0 1	1 4 2 2 1	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 1	3 2 3 3 2	0 0 0 0 0	0 0 0 0 0	4 6 7 5 6 TOTAL 52
5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 0 0 0 0 NL 0 0.00%	0 0 0 1 NT 1 100.00%	0 0 0 0 0 0 NR 0 0.00%	0 0 0 0 0 0 0 NU 0 0.00%	0 0 0 0 0 0 0 0 SL 1 50.00%	0 0 0 0 0 0 0 ST 0 0.00%	0 0 1 0 0 SR 1 50.00%	0 0 0 0 0 0 0 SU 0 0.00%	1 0 0 1 0 1 1 EL 4 15.38%	1 4 2 2 1 1 ET 22 84.62%	0 0 0 0 0 0 0	0 0 0 0 0 0 EU 0 0.00%	0 0 0 0 1 WL 1 4.35%	3 2 3 3 2 WT 22 95.65%	0 0 0 0 0 WR 0 0.00%	0 0 0 0 0 0 WU 0 0.00%	4 6 7 5 6 TOTAL 52
5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	0 0 0 0 0 0 0 NL 0 0.00%	0 0 0 0 1 NT 1 100.00%	0 0 0 0 0 0 0 0 NR 0 0.00%	0 0 0 0 0 0 0 NU 0 0.00%	0 0 0 0 0 0 0 0 SL 1 50.00%	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 SR 1 50.00%	0 0 0 0 0 0 0 SU 0 0.00%	1 0 0 1 0 1 1 EL 4 15.38%	1 4 2 2 1 ET 22 84.62%	0 0 0 0 0 0 0 0 ER 0 0.00%	0 0 0 0 0 0 EU 0 0.00%	0 0 0 0 1 WL 1 4.35%	3 2 3 3 2 WT 22 95.65%	0 0 0 0 0 0 WR 0 0.00%	0 0 0 0 0 0 WU 0 0.00%	4 6 7 5 6 TOTAL 52
5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	0 0 0 0 0 0 0 NL 0 0.00%	0 0 0 1 NT 1 100.00%	0 0 0 0 0 0 0 NR 0 0.00%	0 0 0 0 0 0 0 NU 0 0.00%	0 0 0 0 0 0 0 0 SL 1 50.00%	0 0 0 0 0 0 0 ST 0 0.00%	0 0 0 1 0 0 SR 1 50.00%	0 0 0 0 0 0 0 SU 0 0.00%	1 0 0 1 0 1 1 EL 4 15.38%	1 4 2 2 1 1 ET 22 84.62%	0 0 0 0 0 0 0 ER 0 0.00%	0 0 0 0 0 0 EU 0 0.00%	0 0 0 0 1 WL 1 4.35%	3 2 3 3 2 WT 22 95.65%	0 0 0 0 0 0 WR 0 0.00%	0 0 0 0 0 0 WU 0 0.00%	4 6 7 5 6 TOTAL 52

# Intersection Turning Movement Count City: Los Angeles Date: 9/5/2019

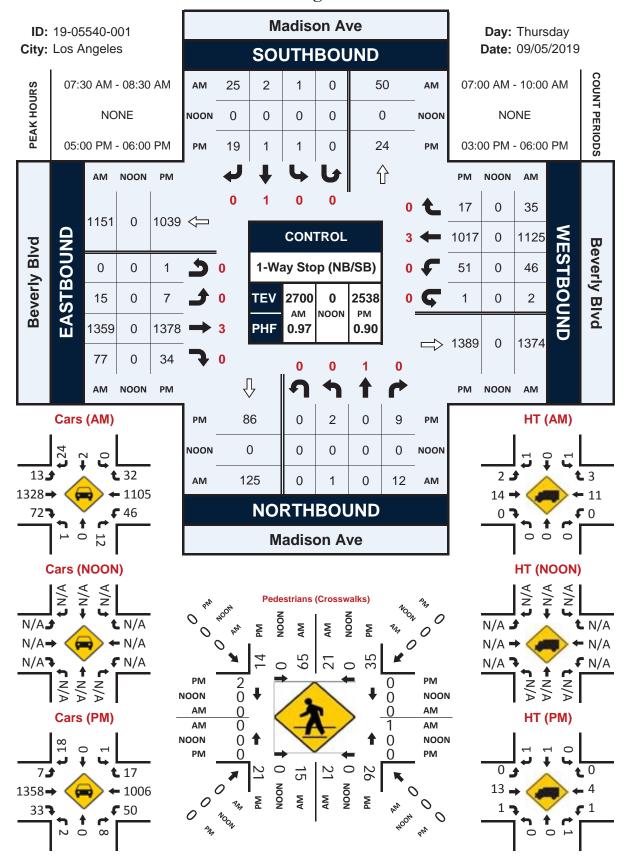
#### **Pedestrians (Crosswalks)**

NS/EW Streets:	Madiso	on Ave	Madiso	on Ave	Beverl	y Blvd	Bever	ly Blvd	
ARA	NORT	H LEG	SOUT	H LEG	EAST	LEG	WES	T LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	4	3	5	4	0	0	0	1	17
7:15 AM	12	2	7	8	0	0	0	0	29
7:30 AM	20	3	2	6	0	0	0	0	31
7:45 AM	33	10	6	7	1	0	0	0	57
8:00 AM	7	1	5	3	0	0	0	0	16
8:15 AM	5	7	2	5	0	0	0	0	19
8:30 AM	4	9	4	3	0	0	0	0	20
8:45 AM	3	3	2	10	1	0	0	0	19
9:00 AM	1	3	2	3	0	0	0	0	9
9:15 AM	5	3	2	3	0	0	0	0	13
9:30 AM	2	4	5	2	0	0	0	0	13
9:45 AM	4	3	0	3	3	0	0	0	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	100	51	42	57	5	0	0	1	256
APPROACH %'s:	66.23%	33.77%	42.42%	57.58%	100.00%	0.00%	0.00%	100.00%	
PEAK HR:	07:30 AM	- 08:30 AM							TOTAL
PEAK HR VOL:	65	21	15	21	1	0	0	0	123
PEAK HR FACTOR:	0.492	0.525	0.625	0.750	0.250				0.539
	0.0	500	0.6	592	0.2	50			0.539

PM	NORT	H LEG	SOUT	H LEG	EAST	LEG	WES	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	6	2	6	15	0	0	0	0	29
3:15 PM	2	34	10	11	0	0	0	0	57
3:30 PM	2	21	12	2	2	0	0	0	39
3:45 PM	3	4	9	6	0	0	0	0	22
4:00 PM	9	12	5	2	1	0	0	0	29
4:15 PM	8	8	10	2	0	0	0	0	28
4:30 PM	6	8	10	7	0	0	0	0	31
4:45 PM	2	11	3	4	0	0	0	0	20
5:00 PM	3	10	4	0	0	0	0	1	18
5:15 PM	3	9	4	4	0	0	0	0	20
5:30 PM	6	5	10	13	0	0	0	1	35
5:45 PM	2	11	3	9	0	0	0	0	25
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	52	135	86	75	3	0	0	2	353
APPROACH %'s:	27.81%	72.19%	53.42%	46.58%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	05:00 PM	- 06:00 PM							TOTAL
PEAK HR VOL :	14	35	21	26	0	0	0	2	98
PEAK HR FACTOR:	0.583	0.795	0.525	0.500				0.500	0.700
	0.9	942	0.5	511			0.	500	0.700

#### Madison Ave & Beverly Blvd

#### **Peak Hour Turning Movement Count**



STREET: North/South	Madison A	Ave									
East/West	Beverly B	lvd									
Day:	Thursday		Date:		09/05/2	019	Weather:		SUNNY		
Hours:	7-10 & 3-6				(	Chekrs:	NDS				
School Day:		Yes					I/S CO	DE			
DUAL- WHEELED BIKES BUSES	6 1 0			S/B 8 3 0			95 46 86		-	W/B 59 49 63	
	N/B	TIME		S/B	TIME		E/B	TIME	_	W/B	TIME
AM PK 15 MIN	10	7.15		12	7.45		370	8.00		320	7.00
PM PK 15 MIN	4	15.00		11	16.00		384	17.45		316	17.45
AM PK HOUR	20	7.15		30	7.00		1453	7.45		1222	7.00
PM PK HOUR	13	15.45		30	16.00		1420	17.00		1086	17.00

NORTHBOU	ND Appro	ach			SOUTHBOUN	D Appro	ach			TOTAL	XING S/L	XING N/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped S	ch Ped Sch	
7-8	3	1	13	17	7-8	3	2	25	30	47	0	0 0 0	
8-9	4	0	11	15	8-9	0	0	18	18	33	0	0 0 0	
9-10	3	0	7	10	9-10	1	1	21	23	33	0	0 0 0	
15-16	5	0	7	12	15-16	3	0	17	20	32	0	0 0 0	
16-17	1	0	11	12	16-17	6	1	23	30	42	0	0 0 0	
17-18	2	0	9	11	17-18	1	1	19	21	32	0	0 0 0	
						,			•				
TOTAL	18	1	58	77	TOTAL	14	5	123	142	219	0	0 0 0	
		•					•		,				

EASTBOUNI	D Approach	h			WESTBOUNI	O Approac	h			TOTAL	XING V	V/L	XING I	E/IL
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt '	Total	E-W	Ped	Sch	Ped	Sch
7-8	17	1088	95	1200	7-8	57	1138	27	1222	2422	0	0	0	0
8-9	19	1338	37	1394	8-9	42	1121	28	1191	2585	0	0	0	0
9-10	32	1177	10	1219	9-10	30	1049	12	1091	2310	0	0	0	0
15-16	17	1299	42	1358	15-16	18	894	9	921	2279	0	0	0	0
16-17	13	1377	23	1413	16-17	29	1033	16	1078	2491	0	0	0	0
17-18	8	1378	34	1420	17-18	52	1017	17	1086	2506	0	0	0	0
		•					•							
TOTAL	106	7657	241	8004	TOTAL	228	6252	109	6589	14593	0	0	0	0

#### **Intersection Turning Movement Count**

Location: Westmoreland Ave & Beverly Blvd/ W Temple St City: Los Angeles Control: Signalized

Project ID: 19-05540-003
Date: 9/5/2019

-												Tot	al												
NS/EW Streets:		West	tmoreland a	Ave			West	tmoreland A	Ave			Beverly E	Blvd/ W Ter	mple St			Beverly B	Blvd/ W Ter	nple St						
		N	ORTHBOUN	ID			SC	OUTHBOUN	D			E	ASTBOUND	)			V	/ESTBOUNI	)			WESTB	OUND2		
AM	0.5 NL	0.5 NT	1 NR	0 NU	0 NR2	0 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	2 ET	1 ER	0 EU	0 ET2	0 WL	1.5 WT	0.5 WR	0 WU	0 WU2	0 W2L2	0 W2T2	0 W2R2	0 W2U2	TOTAL
7:00 AM	10	0	0	0	12	0	1	4	0	1	0	68	3	0	115	0	113	5	0	0	0	193	3	0	528
7:15 AM	20	1	0	0	18	0	7	3	0	2	0	96	2	0	149	0	83	0	0	4	0	198	5	0	588
7:30 AM	14	0	1	0	18	1	9	5	0	2	0	137	1	0	201	1	98	1	0	1	0	189	2	0	681
7:45 AM	12	. 0	1	0	. 16	3	15	3	0	4	0	133	6	0	198	1	95	2	0	6	0	186	9	0	690
8:00 AM	17	2	1	0	19	6	11	7	0	2	0	151	1	0	179	0	94	1	0	5	0	207	3	0	706
8:15 AM	11	5	4	0	10	3	6	4	0	5	0	180	3	0	180	0	93	1	0	6	1	197	1	0	710
8:30 AM	5	0	1	0	11	1	4	0	0	5	0	152	1	0	184	0	73	0	0	2	0	204	0	0	643
8:45 AM	6	_1_	_1_	0	7	2	2	5	0	2	0	107	_1_	0	202	0	95	0	0	3	0	184	1	1	620
9:00 AM	3	0	0	0	3	2	2	2	0	0	0	149	3	0	180	0	72	0	0	5	0	173	3	0	597
9:15 AM	6	0	0	0	5	1 1	2	2	0	1	0	126	1	0	181	0	79	0	0	4	0	170	0	0	578
9:30 AM	4	2	0	0	2	1	3	2	0	2	0	109	2	0	155	0	72	5	0	3	0	201	1	0	559
9:45 AM	4	2	U	0	4	0	2	1	U	0	0	109	0	U	166		104	5	U		U	193	6	0	603
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	112	12	9	0	125	20	64	38	0	26	0	1517	24	0	2090	3	1071	16	0	45	1	2295	34	1	7503
APPROACH %'s:	43.41%	4.65%	3.49%	0.00%	48.45%	13.51%	43.24%	25.68%	0.00%	17.57%	0.00%	41.78%	0.66%	0.00%	57.56%	0.26%	94.36%	1.41%	0.00%	3.96%	0.04%	98.46%	1.46%	0.04%	
PEAK HR :			AM - 08:30	D AM																					TOTAL
		07.00																							
PEAK HR VOL :	54	7	7	0	63	13	41	19	0	13	0	601	11	0	758	2	380	5	0	18	1	779	15	0	2787
	54 0.794	7 0.350	7 0.438	0 0.000	63 0.829	13 0.542	41 0.683	0.679	0.000	13 0.650	0.000	601 0.835	0.458	0.000	758 0.943	0.500	380 0.969	0.625	0.000	18 0.750	1 0.250	0.941	0.417	0.000	2787 0.981
PEAK HR VOL :		7	7 0.438 0.840																				0.417		
PEAK HR VOL: PEAK HR FACTOR:		7 0.350		0.000			0.683	0.679	0.000			0.835	0.458	0.000			0.969	0.625	0.000			0.941	0.417 46		
PEAK HR VOL: PEAK HR FACTOR:		7 0.350	0.840	0.000			0.683	0.679 0.827	0.000			0.835	0.458 0.944	0.000			0.969	0.625 0.974	0.000			0.941 0.94	0.417 46		
PEAK HR VOL :	0.794	7 0.350	0.840 ORTHBOUN	0.000 ID	0.829	0.542	0.683 S0	0.679 0.827 OUTHBOUN	0.000 D	0.650	0.000	0.835 E	0.458 0.944 ASTBOUNE	0.000	0.943	0.500	0.969 V	0.625 0.974 /ESTBOUNI	0.000	0.750	0.250	0.941 0.94 WESTB	0.417 46 OUND2	0.000	0.981
PEAK HR VOL: PEAK HR FACTOR:	0.794	7 0.350 No.5	0.840 ORTHBOUN	0.000 ID 0	0.829	0.542	0.683 S0	0.679 0.827 OUTHBOUN 0	0.000 D	0.650	0.000	0.835 E 2 ET 130	0.458 0.944 ASTBOUNE 1	0.000	0.943	0.500	0.969 V 1.5 WT 85	0.625 0.974 /ESTBOUNI 0.5	0.000	0.750	0.250	0.941 0.94 WESTB	0.417 46 OUND2 0	0.000	0.981
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM	0.794 0.5 NL 15 13	7 0.350 NT	0.840 ORTHBOUN 1 NR	0.000 ID 0 NU 0	0.829 0 NR2 22 25	0.542 0 SL	0.683 S0 1 ST 8 4	0.679 0.827 OUTHBOUN 0 SR	0.000 D 0 SU	0.650 0 SL2 14 3	0.000 0 EL 0	0.835 E 2 ET 130 139	0.458 0.944 ASTBOUNE 1 ER	0.000 0 0 EU 0 0	0.943 0 ET2 179 185	0.500 0 WL	0.969 V 1.5 WT 85 98	0.625 0.974 /ESTBOUNI 0.5 WR	0.000 0 WU 0 0	0.750 0 WU2	0.250 0 W2L2	0.941 0.94 WESTB 0 W2T2 112 139	0.417 46 OUND2 0 W2R2 5 3	0.000 0 W2U2 0 0	0.981 TOTAI 597 642
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM	0.794 0.5 NL 15 13 14	7 0.350 NO 0.5 NT	0.840 ORTHBOUN 1 NR 5 3	0.000 ID 0 NU 0	0 NR2 22 25 22	0.542 0 SL 0 7 1	0.683 S0 1 ST 8 4	0.679 0.827 OUTHBOUN 0 SR 4 3 2	0.000 D 0 SU 0 0	0.650 0 SL2 14 3 5	0.000 0 EL 0 0	0.835 E 2 ET 130 139 154	0.458 0.944 ASTBOUNE 1 ER 6 16 5	0.000 0 0 EU 0 0	0 ET2 179 185 181	0.500 0 WL 0 0	0.969 V 1.5 WT 85 98 91	0.625 0.974 /ESTBOUNI 0.5 WR 3 1	0.000 0 0 WU 0 0	0.750 0 WU2 5 3 6	0.250 0.250 0 W2L2 0 0	0.941 0.94 WESTB 0 W2T2 112 139 141	0.417 46 OUND2 0 W2R2 5 3	0.000 0 W2U2 0 0	0.981 TOTAL 597 642 641
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM 3:35 PM 3:45 PM	0.794 0.5 NL 15 13 14 8	7 0.350 NO 0.5 NT 4 0 2	0.840  ORTHBOUN  1  NR  5  3  2  2	0.000 ID 0 NU 0 0	0 NR2 22 25 22 33	0.542 0 SL 0 7 1 3	0.683 SC 1 ST 8 4 9 3	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4	0.000 D 0 SU 0 0	0.650 0 SL2 14 3 5	0.000 0 EL 0 0 0	0.835 E 2 ET 130 139 154 128	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6	0.000 0 0 EU 0 0	0 ET2 179 185 181 185	0.500 0 WL 0 0 0	0.969 V 1.5 WT 85 98 91 89	0.625 0.974 /ESTBOUNI 0.5 WR 3 1 3 0	0.000 0 WU 0 0	0.750 WU2 5 3 6 4	0.250 0 W2L2 0 0	0.941 0.94 WESTB 0 W2T2 112 139 141 115	0.417 46 OUND2 0 W2R2 5 3 0	0.000 0 W2U2 0 0	0.981 TOTAL 597 642 641 586
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0.794 0.5 NL 15 13 14	7 0.350 NO 0.5 NT	0.840  ORTHBOUN  1  NR  5  3  2  2  5	0.000 ID 0 NU 0 0	0 NR2 22 25 22 33 16	0.542 0 SL 0 7 1 3 6	0.683 SC 1 ST 8 4 9 3	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3	0.000 D SU 0 0 0	0.650 0 SL2 14 3 5 5	0.000 0 EL 0 0 0	0.835 2 ET 130 139 154 128 149	0.458 0.944 ASTBOUNE 1 ER 6 16 5	0.000 0 EU 0 0 0	0.943 0 ET2 179 185 181 185 200	0.500 0 WL 0 0	0.969 1.5 WT 85 98 91 89	0.625 0.974 /ESTBOUNI 0.5 WR 3 1	0.000 0 WU 0 0 0	0 WU2 5 3 6 4 5	0.250 0 W2L2 0 0 0	0.941 0.94 WESTB 0 W2T2 112 139 141 115	0.417 46 OUND2 0 W2R2 5 3 3 0	0.000 W2U2 0 0 0	TOTAL 597 642 641 586 661
PEAK HR VOL.: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	0.794 0.5 NL 15 13 14 8 8	7 0.350 NT 4 0 2 1	0.840  ORTHBOUN  1  NR  5  3  2  2  5  5	0.000 ID 0 NU 0 0 0	0 NR2 22 25 22 33 16 26	0.542 0 SL 0 7 1 3 6 5	0.683 1 ST 8 4 9 3 3 6	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5	0.000 D 0 SU 0 0 0	0.650 0 SL2 14 3 5 5	0.000 0 EL 0 0 0 0	0.835  2 ET 130 139 154 128 149 130	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6	0.000 0 EU 0 0 0	0.943 0 ET2 179 185 181 185 200 205	0.500 0 WL 0 0 0 0 1	0.969 1.5 WT 85 98 91 89 101 97	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0	0.000 0 WU 0 0 0	0 WU2 5 3 6 4 5 6	0.250 0 W2L2 0 0 0 0	0.941 0.94 WESTB 0 W2T2 112 139 141 115 152 173	0.417 46 OUND2 0 W2R2 5 3 0	0.000 W2U2 0 0 0	TOTAI 597 642 641 586 661 688
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:15 PM 4:30 PM	0.794 0.5 NL 15 13 14 8	7 0.350 NO 0.5 NT 4 0 2	0.840  ORTHBOUN  1  NR  5  3  2  2  5	0.000 ID 0 NU 0 0 0	0 NR2 22 25 22 33 16 26 33	0.542 0 SL 0 7 1 3 6	0.683 SC 1 ST 8 4 9 3	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3	0.000 D 0 SU 0 0 0	0.650 0 SL2 14 3 5 5 4 5 6	0.000 0 EL 0 0 0 0 0	0.835  2 ET  130 139 154 128 149 130 148	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6	0.000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184	0.500 0 WL 0 0 0 0 1 0	0.969 1.5 WT 85 98 91 89 101 97 79	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0	0.000 0 WU 0 0 0	0 WU2 5 3 6 4 5	0.250 0 W2L2 0 0 0	0.941 0.94 0.94 0 W2T2 112 139 141 115 152 173 190	0.417 46 OUND2 0 W2R2 5 3 3 0	0.000 W2U2 0 0 0 0	0.981 TOTAI 597 642 641 586 661 688 690
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:35 PM	0.794 0.5 NL 15 13 14 8 8	7 0.350 NT 4 0 2 1	0.840  ORTHBOUN  1  NR  5  3  2  5  5  5  1	0.000 NU 0 0 0 0	0 NR2 22 25 22 33 16 26 33 31	0.542 0 SL 0 7 1 3 6 5	0.683 SC 1 ST 8 4 9 3 6 13 7	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5 3 1	0.000 D SU 0 0 0 0	0.650 0 SL2 14 3 5 5	0.000 0 EL 0 0 0 0	0.835  2 ET 130 139 154 128 149 130 148 138	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 4 3 2	0.000 0 EU 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209	0.500 WL 0 0 0 0 0	0.969 1.5 WT 85 98 91 89 101 97 79 83	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0	0.000 0 WU 0 0 0 0	0.750 0 WU2 5 3 6 4 5 6 10	0.250 W2L2 0 0 0 0 0 0	0.941 0.941 0.941 0 W2T2 112 139 141 115 152 173 190 167	0.417 46 OUND2 0 W2R2 5 3 3 0 3 1 2	0.000 0 W2U2 0 0 0	0.981 TOTAL 597 642 641 586 661 688 690 663
PEAK HR VOL.: PEAK HR FACTOR:  PIM  3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 4:35 PM 5:00 PM	0.794 0.5 NL 15 13 14 8 8	7 0.350 NT 4 0 2 1	0.840  ORTHBOUN  1  NR  5  3  2  2  5  5  1  5	0.000 NU 0 0 0 0 0 0	0.829 0 NR2 22 25 22 33 16 26 33 31 17	0.542 0 SL 0 7 1 3 6 5 2 4	0.683 St 1 ST 8 4 9 3 3 6 6 13 7	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5	0.000 D O SU O O O O O	0.650 SL2 14 3 5 5 4 5 6 11 7	0.000 0 EL 0 0 0 0 0 1	0.835 E 2 ET 130 139 154 128 149 130 148 138 125	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6	0.000 0 0 EU 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205	0.500 WL 0 0 0 0 1 0 0	0.969 VI 1.5 WT 85 98 91 89 101 97 79 83 82	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0	0.000 0 WU 0 0 0 0 0	0.750 WU2 5 3 6 4 5 6 10 1	0.250 0 W2L2 0 0 0 0 0 0 0	0.941 0.941 0.94 W2T2 112 139 141 115 152 173 190 167 130	0.417 46 OUND2 0 W2R2 5 3 3 0 3 1 2 8	0.000 W2U2 0 0 0 0 0	0.981 TOTAL 597 642 641 586 661 688 690 663 603
PEAK HR VOL.: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:15 PM 5:500 PM 5:15 PM	0.794 0.5 NL 15 13 14 8 8	7 0.350 NT 4 0 2 1	0.840  ORTHBOUN  1  NR  5  3  2  2  5  5  5  1  5  2	0.000 ID 0 NU 0 0 0 0 0 0	0.829 0 NR2 22 25 22 23 33 16 26 33 31 17 33	0.542 0 SL 0 7 1 3 6 5 2 4 4	0.683 SC 1 ST 8 4 9 3 3 6 13 7	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5 3 1 0 1	0.000 D 0 SU 0 0 0 0 0	0.650 0 SL2 14 3 5 5 4 5 6 11 7 1	0.000 0 EL 0 0 0 0 0 1 1 0	0.835 2 ET 130 139 154 128 149 130 148 138 125 159	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 6 4 3 2 0 2	0.000 0 EU 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184	0.500 WL 0 0 0 0 1 0 0	0.969 1.5 WT 85 98 91 101 97 79 83 82 103	0.625 0.974 //ESTBOUNI 0.5 WR 3 1 3 0 0 2 3 0 3	0.000 WU 0 0 0 0 0 0	0.750 WU2 5 3 6 4 5 6 10 1 2 1	0.250 0 W2L2 0 0 0 0 0 0 0 0	0.941 0.94 0 WESTB 0 W2T2 112 139 141 115 152 173 190 167 130	0.417 46 OUND2 0 W2R2 5 3 0 0 3 3 1 1 2	0.000 W2U2 0 0 0 0 0	0.981 TOTAL 597 642 641 586 661 688 690 663 603 646
PEAK HR VOL.: PEAK HR FACTOR:  PIM  3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 4:35 PM 5:00 PM	0.794 0.5 NL 15 13 14 8 8	7 0.350 NT 4 0 2 1	0.840  ORTHBOUN  1  NR  5  3  2  2  5  5  1  5	0.000 NU 0 0 0 0 0 0	0.829 0 NR2 22 25 22 33 16 26 33 31 17	0.542 0 SL 0 7 1 3 6 5 2 4	0.683 St 1 ST 8 4 9 3 3 6 6 13 7	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5 3 1	0.000 D O SU O O O O O	0.650 SL2 14 3 5 5 4 5 6 11 7	0.000 0 EL 0 0 0 0 0 1	0.835 E 2 ET 130 139 154 128 149 130 148 138 125	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 4 3 2	0.000 0 0 EU 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205	0.500 WL 0 0 0 0 1 0 0	0.969 VI 1.5 WT 85 98 91 89 101 97 79 83 82	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0	0.000 0 WU 0 0 0 0 0	0.750 WU2 5 3 6 4 5 6 10 1	0.250 0 W2L2 0 0 0 0 0 0 0	0.941 0.941 0.94 W2T2 112 139 141 115 152 173 190 167 130	0.417 46 OUND2 0 W2R2 5 3 3 0 3 1 2 8	0.000 W2U2 0 0 0 0 0	0.981 TOTAL 597 642 641 586 661 688 690 663 603
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:30 PM 5:30 PM 5:30 PM	0.794 0.5 NL 15 13 14 8 8 9 3 6 4 5	7 0.350 NT 4 0 2 1 1 0 7 0 1 1 2 2 4 1	0.840  ORTHBOUN  1 NR  5 3 2 2 5 5 5 5 2 6 2	0.000 NU 0 0 0 0 0 0 0 0 0 0	0.829 0 NR2 22 25 22 33 16 26 33 31 17 33 16 28	0.542 0 SL 0 7 1 3 6 5 2 4 4 2 5 1	0.683  SC  1 ST  8 4 9 3 6 13 7 9 9 111 5	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 4 3 5 3 1 1 0 1 1 4 2	0.000 D 0 SU 0 0 0 0 0 0 0	0 SL2 14 3 5 5 6 111 7 1 5 0	0.000 0 EL 0 0 0 0 1 1 0 0 0 0	0.835  2 ET 130 139 154 128 149 130 148 138 125 159 147 163	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 6 4 3 2 0 2 2	0.000 0.000 EU 0 0 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184 173 209	0.500 WL 0 0 0 0 0 1 0 0 0 0 0	0.969  1.5 WT  85 98 91 101 97 79 83 82 103 99 93	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0 2 3 0 0 2 3 1	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.750 0 WU2 5 3 6 4 5 6 10 1 2 1 7 6	0.250 0 W2L2 0 0 0 0 0 0 0 0 1	0.941 0.94 0 WZT2 112 139 141 115 152 173 190 167 130 135 185 210	0.417 46 OUND2 0 W2R2 5 3 3 0 3 1 2 8 5 7	0.000 0 W2U2 0 0 0 0 0 0 0 0	0.981 TOTA 597 642 641 586 661 688 690 663 603 646 675 737
PEAK HR VOL: PEAK HR FACTOR:  PIM  3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:15 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM	0.794  0.5 NL 15 13 14 8 8 9 3 3 6 4 5	7 0.350 NT 4 0 2 1 0 7 7 0 1 2 2 4 1	0.840  ORTHBOUN 1 NR 5 3 2 2 5 5 5 1 5 2 6 2 NR	0.000  ID	0.829 0 NR2 22 25 22 33 16 26 33 31 17 33 16 28	0.542 0 SL 0 7 1 3 6 5 2 4 4 2 5 1	0.683  St 1  ST 5  St 4  9  3  6  13  7  9  11  5  ST	0.679 0.827 DUTHBOUN 0 SR 4 3 2 4 3 5 5 3 1 0 1 1 4 2	0.000 D 0 SU 0 0 0 0 0 0 0 0 0 0 0	0.650 0 SL2 14 3 5 5 4 5 6 11 7 1 5 0	0.000  0 EL  0 0 0 0 1 1 0 0 0 EL	0.835  2 ET 130 139 154 128 149 130 148 138 125 159 147 163 ET	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 6 4 3 2 0 2 2 2 2	0.000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184 173 209 ET2	0.500 0 WL 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.969  1.5 WT 85 98 91 101 97 79 83 82 103 99 93 WT	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0 2 3 3 0 4 WR	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.750 0 WU2 5 3 6 4 5 6 10 1 7 6	0.250 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.941 0.941 0.941 0 WESTB 0 W2T2 112 139 141 115 152 173 190 167 130 135 185 210	0.417 46  OUND2 0 W2R2 5 3 0 3 1 2 8 5 7 4	0.000 0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.981 TOTA 597 642 641 586 661 688 690 663 603 646 675 737
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:45 PM 4:45 PM 4:15 PM 4:45 PM 5:15 PM 5:45 PM 5:45 PM 5:45 PM	0.794 0.5 NL 15 13 14 8 8 9 3 3 6 4 5	7 0.350 NT 4 0 2 1 0 7 0 0 1 2 2 4 1 0 1 1 1 1 2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1	0.840  ORTHBOUN  1  NR  5  3  2  2  5  5  1  5  2  NR  43	0.000  ID	0.829 0 NR2 22 25 22 33 16 26 33 17 33 16 28 NR2 302	0.542 0 SL 0 7 1 3 6 5 2 4 4 2 5 1	0.683  St   1   ST   87	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5 5 3 1 1 0 1 4 2 SR 3 3 5 5 3 3 1 1 2 5 5 8 7 8 8 7 8 7 8 8 7 8 8 8 8 8 7 8	0.000  D O SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.650 0 SL2 14 3 5 5 4 5 6 11 7 1 5 0	0.000  EL 0 0 0 1 0 1 0 EL 2	0.835  E 2 ET 130 139 154 128 149 130 148 125 159 147 163  ET 1710	0.458 0.944 ASTBOUNE 1 ER 6 6 16 5 6 6 4 3 2 0 2 2 2 2	0.000 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184 209 205 184 209 205 187 209 205 187 209 205 187 209 205 187 209 209 209 209 209 209 209 209	0.500 0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0	0.969  1.5 WT 1.5 85 98 91 101 97 79 83 82 103 99 93 WT 1100	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0 2 3 3 0 0 4	0.000 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.750 0 WU2 5 3 6 4 5 6 10 1 7 6 WU2 56	0.250 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.941 0.941 0 WESTB 0 WEZTZ 112 139 141 115 152 173 190 167 130 135 210 WEZTZ 1849	0.417 46  OUND2 0 W2R2 5 3 3 0 0 3 3 1 2 8 5 7 4	0.000 0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.981 TOTA 597 642 641 586 661 688 690 663 603 646 675 737
PEAK HR VOL.: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:15 PM 4:15 PM 4:30 PM 5:50 PM 5:50 PM 5:30 PM 5:45 PM 5:45 PM 5:45 PM TOTAL VOLUMES: APPROACH %5:5	0.794  0.5 NL 15 13 14 8 8 9 3 3 6 4 5	7 0.350 NT 4 0 2 1 1 0 7 0 1 2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.840  ORTHBOUN 1 NR 5 3 2 2 5 5 5 1 5 2 6 2 NR 43 9.25%	0.000  ID	0.829 0 NR2 22 25 22 33 16 26 33 31 17 33 16 28	0.542 0 SL 0 7 1 3 6 5 2 4 4 2 5 1	0.683  St 1  ST 5  St 4  9  3  6  13  7  9  11  5  ST	0.679 0.827 DUTHBOUN 0 SR 4 3 2 4 3 5 5 3 1 0 1 1 4 2	0.000 D 0 SU 0 0 0 0 0 0 0 0 0 0 0	0.650 0 SL2 14 3 5 5 4 5 6 11 7 1 5 0	0.000  0 EL  0 0 0 0 1 1 0 0 0 EL	0.835  2 ET 130 139 154 128 149 130 148 138 125 159 147 163 ET	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 6 4 3 2 0 2 2 2 2	0.000 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184 173 209 ET2	0.500 0 WL 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.969  1.5 WT 85 98 91 101 97 79 83 82 103 99 93 WT	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0 2 3 3 0 4 WR	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.750 0 WU2 5 3 6 4 5 6 10 1 7 6	0.250 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.941 0.941 0.941 0 WESTB 0 W2T2 112 139 141 115 152 173 190 167 130 135 185 210	0.417 46  OUND2 0 W2R2 5 3 0 3 1 2 8 5 7 4	0.000 0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.981 TOTA 597 642 641 586 661 688 690 663 603 646 675 737 TOTA 7829
PEAK HR VOL: PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:45 PM 4:45 PM 4:15 PM 4:45 PM 5:15 PM 5:45 PM 5:45 PM 5:45 PM	0.794 0.5 NL 15 13 14 8 8 9 3 3 6 4 5 NL 96 20.65%	7 0.350 NT 4 0 2 1 1 0 7 0 1 2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.840  ORTHBOUN  1  NR  5  3  2  2  5  5  5  1  6  2  NR  43  9.25%	0.000  ID	0.829 0 NR2 22 25 22 23 33 16 26 23 31 17 7 33 16 28 NR2 30 4.95%	0.542 0 SL 0 7 1 3 6 5 2 4 4 2 5 1	0.683  SC 1 ST 8 4 9 3 3 6 13 7 9 9 111 5 ST 87 38.67%	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5 5 3 1 0 0 1 4 2 2 4 3 5 5 8 7 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.000  D O SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.650 0 SL2 14 3 5 6 11 7 1 5 0 SL2 66 29.33%	0.000  EL 0 0 0 1 0 1 0 EL 2	0.835  E 2 ET 130 139 154 128 149 130 148 138 125 159 147 163  ET 1710 42.07%	0.458 0.944 ASTBOUNE 1 ER 6 16 5 6 6 4 3 2 0 2 2 2 2 2 2 2 2	0.000 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184 173 209 ET2 2299 56.56%	0.500 0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0	0.969  1.5 WT 1.5 85 98 91 101 97 79 83 82 103 99 93 WT 1100	0.625 0.974 VESTBOUNI 0.5 WR 3 1 3 0 0 2 3 3 0 0 4	0.000 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.750 WU2 5 3 6 4 5 6 10 1 7 6 WU2 5 4 4 4 7 6	0.250 0 W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.941 0.941 0.94 WESTB 0 W2T2 112 139 141 115 152 173 190 167 130 135 210 W2T2 1849 97.47%	0.417 46  OUND2 0 W2R2 5 3 3 0 0 3 3 1 2 8 5 7 4	0.000 0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.981 TOTAI 597 642 641 586 661 688 690 663 646 675 737 TOTAI 7829
PEAK HR VOL. PEAK HR FACTOR:  PM  3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:15 PM 4:15 PM 4:45 PM 5:15 PM 5:15 PM 5:45 PM TOTAL VOLUMES: APPROACH %:3:	0.794 0.5 NL 15 13 14 8 8 9 3 3 6 4 5	7 0.350 NT 0.5 NT 4 0 2 1 1 0 7 0 1 1 2 2 4 1 1 NT 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.840  ORTHBOUN 1 NR 5 3 2 2 5 5 5 1 5 2 6 2 NR 43 9.25%	0.000  ID  NU  0  0  0  0  0  0  0  0  0  NU  0  0  0  0  0  0  0  0  0  0  0  0  0	0.829 0 NR2 22 25 22 33 16 26 33 17 33 16 28 NR2 302	0.542 0 SL 0 7 1 3 6 5 2 4 4 2 5 1 SL 4 7 7 1 1 2 4 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1	0.683  St   1   ST   87	0.679 0.827 OUTHBOUN 0 SR 4 3 2 4 3 5 5 3 1 1 0 1 4 2 SR 3 3 5 5 3 3 1 1 2 5 5 8 7 8 8 7 8 7 8 8 7 8 8 8 8 8 7 8	0.000  D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.650 0 SL2 14 3 5 5 4 5 6 11 7 1 5 0	0.000  EL 0 0 0 1 0 1 0 EL 2	0.835  E 2 ET 130 139 154 128 149 130 148 125 159 147 163  ET 1710	0.458 0.944 ASTBOUNE 1 ER 6 6 16 5 6 6 4 3 2 0 2 2 2 2	0.000 0.000 EU 0 0 0 0 0 0 0 0 0 0 0 0 0	0.943 0 ET2 179 185 181 185 200 205 184 209 205 184 209 205 184 209 205 187 209 205 187 209 205 187 209 205 187 209 209 209 209 209 209 209 209	0.500  0 WL 0 0 0 0 1 0 0 0 0 0 0 WL 1 0.08%	0.969  1.5 WT 85 98 101 97 79 83 82 103 99 93 WT 1100 93.46%	0.625 0.974 /ESTBOUNI 0.5 WR 3 1 3 0 0 2 3 0 4 WR 2 2 3 1 0 4	0.000 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.750 0 WU2 5 3 6 4 5 6 10 1 7 6 WU2 56	0.250  W2L2  0 0 0 0 0 0 1  W2L2 3 0.16%	0.941 0.941 0 WESTB 0 WEZTZ 112 139 141 115 152 173 190 167 130 135 210 WEZTZ 1849	0.417 46  OUND2 0 W2R2 5 3 3 0 3 1 2 8 5 7 4  W2R2 44 2.32%	0.000 0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0	0.981 TOTAL 597 642 641 586 661 688 690 663 603 646 675

#### **Intersection Turning Movement Count**

Location: Westmoreland Ave & Beverly Blvd/ W Temple St City: Los Angeles Control: Signalized Project ID: 19-05540-003 Date: 9/5/2019 Cars

												Ca													7
NS/EW Streets:		Wes	tmoreland .	Ave			West	tmoreland A	Ave			Beverly I	Blvd/ W Te	mple St			Beverly	Blvd/ W Te	mple St						İ
		N	ORTHBOUN	ND.			SC	OUTHBOUN	ID			F	EASTBOUN	D			1	WESTBOUN	D			WESTB	OUND2		
AM	0.5	0.5	1	0	0	0	1	0	0	0	0	2	1	0	0	0	1.5	0.5	- 0	0	0	0	0	0	
/VI	NI	NT	NR	NU	NR2	SI	ST	SR	SU	SL2	FI	FT	ER	FU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	10	0	0	0	12	0	1	4	0	1	0	65	3	0	115	0	110	5	0	0	0	192	3	0	521
7:15 AM	19	1	0	0	17	0	7	3	0	2	0	93	2	0	147	0	78	0	0	4	0	194	5	0	572
7:30 AM	14	0	1	0	18	1	9	4	0	2	0	132	1	0	199	1	95	1	0	1	0	185	2	0	666
7:45 AM	12	0	1	0	16	3	15	3	0	4	0	126	6	0	196	0	93	2	0	6	0	185	9	0	677
8:00 AM	17	2	1	0	19	6	11	7	0	2	0	149	1	0	178	0	90	1	0	5	0	203	3	0	695
8:15 AM	11	5	3	0	10	3	6	4	0	5	0	174	1	0	176	0	91	1	0	4	1	195	1	0	691
8:30 AM	5	0	1	0	11	1	4	0	0	4	0	150	1	0	182	0	69	0	0	2	0	203	0	0	633
8:45 AM	6	1	1	0	7	2	2	5	0	2	0	102	1	0	198	0	91	0	0	3	0	180	1	1	603
9:00 AM	2	0	0	0	3	2	2	1	0	0	0	147	3	0	178	0	69	0	0	4	0	171	3	0	585
9:15 AM	6	0	0	0	5	1	2	2	0	1	0	125	1	0	179	0	78	0	0	4	0	169	0	0	573
9:30 AM	4	1	0	0	2	1	3	2	0	2	0	108	2	0	150	0	70	1	0	3	0	195	0	0	544
9:45 AM	4	2	0	0	4	0	2	1	0	0	0	104	0	0	165	1	97	5	0	6	0	191	5	0	587
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL.	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	110	12	8	0	124	20	64	36	0	25	0	1475	22	0	2063	2	1031	16	0	42	1	2263	32	1	7347
APPROACH %'s:	43.31%	4.72%	3.15%	0.00%	48.82%	13.79%	44.14%	24.83%	0.00%	17.24%	0.00%	41.43%	0.62%	0.00%	57.95%	0.18%	94.50%	1.47%	0.00%	3.85%	0.04%	98.52%	1.39%	0.04%	
PEAK HR :			AM - 08:3																						TOTAL
PEAK HR VOL :	54	7	6	0	63	13	41	18	0	13	0	581	9	0	749	1	369	5	0	16	1	768	15	0	2729
PEAK HR FACTOR:	0.79	0.350	0.500	0.000	0.829	0.542	0.683	0.643	0.000	0.650	0.000	0.835	0.375	0.000	0.941	0.250	0.971	0.625	0.000	0.667	0.250	0.946	0.417	0.000	0.982
			0.833					0.817					0.954					0.968							
								0.017					0.754					0.700				0.9	31		
D14			ORTHBOU				SC	OUTHBOUN					EASTBOUN					WESTBOUN				WESTB	OUND2		
PM	0.5	0.5	1	0	0	0	1	OUTHBOUN 0	0	0	0	2	EASTBOUNI 1	0	0	0	1.5	WESTBOUN 0.5	0	0	0	WESTB 0	BOUND2 0	0	
	NL	0.5 NT	1 NR	0 NU	NR2	SL	1 ST	OUTHBOUN	0 SU	SL2	EL	2 ET	EASTBOUNI 1 ER	0 EU	ET2	WL	1.5 WT	WESTBOUN	0 WU	WU2	W2L2	WESTB 0 W2T2	OUND2 0 W2R2	W2U2	TOTAL
3:00 PM	NL 15	0.5 NT 4	1	0 NU 0	NR2 22		1	OUTHBOUN 0	0 SU 0	SL2 14	EL 0	2 ET 125	EASTBOUNI 1 ER 6	0 EU 0	ET2 172	WL 0	1.5 WT 82	WESTBOUN 0.5	0 WU 0	WU2 5	W2L2	WESTB 0 W2T2 110	O W2R2	W2U2 0	580
3:00 PM 3:15 PM	NL 15 13	0.5 NT 4 0	1 NR	0 NU 0 0	NR2 22 24	SL	1 ST 8 4	OUTHBOUN 0	0 SU 0 0	SL2 14 3	EL 0 0	2 ET 125 128	EASTBOUNI 1 ER 6 14	0 EU 0 0	ET2 172 180	WL 0 0	1.5 WT 82 97	WESTBOUN 0.5 WR 3 1	0 WU 0 0	5 3	W2L2 0 0	WESTB 0 W2T2 110 137	80UND2 0 W2R2 5 3	W2U2 0 0	580 619
3:00 PM 3:15 PM 3:30 PM	NL 15	0.5 NT 4	1 NR	0 NU 0 0	NR2 22 24 21	SL	1 ST	OUTHBOUN 0	0 SU 0 0	SL2 14 3 5	EL 0	2 ET 125 128 148	EASTBOUNI 1 ER 6 14 5	0 EU 0 0	ET2 172 180 177	0 0 0	1.5 WT 82 97 87	WESTBOUN 0.5 WR 3 1 3	0 WU 0 0	5 3 6	0 0 0	WESTB 0 W2T2 110 137 141	80UND2 0 W2R2 5 3	0 0 0	580 619 626
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 15 13	0.5 NT 4 0 2	1 NR 5 3 2 2	0 NU 0 0 0	NR2 22 24 21 33	SL 0 6 1	1 ST 8 4 9	OUTHBOUN 0	0 SU 0 0 0	SL2 14 3 5 4	EL 0 0 0	2 ET 125 128 148 124	EASTBOUNI 1 ER 6 14 5	0 EU 0 0 0	ET2 172 180 177 184	WL 0 0 0	1.5 WT 82 97 87 85	0.5 WR 3 1 3 0	0 WU 0 0 0	WU2 5 3 6 4	W2L2 0 0 0 0	WESTB 0 W2T2 110 137 141 114	80UND2 0 W2R2 5 3 3	0 0 0 0	580 619 626 574
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 15 13	0.5 NT 4 0	1 NR	0 NU 0 0 0	NR2 22 24 21 33 16	SL	1 ST 8 4 9 3	OUTHBOUN 0	0 SU 0 0 0 0	SL2 14 3 5 4	EL 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149	EASTBOUNI 1 ER 6 14 5 5	0 0 0 0 0	ET2 172 180 177 184 196	0 0 0	1.5 WT 82 97 87 85 98	WESTBOUN 0.5 WR 3 1 3	0 WU 0 0 0 0	WU2 5 3 6 4 5	W2L2 0 0 0 0	WESTB 0 W2T2 110 137 141 114	80UND2 0 W2R2 5 3	W2U2 0 0 0 0	580 619 626 574 652
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM	NL 15 13	0.5 NT 4 0 2 1 0 7	1 NR 5 3 2 2	0 NU 0 0 0 0	NR2 22 24 21 33 16 26	SL 0 6 1 3 6 5	1 ST 8 4 9 3 3 6	OUTHBOUN 0	0 SU 0 0 0 0	SL2 14 3 5 4 3 5	EL 0 0 0	2 ET 125 128 148 124 149 127	EASTBOUNI 1 ER 6 14 5 5 6 3	0 EU 0 0 0 0	ET2 172 180 177 184 196 203	WL 0 0 0 0 0	1.5 WT 82 97 87 85 98 94	WESTBOUN 0.5 WR 3 1 3 0 0 2	0 WU 0 0 0 0	WU2 5 3 6 4 5 6	W2L2 0 0 0 0 0	WESTB 0 W2T2 110 137 141 114 151 172	80UND2 0 W2R2 5 3 3	W2U2 0 0 0 0 0	580 619 626 574 652 678
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 15 13	0.5 NT 4 0 2	1 NR 5 3 2 2	0 NU 0 0 0 0	NR2 22 24 21 33 16 26 33	SL 0 6 1	1 ST 8 4 9 3 3 6 13	OUTHBOUN 0	0 SU 0 0 0 0	SL2 14 3 5 4 3 5 6	EL 0 0 0 0 0 0 0 0 1	2 ET 125 128 148 124 149 127 142	EASTBOUNI 1 ER 6 14 5 5	0 EU 0 0 0 0	ET2 172 180 177 184 196 203 184	WL 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77	WESTBOUN 0.5 WR 3 1 3 0 0 2 3	0 WU 0 0 0 0	WU2 5 3 6 4 5 6	W2L2 0 0 0 0	WESTB 0 W2T2 110 137 141 114 151 172 189	80UND2 0 W2R2 5 3 3	W2U2 0 0 0 0 0 0	580 619 626 574 652 678 679
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 15 13	0.5 NT 4 0 2 1 0 7 0	1 NR 5 3 2 2 5 5 5 5	0 NU 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31	SL 0 6 1 3 6 5 2 3	1 ST 8 4 9 3 3 6 13	OUTHBOUN 0 SR 4 3 2 4 3 5 3	0 SU 0 0 0 0 0	SL2 14 3 5 4 3 5 6	EL 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134	EASTBOUNI 1 ER 6 14 5 5 6 3 2	0 EU 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209	WL 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78	WESTBOUN  0.5  WR  3  1  3  0  2  3  0	0 WU 0 0 0 0 0	WU2 5 3 6 4 5 6 10	W2L2 0 0 0 0 0 0	WESTB 0 W2T2 110 137 141 114 151 172 189 167	80UND2 0 W2R2 5 3 3 0 3 1	W2U2 0 0 0 0 0 0	580 619 626 574 652 678 679 651
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 15 13	0.5 NT 4 0 2 1 0 7	1 NR 5 3 2 2	0 NU 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17	SL 0 6 1 3 6 5	1 ST 8 4 9 3 3 6 13 6	OUTHBOUN 0	0 SU 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7	0 0 0 0 0 0 1	2 ET 125 128 148 124 149 127 142 134	EASTBOUNI 1 ER 6 14 5 5 6 3	0 EU 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203	WL 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78	WESTBOUN 0.5 WR 3 1 3 0 0 2 3	0 WU 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1	W2L2 0 0 0 0 0 0 0 0 2	WESTB 0 W2T2 110 137 141 114 151 172 189 167 130	80UND2 0 W2R2 5 3 3	W2U2 0 0 0 0 0 0 0 0	580 619 626 574 652 678 679 651
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM	NL 15 13	0.5 NT 4 0 2 1 0 7 0 1 2 2	1 NR 5 3 2 2 5 5 5 5	0 NU 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33	SL 0 6 1 3 6 5 2 3	1 ST 8 4 9 3 3 6 13 6 9 9	OUTHBOUN 0 SR 4 3 2 4 3 5 3	0 SU 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7	EL 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 2 0 2 2	0 EU 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182	WL 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80	WESTBOUN  0.5  WR  3  1  3  0  2  3  0  2  3  1	0 WU 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10	W2L2 0 0 0 0 0 0 0 2 0 0	WESTB 0 W2T2 110 137 141 114 151 172 189 167 130 135	80UND2 0 W2R2 5 3 3 0 3 1	W2U2 0 0 0 0 0 0 0 0	580 619 626 574 652 678 679 651 598 633
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 15 13 14 8 8 8 8 8 8 8 4	0.5 NT 4 0 2 1 0 7 0	1 NR 5 3 2 2 5 5 5 5	0 NU 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16	SL 0 6 1 3 6 5 2 3	1 ST 8 4 9 3 3 6 13 6 9 9	OUTHBOUN 0 SR 4 3 2 4 3 5 3	0 SU 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5	EL 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 0 0 2 2 2	0 EU 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182 171	WL 0 0 0 0 1 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80 100 97	WESTBOUN  0.5  WR  3  1  3  0  2  3  0	0 WU 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7	W2L2 0 0 0 0 0 0 0 0 2	WESTB 0 W2T2 110 137 141 114 151 172 189 167 130 135 185	80UND2 0 W2R2 5 3 3 0 3 1	W2U2 0 0 0 0 0 0 0 0	580 619 626 574 652 678 679 651 598 633 668
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM	NL 15 13	0.5 NT 4 0 2 1 0 7 0 1 2 2	1 NR 5 3 2 2 5 5 5 5	0 NU 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33	SL 0 6 1 3 6 5 2 3	1 ST 8 4 9 3 3 6 13 6 9 9	OUTHBOUN 0 SR 4 3 2 4 3 5 3	0 SU 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7	EL 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 2 0 2 2	0 EU 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182	WL 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80	WESTBOUN  0.5  WR  3  1  3  0  2  3  0  2  3  1	0 WU 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1	W2L2 0 0 0 0 0 0 0 2 0 0	WESTB 0 W2T2 110 137 141 114 151 172 189 167 130 135	80UND2 0 W2R2 5 3 3 0 3 1	W2U2 0 0 0 0 0 0 0 0	580 619 626 574 652 678 679 651 598 633
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 15 13 14 8 8 8 8 8 8 3 3 6 4 4 5 NL	0.5 NT 4 0 2 1 1 0 7 0 1 1 2 2 4 1 1	1 NR 5 3 2 2 2 5 5 5 5 1 1 5 2 6 6 2 NR	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28	SL 0 6 1 3 6 5 2 3 4 2 5 1 1 SL	1 ST 8 4 9 3 3 6 13 6 9 9 9 111 5	OUTHBOUN  O SR  4 3 2 4 3 5 3 1 0 1 4 2 SR	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0	EL 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144 160	EASTBOUNI 1 ER 6 14 5 6 3 2 2 0 2 2 2 ER	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182 171 209	WL 0 0 0 0 1 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80 100 97 90	0.5 WR 3 1 3 0 0 0 2 3 3 0 0 3 1 1 0 4 WR	0 WU 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 6	W2L2 0 0 0 0 0 0 0 0 0 0 1 W2L2	WESTB 0 W2T2 110 137 141 151 172 189 167 130 135 185 208 W2T2	80UND2 0 W2R2 5 3 3 0 0 3 3 1 1 1 1 8 5 7 4	W2U2 0 0 0 0 0 0 0 0 0 0 1 W2U2	580 619 626 574 652 678 679 651 598 633 668 729
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 15 13 14 8 8 8 8 8 3 3 6 4 4 5 5 NL 95	0.5 NT 4 0 2 1 0 7 0 1 2 2 1 2 4 1 1	1 NR 5 3 2 2 5 5 5 1 5 5 2 6 2 NR 43	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28 NR2 300	SL 0 6 1 3 6 5 2 3 4 2 2 5 1 SL 38	1 ST 8 4 9 3 3 6 13 6 13 6 9 9 11 5	OUTHBOUN  O  SR  4  3  2  4  3  5  1  0  1  4  2  SR  32	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0  SL2 64	EL 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144 160 ET 1656	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 2 0 0 2 2 2 2 ER 49	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	172 172 180 177 184 196 203 184 209 203 182 171 209 ET2 2270	WL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80 100 97 90	WESTBOUN 0.5 WR 3 1 3 0 0 0 2 3 3 0 0 4 WR 20	0 WU 0 0 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 6 WU2 56	W2L2 0 0 0 0 0 0 0 2 0 1 W2L2 3	WESTB 0 110 137 141 151 172 189 167 130 135 208 W2T2 1839	SOUND2 0 W2R2 5 3 0 3 3 1 1 1 8 5 7 4	W2U2 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 1 W2U2	580 619 626 574 652 678 679 651 598 633 668 729
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:30 PM	NL 15 13 14 8 8 8 8 8 8 3 3 6 4 4 5 NL	0.5 NT 4 0 2 1 0 7 0 0 1 2 2 4 1 1 NT 24 5.19%	1 NR 5 3 2 2 5 5 5 1 5 2 0 NR 43 9.31%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28	SL 0 6 1 3 6 5 2 3 4 2 5 1 1 SL	1 ST 8 4 9 3 3 6 13 6 9 9 9 111 5	OUTHBOUN  O SR  4 3 2 4 3 5 3 1 0 1 4 2 SR	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0	EL 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144 160	EASTBOUNI 1 ER 6 14 5 6 3 2 2 0 2 2 2 ER	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182 171 209	WL 0 0 0 0 1 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80 100 97 90	0.5 WR 3 1 3 0 0 0 2 3 3 0 0 3 1 1 0 4 WR	0 WU 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 6	W2L2 0 0 0 0 0 0 0 0 0 0 1 W2L2	WESTB 0 W2T2 110 137 141 151 172 189 167 130 135 185 208 W2T2	80UND2 0 W2R2 5 3 3 0 0 3 3 1 1 1 1 8 5 7 4	W2U2 0 0 0 0 0 0 0 0 0 0 1 W2U2	580 619 626 574 652 678 679 651 598 633 668 729 TOTAL 7687
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 15 13 14 8 8 8 8 8 3 3 6 4 4 5 5 NL 95	0.5 NT 4 0 2 1 0 7 0 0 1 2 2 4 1 1 NT 24 5.19%	1 NR 5 3 2 2 5 5 5 1 5 5 2 6 2 NR 43	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28 NR2 300	SL 0 6 1 3 6 5 2 3 4 2 2 5 1 SL 38	1 ST 8 4 9 3 3 6 13 6 13 6 9 9 11 5	OUTHBOUN  O  SR  4  3  2  4  3  5  1  0  1  4  2  SR  32	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0  SL2 64	EL 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144 160 ET 1656	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 2 0 0 2 2 2 2 ER 49	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	172 172 180 177 184 196 203 184 209 203 182 171 209 ET2 2270	WL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80 100 97 90	WESTBOUN 0.5 WR 3 1 3 0 0 0 2 3 3 0 0 4 WR 20	0 WU 0 0 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 6 WU2 56	W2L2 0 0 0 0 0 0 0 2 0 1 W2L2 3	WESTB 0 110 137 141 151 172 189 167 130 135 208 W2T2 1839	80UND2 0 W2R2 5 3 0 3 3 1 1 1 8 5 7 4	W2U2 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 1 W2U2	580 619 626 574 652 678 679 651 598 633 668 729
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:30 PM	NL 15 13 14 8 8 8 8 8 3 3 6 4 4 5 5 NL 95	0.5 NT 4 0 2 1 0 7 0 0 1 2 2 4 1 1 NT 24 5.19%	1 NR 5 3 2 2 5 5 5 1 5 2 0 NR 43 9.31%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28 NR2 300	SL 0 6 1 3 6 5 2 3 4 2 2 5 1 SL 38	1 ST 8 4 9 3 3 6 13 6 13 6 9 9 11 5	OUTHBOUN  O  SR  4  3  2  4  3  5  1  0  1  4  2  SR  32	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0  SL2 64	EL 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144 160 ET 1656	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 2 0 0 2 2 2 2 ER 49	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	172 172 180 177 184 196 203 184 209 203 182 171 209 ET2 2270	WL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 85 98 94 77 78 80 100 97 90	WESTBOUN 0.5 WR 3 1 3 0 0 0 2 3 3 0 0 4 WR 20	0 WU 0 0 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 6 WU2 56	W2L2 0 0 0 0 0 0 0 2 0 1 W2L2 3	WESTB 0 110 137 141 151 172 189 167 130 135 208 W2T2 1839	80UND2 0 W2R2 5 3 0 3 3 1 1 1 8 5 7 4	W2U2 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 1 W2U2	580 619 626 574 652 678 679 651 598 633 668 729 TOTAL 7687
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 15 13 14 8 8 8 8 8 3 3 6 4 4 5 NL 95 20.56%	0.5 NT 4 0 2 1 1 0 7 0 1 1 2 2 4 1 1 NT 24 5.19%	1 NR 5 3 2 2 5 5 5 1 5 2 6 2 NR 43 9.31% 0 PM - 05:0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28 NR2 300 64.94%	SL 0 6 1 3 6 5 2 3 4 2 5 1 1 SL 38 17.27%	1 ST 8 4 9 3 3 6 13 6 9 9 111 5 5 T 86 39.09%	OUTHBOUN  O  SR  4  3  2  4  3  5  3  1  0  1  4  2  SR  32  14.55%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0 SL2 64 29.09%	EL 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 151 144 160 ET 1656 41.64%	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 0 2 2 2 2 ER 49 1.23% 13 0.542	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182 171 209 ET2 2270 57.08%	WL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 88 94 77 78 80 100 97 90 WT 1065 93.26%	WESTBOUN  0.5  WR  3 1 1 3 0 0 2 3 1 1 0 4  WR 20 1.75%  5	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 7 6 WU2 56 4.90%	W2L2 0 0 0 0 0 0 0 0 0 1 W2L2 3 0.16%	WESTB 0 W2T2 110 137 141 114 151 172 189 167 130 135 185 208 W2T2 1839 97.51%	SOUND2 0 W2R2 5 3 3 0 3 1 1 1 8 5 7 4 W2R2 43 2.28%	W2U2 0 0 0 0 0 0 0 0 0 0 1 W2U2 1 0.05%	580 619 626 574 652 678 679 651 598 633 668 729 TOTAL 7687
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:05 PM 4:15 PM 4:25 PM 5:00 PM 5:15 PM 5:30 PM 5:345 PM TOTAL VOLUMES : APPROACH %% :	NL 15 13 14 8 8 8 8 8 3 3 6 4 4 5 5 NL 95 20.56%	0.5 NT 4 0 2 1 1 0 7 0 1 1 2 2 4 1 1 NT 24 5.19%	1 NR 5 3 2 2 5 5 5 1 5 2 6 2 NR 43 9.31% 0 PM - 05:0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 22 24 21 33 16 26 33 31 17 33 16 28 NR2 300 64.94%	SL 0 6 1 3 6 5 2 3 4 4 2 5 1 1 SL 38 17.27%	1 ST 8 4 9 3 3 6 13 6 6 9 9 9 111 5 ST 86 39.09%	OUTHBOUN  O  SR  4  3  2  4  3  5  3  1  0  1  4  2  SR  32  14.55%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 14 3 5 4 3 5 6 11 7 1 5 0 SL2 64 29.09%	EL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 125 128 148 124 149 127 142 134 124 151 144 160 ET 1656 41.64%	EASTBOUNI 1 ER 6 14 5 5 6 3 2 2 2 2 2 ER 49 1.23%	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ET2 172 180 177 184 196 203 184 209 203 182 171 209 ET2 2270 57.08%	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 82 97 87 87 88 94 77 78 80 100 97 90 WT 1065 93.26%	WESTBOUN  0.5  WR  3  1  3  0  2  3  1  0  4  WR  20  1.75%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU2 5 3 6 4 5 6 10 1 2 1 7 6 WU2 56 4.90%	W2L2 0 0 0 0 0 0 0 2 0 0 1 W2L2 3 0.16%	WESTB 0 W2T2 110 137 141 114 151 172 189 167 130 135 185 208 W2T2 1839 97.51%	SOUND2 0 W2R2 5 3 0 3 1 1 1 1 8 5 7 4 W2R2 43 2.28%	W2U2 0 0 0 0 0 0 0 0 0 1 W2U2 1 0.05%	580 619 626 574 652 678 679 651 598 633 668 729 TOTAL 7687

#### **Intersection Turning Movement Count**

Location: Westmoreland Ave & Beverty Blvd/ W Temple St
City: Los Angeles
Control: Signalized

HT

Project ID: 19-05540-003
Date: 9/5/2019

												н													
NS/EW Streets:		Wes	tmoreland a	Ave			West	tmoreland A	lve			Beverly I	Blvd/ W Te	mple St			Beverly I	Blvd/ W Te	mple St						
		N	ORTHBOUN	VD			SI	OUTHBOUN	D			E	ASTBOUN	)			V	VESTBOUN	D			WESTB	OUND2		
AM	0.5	0.5	1	0	0	0	1	0	0	0	0	2	1	0	0	0	1.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3	0	0	7
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	1	0	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0	6
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4	0	1	0	0	1	0	2	0	0	12
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	1	0	0	0	0	1	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	3	0	0	8
9:00 AM	- 1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	2	0	0	7
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6	1	0	12
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	1	1	0	9
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	1	0	1	0	1	0	0	2	0	1	0	9	0	0	25	1	11	0	0	1	0	28	2	0	83
APPROACH %'s :	33.33%	0.00%	33.33%	0.00%	33.33%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	26.47%	0.00%	0.00%	73.53%	7.69%	84.62%	0.00%	0.00%	7.69%	0.00%	93.33%	6.67%	0.00%	
PEAK HR:			AM - 08:30																						TOTAL
PEAK HR VOL:	0	0	1	0	0	0	0	1	0	0	0	5	0	0	9	1	2	0	0	1	0	11	0	0	31
PEAK HR FACTOR:	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.417	0.000	0.000	0.563	0.250	0.500	0.000	0.000	0.250	0.000	0.688	0.000	0.000	0.646
			0.250					0.250					0.500					0.500				0.6	88		0.040
																									0.040
224			0.250 ORTHBOUN				Si	OUTHBOUN					0.500 EASTBOUNE					VESTBOUN				WESTB	BOUND2		0.040
PM	0.5	0.5	ORTHBOUN 1	0	0	0	1	OUTHBOUN 0	0	0	0	2	ASTBOUNI 1	0	0	0	1.5	VESTBOUN 0.5	0	0	0	WESTB 0	OUND2	0	
	NL	0.5 NT	ORTHBOUN 1 NR	0 NU	NR2	SL	1 ST	OUTHBOUN 0 SR	0 SU	SL2	EL		EASTBOUNI 1 ER	0 EU	ET2	WL	1.5 WT	VESTBOUN 0.5 WR	0 WU	WU2	W2L2	WESTB 0 W2T2	OUND2 0 W2R2	W2U2	TOTAL
3:00 PM		0.5 NT 0	ORTHBOUN 1 NR 0	NU 0			1 ST 0	OUTHBOUN 0 SR 0	O SU O	SL2 0	EL 0	2	EASTBOUNI 1 ER 0	0 EU 0		WL 0	1.5 WT	VESTBOUN 0.5 WR	0 WU	WU2 0	W2L2 0	WESTB 0 W2T2 2	0 W2R2 0	W2U2 0	TOTAL
3:00 PM 3:15 PM	NL 0 0	0.5 NT 0 0	ORTHBOUN 1 NR 0 0	0 NU 0 0	NR2	SL 0 1	1 ST 0 0	OUTHBOUN O SR O O	0 SU 0 0	SL2 0 0	EL 0 0	2	EASTBOUNI 1 ER 0 0	0 EU 0 0	ET2 5 4	0 0	1.5 WT	VESTBOUN 0.5 WR 0	0 WU 0 0	0 0	W2L2 0 0	WESTB 0 W2T2 2 2	80UND2 0 W2R2 0	W2U2 0 0	TOTAL 13 12
3:00 PM 3:15 PM 3:30 PM	0 0 0	0.5 NT 0 0	ORTHBOUN 1 NR 0 0	0 NU 0 0	NR2 0 1	SL 0 1	1 ST 0 0	OUTHBOUN 0 SR 0	0 SU 0 0	SL2 0	EL 0	2	EASTBOUNI 1 ER 0 0	0 EU 0 0	ET2	0 0 0	1.5 WT 2 0 1	VESTBOUN 0.5 WR 0 0	0 WU 0 0	0 0 0	0 0 0	WESTB 0 W2T2 2 2 0	0 W2R2 0 0	0 0 0	TOTAL 13 12 9
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 0	0.5 NT 0 0 0	ORTHBOUN 1 NR 0 0 0	0 NU 0 0 0	NR2 0 1 1 0	SL 0 1 0 0	1 ST 0 0 0	OUTHBOUN O SR O O O	0 SU 0 0 0	SL2 0 0 0 1	0 0 0 0	2 ET 4 4 4 1	EASTBOUNI 1 ER 0 0 0	0 EU 0 0 0	ET2 5 4 3 1	WL 0 0 0	1.5 WT 2 0 1	0.5 WR 0 0 0	0 WU 0 0 0	0 0 0 0	W2L2 0 0 0 0	WESTB 0 W2T2 2 2 0 0	0 W2R2 0 0 0	0 0 0 0	TOTAL 13 12 9
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0 0 0	0.5 NT 0 0 0 0	ORTHBOUN 1 NR 0 0	0 NU 0 0 0 0	NR2 0 1 1 0 0	SL 0 1 0 0 0 0	1 ST 0 0 0 0	OUTHBOUN O SR O O O O	0 SU 0 0 0 0	SL2 0 0 0 1	0 0 0 0	2 ET 4 4 4 1	EASTBOUNI 1 ER 0 0 0 0	0 EU 0 0 0 0	ET2 5 4	WL 0 0 0 0	1.5 WT 2 0 1 0	0.5 WR 0 0 0 0	0 WU 0 0 0 0	0 0 0 0 0	W2L2 0 0 0 0	WESTB 0 W2T2 2 2 0	8OUND2 0 W2R2 0 0 0	W2U2 0 0 0 0	TOTAL 13 12 9 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0	0.5 NT 0 0 0 0	ORTHBOUN 1 NR 0 0 0 0 0 0	0 NU 0 0 0 0	NR2 0 1 1 0 0	SL 0 1 0 0 0	1 ST 0 0 0 0 0	OUTHBOUN 0 SR 0 0 0 0 0	0 SU 0 0 0 0	SL2 0 0 0 1 1	EL 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0	EASTBOUNI 1 ER 0 0 0	0 EU 0 0 0 0 0	ET2 5 4 3 1 4 2	WL 0 0 0 0 0	1.5 WT 2 0 1 0 0	0.5 WR 0 0 0 0 0	0 WU 0 0 0 0 0	0 0 0 0 0 0	W2L2 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0	8OUND2 0 W2R2 0 0 0 0	W2U2 0 0 0 0 0	TOTAL 13 12 9 3 5
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0	0.5 NT 0 0 0 0 0	ORTHBOUN 1 NR 0 0 0	0 NU 0 0 0 0	NR2 0 1 1 0 0 0	SL 0 1 0 0 0 0	1 ST 0 0 0 0 0	OUTHBOUN O SR O O O O	0 SU 0 0 0 0 0	SL2 0 0 0 1 1 0 0	0 0 0 0	2 ET 4 4 4 1 0 0	EASTBOUNI 1 ER 0 0 0 0 0	0 EU 0 0 0 0 0	ET2 5 4 3 1 4 2 0	WL 0 0 0 0 0	1.5 WT 2 0 1 0	0.5 WR 0 0 0 0	0 WU 0 0 0 0 0	WU2 0 0 0 0 0 0	W2L2 0 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0 0	8OUND2 0 W2R2 0 0 0	W2U2 0 0 0 0 0 0	TOTAL 13 12 9 3 5 3 5
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 0 0 0 0	0.5 NT 0 0 0 0 0	ORTHBOUN  1 NR 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 0 1	1 ST 0 0 0 0 0 0	OUTHBOUN  O  SR  O  O  O  O  O  O  O	0 SU 0 0 0 0 0 0	SL2 0 0 0 1 1 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0	1 ER 0 0 0 0 0 0	0 EU 0 0 0 0 0	ET2 5 4 3 1 4 2	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0 0 0	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	WU2 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0 0 1 1	80UND2 0 W2R2 0 0 0 0 0	W2U2 0 0 0 0 0 0	TOTAL 13 12 9 3 5 3 5
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0	ORTHBOUN  1 NR  0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0	OUTHBOUN  O  SR  O  O  O  O  O  O  O  O  O  O  O  O  O	0 SU 0 0 0 0 0 0	SL2 0 0 0 1 1 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0	1 ER 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0	ET2 5 4 3 1 4 2 0	WL 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0 1 1 0 0	80UND2 0 W2R2 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 4 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	ORTHBOUN  1 NR  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0	OUTHBOUN  O  SR  O  O  O  O  O  O  O  O  O  O  O  O  O	0 SU 0 0 0 0 0 0 0	SI.2 0 0 0 1 1 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0 2 0	0 0 0 0 0 1 0 0 0	0 EU 0 0 0 0 0 0 0	ET2 5 4 3 1 4 2 0 0	WL 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0 0 0	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 0 0 0 1 1 0 0 0 0	0 W2R2 0 0 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 3 5 4 2 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:10 PM	NL 0 0 0 0 0 0 1 0 0	0.5 NT 0 0 0 0 0 0 0 0 0	ORTHBOUN  1 NR  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0	OUTHBOUN 0 SR 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0	SI.2 0 0 0 1 1 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0 2 0 1 4 2	EASTBOUNI 1 ER 0 0 0 0 0 0 1 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	ET2 5 4 3 1 4 2 0 0 1 1 2	WL 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0 0 0	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0 1 1 1 0 0 0	0 W2R2 0 0 0 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 4 2 6 5
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0	ORTHBOUN  1 NR  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0	OUTHBOUN  O  SR  O  O  O  O  O  O  O  O  O  O  O  O  O	0 SU 0 0 0 0 0 0 0	SI.2 0 0 0 1 1 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0 2 0	0 0 0 0 0 1 0 0 0	0 EU 0 0 0 0 0 0 0	ET2 5 4 3 1 4 2 0 0	WL 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0 0 0	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 0 0 0 1 1 0 0 0 0	0 W2R2 0 0 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 3 5 4 2 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:10 PM	NL 0 0 0 0 0 0 1 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0	ORTHBOUN 1 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0	OUTHBOUN 0	0 SU 0 0 0 0 0 0 0 0 0	SL2 0 0 0 1 1 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0 2 0 1 1 4 2 3	EASTBOUNE 1 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	ET2 5 4 3 1 4 2 0 0 0 1 1 1 2 0 0	WL 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0 0 0 0 2 0 1 1 1	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0 1 1 0 0 2 2 2 2 2 2 2 2 2 2 2	80UND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 3 5 4 2 6 5 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 1 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ORTHBOUN  1  NR  0  0  0  0  0  0  0  0  NR  NR	0 NU 0 0 0 0 0 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0 0 0 0	SL 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUTHBOUN 0 SR 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 1 0 0 0 2 0 1 4 4 2 3 3 8 ET	EASTBOUNI 1 ER 0 0 0 0 0 0 1 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0	ET2 5 4 3 1 1 4 2 0 0 0 1 1 1 2 0 0 ET2	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 0 0 0 0	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 W2L2	WESTB 0 W2T2 2 2 0 0 1 1 1 0 0 0	0 W2R2 0 0 0 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 4 2 6 5 6
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3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 5:30 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ORTHBOUN  1 NR 0 0 0 0 0 0 0 0 0 0 NR 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NR2 0 1 1 0 0 0 0 0 0 0 NR2 2 66.67%	SL 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUTHBOUN  O  SR  O  O  O  O  O  O  SR  O  O  O  O  O  O  O  O  O  O  O  O  O	O SU O O O O O O O O O O O O O O O O O O	SL2 0 0 1 1 1 0 0 0 0 0 5 0 0 0 0 5 5 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 4 4 4 4 1 1 0 0 2 0 0 1 4 2 2 3 3 ET 5 5 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ET2 5 4 3 1 4 2 0 0 1 1 1 2 0 ET2 23 46.94%	WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 2 0 1 1 0 0 0 0 0 2 2 0 1 1 1 1 1 1 1 1	VESTBOUN 0.5 WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W2L2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTB 0 W2T2 2 2 0 0 1 1 0 0 2 W2T2 8 888.89%	BOUND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 13 12 9 3 5 3 5 4 2 6 5 6 TOTAL 73 TOTAL
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#### **Intersection Turning Movement Count**

Location: Westmoreland Ave & Beverly Blvd/ W Temple St City: Los Angeles Control: Signalized

Project ID: 19-05540-003 Date: 9/5/2019 Beverly Blvd/ W Temple St NS/EW Streets: Westmoreland Ave Beverly Blvd/ W Temple St TOTAL TOTAL 73 SL2 0 TOTAL VOLUMES: APPROACH %'s PEAK HR PEAK HR VOL: PEAK HR FACTOR TOTAL 27 0.000 0.000 0 0 0.000 0.000 0.000 0.000 0 0.000 1 0.250 0 0.000 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL 69 NU 0 NR2 0

0.000

1 0.250

0.000 0.000 0.000

0.000

0.000

0.000 0.000 0 1 0.000 0.250

TOTAL

0.000

#### **Intersection Turning Movement Count**

Location: Westmoreland Ave & Beverly Blvd/ W Temple St City: Los Angeles Control: Signalized

Project ID: 19-05540-003 Date: 9/5/2019

												Bik	es												
NS/EW Streets:		West	tmoreland a	Ave			West	tmoreland A	Ave			Beverly E	Blvd/ W Te	mple St			Beverly E	Blvd/ W Ter	mple St						
		NO	ORTHBOUN	VD.			SC	OUTHBOUN	D			E	ASTBOUN	)			W	/ESTBOUNI	0			WESTB	OUND2		
AM	0.5	0.5	1	0	0	0	1	0	0	0	0	2	1	0	0	0	1.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	2	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	1	4	0	0	9
8:00 AM	0	0	0	0	0	0	1	0	0	0	1	1	1	0	1	0	0	0	0	0	0	1	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	2	0	0	6
8:45 AM	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	4
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	0	3	1	0	0	1	5	3	0	10	0	7	0	0	0	1	19	1	1	54
APPROACH %'s:	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	5.26%	26.32%	15.79%	0.00%	52.63%	0.00%	100.00%	0.00%	0.00%	0.00%	4.55%	86.36%	4.55%	4.55%	
PEAK HR :		07:30	AM - 08:3												,										TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	0	0	0	1	3	1	0	6	0	3	0	0	0	1	11	0	0	28
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.750	0.250	0.000	0.500	0.000	0.375	0.000	0.000	0.000	0.250	0.688	0.000	0.000	0.778
PEAK HR FACTOR :	0.000	0.250	0.000 0.250	0.000	0.000	0.000	0.250	0.000 0.250	0.000	0.000	0.250	0.750	0.250 0.688	0.000	0.500	0.000	0.375	0.000 0.375	0.000	0.000	0.250	0.688		0.000	0.778
PEAK HR FACTOR :	0.000		0.250		0.000	0.000		0.250		0.000	0.250		0.688		0.500	0.000		0.375		0.000	0.250	0.60	00	0.000	0.778
		NO		ND				0.250 OUTHBOUN	D			E		)			W	0.375 /ESTBOUNI	0			0.60 WESTB	OUND2		0.778
PEAK HR FACTOR:	0.5	0.5	0.250 ORTHBOUN 1	ND 0	0	0	SC 1	0.250 OUTHBOUN 0	D 0	0	0	E	0.688 ASTBOUNI	0	0	0	1.5	0.375 /ESTBOUNI 0.5	0	0	0	0.60 WESTB	OUND2 0	0	
PM		0.5 NT	0.250 ORTHBOUN 1 NR	ND O NU		0 SL	SC 1 ST	0.250 OUTHBOUN 0 SR	D O SU	0 SL2	0 EL	E 2 ET	0.688 ASTBOUNI 1 ER	0 EU	0 ET2	0 WL	1.5 WT	0.375 /ESTBOUNI 0.5 WR	O WU	0 WU2	0 W2L2	0.60 WESTB 0 W2T2	OUND2 0 W2R2	0 W2U2	TOTAL
PM 3:00 PM	0.5 NL 1	0.5 NT 0	0.250 ORTHBOUN 1 NR 0	ND 0 NU 0	0 NR2	0 SL 0	ST 0	0.250 OUTHBOUN 0 SR 0	D 0 SU 0	0 SL2 0	0 EL 0	2 ET 0	0.688 ASTBOUNI 1 ER 0	0 EU 0	0 ET2 0	0 WL	1.5	0.375 VESTBOUNI 0.5 WR 0	0 WU 0	0 WU2 0	0 W2L2	0.60 WESTB 0 W2T2	OUND2 0 W2R2	0 W2U2	TOTAL 2
PM 3:00 PM 3:15 PM	0.5 NL 1 0	0.5 NT 0	0.250  ORTHBOUN  1  NR  0  0	ND 0 NU 0 0	0 NR2 1 0	0 SL 0	SC 1 ST 0 0	0.250 OUTHBOUN 0 SR 0 0	D 0 SU 0 0	0 SL2 0 0	0 EL 0	E 2 ET	O.688  ASTBOUNI  1  ER  0 0	0 EU 0	0 ET2 0 0	0 WL 0	1.5 WT 0	0.375 VESTBOUND 0.5 WR 0 0	0 WU 0 0	0 WU2 0 0	0 W2L2 0	0.60 WESTB 0 W2T2	OUND2 0 W2R2 0	0 W2U2 0 0	TOTAL 2 5
PIVI 3:00 PM 3:15 PM 3:30 PM	0.5 NL 1	0.5 NT 0	0.250 ORTHBOUN 1 NR 0	ND 0 NU 0	0 NR2	0 SL 0	ST 0	0.250 OUTHBOUN 0 SR 0	D 0 SU 0	0 SL2 0	0 EL 0	2 ET 0	0.688 ASTBOUNI 1 ER 0	0 EU 0	0 ET2 0	0 WL	1.5 WT	0.375 VESTBOUNI 0.5 WR 0	0 WU 0	0 WU2 0	0 W2L2	0.60 WESTB 0 W2T2	OUND2 0 W2R2	0 W2U2 0 0	TOTAL 2
PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM	0.5 NL 1 0	0.5 NT 0 0 0 0	0.250  ORTHBOUN  1  NR  0  0  0	0 NU 0 0	0 NR2 1 0 0	0 SL 0 0	ST 0 0 0 0 0	0.250 OUTHBOUN 0 SR 0 0 0	D 0 SU 0 0 0	0 SL2 0 0	0 EL 0 0	2 ET 0	0.688  ASTBOUNI  1  ER  0  0  0	0 EU 0 0	0 ET2 0 0	0 WL 0 0	1.5 WT 0	0.375 /ESTBOUNI 0.5 WR 0 0	0 WU 0 0	0 WU2 0 0	0 W2L2 0 0	0.60 WESTB 0 W2T2 0 2 1	OUND2 0 W2R2 0 0	0 W2U2 0 0	TOTAL 2 5 2 4
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0.5 NL 1 0	0.5 NT 0 0	0.250  ORTHBOUN  1  NR  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0	0 NR2 1 0	0 SL 0 0	50 1 ST 0 0	0.250  OUTHBOUN  O  SR  O  O  O	0 SU 0 0	0 SL2 0 0	0 EL 0 0	2 ET 0 2 1	O.688  ASTBOUNI  1  ER  0  0  0	0 EU 0 0	0 ET2 0 0 0	0 WL 0 0	1.5 WT 0 1 0	0.375 VESTBOUNE 0.5 WR 0 0 0 0	0 WU 0 0	0 WU2 0 0	0 W2L2 0	0.60 WESTB 0 W2T2 0 2	OUND2 0 W2R2 0 0	0 W2U2 0 0 0	TOTAL 2 5 2 4 8
PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	0.5 NL 1 0 0	0.5 NT 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0	0 SL 0 0 0	SC 1 ST 0 0 0 0 0 0 0 0	0.250  OUTHBOUN  O  SR  O  O  O  O	D 0 SU 0 0 0 0 0 0 0 0	0 SL2 0 0 0	0 EL 0 0 0	E E E E E E E E E E E E E E E E E E E	0.688  ASTBOUNI  1  ER  0  0  0  0	0 EU 0 0 0	0 ET2 0 0 0 1	0 WL 0 0 0	1.5 WT 0 1 0 1	0.375 VESTBOUNI 0.5 WR 0 0 0	0 WU 0 0 0	0 WU2 0 0 0	0 W2L2 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0	OUND2 0 W2R2 0 0 0	0 W2U2 0 0	TOTAL 2 5 2 4
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0.5 NL 1 0 0 0	0.5 NT 0 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0	0 SL 0 0 0	SC 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  OUTHBOUN  O  SR  O  O  O  O  O  O	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0	0 EL 0 0 0	2 ET 0 2 1 1 3	0.688  ASTBOUNE 1 ER 0 0 0 0 0	0 EU 0 0 0	0 ET2 0 0 0 1	0 WL 0 0 0	1.5 WT 0 1 0 1 0 0 0	0.375 VESTBOUNE 0.5 WR 0 0 0 0 0	0 WU 0 0 0	0 WU2 0 0 0	0 W2L2 0 0 0 1	0.60 WESTB 0 W2T2 0 2 1 0	OUND2 0 W2R2 0 0 0 0	0 W2U2 0 0 0	TOTAL 2 5 2 4 8 0
PIM 3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM	0.5 NL 1 0 0 0	0.5 NT 0 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0	0 SL 0 0 0	SO 1 ST 0 0 0 0 0	0.250  OUTHBOUN  O  SR  O  O  O  O  O  O	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0	0 EL 0 0 0	2 ET 0 2 1 1 3	0.688  ASTBOUNE 1 ER 0 0 0 0 0	0 EU 0 0 0	0 ET2 0 0 0 1 2 0	0 WL 0 0 0	1.5 WT 0 1 0 1 0 0	0.375 VESTBOUNE 0.5 WR 0 0 0 0 0	0 WU 0 0 0	0 WU2 0 0 0 0	0 W2L2 0 0 0 1	0.60 WESTB 0 W2T2 0 2 1 0	OUND2 0 W2R2 0 0 0 0	0 W2U2 0 0 0 0	TOTAL 2 5 2 4 8 0 3
PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0.5 NL 1 0 0 0 0	0.5 NT 0 0 0 0 0	0.250  ORTHBOUN  1  NR  0  0  0  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0	0 SL 0 0 0 0	50 1 ST 0 0 0 0 0	0.250  OUTHBOUN  O  SR  O  O  O  O  1	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0	0 EL 0 0 0 0	2 ET 0 2 1 1 1 3 0 0	0.688  ASTBOUNI 1 ER 0 0 0 0 0 0	0 EU 0 0 0 0	0 ET2 0 0 0 1 2 0	0 WL 0 0 0 0	1.5 WT 0 1 0 1 0 0 0	0.375  VESTBOUNI  0.5  WR  0  0  0  0  0  0	0 WU 0 0 0 0	0 WU2 0 0 0 0	0 W2L2 0 0 0 1	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2	OUND2 0 W2R2 0 0 0 0 1 0 0	0 W2U2 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3
PIM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0.5 NL 1 0 0 0 0	0.5 NT 0 0 0 0 0	0.250  ORTHBOUN  1  NR  0  0  0  0  0  0  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0	0 SL 0 0 0 0 0	50 1 ST 0 0 0 0 0 0	0.250  OUTHBOUN  O  SR  O  O  O  O  O  O  O  O  O  O  O  O  O	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0	0 EL 0 0 0 0	2 ET 0 2 1 1 3 0 0 0	0.688  ASTBOUNI 1 ER 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	0 ET2 0 0 0 1 2 0	0 WL 0 0 0 0	1.5 WT 0 1 0 1 0 0 0	0.375 VESTBOUNE 0.5 WR 0 0 0 0 0 0 0 0	0 WU 0 0 0 0	0 WU2 0 0 0 0	0 W2L2 0 0 0 1 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2	OUND2 0 W2R2 0 0 0 0 0 1 0	0 W2U2 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3
PIVI 3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:35 PM 5:15 PM	0.5 NL 1 0 0 0 0 0	0.5 NT 0 0 0 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0  0  0  0  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0	0 SL 0 0 0 0 0 0	ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  OUTHBOUN  O  SR  O  O  O  O  O  O  O  O  O  O  O  O  O	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0	0 EL 0 0 0 0 0	2 ETT 0 2 1 1 3 0 0 0 0 0 0 0 0 0	0.688  ASTBOUNI  1  ER  0  0  0  0  0  0  0  0	0 EU 0 0 0 0 0	0 ET2 0 0 0 1 2 0 2 0 4 1	0 WL 0 0 0 0 0	1.5 WT 0 1 0 1 0 0 0 0	0.375  VESTBOUNE 0.5  WR 0 0 0 0 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0	0 WU2 0 0 0 0 0	0 W2L2 0 0 0 1 1 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2 0 1 2	OUND2 0 W2R2 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3 3 6 4
PM 3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:45 PM	0.5 NL 1 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  DRTHBOUN 1 NR 0 0 0 0 0 0 0 0 NR	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0	ST SC SC ST	0.250  OUTHBOUN  OSR  O  O  O  O  O  O  O  O  O  O  O  O  O	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0	2 ET 0 2 1 1 1 3 0 0 0 0	0.688  ASTBOUNI 1 ER 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0 0	0 ET2 0 0 0 1 2 0 2 0 4 1 3 1	0 WL 0 0 0 0 0 0 0 0 0	1.5 WT 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.375  /ESTBOUNE 0.5 WR 0 0 0 0 0 0 0 0 0 WR	0 WU 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 1 1 0 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2 0 1 3 2 W2T2	OUND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3 6 4 6 4
PM  3:00 PM 3:15 PM 3:30 FM 3:345 FM 4:05 FM 4:15 FM 4:15 FM 5:15 FM 5:50 FM 5:45 FM TOTAL VOLUMES;	0.5 NL 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0  0  NR  NR  0  NR	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ST S	0.250  DUTHBOUN 0 SR 0 0 0 0 0 0 0 0 SR 0 0 0 SR 0 0 0 0	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0	2 ET 0 2 1 1 3 0 0 0 0 0 0	0.688  ASTBOUNE 1 ER 0 0 0 0 0 0 0 0 0 ER 0	0 EU 0 0 0 0 0 0 0 0 0 0 0	0 ET2 0 0 0 1 2 0 2 0 4 1 3 3	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.375  VESTBOUNI 0.5  WR 0 0 0 0 0 0 0 0 WR 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2 0 1 2 0 1 2 0 1 4 W2T2 1 4	OUND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3 6 4 6 4
PM 3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:30 PM 5:50 PM 5:50 PM 5:50 PM 5:45 PM	0.5 NL 1 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  DRTHBOUN 1 NR 0 0 0 0 0 0 0 NR 0 0 0 0 0 0 0 0 0 0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0	ST SC SC ST	0.250  OUTHBOUN  0  SR  0  0  0  0  0  0  0  0  0  0  0  0  0	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0	2 ET 0 2 1 1 1 3 0 0 0 0	0.688  ASTBOUNI 1 ER 0 0 0 0 0 0 0 0 0 0 0 0 ER	0 EU 0 0 0 0 0 0 0	0 ET2 0 0 0 1 2 0 2 0 4 1 3 1	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.375  /ESTBOUNE 0.5 WR 0 0 0 0 0 0 0 0 0 WR	0 WU 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2 0 1 3 2 W2T2	OUND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3 6 4 6 4 TOTAL 47
PM  3:00 PM 3:15 PM 3:30 FM 3:345 FM 4:05 FM 4:15 FM 4:15 FM 5:15 FM 5:50 FM 5:45 FM TOTAL VOLUMES;	0.5 NL 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0  0  NR  NR  0  NR	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ST S	0.250  DUTHBOUN 0 SR 0 0 0 0 0 0 0 0 SR 0 0 0 SR 0 0 0 0	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0	2 ET 0 2 1 1 3 0 0 0 0 0 0	0.688  ASTBOUNE 1 ER 0 0 0 0 0 0 0 0 0 ER 0	0 EU 0 0 0 0 0 0 0 0 0 0 0	0 ET2 0 0 0 1 2 0 2 0 4 1 3 1	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.375  VESTBOUNI 0.5  WR 0 0 0 0 0 0 0 0 WR 0 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2 0 1 2 0 1 2 0 1 4 W2T2 1 4	OUND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3 6 4 6 4
PM  3:00 PM 3:15 FM 3:30 FM 3:36 FM 4:00 PM 4:15 FM 4:30 PM 4:30 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUME 5 APPROACH %5 S PEAK HR: PEAK HR:	0.5 NL 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  DRTHBOUN  1  NR  0  0  0  0  0  0  0  NR  0  0  0  0  0  0  0  0  0  0  0  0  0	ND 0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SC 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  OUTHBOUN 0 SR 0 0 0 0 0 1 0 0 SR 1 50.00%	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 2 1 1 3 0 0 0 0 0 0 0 0 0 0 1 1 7 0 0 0 0 0 0 0	0.688  ASTBOUNI 1 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET2 0 0 0 1 1 2 0 2 0 4 1 3 1 ET2 14 66.67%	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.375  VESTBOUNI 0.5  WR 0 0 0 0 0 0 0 0 WR 0 0 0 0 0 0 0 0	0 0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 1 2 0 1 2 0 1 3 2 W2T2 1 4 87.50%	OUND2 0 W2R2 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 6 4 6 4 TOTAL 47
PM  3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:45 PM 4:15 FM 4:30 FM 5:50 PM 5:50 PM 5:45 PM  TOTAL VOLUMES: APPROACH %%:	0.5 NL 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250  ORTHBOUN  1  NR  0  0  0  0  0  0  NR  0  0  0  0  0  0  0  0  0  0  0  0  0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ST 50.00%	0.250  DUTHBOUN 0 SR 0 0 0 0 0 0 0 0 SR 0 0 0 SR 0 0 0 0	D 0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 ET 0 2 1 1 3 0 0 0 0 0 0 0 0 0	0.688  ASTBOUNI 1 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET2 0 0 0 1 2 0 2 0 4 1 3 1 1 ET2 14 66.67%	0 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 WT 0 1 0 0 0 0 0 0 2 1 0 0 0 0 0 0 0 0 0 0	0.375  VESTBOUNI 0.5  WR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WU2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 W2L2 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 WESTB 0 W2T2 0 2 1 0 2 0 1 2 0 1 3 2 W2T2 1 4 87.50%	OUND2 OUND2 O W2R2 O O O O O O O W2R2 I O O O O O O O O O O O O O O O O O O	0 W2U2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 2 5 2 4 8 0 3 3 6 4 6 4 TOTAL 47

### Intersection Turning Movement Count Location: Westmoreland Ave & Beverly Blvd/ W Temple St City: Los Angeles City: Los Angeles City: Los Angeles

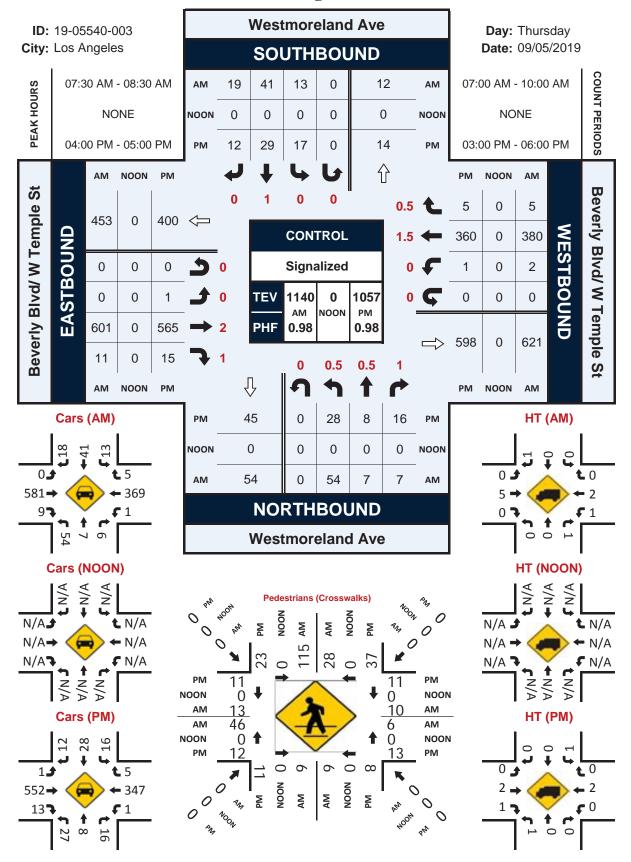
#### Pedestrians (Crosswalks)

NS/EW Streets:	Westmore	eland Ave	Westmore	eland Ave	,	d/ W Temple St	,	I/ W Temple			
A B 4	NORT	H LEG	SOUT	H LEG	EAST	ΓLEG	WES	Γ LEG	EAST	LEG 2	
AM	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	6	4	2	2	2	3	2	8	0	0	29
7:15 AM	12	10	0	5	0	2	4	12	0	0	45
7:30 AM	16	7	1	1	0	1	1	6	0	0	33
7:45 AM	85	11	0	0	0	1	42	4	1	0	144
8:00 AM	6	5	4	1	4	5	1	3	1	0	30
8:15 AM		5	1	4	2	3	2	0	0	0	25
8:30 AM	3	58	0	0	2	4	3	50	0	0	120
8:45 AM	4	1	1	4	3	4	2	1	1	0	21
9:00 AM		4	3	1	1	0	0	3	1	0	14
9:15 AM		2	2	1	3	2	1	4	0	0	18
9:30 AM		4	2	1	1	0	0	0	0	0	9
9:45 AM	3	2	1	4	2	2	0	2	0	0	16
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	148	113	17	24	20	27	58	93	4	0	504
APPROACH %'s:	56.70%	43.30%	41.46%	58.54%	42.55%	57.45%	38.41%	61.59%	100.00%	0.00%	
PEAK HR:	07:30 AM -	- 08:30 AM									TOTAL
PEAK HR VOL:	115	28	6	6	6	10	46	13	2	0	232
PEAK HR FACTOR:	0.338	0.636	0.375	0.375	0.375	0.500	0.274	0.542	0.500		0.403
	0.3	372	0.6	000	0.4	144	0.3	321	0.5	00	0.403

DM	NORT	'H LEG	SOUT	H LEG	EAST	LEG	WES	T LEG	EAST	LEG 2	
PM	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
3:00 PM	14	5	11	2	14	3	24	3	0	0	76
3:15 PM	7	27	6	9	4	18	7	2	0	0	80
3:30 PM	3	19	8	2	3	4	0	1	0	0	40
3:45 PM	3	4	4	5	10	5	2	0	1	0	34
4:00 PM	5	14	3	1	4	3	0	7	0	0	37
4:15 PM	7	8	0	1	4	3	7	2	0	0	32
4:30 PM		5	8	4	4	2	3	2	0	0	33
4:45 PM		10	0	2	1	3	2	0	0	0	24
5:00 PM		10	0	2	2	4	0	1	0	0	24
5:15 PM		13	3	3	4	5	3	6	0	0	41
5:30 PM	5	11	4	6	6	7	2	3	0	0	44
5:45 PM	4	6	4	1	3	4	4	1	0	0	27
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	68	132	51	38	59	61	54	28	1	0	492
APPROACH %'s:	34.00%	66.00%	57.30%	42.70%	49.17%	50.83%	65.85%	34.15%	100.00%	0.00%	
PEAK HR :	04:00 PM	- 05:00 PM									TOTAL
PEAK HR VOL:	23	37	11	8	13	11	12	11	0	0	126
PEAK HR FACTOR:	0.821	0.661	0.344	0.500	0.813	0.917	0.429	0.393			0.051
	0.7	789	0.3	396	0.8	357	0.6	539			0.851

#### Westmoreland Ave & Beverly Blvd/W Temple St

#### **Peak Hour Turning Movement Count**



STREET: North/South	Westmore	land Ave								
East/West	Beverly B	lvd/ W To	emple St							
Day:	Thursday	I	Date:	09/05/20	19	Weather:	S	UNNY		
Hours:	7-10 & 3-6			Cł	ekrs:	NDS				
School Day:		Yes				I/S COI	DE _			
DUAL- WHEELED BIKES BUSES	N/B 3 3 1		S/B 4 6			E/B 35 16 68			/B 20 12 56	
	N/B	TIME	S/B	TIME		E/B	TIME	W		TIME
AM PK 15 MIN	21	7.15	24	8.00		183	8.15	1	18	7.00
PM PK 15 MIN	24	15.00	20	17.30		165	17.45	1	04	17.15
AM PK HOUR	69	7.15	73	7.30		627	7.45	3	99	7.00
PM PK HOUR	69	15.00	59	16.15		603	15.15	3	85	17.00

NORTHBOU	ND Appro	ach			SOUTHBOUN	D Appro	ach			TOTAL	XING S	J/L	XING	N/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	56	1	2	59	7-8	4	32	15	51	110	0	0	0	0
8-9	39	8	7	54	8-9	12	23	16	51	105	0	0	0	0
9-10	17	3	0	20	9-10	4	9	7	20	40	0	0	0	0
15-16	50	7	12	69	15-16	11	24	13	48	117	0	0	0	0
16-17	28	8	16	52	16-17	17	29	12	58	110	0	0	0	0
17-18	18	9	15	42	17-18	12	34	7	53	95	0	0	0	0
TOTAL	208	36	52	296	TOTAL	60	151	70	281	577	0	0	0	0
									,					

17-10	10	9	13	42	1/-10	12	34	1	33		93	U	U	U	U
TOTAL	208	36	52	296	TOTAL	60	151	70	281		577	0	0	0	0
EASTBOUNI	Approach				WESTBOUN	D Approach	h			TO	OTAL	XING V	V/L	XING I	E/L
Hours	Lt	Th	Rt T	otal	Hours	Lt	Th	Rt T	otal	1	E-W	Ped	Sch	Ped	Sch
7-8	0	434	12	446	7-8	2	389	8	399		845	0	0	0	0
8-9	0	590	6	596	8-9	0	355	2	357		953	0	0	0	0
9-10	0	493	6	499	9-10	1	327	6	334		833	0	0	0	0
15-16	0	551	33	584	15-16	0	363	7	370		954	0	0	0	0
16-17	1	565	15	581	16-17	1	360	5	366		947	0	0	0	0
17-18	1	594	6	601	17-18	0	377	8	385		986	0	0	0	0
		•	•				•	•							
TOTAL	2	3227	78	3307	TOTAL	4	2171	36	2211		5518	0	0	0	0

#### **Intersection Turning Movement Count**

Location: Vermont Ave & 1st St City: Los Angeles Control: Signalized

Project ID: 19-05540-002 Date: 9/5/2019

	Signalizeu							To	tal						9/3/2019		
NS/EW Streets:		Vermo	nt Ave			Vermon	t Ave		tu.	1st	St			1st	St		Ī
			IBOUND			SOUTH				EASTE				WESTE			
AM	1	3	0	0	1	3	0	0	1	1 1	0	0	1	1	1	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	276	10	0	15	216	16	0	46	46	6	0	13	46	12	0	708
7:15 AM	9	270	26	0	21	266	17	0	50	90	8	0	21	69	33	0	880
7:30 AM	5	313	20	0	26	313	18	0	39	77	7	0	29	73	79	0	999
7:45 AM	11	290	16	0	20	305	19	0	38	108	14	0	27	93	60	0	1001
8:00 AM	9	268	21	0	26	298	21	0	32	114	14	0	27	90	52	0	972
8:15 AM	7	239	12	0	27	327	25	0	35	79	14	0	22	76	20	0	883
8:30 AM	8	264	7	0	38	345	19	0	34	86	14	0	12	73	6	0	906
8:45 AM	7	253	14	0	42	332	32	0	36	63	7	0	16	77	14	0	893
9:00 AM	7	243	9	0	43	293	24	0	29	48	19	0	11	59	10	0	795
9:15 AM	8	277	16	0	27	310	29	0	29	50	13	0	9	55	11	0	834
9:30 AM	9	257	7	0	23	260	29	0	29	45	16	0	17	56	16	0	764
9:45 AM	14	253	3	0	26	250	22	0	31	44	18	0	14	62	12	0	749
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	3203	161	0	334	3515	271	0	428	850	150	0	218	829	325	0	10384
APPROACH %'s:	2.89%	92.47%	4.65%	0.00%	8.11%	85.32%	6.58%	0.00%	29.97%	59.52%	10.50%	0.00%	15.89%	60.42%	23.69%	0.00%	
PEAK HR :	(	07:30 AM -	08:30 AM														TOTAL
PEAK HR VOL :	32	1110	69	0	99	1243	83	0	144	378	49	0	105	332	211	0	3855
PEAK HR FACTOR:	0.727	0.887	0.821	0.000	0.917	0.950	0.830	0.000	0.923	0.829	0.875	0.000	0.905	0.892	0.668	0.000	0.963
		0.8	96			0.94	10			0.8				0.89			0.963
										0.8	92				95		0.963
D0.4		NORTH	IBOUND			SOUTH	BOUND			0.8	OUND			WESTE	95 SOUND		0.963
PM	1	NORTH 3	IBOUND 0	0	1	SOUTHI 3	BOUND 0	0	1	EASTB	OUND 0	0	1	WESTE 1	OUND 1	0	
	NL	NORTH 3 NT	IBOUND 0 NR	NU	SL	SOUTHI 3 ST	BOUND 0 SR	SU	EL	EASTE 1 ET	OUND 0 ER	EU	WL	WESTE 1 WT	OUND 1 WR	0 WU	TOTAL
3:00 PM	NL 8	NORTH 3 NT 231	IBOUND 0 NR 55	NU 0	SL 23	SOUTHI 3 ST 240	BOUND 0 SR 16	SU 0	EL 47	0.89 EASTB 1 ET 115	92 OUND 0 ER 16	EU 0	WL 8	WESTE 1 WT 39	95 BOUND 1 WR 30	0 WU 0	TOTAL 828
3:00 PM 3:15 PM	NL 8 3	NORTH 3 NT 231 253	IBOUND 0 NR 55 20	NU 0 1	SL 23 26	SOUTHI 3 ST 240 278	BOUND 0 SR 16 29	0 0	EL 47 34	0.84 EASTB 1 ET 115 94	92 SOUND 0 ER 16 22	0 0	WL 8 19	WESTE 1 WT 39 59	95 BOUND 1 WR 30 23	0 WU 0 0	TOTAL 828 861
3:00 PM 3:15 PM 3:30 PM	NL 8 3 8	NORTH 3 NT 231 253 247	BOUND 0 NR 55 20 30	NU 0 1	SL 23 26 33	SOUTHI 3 ST 240 278 264	BOUND 0 SR 16 29 33	SU 0	47 34 39	0.84 EASTB 1 ET 115 94 83	92 60UND 0 ER 16 22 18	0 0 0	WL 8 19 21	WESTE 1 WT 39 59 66	95 BOUND 1 WR 30 23 52	0 WU 0 0	TOTAL 828 861 895
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 8 3	NORTH 3 NT 231 253 247 258	BOUND 0 NR 55 20 30 19	NU 0 1 1	SL 23 26	SOUTHI 3 ST 240 278 264 294	30UND 0 SR 16 29 33 44	0 0 0 1	EL 47 34	0.84 EASTB 1 ET 115 94	92 SOUND 0 ER 16 22	0 0	WL 8 19 21 14	WESTE 1 WT 39 59	95 BOUND 1 WR 30 23	0 WU 0 0	TOTAL 828 861 895 917
3:00 PM 3:15 PM 3:30 PM	NL 8 3 8 20	NORTH 3 NT 231 253 247	BOUND 0 NR 55 20 30	NU 0 1	SL 23 26 33 35	SOUTHI 3 ST 240 278 264	BOUND 0 SR 16 29 33	0 0 0	47 34 39 43	0.8° EASTB 1 ET 115 94 83 96	OUND 0 ER 16 22 18 12	0 0 0 0	WL 8 19 21	WESTE 1 WT 39 59 66 64	80UND 1 WR 30 23 52 16	0 WU 0 0 0	TOTAL 828 861 895
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 8 3 8 20 20	NORTH 3 NT 231 253 247 258 225	BOUND 0 NR 55 20 30 19 24	NU 0 1 1 1	SL 23 26 33 35 45	SOUTHI 3 ST 240 278 264 294 276	BOUND 0 SR 16 29 33 44 34	SU 0 0 0 1 1 0	EL 47 34 39 43	0.84 EASTE 1 ET 115 94 83 96 118	OUND 0 ER 16 22 18 12 8	0 0 0 0 0	WL 8 19 21 14	WESTE 1 WT 39 59 66 64	80UND 1 WR 30 23 52 16 7	0 WU 0 0 0	TOTAL 828 861 895 917 857
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 8 3 8 20 20 9 6 11	NORTH 3 NT 231 253 247 258 225 219 246 228	BOUND 0 NR 55 20 30 19 24 15 14 30	NU 0 1 1 1 1 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32	SOUTHI 3 ST 240 278 264 294 276 270 280 327	BOUND 0 SR 16 29 33 44 34 35 35 41	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42	0.84 EASTB 1 ET 115 94 83 96 118 100 112 90	92 OUND 0 ER 16 22 18 12 8 13 19 20	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 11	WESTE 1 WT 39 59 66 64 44 47 60 65	OUND 1 WR 30 23 52 16 7 19 23 17	0 WU 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 8 3 8 20 20 9 6	NORTH 3 NT 231 253 247 258 225 219 246 228 245	BOUND 0 NR 55 20 30 19 24 15 14 30 20	NU 0 1 1 1 1 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300	BOUND 0 SR 16 29 33 44 34 35 35 41 52	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45	0.8 <sup>t</sup> EASTB 1 ET 115 94 83 96 118 100 112	92 OUND 0 ER 16 22 18 12 8 13 19	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11	WESTE 1 WT 39 59 66 64 44 47 60 65 78	OUND 1 WR 30 23 52 16 7 19 23 17	0 WU 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM	NL 8 3 8 20 20 9 6 11 18 16	NORTH 3 NT 231 253 247 258 225 219 246 228 245 261	BOUND 0 NR 55 20 30 19 24 15 14 30 20 19	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331	30UND 0 SR 16 29 33 44 34 35 35 41 52 36	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38	0.8 <sup>th</sup> EASTE 1 ET 115 94 83 96 118 100 112 90 120 124	OUND 0 ER 16 22 18 12 8 13 19 20 15 14	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16	WESTE 1 WT 39 59 66 64 44 47 60 65 78 88	30 23 52 16 7 19 23 17 18 25	0 WU 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	NL 8 3 8 20 20 9 6 11 18 16 18	NORTH 3 NT 231 253 247 258 225 219 246 228 245 261 260	BOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22	NU 0 1 1 1 0 0 0 0 0 0 0 1 1	SL 23 26 33 35 45 32 24 32 25 30 32	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338	30UND 0 SR 16 29 33 44 34 35 35 35 41 52 36 22	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38 33	0.8°  EASTE 1  ET 115  94  83  96  118  100  112  90  120  124  119	OUND 0 ER 16 22 18 12 8 13 19 20 15 14 16	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 11 14 10 16 22	WESTE 1 WT 39 59 66 64 47 60 65 78 88 90	OUND 1 WR 30 23 52 16 7 19 23 17 18 25 21	0 WU 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM	NL 8 3 8 20 20 9 6 11 18 16	NORTH 3 NT 231 253 247 258 225 219 246 228 245 261	BOUND 0 NR 55 20 30 19 24 15 14 30 20 19	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331	30UND 0 SR 16 29 33 44 34 35 35 41 52 36	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38	0.8 <sup>th</sup> EASTE 1 ET 115 94 83 96 118 100 112 90 120 124	OUND 0 ER 16 22 18 12 8 13 19 20 15 14	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16	WESTE 1 WT 39 59 66 64 44 47 60 65 78 88	30 23 52 16 7 19 23 17 18 25	0 WU 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	NL 8 3 8 20 20 9 6 11 18 16 18 20	NORTH 3 NT 231 253 247 258 225 219 246 228 245 261 260 221	BOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22 20	NU 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30 32 30	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288	30UND 0 SR 116 29 33 44 35 35 41 52 36 22 57	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 43 44 65 60 42 45 38 33 34	0.8 <sup>th</sup> EASTE 1 ET 115 94 83 96 118 100 112 90 120 124 119 107	92  OUND  0  ER  16  22  18  12  8  13  19  20  15  14  16  19	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16 22 19	WESTE 1 WT 39 59 66 64 44 47 60 65 78 88 90 89	DS DOUND 1 WR 30 23 52 16 7 19 23 17 18 25 21 15	0 WU 0 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998 994 919
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:30 PM	NL 8 3 8 20 20 9 6 11 18 16 18 20 NL	NORTH 3 NT 231 253 247 258 225 219 246 228 245 226 227 240 228 241 260 221	BOUND 0 NR 55 20 30 30 19 24 15 14 30 20 19 22 20 NR	NU 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30 32 30	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288	30UND 0 SR 16 29 33 44 35 35 41 52 36 22 57 SR	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 43 9 43 44 65 60 42 45 38 33 34 EL	0.89  EASTE 1 ET 115 94 83 96 118 100 112 90 120 124 119 107 ET	92 OUND 0 ER 16 22 18 12 8 13 19 20 15 14 16 19 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16 22 19 WL	WESTE 1 WT 39 59 66 64 44 47 60 65 78 88 90 89 WT	OUND 1 WR 30 23 16 7 19 23 17 18 25 21 15 WR	0 WU 0 0 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998 994 919
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:43 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 8 3 8 20 20 9 6 11 18 16 18 20	NORTH 3 NT 231 253 247 258 225 219 246 228 245 260 221 NT 2894	BOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22 20 NR 288	NU 0 1 1 1 1 0 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0	SL 23 26 33 35 45 32 24 32 25 30 32 30	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288 ST 3486	30UND 0 SR 16 29 33 44 34 35 41 52 36 22 57 SR 434	SU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 43 44 65 60 42 45 38 33 34	0.8 <sup>th</sup> EASTE 1 ET 115 94 83 96 118 100 112 90 120 124 119 107	92  OUND  0  ER  16  22  18  12  8  13  19  20  15  14  16  19	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16 22 19	WESTE 1 WT 39 59 66 64 44 47 60 65 78 88 90 89	DS DOUND 1 WR 30 23 52 16 7 19 23 17 18 25 21 15	0 WU 0 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998 994 919
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:30 PM	NL 8 3 3 8 20 20 9 6 11 18 16 18 20 NL 157 4.70%	NORTH 3 NT 231 253 247 258 225 219 246 228 245 261 260 221 NT 2894 86.57%	IBOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22 20 NR 288 8.62%	NU 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30 32 30 SL 367	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288	30UND 0 SR 16 29 33 44 35 35 41 52 36 22 57 SR	SU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38 33 34 EL 524	0.8'  EASTE 1 ET 115 94 83 96 118 100 112 90 120 124 119 107  ET 1278	92  OUND 0 ER 16 22 18 12 8 13 19 20 15 14 16 19  ER 192	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16 22 19  WL 177	WESTE 1 39 59 66 64 44 47 60 65 78 88 90 89 WT 789	DOUND 1 WR 30 23 52 16 7 19 23 17 18 25 21 15 WR 266	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998 994 919 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 8 3 3 8 20 20 9 6 11 18 16 18 20 NL 157 4.70%	NORTH 3 NT 231 253 247 258 225 219 246 228 245 260 221 NT 2894	IBOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22 20 NR 288 8.62%	NU 0 1 1 1 1 0 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0	SL 23 26 33 35 45 32 24 32 25 30 32 30 SL 367	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288 ST 3486	30UND 0 SR 16 29 33 44 34 35 41 52 36 22 57 SR 434	SU 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38 33 34 EL 524	0.8'  EASTE 1 ET 115 94 83 96 118 100 112 90 120 124 119 107  ET 1278	92  OUND 0 ER 16 22 18 12 8 13 19 20 15 14 16 19  ER 192	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16 22 19  WL 177	WESTE 1 39 59 66 64 44 47 60 65 78 88 90 89 WT 789	DOUND 1 WR 30 23 52 16 7 19 23 17 18 25 21 15 WR 266	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998 994 919 TOTAL 10857
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:44 PM 5:10 PM 5:15 PM 5:30 PM 5:34 PM TOTAL VOLUMES: APPROACH %'s:	NL 8 3 3 8 200 20 9 6 111 18 16 18 20 NL 157 4.70%	NORTH 3 NT 231 253 247 258 225 219 246 228 245 260 221 NT 2894 86.57% 05:00 PM	IBOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22 20 NR 288 8.62% 06:00 PM	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 1 1 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30 32 30 SL 367 8.56%	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288 ST 3486 81.30%	30UND 0 SR 16 29 33 44 34 35 35 41 152 57 SR 434 10.12%	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38 33 34 45 EL 524 26.28%	0.8' EASTB 1 ET 115 94 83 96 118 100 112 90 120 124 119 107 ET 1278 64.09%	92 OUND 0 ER 16 22 18 8 12 8 13 19 20 15 14 16 19 ER 192 9.63%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 14 10 16 22 19 WL 177 14.37%	WESTE 1 1 39 59 66 64 44 47 60 65 78 88 90 89 WT 789 64.04%	DS DOUND 1 WR 30 23 52 16 7 19 23 17 15 WR 266 21.59%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 828 861 995 917 857 835 890 917 946 998 994 919 TOTAL 10857
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:445 PM 4:00 PM 4:15 PM 4:44 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: VOL:	NL 8 3 3 8 20 20 20 9 6 11 18 16 18 20 NL 157 4.70%	NORTH 3 NT 231 253 247 258 225 229 246 228 245 261 260 221 NT 2894 86.57% 05:00 PM - 987	IBOUND 0 NR 55 20 30 19 24 15 14 30 20 19 22 20 NR 288 8.62% 06:00 PM 81	NU 0 1 1 1 1 0 0 0 0 0 0 0 1 0 0 0 1 0 0 1 2 % 1 1 1 1 0 1 2 % 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SL 23 26 33 35 45 32 24 32 25 30 SL 367 8.56%	SOUTHI 3 ST 240 278 264 294 276 270 280 327 300 331 338 288 ST 3486 81.30%	30UND 0 SR 16 29 33 44 35 35 35 35 36 22 57 SR 434 10.12%	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 47 34 39 43 44 65 60 42 45 38 33 34 EL 524 26.28%	0.8'  EASTE 1 ET 1115 94 83 96 118 100 112 90 124 119 107  ET 1278 64.09%	92 OUND 0 ER 16 22 18 12 8 13 19 20 15 14 16 19 ER 192 9.63%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 21 14 12 11 11 11 14 10 16 22 19 WL 177 14.37%	WESTE 1 WT 39 59 66 66 44 47 60 65 78 88 89 90 89 WT 789 64.04% 345	DUND 1 WR 30 23 16 7 19 23 17 18 25 21 15 WR 266 21.59%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 828 861 895 917 857 835 890 917 946 998 994 919 TOTAL 10857

#### **Intersection Turning Movement Count**

Location: Vermont Ave & 1st St City: Los Angeles Control: Signalized

Project ID: 19-05540-002 Date: 9/5/2019

-									113								,
NS/EW Streets:		Vermon	nt Ave			Vermon	it Ave			1st	St			1st	St		
		NORTH	ROLIND			SOUTH	ROLIND			EASTB	OLIND			WESTE	ROLIND		
AM	1	3	0	0	1	3	0	0	1	1	0	0	1	1	1	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	263	9	0	15	204	15	0	46	45	6	0	12	45	12	0	678
7:15 AM	9	256	26	0	21	259	17	0	50	89	6	0	21	68	32	0	854
7:30 AM	5	307	19	0	26	301	18	0	39	77	7	0	28	72	78	0	977
7:45 AM	11	278	15	0	20	300	19	0	38	105	13	0	27	93	60	0	979
8:00 AM	9	260	21	0	26	291	20	0	32	113	14	0	25	90	52	0	953
8:00 AM 8:15 AM	7	230	12	0	26 25	319	25	0	35	78	13	0	19	74	20	0	953 857
8:30 AM	8	251	6	0	37	344	25 19	0	33	78 86	14	0	12	74	5	0	888
	8							-				-					
8:45 AM	7	246	14	0	42	321	32	0	36	63	7	0	15	77 59	13	0	873
9:00 AM		236	9	0	43	287	24		29	48	18	0					780
9:15 AM	8	269	16	0	27	299	29	0	29	50	13	0	9	54	10	0	813
9:30 AM	9	253	6	0	23	252	29	0	29	44	15	0	14	55	16	0	745
9:45 AM	14	245	3	0	26	243	22	0	31	44	18	0	13	62	11	0	732
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	3094	156	0	331	3420	269	0	427	842	144	0	205	822	319	0	10129
APPROACH %'s :	2.99%	92.36%	4.66%	0.00%	8.23%	85.07%	6.69%	0.00%	30.22%	59.59%	10.19%	0.00%	15.23%	61.07%	23.70%	0.00%	10127
PEAK HR :		07:30 AM -		0.0070	0.2070	00.0770	0.0770	0.0070	00.2270	07.0770	10.1770	0.0070	10.2070	01.0770	20.7070	0.0070	TOTAL
PEAK HR VOL :	32	1075	67	0	97	1211	82	0	144	373	47	0	99	329	210	0	3766
PEAK HR FACTOR :	0.73	0.875	0.798	0.000	0.933	0.949	0.820	0.000	0.923	0.825	0.839	0.000	0.884	0.884	0.673	0.000	3700
PEAK HK FACTOR .	0.73			0.000	0.733			0.000	0.723			0.000	0.004			0.000	0.962
		0.00	27			0.07	12			0.00	27			0.01	96		
		0.88	37			0.94	12			0.88	37			0.8	86		
		0.88 NORTH				SOUTHI				0.88 EASTB				0.8			
PM	1			0	1			0	1			0	1			0	
PM	1 NL	NORTH	BOUND	O NU	1 SL	SOUTH	BOUND	0 SU	1 EL	EASTB	OUND	0 EU	1 WL	WESTE	BOUND	O WU	TOTAL
PM 3:00 PM		NORTH 3	BOUND 0			SOUTHI 3	BOUND 0			EASTB 1	OUND 0			WESTE 1	BOUND 1		
	NL	NORTH 3 NT	BOUND 0 NR	NU	SL	SOUTHI 3 ST	BOUND 0 SR	SU	EL	EASTB 1 ET	OUND 0 ER	EU	WL	WESTE 1 WT	BOUND 1 WR	WU	TOTAL
3:00 PM 3:15 PM	NL 6	NORTH 3 NT 220	BOUND 0 NR 55 20	NU	SL 23	SOUTHI 3 ST 234	BOUND 0 SR 16	SU 0	EL 46	EASTB 1 ET 112	OUND 0 ER 16	EU 0	WL 8	WESTE 1 WT 39	BOUND 1 WR 26 23	WU 0	TOTAL 801
3:00 PM 3:15 PM 3:30 PM	NL 6 3	NORTH 3 NT 220 249	BOUND 0 NR 55	NU 0 1	SL 23 26	SOUTHI 3 ST 234 271	BOUND 0 SR 16 29	0 0	46 34	EASTB 1 ET 112 94	OUND 0 ER 16 21	0 0	WL 8 19	WESTE 1 WT 39 58	BOUND 1 WR 26	0 0	TOTAL 801 848
3:00 PM 3:15 PM	NL 6 3 7	NORTH 3 NT 220 249 236	BOUND 0 NR 55 20 29	NU 0 1	SL 23 26 33	SOUTHI 3 ST 234 271 255	BOUND 0 SR 16 29 32	0 0	46 34 39	EASTB 1 ET 112 94 83	OUND 0 ER 16 21	0 0 0	WL 8 19 20	WESTE 1 WT 39 58 66	BOUND 1 WR 26 23 52	0 0 0	TOTAL 801 848 870
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 6 3 7 19	NORTH 3 NT 220 249 236 253	BOUND 0 NR 55 20 29	NU 0 1 1	SL 23 26 33 35	SOUTHI 3 ST 234 271 255 282	BOUND 0 SR 16 29 32 43	0 0 0 0	EL 46 34 39 42	EASTB 1 ET 112 94 83 96	OUND 0 ER 16 21 17	0 0 0 0	WL 8 19 20 12	WESTE 1 WT 39 58 66 64	BOUND 1 WR 26 23 52 14	0 0 0 0	TOTAL 801 848 870 892
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 6 3 7 19	NORTH 3 NT 220 249 236 253 221	BOUND 0 NR 55 20 29 19 23	NU 0 1 1 1	SL 23 26 33 35 45	SOUTHI 3 ST 234 271 255 282 266	BOUND 0 SR 16 29 32 43 34	SU 0 0 0 1	EL 46 34 39 42 43	EASTB 1 ET 112 94 83 96 116	OUND 0 ER 16 21 17 11	0 0 0 0 0	WL 8 19 20 12	WESTE 1 WT 39 58 66 64 43	30UND 1 WR 26 23 52 14 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 6 3 7 19 20 9	NORTH 3 NT 220 249 236 253 221 210	BOUND 0 NR 55 20 29 19 23 13	NU 0 1 1 1 0 0	SL 23 26 33 35 45 32	SOUTHI 3 ST 234 271 255 282 266 264	BOUND 0 SR 16 29 32 43 34 35	SU 0 0 0 1 0 0	EL 46 34 39 42 43 65	EASTB 1 ET 112 94 83 96 116 100	OUND 0 ER 16 21 17 11 8	EU 0 0 0 0 0	WL 8 19 20 12 10 9	WESTE 1 WT 39 58 66 64 43 47	30UND 1 WR 26 23 52 14 7	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 6 3 7 19 20 9 6	NORTHI 3 NT 220 249 236 253 221 210 240	BOUND 0 NR 55 20 29 19 23 13 14	NU 0 1 1 1 1 0 0 0 0 0	SL 23 26 33 35 45 32 24	SOUTHI 3 ST 234 271 255 282 266 264 271	BOUND 0 SR 16 29 32 43 34 35 35	SU 0 0 0 1 0 0	EL 46 34 39 42 43 65 60	EASTB 1 ET 112 94 83 96 116 100 112	OUND 0 ER 16 21 17 11 8 13 17	EU 0 0 0 0 0	WL 8 19 20 12 10 9	WESTE 1 WT 39 58 66 64 43 47 60	30UND 1 WR 26 23 52 14 7 18 23	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 6 3 7 19 20 9 6 11	NORTHI 3 NT 220 249 236 253 221 210 240 219 243	BOUND 0 NR 55 20 29 19 23 13 14 30 20	NU 0 1 1 1 1 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32	SOUTHI 3 ST 234 271 255 282 266 264 271 318 294	BOUND 0 SR 16 29 32 43 34 35 35 41	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	46 34 39 42 43 65 60 42	EASTB 1 ET 112 94 83 96 116 100 112 90	OUND 0 ER 16 21 17 11 8 13 17 20	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 20 12 10 9 11 13	WESTE 1 WT 39 58 66 64 43 47 60 65	30UND 1 WR 26 23 52 14 7 18 23 17 17	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873 898 934
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 6 3 7 19 20 9 6 11	NORTHI 3 NT 220 249 236 253 221 210 240 219 243 253	BOUND 0 NR 55 20 29 19 23 13 14 30 20 19	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30	SOUTHI 3 ST 234 271 255 282 266 264 271 318 294 325	BOUND 0 SR 16 29 32 43 34 35 35 41 52 36	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 46 34 39 42 43 65 60 42	EASTB 1 ET 112 94 83 96 116 100 112 90 119	OUND 0 ER 16 21 17 11 8 13 17 20 15	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 20 12 10 9 11 13	WESTE 1 WT 39 58 66 64 43 47 60 65	30UND 1 WR 26 23 52 14 7 18 23 17 17 25	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873 898 934 982
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 6 3 7 19 20 9 6 11 18	NORTHI 3 NT 220 249 236 253 221 210 240 219 243	BOUND 0 NR 55 20 29 19 23 13 14 30 20	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25	SOUTHI 3 ST 234 271 255 282 266 264 271 318 294	BOUND 0 SR 16 29 32 43 34 35 35 41	SU 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 46 34 39 42 43 65 60 42 45 37	EASTB 1 ET 112 94 83 96 116 100 112 90 119 124	OUND 0 ER 16 21 17 11 8 13 17 20 15 13	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 20 12 10 9 11 13 9 16	WESTE 1 WT 39 58 66 64 43 47 60 65 77 88	30UND 1 WR 26 23 52 14 7 18 23 17 17	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873 898 934
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 6 3 7 19 20 9 6 11 18 16 18 20	NORTHI 3 NT 220 249 236 253 221 210 240 219 243 253 253 258 217	BOUND 0 NR 555 20 29 119 23 13 14 30 20 19 21 20	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30 32 30	SOUTHI 3 ST 234 271 255 282 266 264 271 318 294 325 333 278	BOUND 0 SR 16 29 32 43 35 35 41 52 36 22 57	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 46 34 39 42 43 65 60 42 45 37 33 34	EASTB 1 ET 1112 94 83 96 116 100 112 90 119 124 118 106	OUND 0 ER 16 21 17 11 8 13 17 20 15 13 15 19	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 20 12 10 9 11 13 9 16 22 18	WESTE 1 WT 399 58 66 64 43 47 60 65 777 88 90 89	30UND 1 WR 26 23 52 14 7 18 23 17 17 17 25 21 15	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873 898 934 982 984 903
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:30 PM	NL 6 3 7 19 20 9 6 11 18 16 18 20 NL	NORTHI 3 NT 220 249 236 253 221 210 240 219 243 253 253 253 253 277 NT	BOUND 0 NR 55 20 29 19 23 13 14 30 20 19 21 20 NR	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 23 26 33 35 45 32 24 32 25 30 32 30 SL	SOUTHI 3 ST 234 271 255 282 266 264 271 318 294 325 333 278	BOUND 0 SR 16 29 32 43 35 35 41 1 52 36 22 57	SU 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 46 34 39 42 43 65 60 42 45 37 33 34	EASTB 1 ET 112 94 83 96 116 100 112 90 119 124 118 106 ET	OUND 0 ER 16 21 17 11 8 13 17 20 15 13 15 19 ER	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 20 12 10 9 11 13 9 16 22 18	WESTE 1 WT 39 58 66 64 43 47 60 65 777 88 90 89	30UND 1 WR 26 23 52 14 7 7 18 23 17 17 17 25 21 15 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873 898 934 982 984 903 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	NL 6 3 7 19 20 9 6 11 18 16 18 20	NORTH 3 NT 220 249 236 253 221 210 240 219 243 253 253 217 NT 2819	BOUND 0 NR 555 20 29 119 23 13 14 30 20 19 21 20	NU 0 1 1 1 1 0 0 0 0 0 0 0 0 1 0 0 0 0 1 0	SL 23 26 33 35 45 32 24 32 25 30 32 30 SL 367	SOUTHI 3 ST 234 271 255 282 266 264 271 318 294 325 333 278	BOUND 0 SR 16 29 32 43 35 35 41 52 36 22 57	SU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 46 34 39 42 43 65 60 42 45 37 33 34	EASTB 1 ET 1112 94 83 96 116 100 112 90 119 124 118 106	OUND 0 ER 16 21 17 11 8 13 17 20 15 13 15 19	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 8 19 20 12 10 9 11 13 9 16 22 18	WESTE 1  WT 39 58 66 64 43 47 60 65 77 88 90 89	30UND 1 WR 26 23 52 14 7 18 23 17 17 17 25 21 15	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 801 848 870 892 836 815 873 898 934 982 984 903
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#### **Intersection Turning Movement Count**

Location: Vermont Ave & 1st St City: Los Angeles Control: Signalized

Project ID: 19-05540-002 Date: 9/5/2019

								Н									
NS/EW Streets:		Vermon	nt Ave			Vermon	nt Ave			1st	St			1st	St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	1	3	0	0	1	3	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12
7:15 AM	0	6	0	0	0	3	0	0	0	0	1	0	0	0	0	0	10
7:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	1	1	0	0	8
7:45 AM	0	5	0	0	. 0	3	0	0	0	. 0	0	0	0	0	0	. 0	
8:00 AM	0	4	0	0	0	5	1	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	5	0	0	2	3	0	0	0	1	0	0	0	1	0	0	12
8:30 AM	0	7	0	0	1 0	0 5	0	0	1 0	0	0	0	0	0	1	0	10 11
8:45 AM 9:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
9:00 AM 9:15 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	1	1	0	11
9:30 AM	0	4	0	0	0	3	0	0	0	1	0	0	2	1	0	0	11
9:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	9
7.43 AW	Ü	7	0	Ü	Ů	7	Ü	Ü		Ü	Ü		U	O		o	, , l
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	54	0	0	3	42	1	0	1	2	1	0	4	4	4	0	116
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	6.52%	91.30%	2.17%	0.00%	25.00%	50.00%	25.00%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :		07:30 AM -															TOTAL
PEAK HR VOL :	0	17	0	0	2	14	1	0	0	1	0	0	1	2	0	0	38
PEAK HR FACTOR :	0.000	0.850	0.000	0.000	0.250	0.700	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.700
		0.85	50			0.70	08			0.25	50			0.3	75		0.792
																	0.792
DAG		NORTH	BOUND	0	1	SOUTH	BOUND	0		EASTB	OUND	0	1	WESTE	BOUND	0	0.792
PM	1	NORTH 3	BOUND 0	0	1	SOUTHI 3	BOUND 0	0	1	EASTB 1	OUND 0	0	1	WESTE 1	BOUND 1	0	
	NL	NORTHI 3 NT	BOUND 0 NR	NU	SL	SOUTHI 3 ST	BOUND 0 SR	SU	1 EL	EASTB	OUND 0 ER	EU	WL	WESTE 1 WT	BOUND 1 WR	WU	TOTAL
3:00 PM	NL 2	NORTH 3 NT 8	BOUND 0 NR 0	NU 0	SL 0	SOUTHI 3 ST 0	BOUND 0 SR 0	SU 0	1 EL 1	EASTB 1 ET 1	OUND 0 ER 0	EU 0	WL 0	WESTE 1 WT 0	BOUND 1 WR 0	WU 0	TOTAL 12
3:00 PM 3:15 PM	NL 2 0	NORTH 3 NT 8	BOUND 0 NR 0 0	0 0	SL 0 0	SOUTHI 3 ST 0 5	BOUND 0 SR 0 0	0 0	1 EL 1 0	EASTB 1 ET 1 0	OUND 0 ER 0 0	0 0	0 0	WESTE  1 WT 0 0	BOUND 1 WR 0	0 0	TOTAL 12 6
3:00 PM 3:15 PM 3:30 PM	NL 2	NORTH 3 NT 8 1	BOUND 0 NR 0 0	0 0 0	SL 0	SOUTHI 3 ST 0 5	BOUND 0 SR 0	0 0 0	1 EL 1	EASTB 1 ET 1 0	OUND 0 ER 0 0	EU 0	WL 0	WESTE 1 WT 0 0	BOUND 1 WR 0 0	0 0 0	TOTAL 12 6 8
3:00 PM 3:15 PM	NL 2 0	NORTH 3 NT 8	BOUND 0 NR 0 0	0 0	SL 0 0 0	SOUTHI 3 ST 0 5	BOUND 0 SR 0 0	0 0	1 EL 1 0	EASTB 1 ET 1 0	OUND 0 ER 0 0	0 0 0	WL 0 0	WESTE  1 WT 0 0	BOUND 1 WR 0	0 0	TOTAL 12 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 2 0 0	NORTH 3 NT 8 1 3	BOUND 0 NR 0 0 0 0	NU 0 0 0	SL 0 0 0 0	SOUTHI 3 ST 0 5 4 6	BOUND 0 SR 0 0 1 1	SU 0 0 0	1 EL 1 0 0	EASTB 1 ET 1 0 0	OUND 0 ER 0 0 0	0 0 0 0	WL 0 0 0	WESTE 1 WT 0 0 0	80UND 1 WR 0 0 0	0 0 0 0	TOTAL 12 6 8 12
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 2 0 0 0	NORTH 3 NT 8 1 3 2	BOUND 0 NR 0 0 0 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0	SOUTHI 3 ST 0 5 4 6	BOUND 0 SR 0 0 1 1 1 0	SU 0 0 0 0	1 EL 1 0 0	EASTB 1 ET 1 0 0 2	OUND 0 ER 0 0 0 0	0 0 0 0 0	WL 0 0 0 0	WESTE 1 WT 0 0 0 0 0 1	80UND 1 WR 0 0 0 2	WU 0 0 0 0	TOTAL 12 6 8 12 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 3 NT 8 1 3 2 0 1 1 3 2	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0	SOUTHI 3 ST 0 5 4 6 1 2 2 4	BOUND 0 SR 0 0 1 1 1 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 1 0 0 1 1	EASTB 1 ET 1 0 0 2 0	OUND 0 ER 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0	WESTE 1 WT 0 0 0 0 0 1 1 0 0	30UND 1 WR 0 0 0 2 0 1 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 12 6 8 12 6 4
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3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:30 PM	NL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 8 1 3 2 0 1 1 3 2 0 0 1 2 0 0 NT	BOUND	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 0 5 4 6 1 2 2 4 2 2 1 1 4	BOUND 0 SR 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 1 1 0 0 0 0 2 0 0 0 1 1 1 ET	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 1 0 0 0 1 0 0 0 1 1 WL	WESTE 1 WT 0 0 0 0 1 0 0 1 0 0 0 WT	OUND 1 WR 0 0 0 2 0 1 1 0 0 0 WR	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 12 6 8 12 6 4 5 6 6 6 7 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:40 PM 4:10 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	NL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 3 NT 8 1 1 3 2 0 0 1 3 2 0 0 1 2 0 0 1 1 2	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 0 5 4 6 6 1 2 2 4 2 1 1 4	BOUND 0 SR 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 1 0 0 0 1 1 0 0 0 0 1 0 0 0 EL 4	EASTB 1 ET 0 0 0 0 2 0 0 1 1 0 1 ET 6 600.00%	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 1 0 0 0 0 1 1 0 0 0 1 1 WL 3	WESTE 1 WT 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	SOUND 1 WR 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 12 6 8 12 6 4 5 6 6 6 7 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	NL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 8 1 3 2 0 1 3 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 0 5 4 6 6 1 2 2 4 2 1 1 4	BOUND 0 SR 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 1 0 0 0 1 1 0 0 0 0 1 0 0 0 EL 4	EASTB 1 1 0 0 0 2 0 0 1 1 0 1 1 ET	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 1 0 0 0 0 1 1 0 0 0 1 1 WL 3	WESTE 1 WT 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	SOUND 1 WR 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 12 6 8 12 6 4 5 6 6 7 TOTAL 78
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 4:445 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s:	NL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 3 NT 8 1 3 2 0 1 3 2 0 1 1 3 2 0 1 1 2 0 NT 2 3 9 0 NT 2 3 9 0 NT 9 9 0 NT 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 0 5 4 6 1 2 2 4 2 1 1 4 ST 32 94.12%	BOUND 0 SR 0 0 1 1 1 0 0 0 0 0 0 SR 2 5.88%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 1 ET 0 0 0 0 2 0 0 1 1 0 1 ET 6 600.00%	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 0 0 0 1 1 0 0 0 0 1 1 WL 3 33.33%	WESTE 1	SOUND 1 WR 0 0 0 0 2 0 1 1 0 0 0 1 0 0 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 12 6 8 12 6 4 5 6 6 3 4 6 TOTAL 78

#### **Intersection Turning Movement Count**

Location: Vermont Ave & 1st St City: Los Angeles Control: Signalized

Project ID: 19-05540-002 Date: 9/5/2019

#### Buses

NS/EW Streets:		Vermon	nt Ave			Vermon	it Ave			1st	St			1st	St		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	1	3	0	0	1	3	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	7	1	0	0	6	1	0	0	1	0	0	1	1	0	0	18
7:15 AM	0	8	0	0	0	4	0	0	0	1	1	0	0	1	1	0	16
7:30 AM	0	3	1	0	0	9	0	0	0	0	0	0	0	0	1	0	14
7:45 AM	0	7	1	. 0	0	2	0	0	0	3	1	0	0	0	. 0	. 0	14
8:00 AM	0	4	0	0	0	2	0	0	0	1	0	0	2	0	0	0	9
8:15 AM	0	4	0	0	0	5	0	0	0	0	1	0	3	1	0	0	14
8:30 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
8:45 AM 9:00 AM	0	3	0	0	0	3	0	0	0	0	1	0	1	0	0	0	9
9:00 AM 9:15 AM	0	6 3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
9:30 AM	0	0	1	0	0	5	0	0	0	0	1	0	1	0	0	0	8
9:45 AM	0	4	0	0	0	3	0	0	0	0	0	0	1	0	0	0	8
7.43 AW	0	•			Ů				Ů				•			_	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	55	5	0	0	53	1	0	0	6	5	0	9	3	2	0	139
APPROACH %'s:	0.00%	91.67%	8.33%	0.00%	0.00%	98.15%	1.85%	0.00%	0.00%	54.55%	45.45%	0.00%	64.29%	21.43%	14.29%	0.00%	
PEAK HR :		07:30 AM -											_				TOTAL
PEAK HR VOL :	0	18	2	0	0	18	0	0	0	4	2	0	5	1	1	0	51
PEAK HR FACTOR :	0.000	0.643	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.333	0.500	0.000	0.417	0.250	0.250	0.000	0.911
		0.62	25			0.50	)()			0.3	/5			0.43	38		
PM	1	NORTH	BOUND	0	1	SOUTH	BOUND	0	1	EASTE	OUND	0	1	WESTE	BOUND	0	
PM		NORTH 3	BOUND 0	O NU		SOUTHI 3	BOUND 0	0 SU		EASTE 1	OUND 0	<b>0</b> FU		WESTE 1	BOUND 1	0 WU	TOTAL
PM 3:00 PM	1 NL 0	NORTH	BOUND	O NU O	1 SL 0	SOUTH	BOUND	0 SU 0	1 EL 0	EASTE	OUND	0 EU 0	1 WL 0	WESTE	BOUND	0 WU 0	TOTAL 15
	NL	NORTH 3 NT	BOUND 0 NR	NU	SL	SOUTHI 3 ST	BOUND 0 SR	SU	EL	EASTE 1 ET	OUND O ER	EU	WL	WESTE 1 WT	BOUND 1 WR	WU	
3:00 PM 3:15 PM 3:30 PM	NL 0	NORTH 3 NT 3	BOUND 0 NR 0	NU 0	SL 0	SOUTHI 3 ST 6	BOUND 0 SR 0	SU 0	EL 0	EASTE 1 ET 2	BOUND 0 ER 0	EU 0	WL 0	WESTE 1 WT	BOUND 1 WR 4	WU 0	15
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 1 1	NORTH 3 NT 3 3 8 3	BOUND 0 NR 0 0 1	NU 0 0 0 0	SL 0 0 0 0	SOUTHI 3 ST 6 2 5 6	BOUND 0 SR 0 0 0	0 0 0 0	0 0 0 0	EASTE 1 ET 2 0 0	0 ER 0 1 1	0 0 0 0	0 0 1 2	WESTE 1 WT 0 1 0 0	80UND 1 WR 4 0 0	0 0 0 0	15 7 17 13
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 1 1	NORTH 3 NT 3 3 8 3	BOUND 0 NR 0 0 1 0 1 1	NU 0 0 0 0	SL 0 0 0 0	SOUTHI 3 ST 6 2 5 6	BOUND 0 SR 0 0 0 0 0 0 0	SU 0 0 0 0	EL 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0	BOUND 0 ER 0 1 1 1	0 0 0 0 0	WL 0 0 1 1 2 1	WESTE 1 WT 0 1 0 0 0 0	BOUND 1 WR 4 0 0	WU 0 0 0 0	15 7 17 13 15
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 1 1 0 0	NORTH 3 NT 3 3 8 3 4	BOUND 0 NR 0 0 1 0 1 2	NU 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6	BOUND 0 SR 0 0 0	SU 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 0	EU 0 0 0 0 0	WL 0 0 1 1 2 1 2	WESTE 1 WT 0 1 0 0 0 0 0 0 0	BOUND 1 WR 4 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 1 1 0 0	NORTHI 3 NT 3 3 8 3 4 8 3	BOUND 0 NR 0 0 1 1 0 1 2 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7	BOUND 0 SR 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 0 0	EU 0 0 0 0 0	WL 0 0 1 2 1 2 0	WESTE 1 WT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 1 WR 4 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 1 1 1 0 0 0 0 0 0 0 0 0	NORTHI 3 NT 3 3 8 3 4 8 3 7	BOUND 0 NR 0 0 1 1 0 0 1 2 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0 0	OUND 0 ER 0 1 1 1 0 0 2	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 1 2 0	WESTE 1 WT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 1 WR 4 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 8 3 4 8 3 7	BOUND 0 NR 0 0 1 0 1 2 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 1 0 0 0 2 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 1 2 0 1 0 0 0 1	WESTE 1 WT 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 1 WR 4 0 0 0 0 0 0 0	WU 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM	NL 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 3 3 8 3 4 8 3 7 2 7	BOUND 0 NR 0 0 1 0 1 2 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 5	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 0 0 2 0 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 1 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 1 WR 4 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6
3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 3 8 3 4 8 3 7 2 7 0	BOUND 0 NR 0 0 1 0 1 2 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 7 5	BOUND 0 SR 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 1 0 0 2 0 0 1 1 1 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 1 2 0 1 0 0 0 0 0 0 0	WESTE 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 1 WR 4 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM	NL 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 3 3 8 3 4 8 3 7 2 7	BOUND 0 NR 0 0 1 0 1 2 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 5	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 ET 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 0 0 2 0 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 1 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30UND 1 WR 4 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6
3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH: 3 NT 3 3 8 3 4 8 3 7 2 7 0 4	BOUND 0 NR 0 0 1 0 1 2 0 0 0 0 0 1 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 5 4 6	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 0 1 1 1 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 2 1 2 0 1 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 1 WR 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6 13 6
3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 3 8 3 4 8 3 7 2 7 0	BOUND 0 NR 0 0 1 0 1 2 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 7 5	BOUND 0 SR 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 1 1 1 1 0 0 2 0 0 1 1 1 1	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 2 1 2 0 1 0 0 0 0 0 0 0	WESTE 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 1 WR 4 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6
3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 NL	NORTH 3 NT 3 3 8 8 3 4 8 8 3 7 7 2 7 7 0 4 4 NT	BOUND ON NR OO	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 4 6	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 1 1 2 1 2 0 1 1 0 0 0 0 0 WL	WESTE 1 WT 0 1 0 0 0 0 0 0 0 0 0 WT	SOUND 1 WR 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6 13 6 10
3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 8 3 4 8 3 7 2 7 0 4	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 5 4 5 5 6	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 0 1 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 1 2 1 2 0 1 1 0 0 0 0 0 WL 7	WESTE 1  WT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 1 WR 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6 13 6 10
3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:00 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES:	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 3 NT 3 S 8 S 3 C 4 S 8 S 7 C 2 C 7 C 0 4 NT 52 S 88.14%	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 5 4 5 5 6	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 0 1 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 1 2 1 2 0 1 1 0 0 0 0 0 WL 7	WESTE 1  WT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80UND 1 WR 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6 13 6 10 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 4:43 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: PPEAK HR: PEAK HR:	NL 0 0 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	NORTHI 3 NT 3 3 8 3 4 8 3 7 2 7 0 4 NT 52 88.14% 605:00 PM -	BOUND 0 NR 0 0 1 0 1 0 0 1 0 0 1 0 0 NR 0 0 0 0 NR 5 8.47%	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 6 2 5 6 9 4 7 5 4 5 4 6 ST 63 100.00%	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTE 1 1 ET 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 ER 0 1 1 1 0 0 2 0 1 1 1 7 77.78%	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 0 0 0 1 1 2 1 2 2 0 1 1 0 0 0 0 0 0 WL 7 58.33%	WESTE 1 WT 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 1 WR 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 7 17 13 15 16 12 13 6 13 6 10 TOTAL

#### **Intersection Turning Movement Count**

Location: Vermont Ave & 1st St City: Los Angeles Control: Signalized

Project ID: 19-05540-002 Date: 9/5/2019

#### Bikes

NS/EW Streets:		Vermon	nt Ave			Vermon	it Ave			1st	St			1st	St		
		NORTH	ROLIND			SOUTH	DOLIND			EASTB	OLIND			WESTE	OUND		
AM	1	3	0	0	1	3	0	0	1	1	0	0	1	1	1	0	
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	o o	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:15 AM	0	Ó	0	0	1	4	0	0	0	0	1	0	0	0	2	0	8
8:30 AM	0	1	0	0	0	4	0	0	0	0	1	0	0	1	0	0	7
8:45 AM	0	4	0	0	0	0	0	0	0	1	0	0	1	2	0	0	8
9:00 AM	1	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	6
9:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
9:30 AM	0	4	0	0	2	0	0	0	2	0	0	0	0	0	1	0	9
9:45 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	13	0	0	4	15	0	0	2	4	2	0	1	7	3	0	52
APPROACH %'s:	7.14%	92.86%	0.00%	0.00%	21.05%	78.95%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	9.09%	63.64%	27.27%	0.00%	
PEAK HR :		07:30 AM -															TOTAL
PEAK HR VOL :	0	1	0	0	1	5	0	0	0	1	1	0	0	1	2	0	12
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.313	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.375
		0.25	50			0.30	00			0.50	00			0.3	75		0.070
																	0.070
DM	1	NORTH	BOUND	0	1	SOUTH	BOUND	0	1	EASTB	OUND	0	1	WESTE	BOUND	0	0.070
PM	1 NI	NORTH 3	BOUND 0	0	1	SOUTHI 3	BOUND 0	0	1	EASTB 1	OUND 0	0	1	WESTE 1	BOUND 1	0	
	NL	NORTH 3 NT	BOUND 0 NR	NU	SL	SOUTH	BOUND 0 SR	SU	EL	EASTB 1 ET	OUND 0 ER	EU	WL	WESTE 1 WT	BOUND 1 WR	WU	TOTAL
3:00 PM		NORTH 3 NT 0	BOUND 0 NR 0	NU 0	SL 0	SOUTHI 3 ST	BOUND 0 SR 0	SU 0	EL 0	EASTB 1 ET 0	OUND 0 ER 0		WL 2	WESTE 1 WT	BOUND 1 WR 0	WU 0	TOTAL 4
3:00 PM 3:15 PM	NL 0	NORTH 3 NT	BOUND 0 NR 0 0	NU 0 0	SL 0 0	SOUTHI 3 ST 1	BOUND 0 SR	0 0	EL	EASTB 1 ET	OUND 0 ER 0 0	EU 0	WL	WESTE  1 WT 1 2	BOUND 1 WR 0	0 0	TOTAL 4 3
3:00 PM	NL 0	NORTH 3 NT 0	BOUND 0 NR 0	NU 0	SL 0	SOUTHI 3 ST	BOUND 0 SR 0 0	SU 0	0 0	EASTB 1 ET 0	OUND 0 ER 0	0 0	WL 2 0	WESTE 1 WT	BOUND 1 WR 0	WU 0	TOTAL 4
3:00 PM 3:15 PM 3:30 PM	NL 0	NORTHI 3 NT 0 0	BOUND 0 NR 0 0 0	NU 0 0 0	SL 0 0	SOUTHI 3 ST 1 1	BOUND 0 SR 0 0	0 0 0	0 0 0	EASTB 1 ET 0 0	OUND 0 ER 0 0	0 0 0	WL 2 0	WESTE  1 WT  1 2 3	BOUND 1 WR 0 0	0 0 0	TOTAL 4 3 13
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 0 0 1	NORTH 3 NT 0 0 3 4	BOUND 0 NR 0 0 0	NU 0 0 0 0	SL 0 0 0 0	SOUTHI 3 ST 1 1 6 3	BOUND 0 SR 0 0 0	0 0 0 0	0 0 0 0	EASTB 1 ET 0 0	OUND 0 ER 0 0 0	0 0 0 0	WL 2 0 0	WESTE 1 WT 1 2 3 2	80UND 1 WR 0 0 0	0 0 0 0	TOTAL 4 3 13 11
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 1 1	NORTH 3 NT 0 0 3 4	BOUND 0 NR 0 0 0 0 0 0 0	NU 0 0 0 0	SL 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3	BOUND 0 SR 0 0 0 1	SU 0 0 0 0	EL 0 0 0 0 0 0 0	EASTB 1 ET 0 0 0 1	OUND 0 ER 0 0 0 0	0 0 0 0 0	WL 2 0 0 0	WESTE 1 WT 1 2 3 2 1	BOUND 1 WR 0 0 0 0	WU 0 0 0 0	TOTAL 4 3 13 11 7
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	NL 0 0 1 1 0 0	NORTHI 3 NT 0 0 3 4 3 4 0 0	BOUND 0 NR 0 0 0 0 0 0 0 0 0 1	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2	BOUND 0 SR 0 0 0 1 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 1 ET 0 0 0 1 0 2 1	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 1 5 3 0	30UND 1 WR 0 0 0 0 1 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 1 1 0 0 0 0	NORTHI 3 NT 0 0 3 4 3 4 0 0	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 1	SOUTHI 3 ST 1 1 6 3 1 2 3 2	BOUND 0 SR 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 2	EASTB 1 ET 0 0 0 1 0 0 1	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 1 5 3 0 0 0	BOUND 1 WR 0 0 0 0 1	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 1 1 1 0 0 0 0 0	NORTHI 3 NT 0 0 3 4 3 4 0 0 3 0	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 4	BOUND 0 SR 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 1 ET 0 0 0 1 0 2 1	OUND 0 ER 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 1 5 3 0 0	30UND 1 WR 0 0 0 0 1 0 1 0 1	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 1 1 1 0 0 0 0 0 0	NORTH 3 NT 0 0 3 4 0 0 0	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 2 4 4	BOUND 0 SR 0 0 0 1 1 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 1 ET 0 0 0 0 1 1 0 2 1 1 1	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 1 5 3 0 0 0 0 0 0	BOUND 1 WR 0 0 0 1 1 0 1 1 1 1	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6 8
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 1 1 1 0 0 0 0 0	NORTHI 3 NT 0 0 3 4 3 4 0 0 3 0	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 4	BOUND 0 SR 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTB 1 ET 0 0 0 1 0 2 1	OUND 0 ER 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 1 5 3 0 0	30UND 1 WR 0 0 0 0 1 0 1 0 1	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:15 PM	NL 0 0 1 1 0 0 0 0 0 0	NORTHI 3 NT 0 0 3 4 3 4 0 0 3 3 0 2 2	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 2 4 4	BOUND 0 SR 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1	EASTB 1 ET 0 0 0 0 1 0 2 1 0 1 0 0 1	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 1 5 3 0 0 0 2	SOUND 1 WR 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0	WU 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6 8 6
3:00 PM 3:15 PM 3:30 PM 4:00 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:15 PM 5:15 PM 5:45 PM	NL 0 0 1 1 0 0 0 0 0 0 0 1 1 NL	NORTHI 3 NT 0 0 3 4 4 0 0 0 3 0 2 2	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 2 2 4 4 0	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 EL	EASTB 1	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 1 2 3 2 1 5 3 0 0 0 0 2	OUND 1 WR 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL  4 3 13 11 7 11 9 4 8 6 8 6 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:45 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 1 1 NL 3	NORTH 3 NT 0 0 0 3 4 4 0 0 0 3 3 0 2 2 2 NT 21	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 1 6 3 1 1 2 2 3 2 2 2 4 4 0	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 1 1 EL 3	EASTB 1 1 ET 0 0 0 0 1 1 0 2 1 1 0 1 1 0 ET 6	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 2 11 5 3 0 0 0 2 WT 19	SOUND 1 WR 0 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6 8 6
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES :	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 1 1 NL 3 12.00%	NORTH 3 NT 0 0 0 3 4 4 3 4 0 0 0 3 3 0 2 2 2 2 NT 21 84.00%	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 2 2 4 4 0	BOUND 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 EL	EASTB 1	OUND 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 1 2 3 2 1 5 3 0 0 0 0 2	OUND 1 WR 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 111 7 11 9 4 8 6 8 6 TOTAL 90
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 0 1 1 NL 3 12.00%	NORTH 3 NT 0 0 3 4 0 0 3 4 0 0 2 2 NT 1 8 1 1 1 1 1 1 1 1 1 1 1 1 1	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 2 4 4 0 ST 7 9 93.55%	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 EL 3 3 3 3 3 3 3 %	EASTB 1 ET 0 0 0 0 1 1 0 2 1 1 0 ET 6 666.67%	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 3 2 1 5 5 3 0 0 0 0 2 2 WT 19 76.00%	OUND 1 WR 0 0 0 0 1 1 0 1 0 1 0 1 0 WR 4 16.00%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6 8 6 TOTAL 90 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:34 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 1 1 NL 3 12.00%	NORTH 3 NT 0 0 3 4 0 0 3 4 0 0 3 4 0 0 1 3 4 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	BOUND O NR O O O O O O O O O O O O O O O O O	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 2 4 4 0 ST 29 93.55%	BOUND 0 SR 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 1 1 EL 3 33.33%	EASTB 1 ET 0 0 0 0 1 1 0 2 1 1 0 1 6 66.67%	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 2 3 2 2 1 1 5 3 3 0 0 0 0 0 2 2 WT 19 76.00%	OUND 1 WR 0 0 0 1 1 0 1 1 0 1 0 WR 4 16.00%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6 8 6 TOTAL 90 TOTAL 28
3:00 PM 3:15 PM 3:30 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	NL 0 0 0 1 1 1 0 0 0 0 0 0 0 0 1 1 NL 3 12.00%	NORTH 3 NT 0 0 3 4 0 0 3 4 0 0 2 2 NT 1 8 1 1 1 1 1 1 1 1 1 1 1 1 1	BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SOUTHI 3 ST 1 1 6 3 1 2 3 2 2 4 4 0 ST 7 9 93.55%	BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 EL 3 3 3 3 3 3 3 %	EASTB 1 ET 0 0 0 0 1 1 0 2 1 1 0 ET 6 666.67%	OUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WL 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WESTE 1 WT 1 2 3 3 2 1 5 5 3 0 0 0 0 2 2 WT 19 76.00%	SOUND 1 WR 0 0 0 0 1 1 0 1 1 0 1 1 1 0 WR 4 16.00%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 13 11 7 11 9 4 8 6 8 6 TOTAL 90 TOTAL

# Intersection Turning Movement Count City: Los Angeles Date: 9/5/2019

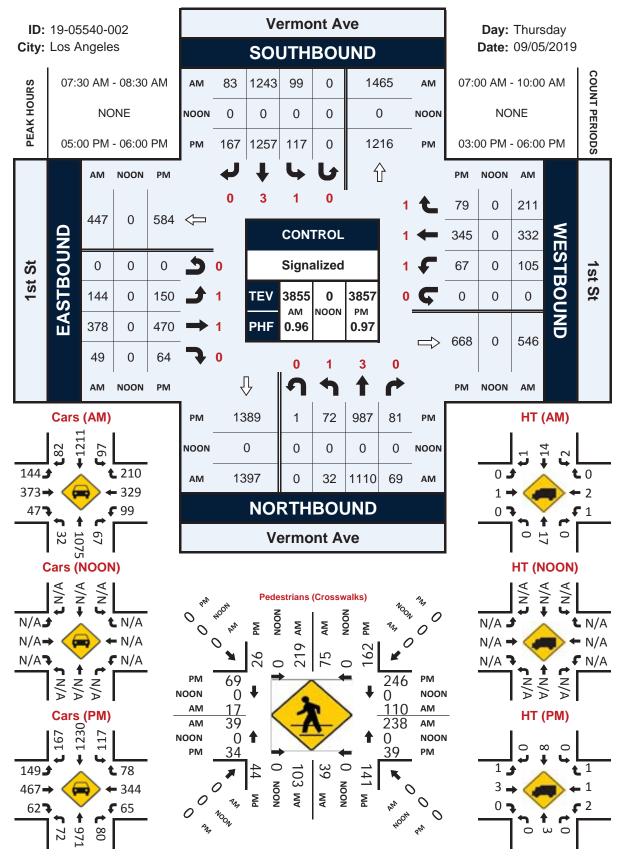
#### Pedestrians (Crosswalks)

NS/EW Streets:	Vermo	nt Ave	Vermo	ont Ave	1st	t St	1st	: St	
ARA	NORT	H LEG	SOUT	H LEG	EAST	ΓLEG	WES <sup>-</sup>	ΓLEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	17	1	18	1	13	3	1	1	55
7:15 AM	25	1	25	9	41	14	11	3	129
7:30 AM	82	4	18	9	84	34	15	3	249
7:45 AM	101	35	49	9	115	46	9	2	366
8:00 AM	33	14	20	12	27	19	10	7	142
8:15 AM	3	22	16	9	12	11	5	5	83
8:30 AM	1	2	7	3	7	2	0	6	28
8:45 AM	5	5	17	8	8	5	1	2	51
9:00 AM	0	5	12	8	4	5	2	1	37
9:15 AM	4	0	10	14	0	6	6	1	41
9:30 AM	1	2	15	5	5	6	6	6	46
9:45 AM	1	3	7	5	3	5	2	3	29
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	273	94	214	92	319	156	68	40	1256
APPROACH %'s:	74.39%	25.61%	69.93%	30.07%	67.16%	32.84%	62.96%	37.04%	
PEAK HR:	07:30 AM	- 08:30 AM							TOTAL
PEAK HR VOL:	219	75	103	39	238	110	39	17	840
PEAK HR FACTOR:	0.542	0.536	0.526	0.813	0.517	0.598	0.650	0.607	0.574
	0.0	540	0.6	512	0.5	540	0.7	778	0.574

PM	NORT	H LEG	SOUT	H LEG	EAST	LEG	WES <sup>-</sup>	ΓLEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	38	45	18	30	38	52	15	21	257
3:15 PM	26	97	15	77	51	222	9	22	519
3:30 PM	34	15	12	32	33	62	15	15	218
3:45 PM	23	17	16	12	31	13	8	11	131
4:00 PM	14	6	6	9	15	16	0	4	70
4:15 PM	2	7	7	12	14	25	4	13	84
4:30 PM	4	10	12	17	7	20	5	15	90
4:45 PM	2	12	17	12	10	25	7	10	95
5:00 PM	2	34	8	20	8	54	5	16	147
5:15 PM	7	57	10	69	11	149	10	16	329
5:30 PM	8	53	10	26	12	31	13	24	177
5:45 PM	9	18	16	26	8	12	6	13	108
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	169	371	147	342	238	681	97	180	2225
APPROACH %'s:	31.30%	68.70%	30.06%	69.94%	25.90%	74.10%	35.02%	64.98%	
PEAK HR :	05:00 PM	- 06:00 PM		_					TOTAL
PEAK HR VOL :	26	162	44	141	39	246	34	69	761
PEAK HR FACTOR :	0.722	0.711	0.688	0.511	0.813	0.413	0.654	0.719	0.570
	0.	734	0.5	85	0.4	145	0.6	596	0.578

#### Vermont Ave & 1st St

#### **Peak Hour Turning Movement Count**



STREET: North/South	Vermont A	Ave							
East/West	1st St								
Day:	Thursday	Da	ate:	09/05/2019	Weather:		SUNNY		
Hours:	7-10 & 3-6			Chekrs	NDS				
School Day:		Yes			I/S COI	DE			
DUAL- WHEELED BIKES BUSES	N/B 79 39 119		S/B 80 50 117		E/B 14 17 20		_	W/B 21 36 26	
	N/B	TIME	S/B	TIME	E/B	TIME	_	W/B	TIME
AM PK 15 MIN	338	7.30	406	8.45	160	7.45		181	7.30
PM PK 15 MIN	301	17.30	400	16.45	191	16.30		139	15.30
AM PK HOUR	1258	7.15	1547	8.15	591	7.15		653	7.15
PM PK HOUR	1155	15.00	1566	16.45	701	16.15		491	17.00

NORTHBOU	ND Appro	ach			SOUTHBOUN	D Approa	ach			TOTAL	XING S	S/L	XING	N/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	31	1149	72	1252	7-8	82	1100	70	1252	2504	0	0	0	0
8-9	31	1024	54	1109	8-9	133	1302	97	1532	2641	0	0	0	0
9-10	38	1030	35	1103	9-10	119	1113	104	1336	2439	0	0	0	0
15-16	42	989	124	1155	15-16	118	1076	122	1316	2471	0	0	0	0
16-17	46	918	83	1047	16-17	133	1153	145	1431	2478	0	0	0	0
17-18	73	987	81	1141	17-18	117	1257	167	1541	2682	0	0	0	0
												,		
TOTAL	261	6097	449	6807	TOTAL	702	7001	705	8408	15215	0	0	0	0

EASTBOUND Approach		WESTBOUNI	WESTBOUND Approach							XING W/L		XING E/L			
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E	-W	Ped	Sch	Ped	Sch
7-8	173	321	35	529	7-8	90	281	184	555		1084	0	0	0	0
8-9	137	342	49	528	8-9	77	316	92	485		1013	0	0	0	0
9-10	118	187	66	371	9-10	51	232	49	332		703	0	0	0	0
15-16	163	388	68	619	15-16	62	228	121	411		1030	0	0	0	0
16-17	211	420	60	691	16-17	48	216	66	330		1021	0	0	0	0
17-18	150	470	64	684	17-18	67	345	79	491		1175	0	0	0	0
TOTAL	952	2128	342	3422	TOTAL	395	1618	591	2604		6026	0	0	0	0

Intersection Turning Movement Count

City: Los Angeles
Control: Signalized Project ID: 19-05540-004 Date: 9/5/2019

_								10	tal								_
NS/EW Streets:	Westmoreland Ave				Westmoreland Ave				1st St								
	NORTHBOUND				SOUTHBOUND			EASTBOUND				WESTBOUND					
AM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	7	0	8	2	17	0	7	53	5	0	0	59	22	0	183
7:15 AM	3	0	5	1	30	0	47	0	33	92	2	0	1	79	36	0	329
7:30 AM	7	0	6	0	21 23	2	63	0	24	83	1	0	1	106	14	0	328
7:45 AM 8:00 AM	<u>5</u>	1	<u>6</u> 7	0	26	2	86 65	0	26 49	99 106	5 7	0	3	111 68	14 29	0	381 369
8:00 AM 8:15 AM	o 5	0	6	0	17	0	65 41	0	22	134	3	0	6	79	9	0	309
8:30 AM	5	1	5	0	6	0	20	0	15	122	4	0	1	62	8	0	249
8:45 AM	3	1	6	0	5	1	19	0	7	104	3	0	2	83	10	0	244
9:00 AM	4	0	5	0	8	2	18	0	8	108	2	0	4	67	4	0	230
9:15 AM	1	0	2	0	ı i	0	13	0	9	86	1	0	2	68	4	0	187
9:30 AM	4	0	9	0	3	1	10	0	7	67	5	0	2	75	10	0	193
9:45 AM	0	1	5	0	4	1	13	0	7	79	3	0	1	77	4	1	196
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	5	69	1	152	13	412	0	214	1133	41	0	26	934	164	1	3211
APPROACH %'s :	38.02%	4.13%	57.02%	0.83%	26.34%	2.25%	71.40%	0.00%	15.42%	81.63%	2.95%	0.00%	2.31%	83.02%	14.58%	0.09%	TOTAL
PEAK HR:		7:15 AM -	24	4	100	,	0/4		400	200	45	•		0/4	00		
PEAK HR VOL : PEAK HR FACTOR :	21 0.750	2 0.500	0.857	1 0.250	100 0.833	6 0.750	261 0.759	0	132	380	15	0	8	364 0.820	93	0.000	1407
	0.750			0.230	0.033			0.000	0.673	0.896	0.536	0.000	0.667		0.646 na	0.000	0.923
	0.730	0.89		0.230	0.033	0.750		0.000	0.673	0.896		0.000	0.667	0.820		0.000	0.923
	0.730		57	0.250	0.655		27	0.000	0.673		13	0.000	0.667		08	0.000	0.923
	0	0.8	BOUND 0	0.250	0.033	0.83	BOUND 0	0.000	0.673	0.81 EASTB	13	0.000	1	WESTE	08	0.000	0.923
PM		0.8	BOUND 0 NR		0 SL	0.83 SOUTH	BOUND 0 SR		1 EL	0.81 EASTB	OUND			0.90 WESTE	BOUND		0.923
PM 3:00 PM	0 NL 4	0.89 NORTH 1 NT	BOUND 0 NR 2	0 NU 0	0 SL 16	0.83 SOUTH 1 ST 4	BOUND 0 SR 34	0 SU 0	1 EL 25	0.81 EASTB 2 ET 127	OUND 0 ER 3	0 EU 1	1 WL 4	0.90 WESTE 2 WT 62	BOUND 0 WR 20	0 WU 0	TOTAL 303
PM 3:00 PM 3:15 PM	0 NL 4 5	0.89 NORTH 1 NT 1 2	BOUND 0 NR 2 2	0 NU 0 0	0 SL 16 18	0.83 SOUTH 1 ST 4 1	BOUND 0 SR 34 52	0 SU 0 0	1 EL 25 29	0.81 EASTB 2 ET 127 127	OUND 0 ER 3 4	0 EU 1 0	1 WL 4 4	0.90 WESTE 2 WT 62 78	80UND 0 WR 20 11	0 WU 0 0	TOTAL 303 333
PM 3:00 PM 3:15 PM 3:30 PM	0 NL 4 5	0.89 NORTH 1 NT 1 2 2	BOUND 0 NR 2 2 3	0 NU 0 0	0 SL 16 18 8	0.8: SOUTH 1 ST 4 1	BOUND 0 SR 34 52 37	0 SU 0 0	1 EL 25 29 30	0.81 EASTB 2 ET 127 127 143	OUND 0 ER 3 4 9	0 EU 1 0	1 WL 4 4 3	0.96 WESTE 2 WT 62 78 74	BOUND 0 WR 20 11 9	0 WU 0 0	TOTAL 303 333 322
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM	0 NL 4 5 3 6	0.89 NORTH 1 NT 1 2 2 0	BOUND 0 NR 2 2 3 5	0 NU 0 0 1	0 SL 16 18 8 6	0.8: SOUTH 1 ST 4 1 0	BOUND 0 SR 34 52 37 17	0 SU 0 0 0	1 EL 25 29 30 29	0.81  EASTB 2  ET 127 127 143 133	OUND 0 ER 3 4 9 6	0 EU 1 0 0	1 WL 4 4 3 2	0.90 WESTE 2 WT 62 78 74 58	30UND 0 WR 20 11 9	0 WU 0 0	TOTAL 303 333 322 271
PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0 NL 4 5 3 6	0.88 NORTH 1 NT 1 2 2 0	BOUND 0 NR 2 2 3 5 4	0 NU 0 0 1 0	0 SL 16 18 8 6	0.83 SOUTH 1 ST 4 1 0 1	BOUND 0 SR 34 52 37 17	0 SU 0 0 0	1 EL 25 29 30 29	0.81  EASTB 2  ET  127  127  143  133  141	OUND 0 ER 3 4 9 6	0 EU 1 0 0 0	1 WL 4 4 3 2	0.90 WESTE 2 WT 62 78 74 58 64	08 BOUND 0 WR 20 11 9 8	0 WU 0 0 0	TOTAL 303 333 322 271 264
PIM  3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM	0 NL 4 5 3 6 2 5	0.88  NORTH  1  NT  1  2  2  0  2  1	BOUND 0 NR 2 2 3 5 4 2	0 NU 0 0 1 0	0 SL 16 18 8 6 4	0.83 SOUTH 1 ST 4 1 0 1 1	BOUND 0 SR 34 52 37 17 17 18	0 SU 0 0 0 0	1 EL 25 29 30 29 15 34	0.81  EASTB 2  ET  127  127  143  133  141  104	OUND 0 ER 3 4 9 6 4 2	0 EU 1 0 0 0	1 WL 4 4 3 2 1 3	0.90 WESTE 2 WT 62 78 74 58 64 56	08 BOUND 0 WR 20 11 9 8 9	0 WU 0 0 0	TOTAL 303 333 322 271 264 244
PIM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	0 NL 4 5 3 6 2 5 6	0.89  NORTH  1  NT  1  2  0  2  1  3	BOUND 0 NR 2 2 3 5 4	0 NU 0 0 1 0 0	0 SL 16 18 8 6 4 12 8	0.83 SOUTH 1 ST 4 1 0 1	BOUND 0 SR 34 52 37 17 17 18 22	0 SU 0 0 0 0 0	1 EL 25 29 30 29 15 34 41	0.81  EASTB 2 ET 127 127 143 133 141 104 103	OUND O ER 3 4 9 6 4 2 3	0 EU 1 0 0 0 0	1 WL 4 4 3 2 1 3 6	0.90 WESTE 2 WT 62 78 74 58 64 56 65	08 BOUND 0 WR 20 11 9 8 9 7 6	0 WU 0 0 0 0	TOTAL 303 333 322 271 264 244 266
PIM  3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM	0 NL 4 5 3 6 2 5	0.88  NORTH  1  NT  1  2  2  0  2  1	BOUND 0 NR 2 2 3 5 4 2 1	0 NU 0 0 1 0	0 SL 16 18 8 6 4	0.83 SOUTH 1 ST 4 1 0 1 1	BOUND 0 SR 34 52 37 17 17 18	0 SU 0 0 0 0	1 EL 25 29 30 29 15 34	0.81  EASTB 2  ET  127  127  143  133  141  104	OUND 0 ER 3 4 9 6 4 2	0 EU 1 0 0 0	1 WL 4 4 3 2 1 3	0.90 WESTE 2 WT 62 78 74 58 64 56	08 BOUND 0 WR 20 11 9 8 9	0 WU 0 0 0	TOTAL 303 333 322 271 264 244
PIM  3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 NL 4 5 3 6 2 5 6 4	0.89  NORTH  1  NT  1  2  0  2  1  3  0	BOUND 0 NR 2 2 3 5 4 2 1 7	0 NU 0 0 1 0 0 0	0 SL 16 18 8 6 4 12 8 8	0.83 SOUTH 1 ST 4 1 0 1 1 0 1	BOUND 0 SR 34 52 37 17 17 18 22 18	0 SU 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35	0.81  EASTB 2  ET 127 127 143 133 141 104 103 137	OUND 0 ER 3 4 9 6 4 2 3 6	0 EU 1 0 0 0 0	1 WL 4 4 3 2 1 3 6 4	0.90 WESTE 2 WT 62 78 74 58 64 56 65 71	30UND 0 WR 20 111 9 8 9 7 6 2	0 WU 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292
PIVI  3:00 PM 3:15 PM 3:35 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM	0 NL 4 5 3 6 2 5 6 4	0.88  NORTH  1  NT  1  2  2  0  2  1  3  0  3	BOUND 0 NR 2 2 3 5 4 2 1 7 5	0 NU 0 0 1 0 0 0 0	0 SL 16 18 8 6 4 12 8 8	0.83 SOUTH 1 ST 4 1 0 1 1 0 1 0 1	BOUND 0 SR 34 52 37 17 17 18 22 18 32	0 SU 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33	0.81  EASTB 2 ET 127 127 143 133 141 104 103 137	OUND 0 ER 3 4 9 6 4 2 3 6 5	0 EU 1 0 0 0 0 0	1 WL 4 4 3 2 1 3 6 4 5	0.90 WESTE 2 WT 62 78 74 58 64 56 65 71 67	08 BOUND 0 WR 20 111 9 8 9 7 6 2 8	0 WU 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316
PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:15 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 NL 4 5 3 6 2 5 6 4 6	0.88  NORTH 1 1 2 2 0 2 1 3 0 3 0	BOUND 0 NR 2 2 2 3 5 4 2 1 7 5 5 5	0 NU 0 0 1 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 10 5	0.83 SOUTH 1 ST 4 1 0 1 1 0 1 0 1	BOUND 0 SR 34 52 37 17 17 18 22 18 32 31	0 SU 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33 34	0.81  EASTB 2  ET 127 127 143 133 141 104 103 137 142 163	OUND OUND OUND ER 3 4 9 6 4 2 3 6 5 8	0 EU 1 0 0 0 0 0	1 WL 4 4 3 2 1 3 6 4 5 2	0.90 WESTE 2 WT 62 78 74 58 64 56 65 71 67 74	30UND 0 WR 20 111 9 8 9 7 6 2 8	0 WU 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332
9 PIVI 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 NL 4 5 3 6 2 5 6 4 6 1 2 4	0.88 NORTH 1 NT 1 2 2 0 2 1 3 0 0 5	BOUND 0 NR 2 2 2 3 5 5 4 2 1 1 7 7 5 5 5 2 5 5	0 NU 0 0 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 8 10 5	0.83 SOUTH 1 ST 4 1 0 1 1 0 1 1 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0	BOUND 0 SR 34 52 52 17 17 17 18 22 18 32 31 36 32	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33 34 30 47	0.81  EASTB 2  ET 127 143 133 141 104 103 137 142 163 162 140	OUND 0 ER 3 4 9 6 4 2 3 3 6 5 5 8 3 3 8	0 EU 1 0 0 0 0 0 0 0 0 0	1 WL 4 4 3 2 1 3 6 6 4 4 5 5 2 6 6 6	0.90 WESTE 2 WT 62 78 74 58 64 65 71 67 74 86 87	30UND 0 WR 20 111 9 8 9 7 6 6 2 2 8 8 6 6 8 8	0 WU 0 0 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332 347 347
9 PW  3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:30 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 NL 4 5 3 6 2 5 6 4 6 1 1 2 4	0.89 NORTH 1 NT 1 2 0 2 1 3 0 0 5 NT	BOUND 0 NR 2 2 3 5 5 4 2 1 1 7 5 5 5 5 5 NR	0 NU 0 0 1 0 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 10 5 13 4	0.83  SOUTH 1 ST 4 1 0 1 1 0 1 1 0 ST 5 ST 5 ST 5 ST 5 ST ST ST SOUTH 1 ST	BOUND 0 SR 34 52 37 17 17 18 22 18 32 31 36 32 SR	0 SU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33 34 47 EL	0.81  EASTB 2  ET 127 127 143 133 141 104 103 137 142 163 162 140  ET	OUND 0 ER 3 4 9 6 4 2 3 6 5 5 8 3 8 ER	0 EU 1 0 0 0 0 0 0 0 0 0 0	1 WL 4 4 3 2 2 1 3 6 6 4 4 5 5 2 6 6 6 WL	0.90 WESTE 2 WT 62 78 74 58 64 65 71 67 74 86 87	30UND 0 WR 20 11 9 8 9 7 7 6 2 8 8 6 8 8 WR	0 WU 0 0 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332 347 347
PIVI  3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:15 PM 4:15 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	0 NL 4 5 3 6 2 5 6 4 6 1 1 2 4	0.88 NORTH 1 NT 1 2 2 0 2 1 3 0 3 0 5 NT 19	BOUND O NR 2 2 3 3 5 4 2 1 7 7 5 5 5 2 5 5 NR 43	0 NU 0 0 0 1 0 0 0 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 8 10 5 13 4 4 SL 112	0.8: SOUTH 1 ST 4 1 0 1 0 1 0 5 1 0 5 5 1 1 0 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1	BOUND 0 SR 34 52 37 17 18 22 18 32 31 36 32 SR 346	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33 34 47 EL 382	0.818 EASTB 2 ET 127 143 133 141 104 103 137 142 163 162 140 ET 1622	OUND 0 ER 3 4 9 6 4 2 3 6 6 5 8 3 8 ER 61	0 EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 4 4 4 3 2 1 1 3 6 4 5 2 6 6 4 5 7 8 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0.90 WESTE 2 WT 62 78 74 58 64 56 65 71 67 74 86 87	08 BOUND 0 WR 20 111 9 8 9 7 6 2 8 8 8 WR 102	0 WU 0 0 0 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332 347 347
9 PIVI  3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 NL 4 5 3 6 2 5 6 4 6 1 2 4 8 NL 4 8 4 8 8 9 1 9 1 9 1 1 1 1 1 1 1 1 1 1 1 1 1	0.89 NORTH 1 NT 1 2 2 0 2 1 3 0 0 5 NT 19 17.12%	BOUND 0 NR 2 2 3 5 4 2 1 7 5 5 2 5 NR 43 38.74%	0 NU 0 0 1 0 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 10 5 13 4	0.83  SOUTH 1 ST 4 1 0 1 1 0 1 1 0 ST 5 ST 5 ST 5 ST 5 ST ST ST SOUTH 1 ST	BOUND 0 SR 34 52 37 17 17 18 22 18 32 31 36 32 SR	0 SU 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33 34 47 EL	0.81  EASTB 2  ET 127 127 143 133 141 104 103 137 142 163 162 140  ET	OUND 0 ER 3 4 9 6 4 2 3 6 5 5 8 3 8 ER	0 EU 1 0 0 0 0 0 0 0 0 0 0	1 WL 4 4 3 2 2 1 3 6 6 4 4 5 5 2 6 6 6 WL	0.90 WESTE 2 WT 62 78 74 58 64 65 71 67 74 86 87	30UND 0 WR 20 11 9 8 9 7 7 6 2 8 8 6 8 8 WR	0 WU 0 0 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332 347 347 TOTAL 3637
PIM  3:00 PM 3:15 PM 3:35 PM 3:345 PM 4:00 PM 4:35 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 NL 4 5 3 6 2 5 6 4 6 1 1 2 4 NL 48 43.24%	0.89 NORTH 1 NT 1 1 2 2 0 2 1 3 0 5 NT 19 17.12%	BOUND ON NR 2 2 2 3 5 5 4 2 2 1 7 7 5 5 5 2 2 5 5 NR 43 38.74% 06:00 PM	0 NU 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 8 10 5 13 4 SL 112 23.88%	0.8: SOUTH 1 ST 4 1 0 1 1 0 1 1 0 5 1 1 0 2.13%	BOUND 0 SR 34 52 37 17 17 18 22 31 36 32 31 36 32 SR 346 73.77%	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 EL 25 29 30 29 15 34 41 35 33 34 30 47 EL 382 18.48%	0.818 2 ET 127 127 143 133 141 104 103 137 142 163 162 140 ET 1622 78.47%	OUND O ER 3 4 9 6 4 2 3 6 5 8 3 8 ER 61 2.95%	0 EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 4 4 3 2 1 3 6 4 4 5 2 6 6 6 WL 46 4.65%	0.90 WESTE 2 WT 62 78 74 58 64 56 67 74 86 87 WT 842 85.05%	08 30UND 0 WR 20 111 9 8 9 7 6 6 2 8 8 6 8 WR 102 10.30%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332 347 347 TOTAL 3637
9 PIVI  3:00 PM 3:15 PM 3:35 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 NL 4 5 3 6 2 5 6 4 6 1 2 4 8 NL 4 8 4 8 8 9 1 9 1 9 1 1 1 1 1 1 1 1 1 1 1 1 1	0.89 NORTH 1 NT 1 2 2 0 2 1 3 0 0 5 NT 19 17.12%	BOUND 0 NR 2 2 3 5 4 2 1 7 5 5 2 5 NR 43 38.74%	0 NU 0 0 0 1 0 0 0 0 0 0 0 0 0	0 SL 16 18 8 6 4 12 8 8 8 10 5 13 4 4 SL 112	0.8: SOUTH 1 ST 4 1 0 1 0 1 0 5 1 0 5 5 1 1 0 1 1 0 1 1 1 0 1 1 1 0 1 1 1 1	BOUND 0 SR 34 52 37 17 18 22 18 32 31 36 32 SR 346	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 25 29 30 29 15 34 41 35 33 34 47 EL 382	0.818 EASTB 2 ET 127 143 133 141 104 103 137 142 163 162 140 ET 1622	OUND 0 ER 3 4 9 6 4 2 3 6 6 5 8 3 8 ER 61	0 EU 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 4 4 4 3 2 1 1 3 6 4 5 2 6 6 4 5 7 8 9 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0.90 WESTE 2 WT 62 78 74 58 64 56 65 71 67 74 86 87	08 BOUND 0 WR 20 111 9 8 9 7 6 2 8 8 8 WR 102	0 WU 0 0 0 0 0 0 0 0	TOTAL 303 333 322 271 264 244 266 292 316 332 347 347 TOTAL 3637

# **Intersection Turning Movement Count**

Location: Westmoreland Ave & 1st St City: Los Angeles Control: Signalized

			land Ave			Westmore	land Ave			1st	St			1st	St		
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
AM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĒT	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	7	0	8	2	17	0	7	52	4	0	0	58	22	0	179
7:15 AM	3	0	5	1	30	0	47	0	33	90	2	0	1	77	35	0	324
7:30 AM	7	0	6	0	21	2	62	0	24	82	1	0	1	104	14	0	324
7:45 AM	5	1	6	0	23	2	86	0	26	97	5	0	2	111	14	0	378
8:00 AM	5	1	7	0	24	1	64	0	49	105	7	0	3	67	29	0	362
8:15 AM	5	0	6	0	17	0	37	0	21	133	3	0	6	78	9	0	315
8:30 AM	5	1	5	0	5	0	20	0	15	120	4	0	1	62	8	0	246
8:45 AM	3	1	6	0	4	1	19	0	7	104	3	0	2	82	9	0	240
9:00 AM	4	0	5	0	7	2	17	0	8	104	2	0	4	66	4	0	227
9:00 AM 9:15 AM	1	0	2	0	1 1	0	13	0	9	86	1	0	2	66	4	0	185
		-	9						7				1				
9:30 AM	3	0		0	3	1	10	0	7	66	5	0	1	72	10	0	187
9:45 AM	0	1	5	0	4	1	13	0	/	79	3	0	'	75	4	1	194
l	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	43	5	69	1	147	12	405	0	213	1122	40	0	24	918	162	1	3162
APPROACH %'s:	36.44%	4.24%	58.47%	0.85%	26.06%	2.13%	71.81%	0.00%	15.49%	81.60%	2.91%	0.00%	2.17%	83.08%	14.66%	0.09%	
PEAK HR :		07:15 AM -															TOTAL
PEAK HR VOL :	20	2	24	1	98	5	259	0	132	374	15	0	7	359	92	0	1388
PEAK HR FACTOR :	0.71	0.500	0.857	0.250	0.817	0.625	0.753	0.000	0.673	0.890	0.536	0.000	0.583	0.809	0.657	0.000	0.918
		0.9	04			0.8	15			0.8	09			0.9	02		0.710
		NORTH				SOUTH				EASTE				WESTE			
PM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	0 NL			NU	SL	1 ST	0 SR	SU	EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	WU	TOTAL
3:00 PM	NL 4	1 NT 1	0 NR 2	NU 0	SL 16	1 ST 4	0 SR 32	SU 0	EL 25	2 ET 125	O ER 3	EU 1	WL 4	2 WT 62	0 WR 20	WU 0	299
3:00 PM 3:15 PM	NL 4 5	1 NT 1 2	0 NR 2 2	0 0	SL 16 17	1 ST 4 1	0 SR 32 49	0 0	EL 25 29	2 ET 125 127	0 ER 3 4	1 0	WL 4 4	2 WT 62 77	0 WR 20 11	0 0	299 328
3:00 PM 3:15 PM 3:30 PM	NL 4	1 NT 1 2 2	0 NR 2 2 3	0 0 1	SL 16 17 8	1 ST 4 1 0	0 SR 32 49 36	0 0 0	EL 25 29 28	2 ET 125 127 142	0 ER 3 4 9	1 0 0	WL 4 4 3	2 WT 62 77 74	0 WR 20 11 8	0 0 0	299 328 317
3:00 PM 3:15 PM 3:30 PM 3:45 PM	NL 4 5 3 6	1 NT 1 2	0 NR 2 2	NU 0 0 1	SL 16 17 8 5	1 ST 4 1 0	0 SR 32 49 36 16	0 0 0 0	EL 25 29 28 29	2 ET 125 127 142 133	0 ER 3 4 9 5	1 0 0 0	WL 4 4	2 WT 62 77 74 55	0 WR 20 11 8 7	0 0 0 0	299 328 317 264
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 4 5 3 6	1 NT 1 2 2 0	0 NR 2 2 2 3 5	NU 0 0 1 0 0 0 0 0	SL 16 17 8 5	1 ST 4 1 0 1	0 SR 32 49 36 16	SU 0 0 0 0	EL 25 29 28 29 15	2 ET 125 127 142 133 139	0 ER 3 4 9 5	EU 1 0 0 0	WL 4 4 3 2	2 WT 62 77 74 55 63	0 WR 20 11 8 7	0 0 0 0 0	299 328 317 264 258
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM	NL 4 5 3 6	1 NT 1 2 2 0 1	0 NR 2 2 2 3 5	NU 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 16 17 8 5 4	1 ST 4 1 0 1	0 SR 32 49 36 16 15	SU 0 0 0 0 0	EL 25 29 28 29 15 34	2 ET 125 127 142 133 139 102	0 ER 3 4 9 5	EU 1 0 0 0 0	WL 4 4 3 2 1 3	2 WT 62 77 74 55 63 55	0 WR 20 11 8 7	0 0 0 0 0	299 328 317 264 258 238
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	NL 4 5 3 6 2 5 6	1 NT 1 2 2 0 1 1 3	0 NR 2 2 2 3 5	NU 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 16 17 8 5 4 11	1 ST 4 1 0 1	0 SR 32 49 36 16 15 16 22	SU 0 0 0 0 0 0 0 1	EL 25 29 28 29 15 34 41	2 ET 125 127 142 133 139 102 102	0 ER 3 4 9 5 4 2 2	EU 1 0 0 0 0 0	WL 4 4 3 2 1 3 6	2 WT 62 77 74 55 63 55 64	0 WR 20 11 8 7 9 7 6	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	299 328 317 264 258 238 262
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3:00 PM 3:15 PM 3:30 PM 3:30 PM 4:00 PM 4:10 PM 4:15 PM 4:44 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %'s: PEAK HR: PEAK HR: PEAK HR VOL:	NL 4 5 3 6 6 2 5 6 4 4 6 1 2 4 4 8 44.04%	1 NT 1 2 2 2 0 0 1 1 1 3 0 0 5 NT 18 1.651% 05:00 PM -8	O NR 2 2 3 5 4 2 0 7 5 5 5 2 5 NR 42 38.53% 06:00 PM	NU 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 16 17 8 5 4 111 8 7 7 10 5 13 4 SL 108 23.84%	1 ST 4 1 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 0	0 SR 32 49 36 16 15 16 22 18 31 31 31 36 32 SR 334 73.73%	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 25 29 28 29 28 29 15 34 41 35 32 34 47 EL 379 18.48%	2 ET 125 127 142 133 139 102 102 102 137 142 160 140 ET 1611 78.55%	0 ER 3 4 9 5 4 2 2 6 5 8 8 ER 59 2.88%	EU 1 0 0 0 0 0 0 0 0 0 0 1 EU 2 0.10%	WL 4 4 3 2 1 1 3 6 4 4 5 2 6 6 6 WL 46 4.71%	2 WT 62 77 74 55 63 55 64 69 67 74 86 85 WT 831 85.06%	0 WR 20 111 8 7 7 9 7 6 6 2 8 8 8 6 8 8 WR 100 10.24%	WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	299 328 317 264 258 238 262 289 314 331 345 345 TOTAL 3590 TOTAL 1335
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# **Intersection Turning Movement Count**

Location: Westmoreland Ave & 1st St City: Los Angeles Control: Signalized

Date:	9/5/2

Control.	Signalized													Date.	9/5/2019		
								Н	T								
NS/EW Streets:		Westmore	land Ave			Westmore	land Ave			1st	St			1st	St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
7:30 AM	0	Ō	0	0	Ō	Ō	ī	0	0	0	0	0	Ō	1	0	ō	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	3
9:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	4	0	2	0	1	4	0	0	1	9	2	0	24
APPROACH %'s:	100.00%	0.00%	0.00%	0.00%	66.67%	0.00%	33.33%	0.00%	20.00%	80.00%	0.00%	0.00%	8.33%	75.00%	16.67%	0.00%	
PEAK HR :		07:15 AM -															TOTAL
PEAK HR VOL :	1	0	0	0	1	0	1	0	0	2	0	0	1	1	1	0	8
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.250	0.250	0.000	0.667
		0.23	)()			0.50	JU			0.50	00			0.73	50		
		NORTH	POLIND			SOUTH	DOLIND			EASTE	OUND			WESTE	OHND	1	
PM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	Ō	0														
3:30 PM			U	0	1	0	0	0	0	0	0	0	0	1	0	0	2
	0	0	0	0	1 0		0			0	0		0	1			
3:45 PM	0				0 1	Ō		0	0	0		0		Ĩ.	0	0	2 3 5
4:00 PM	0	0 0	0	0 0 0	0 1 0	0 0 0	0 0	0 0 0	0 2 0	0	0	0 0 0	0 0	1	0 1 1 0	0	2 3 5
4:00 PM 4:15 PM	0 0	0 0 1 0	0 0 0	0 0 0 0	0 1 0 1	0 0 0 0	0 0 1 0	0 0 0 0	0 2 0 0	0 0 2 1	0 1 0 0	0 0 0 0	0 0 0	1	0 1 1 0 0	0 0 0 0	2 3 5 5 3
4:00 PM 4:15 PM 4:30 PM	0 0 0	0 0 1 0 0	0 0 0 0	0 0 0 0	0 1 0 1 0	0 0 0 0	0 0 1 0 0	0 0 0 0	0 2 0 0 0	0 0 2 1 0	0 1 0 0	0 0 0 0 0	0 0 0 0	1	0 1 1 0 0	0 0 0 0 0	2 3 5 5 3 1
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4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0 0	0 0 1 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 1 0 1 0 1 0 1	0 0 0 0 0 0 0	0 0 1 0 0 0 0	0 0 0 0 0 0	0 2 0 0 0 0 0 0	0 0 2 1 0 0 0	0 1 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	1 0 2 1 1 1 1 1 0	0 1 1 0 0 0 0 0	0 0 0 0 0 0 0	2 3 5 5 3 1 2 2
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4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 0 0	0 0 2 1 0 0 0 1 1 1 0	0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 0 2 1 1 1 1 1 0 0 0 1	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	2 3 5 5 3 1 2 2 1 1
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4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 1 0 0 0 0 0 S S S S S S S	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	0 0 2 1 0 0 0 1 1 0 ET 5 55.56%	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 2 1 1 1 1 1 1 0 0 0 1 1 WT 8 80.00%	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 3 5 5 5 3 1 2 2 1 1 1 1 TOTAL 26
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2 1 0 0 0 1 1 0 0 ET 5 55.56%	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 2 2 1 1 1 1 1 1 1 0 0 0 0 1 1 WT 8 80.00%	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 3 5 5 3 1 2 2 1 1 1 1 TOTAL 26
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	0 0 2 1 0 0 0 1 1 0 ET 5 55.56%	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 2 1 1 1 1 1 1 0 0 0 1 1 WT 8 80.00%	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 3 5 5 5 3 1 2 2 1 1 1 1 TOTAL 26

# **Intersection Turning Movement Count**

Location: Westmoreland Ave & 1st St City: Los Angeles Control: Signalized

								Du.	ses								
NS/EW Streets:		Westmore	eland Ave			Westmore	land Ave			1st	St			1st	St		
		NORTH	HBOUND			SOUTH	BOUND			EASTE	OUND			WESTE	OUND		
AM	0	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	TOTAL
7:00 AM	NL 1	0	0	0	0 0	0	0 0	0	0	1	ER 1	0	0	1	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	o o	0	0	2
8:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	4
8:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	1	1	5	0	0	7	1	0	1	7	0	0	25
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	14.29%	14.29%	71.43%	0.00%	0.00%	87.50%	12.50%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	(	07:15 AM -	- 08:15 AM														TOTAL
PEAK HR VOL :	0	0	0	0	1	1	1	0	0	4	0	0	0	4	0	0	11
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	
		0.000	0.000	0.000	0.230			0.000	0.000			0.000	0.000			0.000	0.600
		0.000	0.000	0.000	0.230	0.230		0.000	0.000	0.500		0.000	0.000	0.50		0.000	0.688
				0.000	0.230	0.2	50	0.000	0.000	0.5	00	0.000	0.000	0.50	00	0.000	0.688
D0.4		NORTH	HBOUND			0.2 SOUTH	BOUND			0.5	00 BOUND			0.50	BOUND		0.688
PM	0	NORTH 1	HBOUND 0	0	0	SOUTH	BOUND 0	0	1	EASTE 2	BOUND 0	0	1	0.50 WESTE	BOUND 0	0	
	0 NL	NORTH 1 NT	HBOUND 0 NR	0 NU	0 SL	SOUTH 1 ST	BOUND 0 SR	0 SU	1 EL	EASTE 2 ET	BOUND 0 ER	0 EU	1 WL	0.50 WESTE 2 WT	BOUND 0 WR	0 WU	TOTAL
3:00 PM	0 NL 0	NORTH 1 NT 0	HBOUND 0 NR 0	0 NU 0	0 SL 0	0.2 SOUTH 1 ST 0	BOUND 0 SR 2	0 SU 0	1 EL 0	0.5 EASTE 2 ET 2	BOUND 0 ER 0	0 EU 0	1 WL 0	0.50 WESTE 2 WT 0	BOUND 0 WR 0	0 WU 0	TOTAL 4
3:00 PM 3:15 PM	0 NL 0 0	NORTH 1 NT 0	HBOUND 0 NR 0 0	0 NU 0 0	0 SL 0	0.2 SOUTH 1 ST 0 0	BOUND 0 SR 2 3	0 SU 0 0	1 EL 0 0	0.5 EASTE 2 ET 2 0	BOUND 0 ER 0	0 EU 0 0	1 WL 0 0	0.50 WESTE 2 WT 0 0	BOUND 0 WR 0	0 WU 0 0	TOTAL 4 3
3:00 PM 3:15 PM 3:30 PM	0 NL 0 0	NORTH 1 NT 0 0	HBOUND 0 NR 0 0	0 NU 0 0	0 SL 0 0	0.2 SOUTH 1 ST 0 0	BOUND 0 SR 2	0 SU 0 0	1 EL 0 0	0.50 EASTE 2 ET 2 0 1	80UND 0 ER 0 0	0 EU 0 0	1 WL 0 0	0.50 WESTE 2 WT 0	BOUND 0 WR 0 0	0 WU 0 0	TOTAL 4 3 2
3:00 PM 3:15 PM	0 NL 0 0	NORTH 1 NT 0	HBOUND 0 NR 0 0	0 NU 0 0	0 SL 0	0.2 SOUTH 1 ST 0 0	BOUND 0 SR 2 3 1	0 SU 0 0	1 EL 0 0	0.5 EASTE 2 ET 2 0	BOUND 0 ER 0	0 EU 0 0	1 WL 0 0	0.50 WESTE 2 WT 0 0	BOUND 0 WR 0	0 WU 0 0	TOTAL 4 3
3:00 PM 3:15 PM 3:30 PM 3:45 PM	0 NL 0 0	NORTH 1 NT 0 0 0	HBOUND 0 NR 0 0 0	0 NU 0 0	0 SL 0 0 0	0.2 SOUTH 1 ST 0 0 0	BOUND 0 SR 2 3 1 1 1	0 SU 0 0 0	1 EL 0 0 0	0.50 EASTE 2 ET 2 0 1	000 BOUND 0 ER 0 0 0	0 EU 0 0	1 WL 0 0 0	0.50 WESTE 2 WT 0 0 0	000 BOUND 0 WR 0 0	0 WU 0 0	TOTAL 4 3 2 2
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	0 NL 0 0 0	NORTH 1 NT 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0	0 SL 0 0 0	0.2 SOUTH 1 ST 0 0 0	BOUND 0 SR 2 3 1 1 1 1	0 SU 0 0 0	1 EL 0 0 0	0.50 EASTE 2 ET 2 0 1 0	000 BOUND 0 ER 0 0 0	0 EU 0 0 0	1 WL 0 0 0	0.50 WESTE 2 WT 0 0 0 1	000 000 000 WR 000 000 000 000	0 WU 0 0 0	TOTAL 4 3 2 2 1
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 NL 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0	0 SL 0 0 0 0	0.2 SOUTH 1 ST 0 0 0 0	BOUND 0 SR 2 3 1 1 1 1 2 0 0 0	0 SU 0 0 0 0	1 EL 0 0 0 0 0	0.50  EASTE 2 ET 2 0 1 0 0 1 1 0	000 BOUND 0 ER 0 0 0 0 0	0 EU 0 0 0 0	1 WL 0 0 0 0 0	0.50  WESTE 2  WT 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000 000 WR 0 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 NL 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0	0 SL 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 3 1 1 1 2 0 0 0 0 0	0 SU 0 0 0 0 0 0	1 EL 0 0 0 0 0 0	0.50  EASTE 2  ET 2 0 1 0 0 1 0 0 1 0 0 0	000 BOUND 0 ER 0 0 0 0 0 0	0 EU 0 0 0 0 0	1 WL 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0	000 BOUND 0 WR 0 0 0 0 0 0	0 WU 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1 0
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 NL 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 3 1 1 1 2 0 0 0 0 0 0 0	0 SU 0 0 0 0 0	1 EL 0 0 0 0 0 0 0	0.50 EASTE 2 ET 2 0 1 0 0 1 1 1 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0	80UND 0 WR 0 0 0 0 0 0	0 WU 0 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1 0 0
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 NL 0 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 3 1 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0	0.50  EASTE 2  ET 2  0 1 0 0 1 1 0 0 0 1 1 1 0 0 1 1	SOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0	000 00UND 0 WR 0 0 0 0 0 0 0	0 WU 0 0 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1 0 0 1
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 NL 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 3 1 1 1 2 0 0 0 0 0 0 0	0 SU 0 0 0 0 0	1 EL 0 0 0 0 0 0 0	0.50 EASTE 2 ET 2 0 1 0 0 1 1 1 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0	80UND 0 WR 0 0 0 0 0 0	0 WU 0 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1 0 0
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 NL 0 0 0 0 0 0 0 0 0 0	NORTH 1	#BOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 SR 2 3 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5  EASTE 2  0  1  0  1  0  0  1  1  0  0  0  1	000  COUND  COUN	0 EU 0 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 1 1 0	000 000 000 000 000 000 000 000 000 00	0 WU 0 0 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1 0 0 1 1
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM	0 NL 0 0 0 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 ST	BOUND 0 SR 2 3 1 1 1 2 0 0 0 SR	0 SU 0 0 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5  EASTE 2  ET 2 0 1 0 0 1 1 0 0 1 1 0 0 ET ET	SOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 WT	000  SOUND 0 WR 0 0 0 0 0 0 0 0 0 WR	0 WU 0 0 0 0 0 0 0 0	TOTAL 4 3 2 2 1 1 3 3 1 1 0 0 0 1 1 1 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:45 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 The strength of the streng	BOUND 0 SR 2 3 1 1 1 2 0 0 0 0 0 SR SR 10 1 1 1 2 1 1 2 1 1 1 2 1 1 1 1 1 1 1	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 EASTE 2 ET 2 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0	DOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 0 1 1 0 0 0 1 1 WT 3	000  OUND  WR  O  O  O  O  WR  O  O  O  O  WR  O  O  O  O  O  O  O  O  O  O  O  O  O	0 WU 0 0 0 0 0 0 0 0 0	TOTAL 4 3 2 2 1 3 3 1 0 0 1 1
3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:10 PM 5:15 PM 5:30 PM 5:45 PM	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 ST	BOUND 0 SR 2 3 1 1 1 2 0 0 0 SR	0 SU 0 0 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5  EASTE 2  ET 2 0 1 0 0 1 1 0 0 1 1 0 0 ET ET	SOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 WT	000  SOUND 0 WR 0 0 0 0 0 0 0 0 0 WR	0 WU 0 0 0 0 0 0 0 0	TOTAL 4 3 2 2 1 1 3 3 1 1 0 0 0 1 1 1 TOTAL
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.2  SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 The strength of the streng	BOUND 0 SR 2 3 1 1 1 2 0 0 0 0 0 SR SR 10 1 1 1 2 1 1 2 1 1 1 2 1 1 1 1 1 1 1	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5 EASTE 2 ET 2 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0	DOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 0 1 1 0 0 0 1 1 WT 3	000  OUND  WR  O  O  O  O  WR  O  O  O  O  WR  O  O  O  O  O  O  O  O  O  O  O  O  O	0 WU 0 0 0 0 0 0 0 0 0	TOTAL 4 3 2 2 1 1 3 3 1 0 0 1 1 TOTAL 21
3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM 4:15 PM 4:30 PM 4:445 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM  TOTAL VOLUMES: APPROACH %s:	0 NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTH 1 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HBOUND 0 NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.2 SOUTH 1 ST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50  BOUND 0 SR 2 3 1 1 1 2 0 0 0 SR 1 1 1 2 1 1 2 1 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5  EASTE 2  ET  0  0  1  0  0  1  1  0  ET  6  85.71%	000  DOUND  ER  0  0  0  0  0  0  0  1  0  0  0  0  1  1	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 WL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.50 WESTE 2 WT 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0	000  000  WR  0  0  0  0  0  0  0  0  0  0  0  0  0	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 4 3 2 2 1 1 3 3 1 0 0 1 1 TOTAL 21

# **Intersection Turning Movement Count**

Location: Westmoreland Ave & 1st St City: Los Angeles Control: Signalized

Control:	Signalized													Date: 9	9/5/2019		
								Bik	es								
NS/EW Streets:		Westmorel	land Ave			Westmore	and Ave			1st	St			1st	St		
		NORTHE	ROLIND			SOUTH	ROLIND			EASTB	ROLIND			WESTE	NOLIND		
AM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
7:15 AM 7:30 AM	0	0	0	0	0	0	3	0	5 1	0	0	0	0	1	1	0	9
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	o O	0	1	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:00 AM	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	1	0	0	1	1	6	0	11	2	2	0	0	4	4	0	35
APPROACH %'s :	75.00%	25.00%	0.00%	0.00%	12.50%	12.50%	75.00%	0.00%	73.33%	13.33%	13.33%	0.00%	0.00%	50.00%	50.00%	0.00%	TOTAL
PEAK HR : PEAK HR VOL :	0	07:15 AM - 0	08:15 AM	0	0	0	5	0	6	1	1	0	0	1	2	0	101AL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.300	0.250	0.250	0.000	0.000	0.250	0.500	0.000	
TEAKTIKTAOTOK.	0.000	0.000	0.000	0.000	0.000	0.4		0.000	0.300	0.230		0.000	0.000	0.230		0.000	0.444
L. Company																	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
PM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	0	5 1	0	1	0	0	0	0	0	0	0	7
3:15 PM 3:30 PM	0	0	0	0	0	0	2	0	0	2	0 1	0	0	4 0	0	0	8
3:45 PM	0	0	0	0	0	0	1	0	1	1	2	0	0	1	1	0	7
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	5	0	3	0	1	0	0	1	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	5
4:45 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	1	0	0	5
5:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0 2	0	1 0	0	0	0	0	1 0	0	0	2 5
5:45 PM	U	U	U	U	0	U	2	U	U	U	3	U	U	U	U	U	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	1	0	18	0	10	9 34.62%	7	0	0	12 92.31%	1	0 0.00%	60
APPROACH %'s : PEAK HR :	100.00%	0.00% 05:00 PM -	0.00%	0.00%	5.26%	0.00%	94.74%	0.00%	38.46%	34.02%	26.92%	0.00%	0.00%	92.31%	7.69%	0.00%	TOTAL
PEAK HR :	2	0 PIVI - I	0 <del>6:00 PM</del>	0	0	0	2	0	2	2	3	0	0	1	0	0	101AL
FLAR FIR VUL:		U															
PEAK HR FACTOR .	0.50	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.500		0.000	0.000	0.250	0.000	0.000	
PEAK HR FACTOR :	0.50	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.600

# Intersection Turning Movement Count City: Los Angeles Date: 9/5/2019

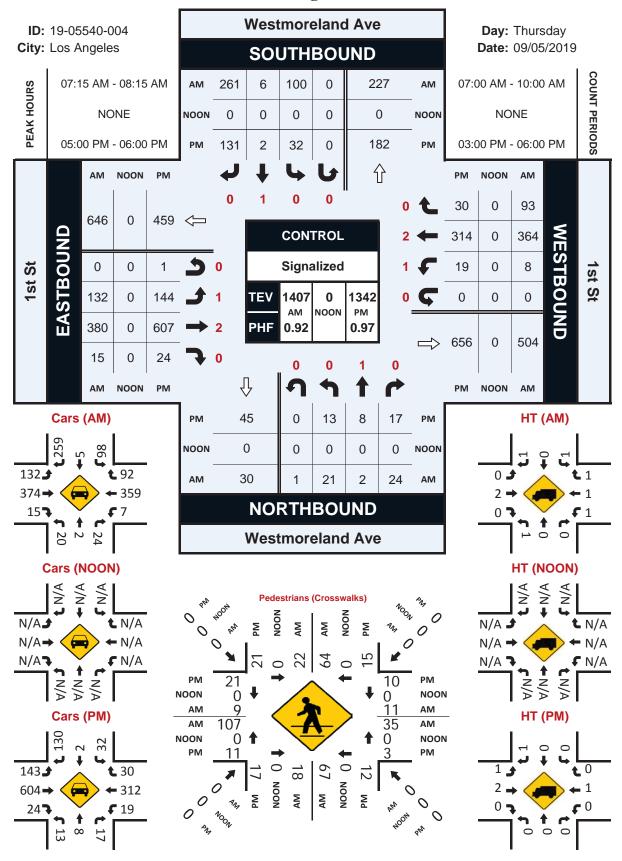
# **Pedestrians (Crosswalks)**

NS/EW Streets:	Westmor	eland Ave	Westmor	eland Ave	1st	t St	1st	St	
ARA	NORT	H LEG	SOUT	H LEG	EAST	ΓLEG	WES	T LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	3	0	4	2	2	3	0	14
7:15 AM	0	12	1	9	7	4	21	1	55
7:30 AM	2	12	4	15	4	2	8	1	48
7:45 AM	9	10	6	18	10	0	22	0	75
8:00 AM	11	30	7	25	14	5	56	7	155
8:15 AM	6	1	12	2	1	8	5	18	53
8:30 AM	1	2	4	0	1	2	0	2	12
8:45 AM	1	2	2	2	5	0	3	1	16
9:00 AM	1	3	3	5	3	2	3	0	20
9:15 AM	0	2	3	0	2	0	0	1	8
9:30 AM	2	2	4	4	2	3	3	0	20
9:45 AM	0	2	1	1	0	2	0	3	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	33	81	47	85	51	30	124	34	485
APPROACH %'s:	28.95%	71.05%	35.61%	64.39%	62.96%	37.04%	78.48%	21.52%	
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL :	22	64	18	67	35	11	107	9	333
PEAK HR FACTOR :	0.500	0.533	0.643	0.670	0.625	0.550	0.478	0.321	0.527
	0.5	524	0.6	664	0.6	605	0.4	160	0.537

DNA	NORT	TH LEG	SOUT	H LEG	EAS	Γ LEG	WES <sup>-</sup>	ΓLEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	28	1	3	5	2	19	3	14	75
3:15 PM	20	5	24	1	1	4	3	16	74
3:30 PM	5	3	6	7	0	5	4	9	39
3:45 PM	5	2	4	10	3	7	0	4	35
4:00 PM	3	3	4	1	0	0	0	1	12
4:15 PM	0	1	2	12	0	1	0	10	26
4:30 PM	2	2	0	3	0	2	1	1	11
4:45 PM	2	1	1	0	0	3	0	6	13
5:00 PM	1	3	0	3	2	0	2	3	14
5:15 PM	8	3	7	4	1	3	3	8	37
5:30 PM	4	2	5	1	0	1	2	8	23
5:45 PM	8	7	5	4	0	6	4	2	36
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	86	33	61	51	9	51	22	82	395
APPROACH %'s:	72.27%	27.73%	54.46%	45.54%	15.00%	85.00%	21.15%	78.85%	
PEAK HR :	05:00 PM	- 06:00 PM							TOTAL
PEAK HR VOL :	21	15	17	12	3	10	11	21	110
PEAK HR FACTOR:	0.656	0.536	0.607	0.750	0.375	0.417	0.688	0.656	0.740
	0.	600	0.6	559	0.!	542	0.7	127	0.743

# Westmoreland Ave & 1st St

# Peak Hour Turning Movement Count



STREET: North/South	Westmore	land Ave								
East/West	1st St									
Day:	Thursday	1	Date:	09/05/20	19	Weather:		SUNNY		
Hours:	7-10 & 3-6			C	hekrs:	NDS				
School Day:		Yes				I/S CO	DE .			
DUAL- WHEELED BIKES BUSES	N/B 2 6 3		S/B 12 27 17			E/B 14 41 15		_	W/B 22 21 11	
	N/B	TIME	S/B	TIME		E/B	TIME	_	W/B	TIME
AM PK 15 MIN	14	8.00	111	7.45		162	8.00		128	7.45
PM PK 15 MIN	14	17.00	71	15.15		205	17.15		101	17.45
AM PK HOUR	50	7.30	367	7.15		592	7.45		465	7.15
PM PK HOUR	43	16.15	194	15.00		776	17.00		363	17.00

NORTHBOU	ND Approach	SOUTHBOU	ND Approach	TOTAL	XING S/L	XING N/L
Hours	Lt Th Rt Total	Hours	Lt Th Rt Total	N-S	Ped Sch	Ped Sch
7-8	19 1 24 44	7-8	82 6 213 301	345	0 0	0 0
8-9	19 3 24 46	8-9	54 3 145 202	248	0 0	0 0
9-10	9 1 21 31	9-10	16 4 54 74	105	0 0	0 0
15-16	19 5 12 36	15-16	48 6 140 194	230	0 0	0 0
16-17	17 6 14 37	16-17	33 2 75 110	147	0 0	0 0
17-18	13 8 17 38	17-18	32 2 131 165	203	0 0	0 0
TOTAL	96 24 112 232	TOTAL	265 23 758 1046	1278	0 0	0 0
EASTBOUNI	) Approach	WESTBOUN	D Approach	TOTAL	XING W/L	XING E/L
Hours	Lt Th Rt Total	Hours	Lt Th Rt Total	E-W	Ped Sch	Ped Sch
7-8	90 327 13 430	7-8	5 355 86 446	876	0 0	0 0
8-9	93 466 17 576	8-9	12 292 56 360	936	0 0	0 0
9-10	31 340 11 382	9-10	10 287 22 319	701	0 0	0 0
15-16	114 530 22 666	15-16	13 272 48 333	999	0 0	0 0
16-17	125 485 15 625	16-17	14 256 24 294	919	0 0	0 0
17-18	145 607 24 776	17-18	19 314 30 363	1139	0 0	0 0

TOTAL 598 2755 102 3455 TOTAL 73 1776 266 2115 5570 0 0 0 0

Intersection Turning Movement Count
City: Los Angeles
Control: 1-Way Stop (EB) Project ID: 19-05541-001 Date: 9/5/2019

Control: 1	-way Stop	) (FB)						То	tal					Date:	9/5/2019		
NS/EW Streets:		N Westmor	eland Ave			N Westmore	eland Ave			Cosmopo	litan St			Cosmop	olitan St		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	6	14	0	3	0	4	0	0	4	0	12	0	0	0	0	0	43
7:15 AM	21	35	0	4	0	16	1 2	0	25 5	0	34 23	0	0	0	0	0	136
7:30 AM 7:45 AM	10 24	36 29	0	3	0	19 30	0	0	2	0	23 19	0	0	0	0	0	98 106
8:00 AM	27	45	0	2	0	15	4	0	6	0	22	0	0	0	0	0	121
8:15 AM	6	22	0	1	0	16	0	0	0	0	7	0	0	0	0	0	52
8:30 AM	0	22	0	0	0	9 7	0	0	2 2	0	6	0	0	0	0	0	39
8:45 AM 9:00 AM	<u> </u>	10 9	0	<u>0</u>	0	7	0	0	1	0	<u>6</u> 1	0	0	0	0	0	28 24
9:15 AM	5	12	0	Ö	0	4	0	0	1	0	4	0	0	0	0	0	26
9:30 AM	1	11	0	0	0	7	0	0	0	0	6	0	0	0	0	0	25
9:45 AM	3	13	0	0	0	6	1	0	2	0	3	0	0	0	0	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	111 28.83%	258 67.01%	0 0.00%	16 4.16%	0 0.00%	140 94.59%	8 5.41%	0 0.00%	50 25.91%	0 0.00%	143 74.09%	0.00%	0	0	0	0	726
PEAK HR :		07:01 %		4.1070	0.0078	74.3770	J.4170	0.0078	23.7170	0.0076	74.0770	0.0076					TOTAL
PEAK HR VOL :	82	145	0	11	0	80	7	0	38	0	98	0	0	0	0	0	461
PEAK HR FACTOR :	0.759	0.806	0.000	0.688	0.000	0.667	0.438	0.000	0.380	0.000	0.721	0.000	0.000	0.000	0.000	0.000	0.847
		0.80	04			0.72	25			0.57	/6						
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
4.00.014	NL	NT	NR	NU	SL	ST 9	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM 1:15 PM	3 5	10 13	0	0	0	14	0	0	4 2	0	2	0 1	0	0	0	0	28 38
1:30 PM	1	11	0	1	0	3	1	0	2	0	5	0	0	0	0	0	24
1:45 PM	0	11	0	0	0	3	0	0	2	0	2	0	0	0	0	0	18
2:00 PM 2:15 PM	2 7	17 20	0	1 0	0	6 15	2	0	3 0	0	2	0	0	0	0	0	33 50
2:30 PM	29	20	0	3	0	7	5	0	2	0	18	0	0	0	0	0	84
2:45 PM	6	30	0	0	0	24	0	1	9	0	20	0	0	0	0	0	90
3:00 PM	5	25	0	4	0	9	2	0	5	0	9	0	0	0	0	0	59
3:15 PM 3:30 PM	4 1	34 36	0	1 0	0	27 13	1 0	0	6 7	0	10 5	0	0	0	0	0	83 62
3:45 PM	3	34	0	1	0	8	0	1	5	0	5	0	0	0	0	0	57
4:00 PM	1	19	0	4	0	9	1	0	13	0	8	0	0	0	0	0	55
4:15 PM 4:30 PM	0 2	41 39	0	0	0	10 12	0 1	0	4 5	0	3 4	0	0	0	0	0	58 63
4:45 PM	0	29	0	0	0	8	0	0	1	0	2	0	0	0	0	0	40
5:00 PM	2	37	0	2	0	11	1	0	3	0	6	0	0	0	0	0	62
5:15 PM	7	47	0	0	0	13	3	0	3	0	10	0	0	0	0	0	83
5:30 PM 5:45 PM	1 2	30 49	0	1 2	0	12 10	1 0	0 1	2	0	7 1	0	0	0	0	0	54 68
3.43 F W								·					_				
TOTAL VOLUMES :	NL 81	NT 552	NR 0	NU 20	SL 0	ST 223	SR 19	SU 3	EL 81	ET 0	ER 128	EU 2	WL 0	WT 0	WR 0	WU 0	TOTAL 1109
APPROACH %'s :	12.40%	84.53%	0.00%	3.06%	0.00%	91.02%	7.76%	3 1.22%	38.39%	0.00%	60.66%	0.95%	U	U	U	U	1109
PEAK HR :		02:30 PM -			2.22,0				22.2.70	2.2270		2270					TOTAL
PEAK HR VOL :	44	109	0	8	0	67	8	1	22	0	57	0	0	0	0	0	316
PEAK HR FACTOR :	0.379	0.801	0.000	0.500	0.000	0.620	0.400	0.250	0.611	0.000	0.713	0.000	0.000	0.000	0.000	0.000	0.878
		0.7	14			0.6	17			0.68	01						

# **Intersection Turning Movement Count**

Location: N Westmoreland Ave & Cosmopolitan St City: Los Angeles Control: 1-Way Stop (EB)

H								U									7
NS/EW Streets:		N Westmore	eland Ave			N Westmor	eland Ave			Cosmopo	olitan St			Cosmop	oolitan St		
		NORTH	ROLIND			SOUTH	ROLIND			EASTE	BOUND			WEST	BOUND		
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	12	0	3	0	4	0	0	4	0	12	0	0	0	0	0	41
7:15 AM	21	35	0	4	0	16	1	0	25	0	34	0	0	0	0	0	136
7:30 AM	10	36	0	3	0	18	2	0	5	0	23	0	0	0	0	0	97
7:45 AM	24	29	0	2	0	30	0	0	2	0	19	0	0	0	0	0	106
8:00 AM	27	45	0	2	0	15	4	0	6	0	22	0	0	0	0	0	121
8:15 AM	5	22	0	1	0	14	0	0	0	0	7	0	0	0	0	0	49
8:30 AM	0	22	0	0	0	9	0	0	2	0	5	0	0	0	0	0	38
8:45 AM	2	9	0	0	0	7	0	0	2	0	6	0	0	0	0	0	26
9:00 AM 9:15 AM	5 5	9 12	0	1 0	0	4	0	0	1	0	1	0	0	0	0	0	24 26
9:15 AM 9:30 AM	5 1	11	0	0	0	7	0	0	0	0	5	0	0	0	0	0	26
9:45 AM	3	12	0	0	0	6	1	0	2	0	3	0	0	0	0	0	27
7.43 AW	3	12	U	U	"	U	100	U		U	3	U	U	U	U	U	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	109	254	0	16	0	137	8	0	50	0	141	0	0	0	0	0	715
APPROACH %'s:	28.76%	67.02%	0.00%	4.22%	0.00%	94.48%	5.52%	0.00%	26.18%	0.00%	73.82%	0.00%					
PEAK HR :		07:15 AM -	08:15 AM														TOTAL
PEAK HR VOL :	82	145	0	11	0	79	7	0	38	0	98	0	0	0	0	0	460
PEAK HR FACTOR :	0.76	0.806	0.000	0.688	0.000	0.658	0.438	0.000	0.380	0.000	0.721	0.000	0.000	0.000	0.000	0.000	0.846
		0.80	04			0.7	17			0.5	76						0.010
		NODTU	DOLIND			COLUTIA	DOUND		1	FACTE	OLIND			MECT	DOLLND		
PM	0	NORTH 1	0 BOOND	0	0	SOUTH 1	0 ROOND	0	0	1 1	OUND 0	0	0	0 0	BOUND 0	0	
PIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	3	10	0	0	0	9	0	0	4	0	2	0	0	0	0	0	28
1:15 PM	5	13	0	0	0	12	0	0	2	0	3	1	0	0	0	0	36
1:30 PM	1	11	0	1	0	3	1	0	2	0	5	0	0	0	0	0	24
1:45 PM	0	11	0	0	0	3	0	0	2	0	2	0	0	0	0	0	18
2:00 PM	2	16	0	1	0	6	2	0	3	0	2	0	0	0	0	0	32
2:15 PM	6	20	0	0	0	14	1	0	0	0	6	1	0	0	0	0	48
2:30 PM	29	20	0	3	0	7	5	0	2	0	18	0	0	0	0	0	84
2:45 PM	6	30	0	0	0	24	0	1	9	0	20	0	0	0	0	0	90
3:00 PM	5	25	0	4	0	9	2	0	5	0	8	0	0	0	0	0	58
3:15 PM 3:30 PM	4 0	33 35	0	1 0	0	25 13	0	0	6 7	0	10 5	0	0	0	0	0	80 60
3:45 PM	3	34	0	1	0	7	0	1	5	0	4	0	0	0	0	0	55
4:00 PM	1	19	0	4	0	9	1	0	13	0	6	0	0	0	0	0	53
4:15 PM	o O	41	0	0	0	10	o O	0	4	0	2	0	0	0	0	0	57
4:30 PM	2	39	0	0	0	12	0	0	4	0	4	0	0	0	0	0	61
4:45 PM	0	29	0	0	0	7	0	0	1	0	2	0	0	0	0	0	39
5:00 PM	2	37	0	2	0	11	1	0	3	0	6	0	0	0	0	0	62
5:15 PM	7	46	0	0	0	13	3	0	3	0	10	0	0	0	0	0	82
5:30 PM	1	30	0	1	0	12	1	0	2	0	7	0	0	0	0	0	54
5:45 PM	2	49	0	2	0	10	0	1	3	0	1	0	0	0	0	0	68
<del>                                     </del>	NII	NT	ND	NILL	CI	CT	CD	CII		ГТ	ED.	FIL	14/1	WT	WD	\A/I I	TOTAL
TOTAL VOLUMES :	NL 79	NT 548	NR 0	NU 20	SL 0	ST 216	SR 18	SU 3	EL 80	ET 0	ER 123	EU 2	WL 0	WT 0	WR 0	WU 0	TOTAL 1089
APPROACH %'s :	79 12.21%	548 84.70%	0.00%	3.09%	0.00%	91.14%	7.59%	3 1.27%	39.02%	0.00%	60.00%	2 0.98%	U	U	U	U	1089
PEAK HR :		04.70 % 02:30 PM -		3.0770	0.0076	71.1470	1.3770	1.2170	37.02 70	0.0076	30.0076	0.7070					TOTAL
PEAK HR VOL :	44	108	03:30 PIVI	8	0	65	8	1	22	0	56	0	0	0	0	0	312
PEAK HR FACTOR :	0.38	0.818	0.000	0.500	0.000	0.650	0.400	0.250	0.611	0.000	0.700	0.000	0.000	0.000	0.000	0.000	
		0.76				0.7				0.6							0.867

# **Intersection Turning Movement Count**

Location: N Westmoreland Ave & Cosmopolitan St City: Los Angeles Control: 1-Way Stop (EB)

,								Н	1								-
NS/EW Streets:		N Westmon	reland Ave			N Westmor	eland Ave			Cosmopo	olitan St			Cosmop	olitan St		
		NORTH	IBOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1 0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	Ō	0	0	Ō	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	FU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	0	0	0 0	3	0 0	0	0	0	2	0	0	0	0	0	101AL
APPROACH %'s :	33.33%		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	U	U	U	U	111
PEAK HR :		07:15 AM -		0.0070	0.0070	100.0070	0.0070	0.0070	0.0070	0.0070	100.0070	0.0070					TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.2	50										0.230
PM	0	NORTE 1	BOUND 0	0	0	SOUTH 1	0 BOOND	0	0	EASTE 1	BOUND	0	0	0 0	BOUND	0	
PIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM 3:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	Ó	Ó	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.45 PIVI	U	U	U	U	"	U	U	U	0	U	U	U	U	U	U	U	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	4	0	0	0	7	1	0	1	0	5	0	0	0	0	0	20
APPROACH %'s:	33.33%	66.67%	0.00%	0.00%	0.00%	87.50%	12.50%	0.00%	16.67%	0.00%	83.33%	0.00%					
PEAK HR :		02:30 PM -															TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4
PEAK HR FACTOR:	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333

# **Intersection Turning Movement Count**

Location: N Westmoreland Ave & Cosmopolitan St City: Los Angeles Control: 1-Way Stop (EB)

								Bu	ses								_
NS/EW Streets:		N Westmo	reland Ave			N Westmo	reland Ave			Cosmop	oolitan St			Cosmop	olitan St		
		NORTH	HBOUND			SOUTI	HBOUND			EAST	BOUND			WEST	BOUND		
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL WOLLINS	NL	NT	NR	NU	SL	ST 0	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :		07:15 AM	- 08·15 AM	1													TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	_
PM	0	NORTI	HBOUND 0	0	0	1	HBOUND 0	0	0	EAST	BOUND	0	0	0 0	BOUND	0	
PIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ő
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0			l U			0	0	0	0	0	0	0			0
	0	0	0		۸ .	0											
5:30 PM	0	0	0	0	0	0	0			0	0				0	0	
					0	0	0	0	Ö	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0						0 ET	0 ER						
5:30 PM 5:45 PM TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 NL	0 0 NT 0	0 0 NR 0	0 0 NU 0	0 SL	0 ST	0 SR	0 SU	0 EL	ET	ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL 0
5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 0 NL 0	0 0 NT 0	0 0 NR 0	0 0 NU 0	O SL O	ST 0	SR 0	SU 0	0 EL 0	ET 0	ER 0	EU 0	0 WL 0	WT 0	WR 0	WU 0	TOTAL 0
5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 NL	0 0 NT 0	0 0 NR 0	0 0 NU 0	0 SL	0 ST	0 SR	0 SU	0 EL	ET	ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL 0

# **Intersection Turning Movement Count**

Location: N Westmoreland Ave & Cosmopolitan St City: Los Angeles Control: 1-Way Stop (EB)

								Bik	103								-
NS/EW Streets:		N Westmor	reland Ave			N Westmor	eland Ave			Cosmopo	olitan St			Cosmor	olitan St		
		NORTH	IBOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
7:30 AM 7:45 AM	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	i	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	0	0	0	6	1	0	0	0	0	0	0	0	0	0	13
APPROACH %'s :	33.33%		0.00%	0.00%	0.00%	85.71%	14.29%	0.00%									TOTAL
PEAK HR : PEAK HR VOL :	1	<b>07:15 AM -</b> 2	08:15 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	TOTAL 7
PEAK HR VOL : PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
TEAKTIKTAOTOK.	0.230	0.300		0.000	0.000	0.57		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
		NORTH	IBOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
3:00 PM	0	1	0	0	0	0	0	0	1	0	5	0	0	0	0	0	7
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM 4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM					0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	()	()	1 ()												
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
			0		0		0	0	0	0	0	0	0	0	0	0	0
4:45 PM 5:00 PM 5:15 PM	0	0 0	0 0 0	0 0	0 0 0	0 0 1	0 0	0	0		0	0	0	0	0	0	0
4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 1 0
4:45 PM 5:00 PM 5:15 PM	0 0	0 0	0 0 0	0 0	0 0 0	0 0 1	0 0	0	0	0	0	0	0	0	0	0	0
4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 1 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 1 0
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 1 0 1 ST 6	1 0 0 0 0 0 SR 1	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0	0 1 0 1
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 0 0 0 NL 0 0.00%	0 0 0 0 0 NT 2 100.00%	0 0 0 0 0 NR 0 0.00%	0 0 0 0 0	0 0 0 0 0	0 0 1 0 1	1 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 1 TOTAL 18
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 0 0 0 NL 0 0.00%	0 0 0 0 0 NT 2 100.00%	0 0 0 0 0 NR 0 0.00%	0 0 0 0 0 0 NU 0 0.00%	0 0 0 0 0 0 SL 0 0.00%	0 0 1 0 1 ST 6 85.71%	1 0 0 0 0 0 SR 1 14.29%	0 0 0 0 SU 0 0.00%	0 0 0 0 EL 2 22.22%	0 0 0 0 ET 0 0.00%	0 0 0 0 ER 7 77.78%	0 0 0 0 EU 0 0.00%	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 1 TOTAL 18
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	0 0 0 0 0 0 NL 0 0.00%	0 0 0 0 0 NT 2 100.00%	0 0 0 0 0 NR 0 0.00%	0 0 0 0 0	0 0 0 0 0 0	0 0 1 0 1 ST 6	1 0 0 0 0 0 SR 1	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 1 TOTAL 18

# Intersection Turning Movement Count City: Los Angeles City: Los Angeles Location: N Westmoreland Ave & Cosmopolitan St Turning Movement Count Date: 9/5/2019

# Peds\_Adults

NS/EW Streets:	N Westmo	reland Ave	N Westmo	reland Ave	Cosmop	olitan St	Cosmop	olitan St	
ARA	NORT	H LEG	SOUT	H LEG	EAST	Γ LEG	WES <sup>-</sup>	ΓLEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	1	0	0	2	4	8
7:15 AM	0	0	0	0	0	0	1	4	5
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	3	4
8:15 AM	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	1	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	2	1	3
9:00 AM	0	1	0	1	0	0	1	1	4
9:15 AM	1	0	1	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	1	2	3
9:45 AM	0	0	1	0	0	0	2	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	4	2	0	0	12	17	38
APPROACH %'s:	66.67%	33.33%	66.67%	33.33%			41.38%	58.62%	
PEAK HR:	07:15 AM	- 08:15 AM	077000000						TOTAL
PEAK HR VOL:	0	0	1	0	0	0	2	7	10
PEAK HR FACTOR:			0.250				0.500	0.438	0.500
			0.2	250			0.4	150	0.500

DNA	NORT	H LEG	SOUT	H LEG	EAST	Γ LEG	WEST	ΓLEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:00 PM	0	1	1	2	0	0	1	2	7
1:15 PM	0	0	0	0	0	0	0	2	2
1:30 PM	1	0	1	0	0	0	4	0	6
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	2	2
2:15 PM	0	0	0	0	0	0	0	1	1
2:30 PM	0	0	0	1	0	0	2	1	4
2:45 PM	0	0	1	2	0	0	2	4	9
3:00 PM	1	3	3	1	0	0	0	1	9
3:15 PM	0	0	0	0	0	0	1	4	5
3:30 PM	1	1	0	2	0	0	2	7	13
3:45 PM	1	0	0	1	0	0	4	1	7
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	1	2	3
4:45 PM	1	1	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	1	0	0	0	1	2	4
5:45 PM	0	0	0	0	0	0	2	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	6	8	9	0	0	22	32	82
APPROACH %'s:	45.45%	54.55%	47.06%	52.94%			40.74%	59.26%	
PEAK HR :	02:30 PM	- 03:30 PM							TOTAL
PEAK HR VOL :	1	3	4	4	0	0	5	10	27
PEAK HR FACTOR:	0.250	0.250	0.333	0.500			0.625	0.625	0.750
	0.2	250	0.5	500			0.6	525	0.750

# Intersection Turning Movement Count City: Los Angeles City: Los Angeles Location: N Westmoreland Ave & Cosmopolitan St Turning Movement Count Date: 9/5/2019

# Peds\_Kids

NS/EW Streets:	N Westmo	reland Ave	N Westmo	reland Ave	Cosmop	olitan St	Cosmop	olitan St	
AM	NORT	H LEG	SOUT	H LEG	EAST	LEG	WES	T LEG	
AlVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	0	1	0	0	0	3	3	10
7:15 AM	0	1	2	6	0	0	2	21	32
7:30 AM	0	0	1	0	0	0	1	3	5
7:45 AM	0	0	0	0	0	0	47	0	47
8:00 AM	0	0	0	0	0	0	1	2	3
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	1	46	47
8:45 AM	1	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	1	4	6	0	0	56	75	146
APPROACH %'s:	80.00%	20.00%	40.00%	60.00%			42.75%	57.25%	
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL:	0	1	3	6	0	0	51	26	87
PEAK HR FACTOR:		0.250	0.375	0.250			0.271	0.310	0.462
	0.2	250	0.2	281			0.4	110	0.463

DNA	NORT	H LEG	SOUT	H LEG	EAST	LEG	WEST	LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:00 PM	0	0	1	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	1	1	2
1:30 PM	1	0	0	0	0	0	1	0	2
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	2	0	2
2:30 PM	0	0	0	2	0	0	3	0	5
2:45 PM	4	0	5	1	0	0	51	1	62
3:00 PM	0	0	0	0	0	0	25	0	25
3:15 PM	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	1	0	0	0	0	2	3
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	5	5	10
5:30 PM	0	0	1	0	0	0	2	0	3
5:45 PM	0	0	0	0	0	0	4	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	0	9	3	0	0	96	10	123
APPROACH %'s:	100.00%	0.00%	75.00%	25.00%			90.57%	9.43%	
PEAK HR :	02:30 PM ·	03:30 PM							TOTAL
PEAK HR VOL :	4	0	5	3	0	0	80	1	93
PEAK HR FACTOR:	0.250		0.250	0.375			0.392	0.250	0.375
	0.2	50	0.3	333			0.3	89	0.373

# Intersection Turning Movement Count City: Los Angeles City: Los Angeles City: Los Angeles

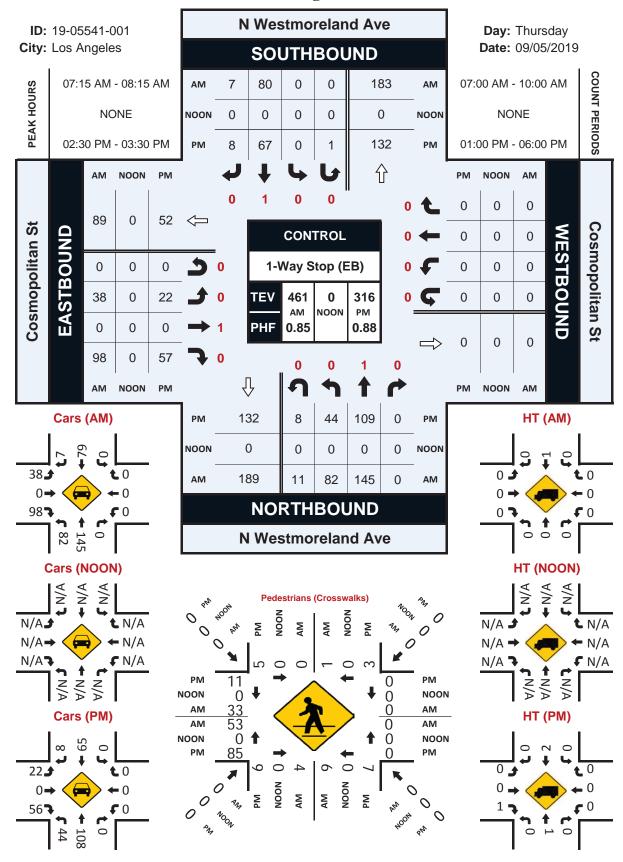
# **Pedestrians (Crosswalks)**

NS/EW Streets:	N Westmo	reland Ave	N Westmo	reland Ave	Cosmop	olitan St	Cosmop	olitan St	
AM	NORT	H LEG	SOUT	H LEG	EAST	Γ LEG	WES <sup>-</sup>	Γ LEG	
Alvi	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	4	0	1	1	0	0	5	7	18
7:15 AM	0	1	2	6	0	0	3	25	37
7:30 AM	0	0	2	0	0	0	1	3	6
7:45 AM	0	0	0	0	0	0	47	0	47
8:00 AM	0	0	0	0	0	0	2	5	7
8:15 AM	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	1	0	0	0	1	47	49
8:45 AM	1	0	0	0	0	0	2	1	4
9:00 AM	0	1	0	1	0	0	1	1	4
9:15 AM	1	0	1	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	1	2	3
9:45 AM	0	0	1	0	0	0	2	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	2	8	8	0	0	68	92	184
APPROACH %'s:	75.00%	25.00%	50.00%	50.00%			42.50%	57.50%	
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL:	0	1	4	6	0	0	53	33	97
PEAK HR FACTOR:		0.250	0.500	0.250			0.282	0.330	0.516
	0.2	250	0.3	313			0.4	157	0.516

PM	NORTH LEG		SOUT	H LEG	EAST LEG		WEST LEG		
FIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:00 PM	0	1	2	2	0	0	1	2	8
1:15 PM	0	0	0	0	0	0	1	3	4
1:30 PM	2	0	1	0	0	0	5	0	8
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	2	2
2:15 PM	0	0	0	0	0	0	2	1	3
2:30 PM	0	0	0	3	0	0	5	1	9
2:45 PM	4	0	6	3	0	0	53	5	71
3:00 PM	1	3	3	1	0	0	25	1	34
3:15 PM	0	0	0	0	0	0	2	4	6
3:30 PM	1	1	0	2	0	0	3	7	14
3:45 PM	1	0	1	1	0	0	4	3	10
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	1	2	3
4:45 PM	1	1	1	0	0	0	0	1	4
5:00 PM	0	0	1	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	6	5	11
5:30 PM	0	0	2	0	0	0	3	2	7
5:45 PM	0	0	0	0	0	0	6	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	6	17	12	0	0	118	42	205
APPROACH %'s:	62.50%	37.50%	58.62%	41.38%			73.75%	26.25%	
PEAK HR :	02:30 PM	- 03:30 PM							TOTAL
PEAK HR VOL :	5	3	9	7	0	0	85	11	120
PEAK HR FACTOR :	0.313	0.250	0.375	0.583			0.401	0.550	0.423
	0.	500	0.4	144			0.4	114	0.423

# N Westmoreland Ave & Cosmopolitan St

# Peak Hour Turning Movement Count



STREET: North/South	N Westmo	oreland Av	re					
East/West	Cosmopoli	itan St						
Day:	Thursday	E	Pate:	09/05/2019	Weathe	r:	SUNNY	
Hours:	7-10 & 1-6			Chekı	s: NDS			
School Day:		Yes			I/S C	ODE		
DUAL- WHEELED BIKES BUSES	N/B 12 8 0		S/B 11 14 0			8 9 0		
	N/B	TIME	S/B	TIME	E/I	3 TIME	W/B	TIME
AM PK 15 MIN	74	8.00	30	7.45	5	9 7.15	0	0.00
PM PK 15 MIN	54	17.15	28	15.15	2	9 14.45	0	0.00
AM PK HOUR	238	7.15	87	7.15	13	6 7.15	0	0.00
PM PK HOUR	180	17.00	77	14.45	7	9 14.30	0	0.00

NORTHBOU	ND Appro	ach			SOUTHBOUN	D Approa	ich		TOTAL	XING S/L	XING N/L	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped Sch	Ped Sch
7-8	73	114	0	187	7-8	0	69	3	72	259	2 10	1 4
8-9	39	99	0	138	8-9	0	47	4	51	189	1 0	0 1
9-10	15	45	0	60	9-10	0	24	1	25	85	3 0	2 0
13-14	10	45	0	55	13-14	0	29	1	30	85	4 1	2 1
14-15	48	87	0	135	14-15	1	52	8	61	196	4 8	0 4
15-16	19	129	0	148	15-16	1	57	3	61	209	7 1	7 0
16-17	7	128	0	135	16-17	0	39	2	41	176	1 0	2 0
17-18	17	163	0	180	17-18	1	46	5	52	232	1 2	0 0
		•					•			·		
TOTAL	228	810	0	1038	TOTAL	3	363	27	393	1431	23 22	14 10

EASTBOUN	D Approach	h			WESTBOUNI	D Approac	:h			TOTAL	XING	W/L	XING I	E/L
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Scl
7-8	36	0	88	124	7-8	0	0	0	0	124	11	80	0	
8-9	10	0	41	51	8-9	0	0	0	0	51	10	51	0	(
9-10	4	0	14	18	9-10	0	0	0	0	18	8	0	0	
13-14	11	0	12	23	13-14	0	0	0	0	23	9	3	0	
14-15	15	0	46	61	14-15	0	0	0	0	61	12	57	0	
15-16	23	0	29	52	15-16	0	0	0	0	52	20	29	0	
16-17	23	0	17	40	16-17	0	0	0	0	40	6	0	0	-
17-18	11	0	24	35	17-18	0	0	0	0	35	7	17	0	

# APPENDIX C – Existing LOS Worksheets

Vistro File: J:\...\JB71259 241 Westmoreland\_Vistro.vistro

Scenario 1 EXISTING AM

Report File: J:\...\EX AM\_2.pdf 10/1/2019

# **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.136	256.9	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	SB Thru	0.355	18.4	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	0.856	23.0	С
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.469	19.3	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):256.9Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.136

### Intersection Setup

Name	M	ladison Av	/e				В	everly Blv	rd .	Beverly Blvd		
Approach	١	lorthboun	d	s	Southbound			Eastbound	t	Westbound		
Lane Configuration		+			+			<u> </u>		HIF		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00		0.00		
Crosswalk		Yes			Yes			No		No		

### Volumes

Name	M	Madison Ave						everly Blv	'd	Beverly Blvd		d
Base Volume Input [veh/h]	1	0	12	1	2	25	15	1359	77	46	1125	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	12	1	2	25	15	1359	77	46	1125	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	0	1	6	4	340	19	12	281	9
Total Analysis Volume [veh/h]	1	0	12	1	2	25	15	1359	77	46	1125	35
Pedestrian Volume [ped/h]		0			0			0			0	

Version 7.00-06

## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.04	0.02	0.14	0.06	0.05	0.01	0.00	0.19	0.01	0.00
d_M, Delay for Movement [s/veh]	89.92	242.84	17.39	70.91	256.92	21.77	16.52	0.00	0.00	23.58	0.00	0.00
Movement LOS	F	F	С	F	F	С	С	Α	Α	С	Α	Α
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.19	0.81	0.81	0.81	0.14	0.05	0.00	0.71	0.24	0.00
95th-Percentile Queue Length [ft/ln]	4.86	4.86	4.86	20.30	20.30	20.30	3.60	1.20	0.00	17.68	5.89	0.00
d_A, Approach Delay [s/veh]		22.97		40.32		0.17				0.90		
Approach LOS		С			Е			Α				
d_I, Intersection Delay [s/veh]		1				1.	02					
Intersection LOS					F							

# Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):18.4Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.355

### Intersection Setup

Name		Westmoreland Ave				Westmore	eland Ave		Beverly Blvd				
Approach		Northbound				Southbound				Eastbound			
Lane Configuration		4	F		+				Πċ				
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.	.00			30	.00		30.00				
Grade [%]		0.00				0.0	00			0.0	00		
Curb Present		No			No				No				
Crosswalk		Yes			Yes				Yes				

### Volumes

Name	Westmoreland Ave				Westmore	eland Ave		Beverly Blvd				
Base Volume Input [veh/h]	54	7	63	7	26	0	41	19	0	601	758	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	7	63	7	26	0	41	19	0	601	758	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	2	16	2	7	0	10	5	0	150	190	3
Total Analysis Volume [veh/h]	54	7	63	7	26	0	41	19	0	601	758	11
Presence of On-Street Parking	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	g	(	)			(	)			(	)	
v_di, Inbound Pedestrian Volume crossing t	h	n 0				(	)			(	)	
v_co, Outbound Pedestrian Volume along t	h	0				(	)			(	)	
v_ci, Inbound Pedestrian Volume along the	е	(	)			(	)			(	)	
v_ab, Corner Pedestrian Volume [ped/h]		(	)			(	)			(	)	
Bicycle Volume [bicycles/h]		(	)			(	)			(	)	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

## Phasing & Timing

Control Type	Permiss	Overlap	Permiss									
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	_	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

# **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

## **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	12	12	12	44	94
g / C, Green / Cycle	0.12	0.12	0.12	0.44	0.94
(v / s)_i Volume / Saturation Flow Rate	0.07	0.04	0.08	0.17	0.48
s, saturation flow rate [veh/h]	928	1589	1053	3560	1589
c, Capacity [veh/h]	175	183	168	1566	1499
d1, Uniform Delay [s]	41.73	40.94	41.89	18.88	0.31
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	1.31	2.41	0.72	1.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.35	0.38	0.51	0.38	0.51
d, Delay for Lane Group [s/veh]	42.92	42.25	44.30	19.60	1.58
Lane Group LOS	D	D	D	В	A
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.47	1.65	2.18	4.74	0.53
50th-Percentile Queue Length [ft/In]	36.79	41.36	54.61	118.59	13.15
95th-Percentile Queue Length [veh/ln]	2.65	2.98	3.93	8.32	0.95
95th-Percentile Queue Length [ft/ln]	66.21	74.44	98.31	207.89	23.67

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## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.92	42.92	42.25	42.25	44.30	0.00	44.30	44.30	0.00	19.60	1.58	1.58	
Movement LOS	D	D	D	D	D		D	D		В	Α	Α	
d_A, Approach Delay [s/veh]		42.56			44.30					9.48			
Approach LOS		D			D			A					
d_I, Intersection Delay [s/veh]						18	.39						
Intersection LOS		В											
Intersection V/C		0.355											

### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.549	1.772	3.501
Crosswalk LOS	В	А	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.764	1.702	2.681
Bicycle LOS	A	A	В

## Intersection Setup

Name	Temple St				Beverly Blvd					
Approach		Westbound				Northwestbound				
Lane Configuration	IIF				1/6					
Turning Movement	Left	Left	Thru	Right	Left2	Left	Thru	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Pocket	0	0	0	0	0	0	0	1		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
Speed [mph]		30	.00		30.00					
Grade [%]		0.00				0.00				
Curb Present	No				No					
Crosswalk		١	lo			Υ	es			

### Volumes

Name		Tem	ple St			Bever	ly Blvd	
Base Volume Input [veh/h]	0	0	779	15	2	380	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	779	15	2	380	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	195	4	1	95	0	5
Total Analysis Volume [veh/h]	0	0	779	15	2	380	0	18
Presence of On-Street Parking	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	9		0				0	
v_di, Inbound Pedestrian Volume crossing t	h		0				0	
v_co, Outbound Pedestrian Volume along t	1		0				0	
v_ci, Inbound Pedestrian Volume along the	e 0						0	
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]			0				0	

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## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

## Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	-	-	-	-	Lag	_	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		
Maximum Recall			Yes			Yes		
Pedestrian Recall			Yes			No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

# **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

## **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	44	44	28	28
g / C, Green / Cycle	0.44	0.44	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.15	0.14	0.14	0.01
s, saturation flow rate [veh/h]	3560	1851	2752	1589
c, Capacity [veh/h]	1566	814	779	440
d1, Uniform Delay [s]	18.44	18.31	32.05	26.44
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	1.06	2.22	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.34	0.33	0.49	0.04
d, Delay for Lane Group [s/veh]	19.02	19.38	34.27	26.61
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.07	4.16	4.18	0.33
50th-Percentile Queue Length [ft/In]	101.82	103.99	104.44	8.36
95th-Percentile Queue Length [veh/ln]	7.33	7.49	7.52	0.60
95th-Percentile Queue Length [ft/ln]	183.28	187.18	187.99	15.05

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## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	19.14	19.38	34.27	34.27	0.00	26.61				
Movement LOS			В	В	С	С		С				
d_A, Approach Delay [s/veh]		19.14 33.92										
Approach LOS		E	3		С							
d_I, Intersection Delay [s/veh]				18.	39							
Intersection LOS				E	3							
Intersection V/C	0.355											

### Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.420
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.569	1.560
Bicycle LOS	Е	А

# Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):23.0Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:1 hourVolume to Capacity (v/c):0.856

### Intersection Setup

Name	V	ermont Av	/e					1st St					
Approach	١	Northboun	d	S	Southbound			Eastbound	ı	٧	Westbound		
Lane Configuration		٦١٢		וור				<b>1</b> F		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	1	1 0 0			0	0	1	0	0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		35.00			35.00			25.00		25.00			
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present	No			No				No		No			
Crosswalk		Yes			Yes			Yes		Yes			

### Volumes

Name	V	ermont Av	/e					1st St				
Base Volume Input [veh/h]	32	1110	69	99	1243	83	144	378	49	105	332	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	1110	69	99	1243	83	144	378	49	105	332	211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	278	17	25	311	21	36	95	12	26	83	53
Total Analysis Volume [veh/h]	32	1110	69	99	1243	83	144	378	49	105	332	211
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	9	9 0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	mi 0			0		0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]		0			0			0				

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## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

# Phasing & Timing

Control Type	Permiss											
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

# **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

# **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.32	0.32	0.21	0.25	0.25	0.14	0.23	0.46	0.20	0.13
s, saturation flow rate [veh/h]	413	1870	1832	475	3560	1811	1048	1833	228	1702	1589
c, Capacity [veh/h]	240	1037	1016	234	1974	1004	201	560	150	520	486
d1, Uniform Delay [s]	18.38	13.10	13.11	25.99	11.86	11.86	40.67	28.29	42.84	26.96	25.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	2.33	2.39	5.61	0.73	1.44	21.93	10.08	27.01	6.06	2.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.13	0.57	0.57	0.42	0.45	0.45	0.72	0.76	0.70	0.64	0.43
d, Delay for Lane Group [s/veh]	19.54	15.44	15.50	31.60	12.59	13.30	62.60	38.37	69.86	33.02	27.86
Lane Group LOS	В	В	В	С	В	В	E	D	E	С	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.50	7.68	7.55	2.09	4.89	5.17	4.44	9.75	3.47	6.94	3.96
50th-Percentile Queue Length [ft/ln]	12.53	192.04	188.82	52.24	122.14	129.15	110.96	243.82	86.70	173.49	99.00
95th-Percentile Queue Length [veh/ln]	0.90	12.23	12.06	3.76	8.51	8.89	7.89	14.87	6.24	11.26	7.13
95th-Percentile Queue Length [ft/ln]	22.56	305.68	301.50	94.03	212.76	222.33	197.34	371.86	156.06	281.50	178.21

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## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.54	15.47	15.50	31.60	12.80	13.30	62.60	38.37	38.37	69.86	33.02	27.86
Movement LOS	В	В	В	С	В	В	E	D	D	E	С	С
d_A, Approach Delay [s/veh]		15.58			14.14			44.48		37.31		
Approach LOS		В		В				D				
d_I, Intersection Delay [s/veh]						22	.98					
Intersection LOS						(	)					
Intersection V/C	0.856											

### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.096	3.268	2.383	2.634
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.559	2.343	2.502	2.094
Bicycle LOS	В	В	В	В

# Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):19.3Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.469

### Intersection Setup

Name	Westmoreland Ave Westmoreland Ave			Ave				1st St					
Approach	Northbound			S	outhboun	d	Eastbound			Westbound			
Lane Configuration	+				+		חור			ПIT			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00		30.00			30.00			
Grade [%]		0.00			0.00		0.00			0.00			
Curb Present	No				No		No			No			
Crosswalk		Yes			Yes		Yes			Yes			

### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave					1st St	
Base Volume Input [veh/h]	21	2	24	100	6	261	132	380	15	8	364	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	24	100	6	261	132	380	15	8	364	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	6	25	2	65	33	95	4	2	91	23
Total Analysis Volume [veh/h]	21	2	24	100	6	261	132	380	15	8	364	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	ni	0			0		0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0		0		
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings	s
-----------------------	---

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	77.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

## Phasing & Timing

Control Type	Permiss											
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	_	-	-	_	_	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

# **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

## **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.04	0.24	0.13	0.20	0.01	0.01	0.19	0.06
s, saturation flow rate [veh/h]	1109	1549	1018	1870	1589	1003	1870	1589
c, Capacity [veh/h]	387	514	568	1128	958	555	1128	958
d1, Uniform Delay [s]	25.05	31.75	15.12	9.89	7.96	13.54	9.79	8.37
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.64	8.63	0.96	0.81	0.03	0.05	0.76	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.12	0.71	0.23	0.34	0.02	0.01	0.32	0.10
d, Delay for Lane Group [s/veh]	25.69	40.38	16.08	10.70	7.99	13.58	10.55	8.57
Lane Group LOS	С	D	В	В	Α	В	В	Α
Critical Lane Group	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.87	9.15	1.88	4.14	0.13	0.10	3.92	0.86
50th-Percentile Queue Length [ft/ln]	21.67	228.77	46.88	103.44	3.28	2.50	97.97	21.45
95th-Percentile Queue Length [veh/ln]	1.56	14.11	3.38	7.45	0.24	0.18	7.05	1.54
95th-Percentile Queue Length [ft/ln]	39.00	352.80	84.38	186.20	5.91	4.51	176.35	38.62

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.69	25.69	25.69	40.38	40.38	40.38	16.08	10.70	7.99	13.58	10.55	8.57
Movement LOS	С	С	С	D	D	D	В	В	Α	В	В	Α
d_A, Approach Delay [s/veh]		25.69			40.38			11.97			10.20	
Approach LOS		С			D			В			В	
d_I, Intersection Delay [s/veh]						19	.26					
Intersection LOS	Intersection LOS B											
Intersection V/C 0.469												

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.768	2.197	2.563	2.636
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.637	2.165	2.429	2.327
Bicycle LOS	А	В	В	В

# Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	1	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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# **Turning Movement Volume: Summary**

ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	nd	V	estbour/	nd	Total
טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
1	Madison Ave/Beverly Blvd	1	0	12	1	2	25	15	1359	77	46	1125	35	2698

I	ID	Intersection Name		North	oound		Sc	outhbou	nd	Е	astboun	ıd	Westl	oound
		intersection Name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	54	7	63	7	26	41	19	601	758	11	779	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	380	18	2781

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	V	/estbour	nd	Total
l ID	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	32	1110	69	99	1243	83	144	378	49	105	332	211	3855

ID	Intersection Name	N	orthbour	nd	So	outhbou	nd	Е	astboun	d	W	estbour/	nd	Total
טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
4	Westmoreland Ave/1st St	21	2	24	100	6	261	132	380	15	8	364	93	1406

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# **Turning Movement Volume: Detail**

ID	Intersection	\/aluma Tuma	N	orthbou	nd	So	outhbou	nd	Е	astbour	ıd	V	/estbour	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	1	0	12	1	2	25	15	1359	77	46	1125	35	2698
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
!	Blvd	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	0	12	1	2	25	15	1359	77	46	1125	35	2698

ID	Intersection	Valuma Tyna		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
l ID	Name	Volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	54	7	63	7	26	41	19	601	758	11	779	15
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
	Blvd	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	54	7	63	7	26	41	19	601	758	11	779	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	380	18	2781
1.00	1.00	1.00	-
0	0	0	0
0	0	0	0
0	0	0	0
2	380	18	2781

ID	Intersection	Volumo Typo	N	orthbou	nd	So	outhbou	nd	Е	astboun	ıd	W	estbour/	nd	Total
l ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	32	1110	69	99	1243	83	144	378	49	105	332	211	3855
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ave/1st St	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	32	1110	69	99	1243	83	144	378	49	105	332	211	3855

ID	Intersection	Volumo Tyro	N	orthbou	nd	Sc	outhbou	nd	Е	astbour	nd	W	estbour/	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	21	2	24	100	6	261	132	380	15	8	364	93	1406
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	21	2	24	100	6	261	132	380	15	8	364	93	1406

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## **Fair Share Volumes**

			lı	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
Zone ID: Name	١	Northbour	ıd	5	Southbour	nd	I	Eastboun	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	1	0	12	1	2	25	15	1359	77	46	1125	35	

				Inters	ection 2	2: Westr	noreland	d Ave/B	everly E	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right																
1: Zone																
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	54	7	63	7	26	41	19	601	758	11	779	15	2	380	18	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	١	lorthboun	d	S	Southbour	nd	I	Eastboun	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	32	1110	69	99	1243	83	144	378	49	105	332	211	

			ı	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St							
Zone ID: Name															
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
1: Zone															
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0			
Future Total Volume	21	2	24	100	6	261	132	380	15	8	364	93			

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Scenario 1 EXISTING AM 10/1/2019

## Fair Share % of Net New Site

			lr	ntersectio	n 1: Madi	son Ave/E	Beverly B	vd					
Zone ID: Name	N	lorthboun	d	S	outhbour	ıd	ı	Eastbound	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

				Inters	ection 2	: Westr	noreland	d Ave/B	everly E	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right																
1: Zone																
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	N	lorthboun	d	S	outhbour	ıd	ı	Eastboun	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

			lı	ntersectio	on 4: Wes	tmoreland	d Ave/1st	St							
Zone ID: Name	N	Northboun	d	S	Southbour	ıd	1	Eastboun	d	١	Vestboun	d	Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
1: Zone															
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%		
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%		
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%		
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			

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Scenario 1 EXISTING AM 10/1/2019

## **Fair Share % of Future Total**

			lr	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd							
Zone ID: Name															
	Zone ID: Name Northbound Southbound Eastbound Westbound Total  Left Thru Right Left Thru Right Left Thru Right Left Thru Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			

				Inters	ection 2	: Westr	noreland	d Ave/B	everly B	Blvd						
Zone ID: Name		North	bound		Sc	outhbou	nd	Е	astboun	ıd	Westl	bound	Nort	hwestb	ound	Total
Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right																
1: Zone																
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	N	lorthboun	d	S	outhbour	ıd	ı	Eastbound	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

	Intersection 4: Westmoreland Ave/1st St												
Zone ID: Name	Northbound		Southbound		Eastbound		Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

# Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

### **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

# Warrant Analysis Traffic Volumes

Hour	Major Str	eets	Minor	Streets
	E	W	S	N
1	1206	1451	13	28
2	1158	1393	12	27
3	1134	1364	12	26
4	965	1161	10	22
5	917	1103	10	21
6	820	987	9	19
7	760	914	8	18
8	724	871	8	17
9	579	696	6	13
10	543	653	6	13
11	543	653	6	13
12	519	624	6	12
13	470	566	5	11
14	434	522	5	10
15	434	522	5	10
16	422	508	5	10
17	241	290	3	6
18	133	160	1	3
19	121	145	1	3
20	48	58	1	1
21	36	44	0	1
22	36	44	0	1
23	24	29	0	1
24	24	29	0	1

# Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2657	2	41	No	No	No	No	No	No	No	No	No	No
2	6	2551	2	39	No	No	No	No	No	No	No	No	No	No
3	6	2498	2	38	No	No	No	No	No	No	No	No	No	No
4	6	2126	2	32	No	No	No	No	No	No	No	No	No	No
5	6	2020	2	31	No	No	No	No	No	No	No	No	No	No
6	6	1807	2	28	No	No	No	No	No	No	No	No	No	No
7	6	1674	2	26	No	No	No	No	No	No	No	No	No	No
8	6	1595	2	25	No	No	No	No	No	No	No	No	No	No
9	6	1275	2	19	No	No	No	No	No	No	No	No	No	No
10	6	1196	2	19	No	No	No	No	No	No	No	No	No	No
11	6	1196	2	19	No	No	No	No	No	No	No	No	No	No
12	6	1143	2	18	No	No	No	No	No	No	No	No	No	No
13	6	1036	2	16	No	No	No	No	No	No	No	No	No	No
14	6	956	2	15	No	No	No	No	No	No	No	No	No	No
15	6	956	2	15	No	No	No	No	No	No	No	No	No	No
16	6	930	2	15	No	No	No	No	No	No	No	No	No	No
17	6	531	2	9	No	No	No	No	No	No	No	No	No	No
18	6	293	2	4	No	No	No	No	No	No	No	No	No	No
19	6	266	2	4	No	No	No	No	No	No	No	No	No	No
20	6	106	2	2	No	No	No	No	No	No	No	No	No	No
21	6	80	2	1	No	No	No	No	No	No	No	No	No	No
22	6	80	2	1	No	No	No	No	No	No	No	No	No	No
23	6	53	2	1	No	No	No	No	No	No	No	No	No	No
24	6	53	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S	N		
Total Stopped Delay Per Vehicle on Minor Approach (s)	23	40.3		
Number of Lanes on Minor Street Approach	1	1		
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:04	0:18		
Delay Condition Met	No	No		
Volume on Minor Street Approach During Same Hour	13	28		
High Minor Volume Condition Met	No	No		
Total Entering Volume on All Approaches During Same Hour	2698	2698		
Number of Approaches on Intersection	4	4		
Total Volume Condition Met	Yes	Yes		
Warrant Met for Approach	No	No		
Warrant Met for Intersection	No			

Scenario 1 EXISTING AM

10/1/2019

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# **Trip Generation summary**

# **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
2: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
3: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
4: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
		•			Added Trips Total			0	0	0	0.00

Report File: J:\...\EX AM\_2.pdf

Scenario 1 EXISTING AM 10/1/2019

# **Trip Distribution summary**

		Zone 1: Zone							
	To Z	one:	From	Zone:					
Zone / Gate	Share %	Trips	Share %	Trips					
2: Zone	0.00	0	0.00	0					
3: Zone	0.00	0	0.00	0					
4: Zone	0.00	0	0.00	0					
5: Gate	10.00	0	10.00	0					
6: Gate	0.00	0	0.00	0					
7: Gate	0.00	0	0.00	0					
8: Gate	10.00	0	10.00	0					
9: Gate	2.00	0	2.00	0					
10: Gate	33.00	0	33.00	0					
11: Gate	0.00	0	0.00	0					
12: Gate	45.00	0	45.00	0					
13: Gate	0.00	0	0.00	0					
Total	100.00	0	100.00	0					

		Zone 2	2: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	0	25.00	0
6: Gate	25.00	0	25.00	0
7: Gate	0.00	0	0.00	0
8: Gate	25.00	0	25.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	25.00	0	25.00	0
13: Gate	0.00	0	0.00	0
Total	100.00	0	100.00	0

		Zone 3	3: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	0	25.00	0
6: Gate	25.00	0	25.00	0
7: Gate	0.00	0	0.00	0
8: Gate	12.00	0	12.00	0
9: Gate	13.00	0	13.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	12.00	0	12.00	0
13: Gate	13.00	0	13.00	0
Total	100.00	0	100.00	0

	Zone 4: Zone						
	To Z	one:	From	Zone:			
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
2: Zone	0.00	0	0.00	0			
3: Zone	0.00	0	0.00	0			
5: Gate	0.00	0	0.00	0			
6: Gate	0.00	0	0.00	0			
7: Gate	0.00	0	0.00	0			
8: Gate	0.00	0	0.00	0			
9: Gate	80.00	0	80.00	0			
10: Gate	10.00	0	10.00	0			
11: Gate	0.00	0	0.00	0			
12: Gate	0.00	0	0.00	0			
13: Gate	10.00	0	10.00	0			
Total	100.00	0	100.00	0			

Scenario 1 EXISTING AM

9/24/2019

## **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
5	Westmoreland Ave/Cosmoplitan St	Two-way stop	HCM 6th Edition	EB Left	0.069	12.4	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 5: Westmoreland Ave/Cosmoplitan St

Control Type:Two-way stopDelay (sec / veh):12.4Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.069

#### Intersection Setup

Name	Westmore	Westmoreland Ave		Westmoreland Ave		oolitan St	
Approach	North	bound	South	Southbound		bound	
Lane Configuration	4		F		Τ'		
Turning Movement	Left	Thru	Thru	Right	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]	30	30.00		30.00		0.00	
Grade [%]	0.00		0.00		0.00		
Crosswalk	Y	es	Ye	Yes		Yes	

#### Volumes

Name	Westmore	eland Ave	Westmore	eland Ave	Cosmop	olitan St
Base Volume Input [veh/h]	93	145	80	7	38	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	145	80	7	38	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	36	20	2	10	25
Total Analysis Volume [veh/h]	93	145	80	7	38	98
Pedestrian Volume [ped/h]	(	)	(	)	(	)

### Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.07	0.10
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	0.00	12.40	9.60
Movement LOS	А	А	A	А	В	А
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.00	0.00	0.61	0.61
95th-Percentile Queue Length [ft/In]	4.92	4.92	0.00	0.00	15.22	15.22
d_A, Approach Delay [s/veh]	2.	95	0.00		10.38	
Approach LOS	,	4	A		В	
d_I, Intersection Delay [s/veh]			4.	58		
Intersection LOS		В				

Scenario 1 EXISTING AM 9/24/2019

# **Turning Movement Volume: Summary**

Ī	ID	Intersection Name	Northbound		Southbound		Eastbound		Total
	טו	intersection name	Left	Thru	Thru	Right	Left	Right	Volume
	5	Westmoreland Ave/Cosmoplitan St	93	145	80	7	38	98	461

Scenario 1 EXISTING AM 9/24/2019

# **Turning Movement Volume: Detail**

ID	Intersection	Valuma Typa	Northbound		Southbound		Eastbound		Total
טו	Name	Volume Type	Left	Thru	Thru	Right	Left	Right	Volume
		Final Base	93	145	80	7	38	98	461
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
5	Westmoreland Ave/Cosmoplita	In Process	0	0	0	0	0	0	0
5	n St	Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	93	145	80	7	38	98	461

Scenario 1 EXISTING AM 9/24/2019

## **Fair Share Volumes**

Intersection 5: Westmoreland Ave/Cosmoplitan St							
Zone ID: Name	North	bound	South	bound	East	oound	Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	
Future Total Volume	93	145	80	7	38	98	

Scenario 1 EXISTING AM 9/24/2019

## Fair Share % of Net New Site

	Intersection 5: Westmoreland Ave/Cosmoplitan St						
Zone ID: Name	North	bound	South	bound	Eastb	oound	Total
	Left	Thru	Thru	Right	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	

Scenario 1 EXISTING AM 9/24/2019

## **Fair Share % of Future Total**

	Intersection 5: Westmoreland Ave/Cosmoplitan St						
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Tota						
	Left	Thru	Thru	Right	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	

Signal Warrants Report For Intersection 5: Westmoreland Ave/Cosmoplitan St

# Warrants Summary

Warrant	Name	Met?	
#1	Eight Hour Vehicular Volume	No	
#2	Four Hour Vehicular Volume	No	
#3	Peak Hour	No	

### **Intersection Warrants Parameters**

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

# Warrant Analysis Traffic Volumes

Hour	Major Stre	eets	Minor Streets
	S	N	W
1	238	87	136
2	228	84	131
3	224	82	128
4	190	70	109
5	181	66	103
6	162	59	92
7	150	55	86
8	143	52	82
9	114	42	65
10	107	39	61
11	107	39	61
12	102	37	58
13	93	34	53
14	86	31	49
15	86	31	49
16	83	30	48
17	48	17	27
18	26	10	15
19	24	9	14
20	10	3	5
21	7	3	4
22	7	3	4
23	5	2	3
24	5	2	3

# Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	325	1	136	No	No	No	No	No	No	No	No	No	No
2	2	312	1	131	No	No	No	No	No	No	No	No	No	No
3	2	306	1	128	No	No	No	No	No	No	No	No	No	No
4	2	260	1	109	No	No	No	No	No	No	No	No	No	No
5	2	247	1	103	No	No	No	No	No	No	No	No	No	No
6	2	221	1	92	No	No	No	No	No	No	No	No	No	No
7	2	205	1	86	No	No	No	No	No	No	No	No	No	No
8	2	195	1	82	No	No	No	No	No	No	No	No	No	No
9	2	156	1	65	No	No	No	No	No	No	No	No	No	No
10	2	146	1	61	No	No	No	No	No	No	No	No	No	No
11	2	146	1	61	No	No	No	No	No	No	No	No	No	No
12	2	139	1	58	No	No	No	No	No	No	No	No	No	No
13	2	127	1	53	No	No	No	No	No	No	No	No	No	No
14	2	117	1	49	No	No	No	No	No	No	No	No	No	No
15	2	117	1	49	No	No	No	No	No	No	No	No	No	No
16	2	113	1	48	No	No	No	No	No	No	No	No	No	No
17	2	65	1	27	No	No	No	No	No	No	No	No	No	No
18	2	36	1	15	No	No	No	No	No	No	No	No	No	No
19	2	33	1	14	No	No	No	No	No	No	No	No	No	No
20	2	13	1	5	No	No	No	No	No	No	No	No	No	No
21	2	10	1	4	No	No	No	No	No	No	No	No	No	No
22	2	10	1	4	No	No	No	No	No	No	No	No	No	No
23	2	7	1	3	No	No	No	No	No	No	No	No	No	No
24	2	7	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	10.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:23
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	136
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	461
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Scenario 1 EXISTING AM 9/24/2019

# **Trip Generation summary**

# **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
2: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
3: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
4: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added	Trips Tota	0	0	0	0.00	

Scenario 1 EXISTING AM 9/24/2019

# **Trip Distribution summary**

	Zone 1: Zone								
	To Z	one:	From	Zone:					
Zone / Gate	Share %	Trips	Share %	Trips					
2: Zone	0.00	0	0.00	0					
3: Zone	0.00	0	0.00	0					
4: Zone	0.00	0	0.00	0					
5: Gate	10.00	0	10.00	0					
6: Gate	0.00	0	0.00	0					
7: Gate	0.00	0	0.00	0					
8: Gate	10.00	0	10.00	0					
9: Gate	2.00	0	2.00	0					
10: Gate	33.00	0	33.00	0					
11: Gate	0.00	0	0.00	0					
12: Gate	45.00	0	45.00	0					
13: Gate	0.00	0	0.00	0					
Total	100.00	0	100.00	0					

		Zone 2	2: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	0	25.00	0
6: Gate	25.00	0	25.00	0
7: Gate	0.00	0	0.00	0
8: Gate	25.00	0	25.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	25.00	0	25.00	0
13: Gate	0.00	0	0.00	0
Total	100.00	0	100.00	0

		Zone 3	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	0	25.00	0
6: Gate	25.00	0	25.00	0
7: Gate	0.00	0	0.00	0
8: Gate	12.00	0	12.00	0
9: Gate	13.00	0	13.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	12.00	0	12.00	0
13: Gate	13.00	0	13.00	0
Total	100.00	0	100.00	0

	Zone 4: Zone								
	To Z	one:	From	Zone:					
Zone / Gate	Share %	Trips	Share %	Trips					
1: Zone	0.00	0	0.00	0					
2: Zone	0.00	0	0.00	0					
3: Zone	0.00	0	0.00	0					
5: Gate	0.00	0	0.00	0					
6: Gate	0.00	0	0.00	0					
7: Gate	0.00	0	0.00	0					
8: Gate	0.00	0	0.00	0					
9: Gate	80.00	0	80.00	0					
10: Gate	10.00	0	10.00	0					
11: Gate	0.00	0	0.00	0					
12: Gate	0.00	0	0.00	0					
13: Gate	10.00	0	10.00	0					
Total	100.00	0	100.00	0					

Scenario 2 EXISTING PM 10/1/2019

Report File: J:\...\EX PM\_2.pdf

## **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.053	197.6	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	NB Right	0.491	19.8	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	10,975.927	29.4	С
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.380	15.0	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):197.6Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.053

#### Intersection Setup

Name	N	ladison Av	/e				В	everly Blv	d	Beverly Blvd			
Approach	١	Northbound			Southbound			Eastbound	ı	Westbound			
Lane Configuration		+			+			<u> </u>		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00 12.00 12.00		12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00 100.00 100.00		100.00 100.00 1		100.00	100.00 100.00		100.00		
Speed [mph]		30.00			30.00		30.00			30.00			
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		Yes			Yes		No			No			

#### Volumes

Name	М	ladison Av	re				В	everly Blv	rd	В	everly Blv	'd
Base Volume Input [veh/h]	2	0	9	1	1	19	7	1378	34	51	1017	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	9	1	1	19	7	1378	34	51	1017	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	5	2	345	9	13	254	4
Total Analysis Volume [veh/h]	2	0	9	1	1	19	7	1378	34	51	1017	17
Pedestrian Volume [ped/h]		0			0			0			0	

### Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.03	0.01	0.05	0.04	0.02	0.01	0.00	0.21	0.01	0.00
d_M, Delay for Movement [s/veh]	76.45	194.38	17.65	55.33	197.57	15.70	14.73	0.00	0.00	23.42	0.00	0.00
Movement LOS	F	F	С	F	F	С	В	Α	Α	С	Α	А
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.21	0.37	0.37	0.37	0.06	0.02	0.00	0.78	0.26	0.00
95th-Percentile Queue Length [ft/ln]	5.33	5.33	5.33	9.26	9.26	9.26	1.42	0.47	0.00	19.43	6.48	0.00
d_A, Approach Delay [s/veh]		28.34			26.25			0.07			1.10	
Approach LOS		D			D			Α			Α	
d_I, Intersection Delay [s/veh]	0.85											
Intersection LOS						ı	=					

# Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):19.8Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.491

#### Intersection Setup

Name	Westmoreland Ave				Westmoreland Ave				Beverly Blvd				
Approach		Northbound				Southbound				Eastbound			
Lane Configuration	46				+				ΙΙċ				
Turning Movement	Left	Left Thru Right Right2			Left	Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30	.00			30.00				30.00			
Grade [%]	0.00				0.00				0.00				
Curb Present	No				No				No				
Crosswalk		Y	es			Ye	es		Yes				

#### Volumes

Name		Westmore	eland Ave			Westmore	eland Ave			Beverl	y Blvd	
Base Volume Input [veh/h]	28	8	106	16	43	0	29	12	0	798	565	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	8	106	16	43	0	29	12	0	798	565	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	27	4	11	0	7	3	0	200	141	4
Total Analysis Volume [veh/h]	28	8	106	16	43	0	29	12	0	798	565	15
Presence of On-Street Parking	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	9	(	)			(	)			(	)	
v_di, Inbound Pedestrian Volume crossing t	h 0				(	)			(	)		
v_co, Outbound Pedestrian Volume along t	n 0				0					(	)	
v_ci, Inbound Pedestrian Volume along the	e 0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]		(	)		0				0			
Bicycle Volume [bicycles/h]		(	)			(	)		0			

### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

### Phasing & Timing

Control Type	Permiss	Overlap	Permiss									
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	_	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

### **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	10	10	10	46	94
g / C, Green / Cycle	0.10	0.10	0.10	0.46	0.94
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.07	0.22	0.36
s, saturation flow rate [veh/h]	1359	1589	1250	3560	1589
c, Capacity [veh/h]	199	157	178	1623	1499
d1, Uniform Delay [s]	41.55	43.96	43.98	19.08	0.26
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.43	8.34	1.94	1.07	0.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

### Lane Group Results

X, volume / capacity	0.18	0.78	0.47	0.49	0.39
d, Delay for Lane Group [s/veh]	41.98	52.30	45.92	20.15	1.01
Lane Group LOS	D	D	D	С	A
Critical Lane Group	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.84	3.29	2.11	6.53	0.32
50th-Percentile Queue Length [ft/In]	21.03	82.27	52.77	163.24	7.89
95th-Percentile Queue Length [veh/ln]	1.51	5.92	3.80	10.72	0.57
95th-Percentile Queue Length [ft/ln]	37.85	148.09	94.99	268.01	14.19

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.98	41.98	52.30	52.30	45.92	0.00	45.92	45.92	0.00	20.15	1.01	1.01		
Movement LOS	D	D	D	D	D		D	D		С	Α	Α		
d_A, Approach Delay [s/veh]		49.95				45.92				12.10				
Approach LOS	D				D				В					
d_I, Intersection Delay [s/veh]						19	.79							
Intersection LOS		В												
Intersection V/C		0.491												

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.525	1.769	3.411
Crosswalk LOS	В	А	С
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.794	1.698	2.684
Bicycle LOS	A	A	В

### Intersection Setup

Name		Tem	ple St		Beverly Blvd				
Approach		West	bound		Northwestbound				
Lane Configuration		11	F		116				
Turning Movement	Left	Left Left Thru Right				Left	Thru	Right	
Lane Width [ft]	12.00 12.00 12.00 12.00				12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30	.00		30.00				
Grade [%]		0.	00			0.	.00		
Curb Present		١	lo		No				
Crosswalk		N	lo		Yes				

#### Volumes

Name		Tem	ple St			Bever	y Blvd			
Base Volume Input [veh/h]	0	0	682	9	1	360	0	22		
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00		
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0		
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0		
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0		
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0		
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0		
Other Volume [veh/h]	0	0	0	0	0	0	0	0		
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0		
Total Hourly Volume [veh/h]	0	0	682	9	1	360	0	22		
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Total 15-Minute Volume [veh/h]	0	0	171	2	0	90	0	6		
Total Analysis Volume [veh/h]	0	0	682	9	1	360	0	22		
Presence of On-Street Parking	No			No	No			No		
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0		
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0		
v_do, Outbound Pedestrian Volume crossing			0			(	)			
v_di, Inbound Pedestrian Volume crossing t	1		0			(	)			
v_co, Outbound Pedestrian Volume along t	l		0			(	)			
v_ci, Inbound Pedestrian Volume along the	е		0		0					
v_ab, Corner Pedestrian Volume [ped/h]			0		0					
Bicycle Volume [bicycles/h]			0			(	)			

### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

### Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	-	-	-	-	Lag	_	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		
Maximum Recall			Yes			Yes		
Pedestrian Recall			Yes			No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

### **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	46	46	28	28
g / C, Green / Cycle	0.46	0.46	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.13	0.12	0.13	0.01
s, saturation flow rate [veh/h]	3560	1857	2752	1589
c, Capacity [veh/h]	1623	847	779	440
d1, Uniform Delay [s]	17.00	16.90	31.77	26.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	0.79	1.99	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

### Lane Group Results

X, volume / capacity	0.28	0.27	0.46	0.05
d, Delay for Lane Group [s/veh]	17.44	17.69	33.76	26.72
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.33	3.40	3.90	0.41
50th-Percentile Queue Length [ft/In]	83.35	85.05	97.60	10.25
95th-Percentile Queue Length [veh/ln]	6.00	6.12	7.03	0.74
95th-Percentile Queue Length [ft/ln]	150.03	153.09	175.68	18.45

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	17.52	17.69	33.76	33.76	0.00	26.72		
Movement LOS			В	В	С	С		С		
d_A, Approach Delay [s/veh]		17	.53			33	.35			
Approach LOS		E	3				0			
d_I, Intersection Delay [s/veh]				19.	79					
Intersection LOS	В									
Intersection V/C	0.491									

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.371
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.512	1.560
Bicycle LOS	Е	А

## Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	_
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	_	-	-	-
Ring 3	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):29.4Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:1 hourVolume to Capacity (v/c):10,975.927

#### Intersection Setup

Name	V	ermont Av	/e					1st St				
Approach	١	Northboun	d	Southbound			E	Eastbound	d	Westbound		
Lane Configuration		٦١٢		пПF				<b>1</b> F		HIF		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		35.00		35.00			25.00			25.00		
Grade [%]		0.00			0.00		0.00			0.00		
Curb Present		No			No		No			No		
Crosswalk		Yes			Yes		Yes			Yes		

#### Volumes

Name	V	ermont Av	/e					1st St				
Base Volume Input [veh/h]	72	987	81	117	1257	167	150	470	64	67	345	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	987	81	117	1257	167	150	470	64	67	345	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	247	20	29	314	42	38	118	16	17	86	20
Total Analysis Volume [veh/h]	72	987	81	117	1257	167	150	470	64	67	345	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	ni	0			0		0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0		0			0		
Bicycle Volume [bicycles/h]		0			0			0			0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

## Phasing & Timing

Control Type	Permiss											
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

## **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.19	0.29	0.29	0.22	0.27	0.27	0.14	0.29	10000.0	0.20	0.05
s, saturation flow rate [veh/h]	376	1870	1821	528	3560	1760	1035	1831	0	1702	1589
c, Capacity [veh/h]	219	1037	1009	265	1974	976	191	560	80	520	486
d1, Uniform Delay [s]	22.13	12.57	12.57	24.37	12.20	12.20	41.46	30.63	45.00	27.22	22.84
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.01	1.89	1.94	5.33	0.85	1.72	32.25	43.85	88.93	6.75	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.33	0.52	0.52	0.44	0.48	0.48	0.79	0.95	0.84	0.66	0.16
d, Delay for Lane Group [s/veh]	26.14	14.46	14.52	29.70	13.05	13.92	73.71	74.48	133.93	33.97	23.56
Lane Group LOS	С	В	В	С	В	В	Е	E	F	С	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.37	6.65	6.50	2.36	5.46	5.63	5.06	17.90	3.47	7.34	1.32
50th-Percentile Queue Length [ft/ln]	34.27	166.36	162.51	59.12	136.40	140.76	126.45	447.46	86.83	183.44	32.98
95th-Percentile Queue Length [veh/ln]	2.47	10.89	10.68	4.26	9.29	9.52	8.75	24.84	6.25	11.78	2.37
95th-Percentile Queue Length [ft/ln]	61.69	272.13	267.05	106.41	232.17	238.05	218.66	620.91	156.29	294.50	59.37

## Movement, Approach, & Intersection Results

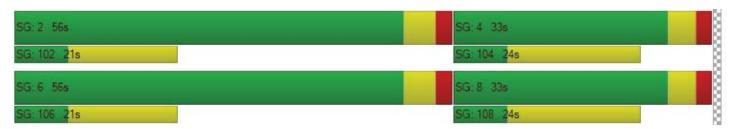
d_M, Delay for Movement [s/veh]	26.14	14.49	14.52	29.70	13.26	13.92	73.71	74.48	74.48	133.93	33.97	23.56
Movement LOS	С	В	В	С	В	В	Е	E	E	F	С	С
d_A, Approach Delay [s/veh]		15.22			14.58			74.31		45.93		
Approach LOS		В			В			E			D	
d_I, Intersection Delay [s/veh]						29	.36					
Intersection LOS						(	)					
Intersection V/C	10975.927											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.027	3.255	2.491	2.654
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.500	2.407	2.688	1.965
Bicycle LOS	В	В	В	A

## Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):15.0Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.380

#### Intersection Setup

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St			
Approach	١	orthboun	d	S	outhboun	d	E	Eastbound	d	Westbound			
Lane Configuration		+			+			חור		Tir			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0 0 0			0	0	1	0	0	1	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00 100.00 100.00			100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00			30.00		30.00			
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present		No		No				No		No			
Crosswalk		Yes			Yes			Yes		Yes			

#### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave							
Base Volume Input [veh/h]	13	8	17	32	2	131	144	607	24	19	314	30	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	13	8	17	32	2	131	144	607	24	19	314	30	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	3	2	4	8	1	33	36	152	6	5	79	8	
Total Analysis Volume [veh/h]	13	8	17	32	2	131	144	607	24	19	314	30	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing n	ni	i 0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0			
Bicycle Volume [bicycles/h]		0		0				0		0			

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

## Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

## **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.10	0.14	0.32	0.02	0.02	0.17	0.02
s, saturation flow rate [veh/h]	1545	1572	1065	1870	1589	813	1870	1589
c, Capacity [veh/h]	515	518	608	1128	958	391	1128	958
d1, Uniform Delay [s]	24.91	27.08	14.29	11.67	8.00	18.91	9.47	8.03
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	1.62	0.92	1.86	0.05	0.24	0.62	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.07	0.32	0.24	0.54	0.03	0.05	0.28	0.03
d, Delay for Lane Group [s/veh]	25.18	28.71	15.21	13.52	8.05	19.15	10.09	8.09
Lane Group LOS	С	С	В	В	Α	В	В	Α
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.68	3.26	1.97	7.90	0.21	0.30	3.27	0.27
50th-Percentile Queue Length [ft/In]	17.03	81.53	49.35	197.51	5.28	7.45	81.65	6.63
95th-Percentile Queue Length [veh/ln]	1.23	5.87	3.55	12.51	0.38	0.54	5.88	0.48
95th-Percentile Queue Length [ft/ln]	30.65	146.76	88.84	312.76	9.51	13.40	146.97	11.93

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.18	25.18	25.18	28.71	28.71	28.71	15.21	13.52	8.05	19.15	10.09	8.09
Movement LOS	С	С	С	С	С	С	В	В	Α	В	В	Α
d_A, Approach Delay [s/veh]		25.18			28.71			13.67			10.40	
Approach LOS		С			С		В				В	
d_I, Intersection Delay [s/veh]						14	.96					
Intersection LOS						E	3					
Intersection V/C	0.380											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.787	2.094	2.564	2.549
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.622	1.832	2.838	2.159
Bicycle LOS	А	A	С	В

## Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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## **Turning Movement Volume: Summary**

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	d	W	estbour/	nd	Total
טו	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
1	Madison Ave/Beverly Blvd	2	0	9	1	1	19	7	1378	34	51	1017	17	2536

Ī	ID	Intersection Name		Northl	oound		Sc	outhbou	nd	Е	astboun	d	Westl	oound
	טו	intersection Name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	28	8	106	16	43	29	12	798	565	15	682	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	360	22	2694

ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astbour	ıd	V	/estbour	nd	Total
טו	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	72	987	81	117	1257	167	150	470	64	67	345	79	3856

	ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	d	W	estbour/	nd	Total
	טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
ſ	4	Westmoreland Ave/1st St	13	8	17	32	2	131	144	607	24	19	314	30	1341

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## **Turning Movement Volume: Detail**

ID	Intersection	Valuma Tuna	N	orthbou	nd	So	outhbou	nd	Eastbound			V	nd	Total	
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	2	0	9	1	1	19	7	1378	34	51	1017	17	2536
	Madison Ave/Beverly	Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
1		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
'	Blvd	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	9	1	1	19	7	1378	34	51	1017	17	2536

ID	Intersection	Valuma Tuna		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
l ID	Name	Volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	28	8	106	16	43	29	12	798	565	15	682	9
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
2	Blvd	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	8	106	16	43	29	12	798	565	15	682	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	360	22	2694
1.00	1.00	1.00	-
0	0	0	0
0	0	0	0
0	0	0	0
1	360	22	2694

ID	Intersection	Valuma Typa	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	W	estbour/	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	72	987	81	117	1257	167	150	470	64	67	345	79	3856
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Ave/1st St	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	72	987	81	117	1257	167	150	470	64	67	345	79	3856

ID	Intersection	\/aluma Tura	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	V	/estbour	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	13	8	17	32	2	131	144	607	24	19	314	30	1341
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	13	8	17	32	2	131	144	607	24	19	314	30	1341

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## **Fair Share Volumes**

			lı	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
Zone ID: Name	١	lorthboun	ıd	S	Southbour	nd	I	Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	2	0	9	1	1	19	7	1378	34	51	1017	17	

				Inters	ection 2	: Westr	noreland	d Ave/B	everly E	Blvd						
Zone ID: Name		North	bound		Sc	outhbou	nd	Е	astboun	nd	Westl	bound	Nort	hwestb	ound	Total
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	28	8	106	16	43	29	12	798	565	15	682	9	1	360	22	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	١	lorthboun	ıd	S	Southbour	ıd	E	Eastboun	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	72	987	81	117	1257	167	150	470	64	67	345	79	

			ı	ntersection	n 4: Wes	tmoreland	Ave/1st	St					
	1												T
Zone ID: Name	1	Northbour	ıd	5	Southbour	nd	I	Eastboun	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	0	0	0	0	0	
Future Total Volume	13	8	17	32	2	131	144	607	24	19	314	30	

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Scenario 2 EXISTING PM 10/1/2019

## Fair Share % of Net New Site

			lr	ntersectio	n 1: Madi	son Ave/E	Beverly B	vd					
Zone ID: Name	N	lorthboun	d	S	outhbour	ıd	ı	Eastbound	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

				Inters	ection 2	: Westr	noreland	d Ave/B	everly E	Blvd						
Zone ID: Name		North	bound		Sc	outhbou	nd	Е	astboun	ıd	Westl	bound	Nort	hwestb	ound	Total
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont Av	ve/1st St						
Zone ID: Name	١	Northbour	ıd	S	Southbour	nd	I	Eastboun	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

			ļ	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St					
Zone ID: Name	N	Northboun	d	S	Southbour	ıd	E	Eastbound	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

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## **Fair Share % of Future Total**

	Intersection 1: Madison Ave/Beverly Blvd												
Zone ID: Name Northbound Southbound Eastbound Westbound Total												Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

	Intersection 2: Westmoreland Ave/Beverly Blvd															
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total												Total				
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Intersection 3: Vermont Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound												Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

	Intersection 4: Westmoreland Ave/1st St												
Zone ID: Name Northbound Southbound Eastbound Westbound Total													
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Str	eets	Minor	Streets
	E	W	S	N
1	1085	1419	11	21
2	1042	1362	11	20
3	1020	1334	10	20
4	868	1135	9	17
5	825	1078	8	16
6	738	965	7	14
7	684	894	7	13
8	651	851	7	13
9	521	681	5	10
10	488	639	5	9
11	488	639	5	9
12	467	610	5	9
13	423	553	4	8
14	391	511	4	8
15	391	511	4	8
16	380	497	4	7
17	217	284	2	4
18	119	156	1	2
19	109	142	1	2
20	43	57	0	1
21	33	43	0	1
22	33	43	0	1
23	22	28	0	0
24	22	28	0	0

## Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2504	2	32	No	No	No	No	No	No	No	No	No	No
2	6	2404	2	31	No	No	No	No	No	No	No	No	No	No
3	6	2354	2	30	No	No	No	No	No	No	No	No	No	No
4	6	2003	2	26	No	No	No	No	No	No	No	No	No	No
5	6	1903	2	24	No	No	No	No	No	No	No	No	No	No
6	6	1703	2	21	No	No	No	No	No	No	No	No	No	No
7	6	1578	2	20	No	No	No	No	No	No	No	No	No	No
8	6	1502	2	20	No	No	No	No	No	No	No	No	No	No
9	6	1202	2	15	No	No	No	No	No	No	No	No	No	No
10	6	1127	2	14	No	No	No	No	No	No	No	No	No	No
11	6	1127	2	14	No	No	No	No	No	No	No	No	No	No
12	6	1077	2	14	No	No	No	No	No	No	No	No	No	No
13	6	976	2	12	No	No	No	No	No	No	No	No	No	No
14	6	902	2	12	No	No	No	No	No	No	No	No	No	No
15	6	902	2	12	No	No	No	No	No	No	No	No	No	No
16	6	877	2	11	No	No	No	No	No	No	No	No	No	No
17	6	501	2	6	No	No	No	No	No	No	No	No	No	No
18	6	275	2	3	No	No	No	No	No	No	No	No	No	No
19	6	251	2	3	No	No	No	No	No	No	No	No	No	No
20	6	100	2	1	No	No	No	No	No	No	No	No	No	No
21	6	76	2	1	No	No	No	No	No	No	No	No	No	No
22	6	76	2	1	No	No	No	No	No	No	No	No	No	No
23	6	50	2	0	No	No	No	No	No	No	No	No	No	No
24	6	50	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	28.3	26.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	11	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2536	2536
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	1	lo

Scenario 2 EXISTING PM 10/1/2019

Report File: J:\...\EX PM\_2.pdf

## **Trip Generation summary**

## **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
2: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
3: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
4: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			0	0	0	0.00

Report File: J:\...\EX PM\_2.pdf

Scenario 2 EXISTING PM 10/1/2019

## **Trip Distribution summary**

	Zone 1: Zone								
	To Z	one:	From	Zone:					
Zone / Gate	Share %	Trips							
2: Zone	0.00	0	0.00	0					
3: Zone	0.00	0	0.00	0					
4: Zone	0.00	0	0.00	0					
5: Gate	10.00	0	10.00	0					
6: Gate	0.00	0	0.00	0					
7: Gate	0.00	0	0.00	0					
8: Gate	10.00	0	10.00	0					
9: Gate	2.00	0	2.00	0					
10: Gate	33.00	0	33.00	0					
11: Gate	0.00	0	0.00	0					
12: Gate	45.00	0	45.00	0					
13: Gate	0.00	0	0.00	0					
Total	100.00	0	100.00	0					

	Zone 2: Zone								
	To Z	one:	From	Zone:					
Zone / Gate	Share %	Trips	Share %	Trips					
1: Zone	0.00	0	0.00	0					
3: Zone	0.00	0	0.00	0					
4: Zone	0.00	0	0.00	0					
5: Gate	25.00	0	25.00	0					
6: Gate	25.00	0	25.00	0					
7: Gate	0.00	0	0.00	0					
8: Gate	25.00	0	25.00	0					
9: Gate	0.00	0	0.00	0					
10: Gate	0.00	0	0.00	0					
11: Gate	0.00	0	0.00	0					
12: Gate	25.00	0	25.00	0					
13: Gate	0.00	0	0.00	0					
Total	100.00	0	100.00	0					

		Zone 3	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	0	25.00	0
6: Gate	25.00	0	25.00	0
7: Gate	0.00	0	0.00	0
8: Gate	12.00	0	12.00	0
9: Gate	13.00	0	13.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	12.00	0	12.00	0
13: Gate	13.00	0	13.00	0
Total	100.00	0	100.00	0

		Zone 4	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	80.00	0	80.00	0
10: Gate	10.00	0	10.00	0
11: Gate	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0
13: Gate	10.00	0	10.00	0
Total	100.00	0	100.00	0

Scenario 2 EXISTING PM

9/24/2019

## **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
5	Westmoreland Ave/Cosmoplitan St	Two-way stop	HCM 6th Edition	EB Left	0.032	10.7	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 5: Westmoreland Ave/Cosmoplitan St

Control Type:Two-way stopDelay (sec / veh):10.7Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.032

#### Intersection Setup

Name	Westmore	eland Ave	Westmore	eland Ave	Cosmopolitan St			
Approach	North	bound	South	bound	East	bound		
Lane Configuration	+		+		Ŧ			
Turning Movement	Left	Thru	Thru	Right	Left	Right		
Lane Width [ft]	12.00 12.00		12.00	12.00	12.00	12.00		
No. of Lanes in Pocket	0	0	0	0	0	0		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00		
Speed [mph]	30	.00	30	30.00		0.00		
Grade [%]	0.00		0.00		0.00			
Crosswalk	Y	es	Y	Yes		Yes		

#### Volumes

Name	Westmoreland Ave		Westmore	eland Ave	Cosmopolitan St		
Base Volume Input [veh/h]	52	109	68	8	22	57	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	52	109	68	8	22	57	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	13	27	17	2	6	14	
Total Analysis Volume [veh/h]	52	109	68	8	22	57	
Pedestrian Volume [ped/h]	(	)	(	)	(	)	

## Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.03	0.06	
d_M, Delay for Movement [s/veh]	7.45	0.00	0.00	0.00	10.70	9.04	
Movement LOS	А	A	Α	A	В	Α	
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.30	0.30	
95th-Percentile Queue Length [ft/ln]	2.65	2.65	0.00	0.00	7.41	7.41	
d_A, Approach Delay [s/veh]	2.	41	0.00		9.50		
Approach LOS	A	4	A	A		Α	
d_I, Intersection Delay [s/veh]	3.60						
Intersection LOS	В						

Scenario 2 EXISTING PM 9/24/2019

## **Turning Movement Volume: Summary**

ID	Internation Name	Northbound		Southbound		Eastbound		Total	
	ID	Intersection Name	Left	Thru	Thru	Right	Left	Right	Volume
	5	Westmoreland Ave/Cosmoplitan St	52	109	68	8	22	57	316

Scenario 2 EXISTING PM 9/24/2019

## **Turning Movement Volume: Detail**

1 11)	Intersection	Valuma Typa	Northbound		Southbound		Eastbound		Total	
	Name	Volume Type	Left	Thru	Thru	Right	Left	Right	Volume	
		Final Base	52	109	68	8	22	57	316	
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-	
5	Westmoreland Ave/Cosmoplita	III PIOCESS	0	0	0	0	0	0	0	
3	n St	Net New Trips	0	0	0	0	0	0	0	
		Other	0	0	0	0	0	0	0	
		Future Total	52	109	68	8	22	57	316	

Scenario 2 EXISTING PM 9/24/2019

## **Fair Share Volumes**

	Intersection 5: Westmoreland Ave/Cosmoplitan St										
Zone ID: Name	North	bound	bound Southbo		nbound Eastb		Total				
	Left	Thru	Thru	Right	Left	Right					
1: Zone	0	0	0	0	0	0	0				
2: Zone	0	0	0	0	0	0	0				
3: Zone	0	0	0	0	0	0	0				
4: Zone	0	0	0	0	0	0	0				
Site-Generated Trips	0	0	0	0	0	0					
Future Total Volume	52	109	68	8	22	57					

Scenario 2 EXISTING PM 9/24/2019

## Fair Share % of Net New Site

	Intersection 5: Westmoreland Ave/Cosmoplitan St										
Zone ID: Name	Northbound		Southbound		Eastbound		Total				
	Left	Thru	Thru	Right	Left	Right					
1: Zone	0%	0%	0%	0%	0%	0%	-%				
2: Zone	0%	0%	0%	0%	0%	0%	-%				
3: Zone	0%	0%	0%	0%	0%	0%	-%				
4: Zone	0%	0%	0%	0%	0%	0%	-%				
Total	0%	0%	0%	0%	0%	0%					

Scenario 2 EXISTING PM 9/24/2019

## **Fair Share % of Future Total**

	Intersection 5: Westmoreland Ave/Cosmoplitan St										
Zone ID: Name	North	Northbound Southbound Eas		Eastb	oound	Total					
	Left	Thru	Thru	Right	Left	Right					
1: Zone	0%	0%	0%	0%	0%	0%	0%				
2: Zone	0%	0%	0%	0%	0%	0%	0%				
3: Zone	0%	0%	0%	0%	0%	0%	0%				
4: Zone	0%	0%	0%	0%	0%	0%	0%				
Total	0%	0%	0%	0%	0%	0%					

Signal Warrants Report For Intersection 5: Westmoreland Ave/Cosmoplitan St

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## **Intersection Warrants Parameters**

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Stre	eets	Minor Streets
	S	N	W
1	161	76	79
2	155	73	76
3	151	71	74
4	129	61	63
5	122	58	60
6	109	52	54
7	101	48	50
8	97	46	47
9	77	36	38
10	72	34	36
11	72	34	36
12	69	33	34
13	63	30	31
14	58	27	28
15	58	27	28
16	56	27	28
17	32	15	16
18	18	8	9
19	16	8	8
20	6	3	3
21	5	2	2
22	5	2	2
23	3	2	2
24	3	2	2

## Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	237	1	79	No	No	No	No	No	No	No	No	No	No
2	2	228	1	76	No	No	No	No	No	No	No	No	No	No
3	2	222	1	74	No	No	No	No	No	No	No	No	No	No
4	2	190	1	63	No	No	No	No	No	No	No	No	No	No
5	2	180	1	60	No	No	No	No	No	No	No	No	No	No
6	2	161	1	54	No	No	No	No	No	No	No	No	No	No
7	2	149	1	50	No	No	No	No	No	No	No	No	No	No
8	2	143	1	47	No	No	No	No	No	No	No	No	No	No
9	2	113	1	38	No	No	No	No	No	No	No	No	No	No
10	2	106	1	36	No	No	No	No	No	No	No	No	No	No
11	2	106	1	36	No	No	No	No	No	No	No	No	No	No
12	2	102	1	34	No	No	No	No	No	No	No	No	No	No
13	2	93	1	31	No	No	No	No	No	No	No	No	No	No
14	2	85	1	28	No	No	No	No	No	No	No	No	No	No
15	2	85	1	28	No	No	No	No	No	No	No	No	No	No
16	2	83	1	28	No	No	No	No	No	No	No	No	No	No
17	2	47	1	16	No	No	No	No	No	No	No	No	No	No
18	2	26	1	9	No	No	No	No	No	No	No	No	No	No
19	2	24	1	8	No	No	No	No	No	No	No	No	No	No
20	2	9	1	3	No	No	No	No	No	No	No	No	No	No
21	2	7	1	2	No	No	No	No	No	No	No	No	No	No
22	2	7	1	2	No	No	No	No	No	No	No	No	No	No
23	2	5	1	2	No	No	No	No	No	No	No	No	No	No
24	2	5	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

## Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:12
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	79
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	316
Number of Approaches on Intersection	3
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	No

Scenario 2 EXISTING PM 9/24/2019

## **Trip Generation summary**

## **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone			•	1.000	0.000	50.00	50.00	0	0	0	0.00
2: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
3: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
4: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
					Added Trips Total			0	0	0	0.00

Scenario 2 EXISTING PM 9/24/2019

## **Trip Distribution summary**

		Zone 1	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	10.00	0	10.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	10.00	0	10.00	0
9: Gate	2.00	0	2.00	0
10: Gate	33.00	0	33.00	0
11: Gate	0.00	0	0.00	0
12: Gate	45.00	0	45.00	0
13: Gate	0.00	0	0.00	0
Total	100.00	0	100.00	0

		Zone 2	2: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	0	25.00	0
6: Gate	25.00	0	25.00	0
7: Gate	0.00	0	0.00	0
8: Gate	25.00	0	25.00	0
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	25.00	0	25.00	0
13: Gate	0.00	0	0.00	0
Total	100.00	0	100.00	0

	Zone 3: Zone						
	To Z	one:	From	Zone:			
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
2: Zone	0.00	0	0.00	0			
4: Zone	0.00	0	0.00	0			
5: Gate	25.00	0	25.00	0			
6: Gate	25.00	0	25.00	0			
7: Gate	0.00	0	0.00	0			
8: Gate	12.00	0	12.00	0			
9: Gate	13.00	0	13.00	0			
10: Gate	0.00	0	0.00	0			
11: Gate	0.00	0	0.00	0			
12: Gate	12.00	0	12.00	0			
13: Gate	13.00	0	13.00	0			
Total	100.00	0	100.00	0			

		Zone 4	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	80.00	0	80.00	0
10: Gate	10.00	0	10.00	0
11: Gate	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0
13: Gate	10.00	0	10.00	0
Total	100.00	0	100.00	0

# APPENDIX D – Existing With-Project LOS Worksheets

Scenario 3 E+P AM 10/1/2019

Report File: J:\...\E+P AM\_2.pdf

## **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.140	265.4	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	SB Thru	0.360	18.3	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	1.192	36.1	D
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.546	29.1	С

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):265.4Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.140

#### Intersection Setup

Name	N	Madison Ave						Beverly Blvd			Beverly Blvd		
Approach	١	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			411-			411-			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00		30.00			30.00			
Grade [%]	0.00			0.00		0.00			0.00				
Crosswalk		Yes			Yes		No			No			

#### Volumes

Name	M	Madison Ave						everly Blv	'd	Beverly Blvd		
Base Volume Input [veh/h]	1	0	12	1	2	25	15	1359	77	46	1125	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	0	15	0	0	0	0	17	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	27	1	2	25	15	1376	77	46	1125	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	7	0	1	6	4	344	19	12	281	9
Total Analysis Volume [veh/h]	16	0	27	1	2	25	15	1376	77	46	1125	35
Pedestrian Volume [ped/h]		0			0			0		0		

## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.00	0.09	0.02	0.14	0.06	0.05	0.01	0.00	0.20	0.01	0.00	
d_M, Delay for Movement [s/veh]	125.49	283.40	50.31	75.34	265.42	22.22	16.52	0.00	0.00	24.03	0.00	0.00	
Movement LOS	F	F	F	F	F	С	С	А	Α	С	Α	Α	
95th-Percentile Queue Length [veh/ln]	2.43	2.43	2.43	0.84	0.84	0.84	0.14	0.05	0.00	0.72	0.24	0.00	
95th-Percentile Queue Length [ft/ln]	60.64	60.64	60.64	20.96	20.96	20.96	3.60	1.20	0.00	18.11	6.04	0.00	
d_A, Approach Delay [s/veh]		78.28			41.49			0.17			0.92		
Approach LOS		F			E			A			A		
d_I, Intersection Delay [s/veh]		2.14											
Intersection LOS		F											

# Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):18.3Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.360

#### Intersection Setup

Name	Westmoreland Ave					Westmore	eland Ave		Beverly Blvd				
Approach		North	bound			South	bound		Eastbound				
Lane Configuration	46					4	<b>→</b>		Πċ				
Turning Movement	Left	Left Thru Right Right2			Left	Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00 100.00 100.00 100.00				100.00	100.00	100.00	100.00	
Speed [mph]		30	.00			30	.00		30.00				
Grade [%]		0.	00			0.0	00		0.00				
Curb Present		N	lo			N	lo		No				
Crosswalk		Y	es			Ye	es		Yes				

#### Volumes

Name	Westmoreland Ave					Westmore	eland Ave		Beverly Blvd				
Base Volume Input [veh/h]	54	7	63	7	26	0	41	19	0	601	758	11	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	15	0	17	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	54	7	63	7	26	0	41	19	0	616	758	28	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	14	2	16	2	7	0	10	5	0	154	190	7	
Total Analysis Volume [veh/h]	54	7	63	7	26	0	41	19	0	616	758	28	
Presence of On-Street Parking	No			No	No			No	No			No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	(	)			(	)		0				
v_di, Inbound Pedestrian Volume crossing t	h 0				(	)		0					
v_co, Outbound Pedestrian Volume along to	n 0					(	)		0				
v_ci, Inbound Pedestrian Volume along the	e 0					(	)		0				
v_ab, Corner Pedestrian Volume [ped/h]		(	)		0				0				
Bicycle Volume [bicycles/h]		(	)			(	)		0				

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

## Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	-	-	-	-	-	-	-	-	-	_	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

## **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	12	12	12	44	94
g / C, Green / Cycle	0.12	0.12	0.12	0.44	0.94
(v / s)_i Volume / Saturation Flow Rate	0.07	0.04	0.08	0.17	0.49
s, saturation flow rate [veh/h]	928	1589	1053	3560	1589
c, Capacity [veh/h]	175	183	168	1566	1499
d1, Uniform Delay [s]	41.73	40.94	41.89	18.98	0.32
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	1.31	2.41	0.75	1.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.35	0.38	0.51	0.39	0.52
d, Delay for Lane Group [s/veh]	42.92	42.25	44.30	19.73	1.64
Lane Group LOS	D	D	D	В	A
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.47	1.65	2.18	4.89	0.55
50th-Percentile Queue Length [ft/In]	36.79	41.36	54.61	122.21	13.76
95th-Percentile Queue Length [veh/ln]	2.65	2.98	3.93	8.51	0.99
95th-Percentile Queue Length [ft/ln]	66.21	74.44	98.31	212.86	24.77

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.92	42.92	42.25	42.25	44.30	0.00	44.30	44.30	0.00	19.73	1.64	1.64
Movement LOS	D	D	D	D	D		D	D		В	Α	Α
d_A, Approach Delay [s/veh]	42.56				44.	.30			9.	59		
Approach LOS			)				)			A		
d_I, Intersection Delay [s/veh]		18.34										
Intersection LOS						E	3					
Intersection V/C						0.3	60					

## Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.554	1.772	3.506
Crosswalk LOS	В	А	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.764	1.702	2.693
Bicycle LOS	A	A	В

## Intersection Setup

Name		Temple St				Bever	ly Blvd	
Approach	Westbound				Northwestbound			
Lane Configuration		IIF ነነ <sub>ኮ</sub>						
Turning Movement	Left	Left Left Thru Right				Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0 0 0			1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30	.00			30	.00	
Grade [%]		0.	00		0.00			
Curb Present		No No						
Crosswalk		١	lo			Υ	es	

#### Volumes

Name		Tem	ple St			Bever	ly Blvd	
Base Volume Input [veh/h]	0	0	779	15	2	380	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	779	15	2	380	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	195	4	1	95	0	5
Total Analysis Volume [veh/h]	17	0	779	15	2	380	0	18
Presence of On-Street Parking	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	9		0				0	
v_di, Inbound Pedestrian Volume crossing t	h		0				0	
v_co, Outbound Pedestrian Volume along t	1		0				0	
v_ci, Inbound Pedestrian Volume along the	е		0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
v_ab, Corner Pedestrian Volume [ped/h]								
Bicycle Volume [bicycles/h]		(	0				0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

## Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	-	-	-	-	Lag	_	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		
Maximum Recall			Yes			Yes		
Pedestrian Recall			Yes			No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

## Lane Group Calculations

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	44	44	28	28
g / C, Green / Cycle	0.44	0.44	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.15	0.14	0.14	0.01
s, saturation flow rate [veh/h]	3560	1851	2752	1589
c, Capacity [veh/h]	1566	814	779	440
d1, Uniform Delay [s]	18.44	18.31	32.05	26.44
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	1.06	2.22	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.34	0.33	0.49	0.04
d, Delay for Lane Group [s/veh]	19.02	19.38	34.27	26.61
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.07	4.16	4.18	0.33
50th-Percentile Queue Length [ft/In]	101.82	103.99	104.44	8.36
95th-Percentile Queue Length [veh/ln]	7.33	7.49	7.52	0.60
95th-Percentile Queue Length [ft/ln]	183.28	187.18	187.99	15.05

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	19.14	19.38	34.27	34.27	0.00	26.61	
Movement LOS			В	В	С	С		С	
d_A, Approach Delay [s/veh]		19	.14			33	33.92 C		
Approach LOS		В С							
d_I, Intersection Delay [s/veh]				18	.34				
Intersection LOS				E	3				
Intersection V/C				0.3	60				

## Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.420
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.569	1.560
Bicycle LOS	E	А

## Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):36.1Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:1 hourVolume to Capacity (v/c):1.192

## Intersection Setup

Name	V	ermont Av	/e					1st St					
Approach	١	Northboun	d	S	outhboun	d	E	Eastbound	ı	٧	Westbound		
Lane Configuration		٦١٢		•	1   <u>+</u>			<b>1</b> F		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00 100.00 100.00			100.00 100.00 100.00			100.00	100.00	
Speed [mph]		35.00			35.00			25.00		25.00			
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present		No		No				No		No			
Crosswalk		Yes		Yes				Yes		Yes			

#### Volumes

Name	V	ermont Av	/e					1st St				
Base Volume Input [veh/h]	32	1110	69	99	1243	83	144	378	49	105	332	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	77	0	0	0	0	0	0	64	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	1110	146	99	1243	83	144	378	49	169	332	211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	278	37	25	311	21	36	95	12	42	83	53
Total Analysis Volume [veh/h]	32	1110	146	99	1243	83	144	378	49	169	332	211
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	)	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing n	ni	0		0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0		0			0			0		
Bicycle Volume [bicycles/h]		0		0			·	0	·	0		

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

## Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

## **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.34	0.34	0.22	0.25	0.25	0.14	0.23	0.74	0.20	0.13
s, saturation flow rate [veh/h]	413	1870	1795	442	3560	1811	1048	1833	228	1702	1589
c, Capacity [veh/h]	240	1037	995	212	1974	1004	201	560	150	520	486
d1, Uniform Delay [s]	18.38	13.58	13.61	28.48	11.86	11.86	40.67	28.29	43.48	26.96	25.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	2.78	2.93	7.36	0.73	1.44	21.93	10.08	312.55	6.06	2.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.13	0.62	0.62	0.47	0.45	0.45	0.72	0.76	1.13	0.64	0.43
d, Delay for Lane Group [s/veh]	19.54	16.36	16.54	35.85	12.59	13.30	62.60	38.37	356.04	33.02	27.86
Lane Group LOS	В	В	В	D	В	В	E	D	F	С	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.50	8.60	8.35	2.27	4.89	5.17	4.44	9.75	16.32	6.94	3.96
50th-Percentile Queue Length [ft/ln]	12.53	215.11	208.71	56.81	122.14	129.15	110.96	243.82	408.11	173.49	99.00
95th-Percentile Queue Length [veh/ln]	0.90	13.42	13.09	4.09	8.51	8.89	7.89	14.87	24.66	11.26	7.13
95th-Percentile Queue Length [ft/ln]	22.56	335.38	327.17	102.26	212.76	222.33	197.34	371.86	616.48	281.50	178.21

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.54	16.44	16.54	35.85	12.80	13.30	62.60	38.37	38.37	356.04	33.02	27.86
Movement LOS	В	В	В	D	В	В	E	D	D	F	С	С
d_A, Approach Delay [s/veh]		16.52			14.43			44.48				
Approach LOS		В			В			D			F	
d_I, Intersection Delay [s/veh]						36	.10					
Intersection LOS						[	)					
Intersection V/C	1.192											

## Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.214	3.268	2.383	2.657
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.622	2.343	2.502	2.147
Bicycle LOS	В	В	В	В

# Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	1	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):29.1Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:1 hourVolume to Capacity (v/c):0.546

## Intersection Setup

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St			
Approach	١	orthboun	d	S	Southbound			Eastbound	d	٧	Westbound		
Lane Configuration		+			+			חור		Tir			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00			30.00		30.00			
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present		No			No			No		No			
Crosswalk		Yes			Yes			Yes		Yes			

#### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave					1st St	
Base Volume Input [veh/h]	21	2	24	100	6	261	132	380	15	8	364	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	48	0	64	77	0	0	0	0	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	24	148	6	325	209	380	15	8	364	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	6	37	2	81	52	95	4	2	91	38
Total Analysis Volume [veh/h]	21	2	24	148	6	325	209	380	15	8	364	150
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing n	ni	0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0	·		0			0	·		0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	77.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

## Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No	İ		No	İ		No			No	İ
Pedestrian Recall		No			No			Yes			Yes	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

## **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.05	0.31	0.21	0.20	0.01	0.01	0.19	0.09
s, saturation flow rate [veh/h]	1037	1555	1018	1870	1589	1003	1870	1589
c, Capacity [veh/h]	365	517	568	1128	958	555	1128	958
d1, Uniform Delay [s]	25.05	34.94	16.56	9.89	7.96	13.54	9.79	8.70
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.73	34.99	1.85	0.81	0.03	0.05	0.76	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.13	0.93	0.37	0.34	0.02	0.01	0.32	0.16
d, Delay for Lane Group [s/veh]	25.77	69.93	18.40	10.70	7.99	13.58	10.55	9.05
Lane Group LOS	С	Е	В	В	Α	В	В	Α
Critical Lane Group	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.87	16.43	3.28	4.14	0.13	0.10	3.92	1.44
50th-Percentile Queue Length [ft/In]	21.78	410.82	82.00	103.44	3.28	2.50	97.97	36.04
95th-Percentile Queue Length [veh/ln]	1.57	23.08	5.90	7.45	0.24	0.18	7.05	2.59
95th-Percentile Queue Length [ft/ln]	39.21	577.02	147.60	186.20	5.91	4.51	176.35	64.87

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.77	25.77	25.77	69.93	69.93	69.93	18.40	10.70	7.99	13.58	10.55	9.05	
Movement LOS	С	С	С	E	E	Е	В	В	Α	В	В	Α	
d_A, Approach Delay [s/veh]		25.77			69.93			13.30			10.16		
Approach LOS		С			E			В		В			
d_I, Intersection Delay [s/veh]						29	.08						
Intersection LOS						(	)						
Intersection V/C	0.546												

## Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.768	2.426	2.591	2.725
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.637	2.350	2.556	2.421
Bicycle LOS	А	В	В	В

## Sequence

Ring 1	-	2	1	4	-	-	-	-	-	-	1	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Scenario 3 E+P AM 10/1/2019

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# **Turning Movement Volume: Summary**

ID	Intersection Name	Northbound			Southbound			Е	astboun	d	V	estbour/	Total	
טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
1	Madison Ave/Beverly Blvd	16	0	27	1	2	25	15	1376	77	46	1125	35	2745

I	ID	ID Intersection Name	Northbound				Sc	outhbou	nd	Е	astboun	ıd	Westbound		
	טו		Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	
	2	Westmoreland Ave/Beverly Blvd	54	7	63	7	26	41	19	616	758	28	779	15	

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	380	18	2813

ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	ıd	V	/estbour	nd	Total
l ID	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	32	1110	146	99	1243	83	144	378	49	169	332	211	3996

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	W	estbour/	nd	Total
I ID	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
4	Westmoreland Ave/1st St	21	2	24	148	6	325	209	380	15	8	364	150	1652

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Scenario 3 E+P AM 10/1/2019

# **Turning Movement Volume: Detail**

ID	Intersection	\/aluma Tura	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	W	/estbour	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	1	0	12	1	2	25	15	1359	77	46	1125	35	2698
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
!	Blvd	Net New Trips	15	0	15	0	0	0	0	17	0	0	0	0	47
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	16	0	27	1	2	25	15	1376	77	46	1125	35	2745

ID	Intersection	Volume Type		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
טו	Name	Volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	54	7	63	7	26	41	19	601	758	11	779	15
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
2	Blvd	Net New Trips	0	0	0	0	0	0	0	15	0	17	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	54	7	63	7	26	41	19	616	758	28	779	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	380	18	2781
1.00	1.00	1.00	-
0	0	0	0
0	0	0	32
0	0	0	0
2	380	18	2813

ID	Intersection	Volumo Typo	N	orthbou	nd	So	outhbou	nd	Е	astboun	ıd	W	estbour/	nd	Total
l ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	32	1110	69	99	1243	83	144	378	49	105	332	211	3855
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ave/1st St	Net New Trips	0	0	77	0	0	0	0	0	0	64	0	0	141
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	32	1110	146	99	1243	83	144	378	49	169	332	211	3996

ID	Intersection	Volume Type	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	W	estbour/	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	21	2	24	100	6	261	132	380	15	8	364	93	1406
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	48	0	64	77	0	0	0	0	57	246
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	21	2	24	148	6	325	209	380	15	8	364	150	1652

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Scenario 3 E+P AM 10/1/2019

## **Fair Share Volumes**

			lr	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd						
Zone ID: Name														
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1: Zone	15	0	15	0	0	0	0	17	0	0	0	0	47	
Site-Generated Trips	15	0	15	0	0	0	0	17	0	0	0	0		
Future Total Volume	16	0	27	1	2	25	15	1376	77	46	1125	35		

				Inters	ection 2	2: Westr	noreland	d Ave/B	everly B	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	15	0	17	0	0	0	0	0	32
Site-Generated Trips	0	0	0	0	0	0	0	15	0	17	0	0	0	0	0	
Future Total Volume	54	7	63	7	26	41	19	616	758	28	779	15	2	380	18	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name													
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	77	0	0	0	0	0	0	64	0	0	141
Site-Generated Trips	0	0	77	0	0	0	0	0	0	64	0	0	
Future Total Volume	32	1110	146	99	1243	83	144	378	49	169	332	211	

			I	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St					
Zone ID: Name													
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	48	0	64	77	0	0	0	0	57	246
Site-Generated Trips	0	0	0	48	0	64	77	0	0	0	0	57	
Future Total Volume	21	2	24	148	6	325	209	380	15	8	364	150	

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Scenario 3 E+P AM 10/1/2019

## Fair Share % of Net New Site

	Intersection 1: Madison Ave/Beverly Blvd													
Zone ID: Name Northbound Southbound Eastbound Westbound Total													Total	
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right													
1: Zone	1: Zone 100% 0% 100% 0% 0% 0% 0% 100% 0% 0% 0% 0% 100%											100%		
Total														

Intersection 2: Westmoreland Ave/Beverly Blvd																
Zone ID: Name		Northbound Southbound Eastbound West									estbound Northwestbound			Total		
	Left	Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	100%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	

Intersection 3: Vermont Ave/1st St													
Zone ID: Name	١	lorthboun	d	S	Southbound Eastbound				d	V	Vestboun	Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%
Total	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	

Intersection 4: Westmoreland Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound Total													
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right												
1: Zone	0%	0%	0%	100%	0%	100%	100%	0%	0%	0%	0%	100%	100%
Total													

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Scenario 3 E+P AM 10/1/2019

## **Fair Share % of Future Total**

Intersection 1: Madison Ave/Beverly Blvd													
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Total												
	Left	Left Thru Right Left Thru Right Left Thru Right Left Thru Right											
1: Zone	93.75%	0%	55.56%	0%	0%	0%	0%	1.24%	0%	0%	0%	0%	1.71%
Total	93.75%	5% 0% 55.56% 0% 0% 0% 0% 1.24% 0% 0% 0% 0%											

Intersection 2: Westmoreland Ave/Beverly Blvd																
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound														Total		
	Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right															
1: Zone	0%	0%	0%	0%	0%	0%	0%	2.44%	0%	60.71	0%	0%	0%	0%	0%	1.14%
Total	0%	0%	0%	0%	0%	0%	0%	2.44%	0%	60.71 %	0%	0%	0%	0%	0%	

Intersection 3: Vermont Ave/1st St													
Zone ID: Name	١	Northbound Southbound Eastbound Westbound										Total	
	Left Thru Right Left Thru Right Left Thru Right										Thru	Right	
1: Zone	0%	0%	52.74%	0%	0%	0%	0%	0%	0%	37.87%	0%	0%	3.53%
Total	0%	0%	52.74%	0%	0%	0%	0%	0%	0%	37.87%	0%	0%	

Intersection 4: Westmoreland Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound Total													
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right												
1: Zone	0%	0%	0%	32.43%	0%	19.69%	36.84%	0%	0%	0%	0%	38%	14.89%
Total 0% 0% 0% 32.43% 0% 19.69% 36.84% 0% 0% 0% 0% 38%													

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

## **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major Str	reets	Minor St	reets
	E	W	S	N
1	1206	1468	43	28
2	1158	1409	41	27
3	1134	1380	40	26
4	965	1174	34	22
5	917	1116	33	21
6	820	998	29	19
7	760	925	27	18
8	724	881	26	17
9	579	705	21	13
10	543	661	19	13
11	543	661	19	13
12	519	631	18	12
13	470	573	17	11
14	434	528	15	10
15	434	528	15	10
16	422	514	15	10
17	241	294	9	6
18	133	161	5	3
19	121	147	4	3
20	48	59	2	1
21	36	44	1	1
22	36	44	1	1
23	24	29	1	1
24	24	29	1	1

# Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2674	2	71	No	No	No	No	No	No	No	Yes	No	No
2	6	2567	2	68	No	No	No	No	No	No	No	No	No	No
3	6	2514	2	66	No	No	No	No	No	No	No	No	No	No
4	6	2139	2	56	No	No	No	No	No	No	No	No	No	No
5	6	2033	2	54	No	No	No	No	No	No	No	No	No	No
6	6	1818	2	48	No	No	No	No	No	No	No	No	No	No
7	6	1685	2	45	No	No	No	No	No	No	No	No	No	No
8	6	1605	2	43	No	No	No	No	No	No	No	No	No	No
9	6	1284	2	34	No	No	No	No	No	No	No	No	No	No
10	6	1204	2	32	No	No	No	No	No	No	No	No	No	No
11	6	1204	2	32	No	No	No	No	No	No	No	No	No	No
12	6	1150	2	30	No	No	No	No	No	No	No	No	No	No
13	6	1043	2	28	No	No	No	No	No	No	No	No	No	No
14	6	962	2	25	No	No	No	No	No	No	No	No	No	No
15	6	962	2	25	No	No	No	No	No	No	No	No	No	No
16	6	936	2	25	No	No	No	No	No	No	No	No	No	No
17	6	535	2	15	No	No	No	No	No	No	No	No	No	No
18	6	294	2	8	No	No	No	No	No	No	No	No	No	No
19	6	268	2	7	No	No	No	No	No	No	No	No	No	No
20	6	107	2	3	No	No	No	No	No	No	No	No	No	No
21	6	80	2	2	No	No	No	No	No	No	No	No	No	No
22	6	80	2	2	No	No	No	No	No	No	No	No	No	No
23	6	53	2	2	No	No	No	No	No	No	No	No	No	No
24	6	53	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	1	0	0

## Warrant 3 Condition A

Orientation	S	N				
Total Stopped Delay Per Vehicle on Minor Approach (s)	78.3	41.5				
Number of Lanes on Minor Street Approach	1	1				
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:56	0:19				
Delay Condition Met	No	No				
Volume on Minor Street Approach During Same Hour	43	28				
High Minor Volume Condition Met	No	No				
Total Entering Volume on All Approaches During Same Hour	2745	2745				
Number of Approaches on Intersection	4	4				
Total Volume Condition Met	Yes	Yes				
Warrant Met for Approach	No	No				
Warrant Met for Intersection	No					

Scenario 3 E+P AM

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## **Trip Generation summary**

## **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	172	145	317	100.00
		•	•		Added Trips Total			172	145	317	100.00

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Scenario 3 E+P AM

## 10/1/2019

# **Trip Distribution summary**

		Zone 1	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	10.00	15		
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	10.00	17	10.00	15
9: Gate	2.00	3	2.00	3
10: Gate	33.00	57	33.00	48
11: Gate	0.00	0	0.00	0
12: Gate	45.00	77	45.00	64
13: Gate	0.00	0	0.00	0
Total	100.00	171	100.00	145

Scenario 4 4 E+P PM

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## **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.054	200.2	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	NB Right	0.494	19.8	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	10,975.939	45.3	D
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.381	16.0	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):200.2Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.054

## Intersection Setup

Name	N	ladison Av	/e				В	everly Blv	d	Beverly Blvd			
Approach	١	Northboun	d	S	Southbound			Eastbound	ı	Westbound			
Lane Configuration		+		+					HIF				
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk		Yes			Yes			No			No		

#### Volumes

Name	M	adison Av	re				В	everly Blv	'd	В	'd		
Base Volume Input [veh/h]	2	0	9	1	1	19	7	1378	34	51	1017	17	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	9	0	9	0	0	0	0	7	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	11	0	18	1	1	19	7	1385	34	51	1017	17	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	3	0	5	0	0	5	2	346	9	13	254	4	
Total Analysis Volume [veh/h]	11	0	18	1	1	19	7	1385	34	51	1017	17	
Pedestrian Volume [ped/h]		0			0			0			0		

## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

## Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.06	0.01	0.05	0.04	0.02	0.01	0.00	0.21	0.01	0.00
d_M, Delay for Movement [s/veh]	88.28	207.85	28.65	57.11	200.17	15.75	14.73	0.00	0.00	23.61	0.00	0.00
Movement LOS	F	F	D	F	F	С	В	Α	Α	С	Α	Α
95th-Percentile Queue Length [veh/ln]	1.09	1.09	1.09	0.37	0.37	0.37	0.06	0.02	0.00	0.78	0.26	0.00
95th-Percentile Queue Length [ft/ln]	27.26	27.26	27.26	9.37	9.37	9.37	1.42	0.47	0.00	19.62	6.54	0.00
d_A, Approach Delay [s/veh]		51.27		26.50				0.07				
Approach LOS		F			D			Α		A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	F											

# Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):19.8Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.494

## Intersection Setup

Name		Westmore	eland Ave	!	Westmoreland Ave				Beverly Blvd				
Approach		North	bound			Southbound				Eastbound			
Lane Configuration	<b>4</b> F				+					Πċ			
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0 0 0 1			0	0	0	0	0	0	0	0		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.	.00		30.00				30.00				
Grade [%]		0.0	00			0.	00		0.00				
Curb Present	No				No				No				
Crosswalk		Ye	es		Yes				Yes				

#### Volumes

Name		Westmore	eland Ave			Westmore	eland Ave		Beverly Blvd			
Base Volume Input [veh/h]	28	8	106	16	43	0	29	12	0	798	565	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	9	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	8	106	16	43	0	29	12	0	807	565	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	27	4	11	0	7	3	0	202	141	6
Total Analysis Volume [veh/h]	28	8	106	16	43	0	29	12	0	807	565	22
Presence of On-Street Parking	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	g	(	)			(	)			(	)	
v_di, Inbound Pedestrian Volume crossing t	h	(	)			(	)			(	)	
v_co, Outbound Pedestrian Volume along t	n 0					(	)			(	)	
v_ci, Inbound Pedestrian Volume along the	e 0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]		(	)			(	)			(	)	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

## Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk			İ	İ						ĺ	İ	İ
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No		İ			No			No	No	İ
Maximum Recall		No	İ	İ			No			Yes	Yes	İ
Pedestrian Recall		No		İ			No			Yes	No	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

## **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	10	10	10	46	94
g / C, Green / Cycle	0.10	0.10	0.10	0.46	0.94
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.07	0.23	0.37
s, saturation flow rate [veh/h]	1359	1589	1250	3560	1589
c, Capacity [veh/h]	199	157	178	1623	1499
d1, Uniform Delay [s]	41.55	43.96	43.98	19.14	0.26
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.43	8.34	1.94	1.10	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.18	0.78	0.47	0.50	0.39
d, Delay for Lane Group [s/veh]	41.98	52.30	45.92	20.24	1.03
Lane Group LOS	D	D	D	С	А
Critical Lane Group	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.84	3.29	2.11	6.63	0.32
50th-Percentile Queue Length [ft/In]	21.03	82.27	52.77	165.67	8.04
95th-Percentile Queue Length [veh/ln]	1.51	5.92	3.80	10.85	0.58
95th-Percentile Queue Length [ft/ln]	37.85	148.09	94.99	271.21	14.48

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.98	41.98	52.30	52.30	45.92	0.00	45.92	45.92	0.00	20.24	1.03	1.03
Movement LOS	D	D	D	D	D		D	D		С	А	Α
d_A, Approach Delay [s/veh]	49.95				45.92			12.15				
Approach LOS	D			D				В				
d_I, Intersection Delay [s/veh]		19.77										
Intersection LOS		В										
Intersection V/C		0.494										

## Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.527	1.769	3.413
Crosswalk LOS	В	А	С
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.794	1.698	2.692
Bicycle LOS	А	A	В

## Intersection Setup

Name	Temple St					Bever	ly Blvd	
Approach		West	bound			Northwe	estbound	
Lane Configuration	IIF					ነ'	)r	
Turning Movement	Left	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30	.00			30	.00	
Grade [%]	0.00					0.	00	
Curb Present	No					N	lo	
Crosswalk		Ν	lo			Υ	es	

#### Volumes

Name		Tem	ple St		Beverly Blvd			
Base Volume Input [veh/h]	0	0	682	9	1	360	0	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	682	9	1	360	0	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	171	2	0	90	0	6
Total Analysis Volume [veh/h]	7	0	682	9	1	360	0	22
Presence of On-Street Parking	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	9		0				0	
v_di, Inbound Pedestrian Volume crossing t	h		0				0	
v_co, Outbound Pedestrian Volume along t	th 0						0	
v_ci, Inbound Pedestrian Volume along the	e 0				0			
v_ab, Corner Pedestrian Volume [ped/h]			0		0			
Bicycle Volume [bicycles/h]			0				0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

## Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	-	-	-	-	Lag	-	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								İ
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		İ
Maximum Recall			Yes			Yes		İ
Pedestrian Recall			Yes			No		İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

## **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

## **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	46	46	28	28
g / C, Green / Cycle	0.46	0.46	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.13	0.12	0.13	0.01
s, saturation flow rate [veh/h]	3560	1857	2752	1589
c, Capacity [veh/h]	1623	847	779	440
d1, Uniform Delay [s]	17.00	16.90	31.77	26.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	0.79	1.99	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

## Lane Group Results

X, volume / capacity	0.28	0.27	0.46	0.05
d, Delay for Lane Group [s/veh]	17.44	17.69	33.76	26.72
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.33	3.40	3.90	0.41
50th-Percentile Queue Length [ft/In]	83.35	85.05	97.60	10.25
95th-Percentile Queue Length [veh/ln]	6.00	6.12	7.03	0.74
95th-Percentile Queue Length [ft/ln]	150.03	153.09	175.68	18.45

## Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	17.52	17.69	33.76	33.76	0.00	26.72			
Movement LOS	В В С					С		С			
d_A, Approach Delay [s/veh]		17	.53		33.35						
Approach LOS		E	3		С						
d_I, Intersection Delay [s/veh]	19.77										
Intersection LOS	В										
Intersection V/C	0.494										

## Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.371
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.512	1.560
Bicycle LOS	Е	А

# Sequence

_																
Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	_	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 1	-



# Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):45.3Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:1 hourVolume to Capacity (v/c):10,975.939

## Intersection Setup

Name	V	ermont Av	/e					1st St				
Approach	١	Northboun	d	Southbound				Eastbound	d	Westbound		
Lane Configuration		٦I٢		•	ղլլե	,		٦Þ		Hir		
Turning Movement	Left Thru Right			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	1 0 0			0	0	1	0	0	0	0	1
Pocket Length [ft]	100.00	100.00 100.00 100.00			100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		35.00		35.00				25.00		25.00		
Grade [%]		0.00		0.00				0.00		0.00		
Curb Present		No		No			No			No		
Crosswalk		Yes			Yes			Yes		Yes		

#### Volumes

Name	V	ermont Av	/e					1st St					
Base Volume Input [veh/h]	72	987	81	117	1257	167	150	470	64	67	345	79	
Base Volume Adjustment Factor		1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	33	0	0	0	0	0	0	38	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	72	987	114	117	1257	167	150	470	64	105	345	79	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	18	247	29	29	314	42	38	118	16	26	86	20	
Total Analysis Volume [veh/h]	72	987	114	117	1257	167	150	470	64	105	345	79	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	v_do, Outbound Pedestrian Volume crossing 0				0			0		0			
v_di, Inbound Pedestrian Volume crossing r	v_di, Inbound Pedestrian Volume crossing m 0				0			0		0			
v_co, Outbound Pedestrian Volume crossing	crossing 0			0			0			0			
v_ci, Inbound Pedestrian Volume crossing r	n Volume crossing mi 0			0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	strian Volume [ped/h] 0			0			0			0			
Bicycle Volume [bicycles/h]		0			0			0		0			

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

### **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.19	0.30	0.30	0.23	0.27	0.27	0.14	0.29	10000.0	0.20	0.05
s, saturation flow rate [veh/h]	376	1870	1803	512	3560	1760	1035	1831	0	1702	1589
c, Capacity [veh/h]	219	1037	1000	255	1974	976	191	560	80	520	486
d1, Uniform Delay [s]	22.13	12.75	12.76	25.31	12.20	12.20	41.46	30.63	45.00	27.22	22.84
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.01	2.04	2.12	5.97	0.85	1.72	32.25	43.85	644.92	6.75	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.33	0.54	0.54	0.46	0.48	0.48	0.79	0.95	1.31	0.66	0.16
d, Delay for Lane Group [s/veh]	26.14	14.79	14.88	31.28	13.05	13.92	73.71	74.48	689.92	33.97	23.56
Lane Group LOS	С	В	В	С	В	В	E	E	F	С	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.37	7.01	6.79	2.45	5.46	5.63	5.06	17.90	16.12	7.34	1.32
50th-Percentile Queue Length [ft/ln]	34.27	175.15	169.78	61.20	136.40	140.76	126.45	447.46	402.97	183.44	32.98
95th-Percentile Queue Length [veh/ln]	2.47	11.35	11.06	4.41	9.29	9.52	8.75	24.84	26.13	11.78	2.37
95th-Percentile Queue Length [ft/ln]	61.69	283.67	276.62	110.16	232.17	238.05	218.66	620.91	653.14	294.50	59.37

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.14 14.83 14.88			31.28	13.26	13.92	73.71	74.48	74.48	689.92	33.97	23.56
Movement LOS	С	В	В	С	В	В	E	E	E	F	С	С
d_A, Approach Delay [s/veh]		15.53			14.70			74.31				
Approach LOS		В			В			E			F	
d_I, Intersection Delay [s/veh]						45	.25					
Intersection LOS		D										
Intersection V/C	10975.939											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.094	3.255	2.491	2.666
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.527	2.407	2.688	1.996
Bicycle LOS	В	В	В	А

## Sequence

_																
Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 1	-



# Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):16.0Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.381

#### Intersection Setup

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St		
Approach	١	orthboun	d	S	outhboun	d	E	Eastbound	d	Westbound		
Lane Configuration		+			+			٦١٢		ПİГ		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00	-		30.00	-		30.00	-	30.00		
Grade [%]	0.00				0.00			0.00		0.00		
Curb Present	No			No				No		No		
Crosswalk		Yes		Yes				Yes		Yes		

#### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave					1st St	
Base Volume Input [veh/h]	13	8	17	32	2	131	144	607	24	19	314	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	29	0	38	33	0	0	0	0	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	8	17	61	2	169	177	607	24	19	314	54
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	4	15	1	42	44	152	6	5	79	14
Total Analysis Volume [veh/h]	13	8	17	61	2	169	177	607	24	19	314	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	ng 0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	g mi 0			0				0		0		
v_ab, Corner Pedestrian Volume [ped/h]	I/h] 0			0				0		0		
Bicycle Volume [bicycles/h]		0			0			0				

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No	İ		No	İ		No			No	İ
Pedestrian Recall		No			No			Yes			Yes	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

## Lane Group Calculations

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.17	0.32	0.02	0.02	0.17	0.03
s, saturation flow rate [veh/h]	1462	1555	1065	1870	1589	813	1870	1589
c, Capacity [veh/h]	490	515	608	1128	958	391	1128	958
d1, Uniform Delay [s]	24.91	28.43	14.82	11.67	8.00	18.91	9.47	8.16
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	2.86	1.22	1.86	0.05	0.24	0.62	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.08	0.45	0.29	0.54	0.03	0.05	0.28	0.06
d, Delay for Lane Group [s/veh]	25.22	31.28	16.03	13.52	8.05	19.15	10.09	8.27
Lane Group LOS	С	С	В	В	Α	В	В	Α
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.68	4.89	2.52	7.90	0.21	0.30	3.27	0.49
50th-Percentile Queue Length [ft/In]	17.08	122.16	63.11	197.51	5.28	7.45	81.65	12.13
95th-Percentile Queue Length [veh/ln]	1.23	8.51	4.54	12.51	0.38	0.54	5.88	0.87
95th-Percentile Queue Length [ft/ln]	30.75	212.80	113.59	312.76	9.51	13.40	146.97	21.83

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.22	25.22	25.22	31.28	31.28	31.28	16.03	13.52	8.05	19.15	10.09	8.27
Movement LOS	С	С	С	С	С	С	В	В	Α	В	В	Α
d_A, Approach Delay [s/veh]		25.22			31.28			13.91			10.28	
Approach LOS	С				С			В				
d_I, Intersection Delay [s/veh]						16	.00					
Intersection LOS						E	3					
Intersection V/C						0.3	881					

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.787	2.201	2.577	2.601
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.622	1.942	2.893	2.198
Bicycle LOS	А	A	С	В

## Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	1	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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## **Turning Movement Volume: Summary**

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	d	V	estbour/	nd	Total
l ID	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
1	Madison Ave/Beverly Blvd	11	0	18	1	1	19	7	1385	34	51	1017	17	2561

I	ID	Intersection Name		North	bound		Sc	outhbou	nd	Е	astboun	ıd	Westl	oound
	טו	intersection name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	28	8	106	16	43	29	12	807	565	22	682	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	360	22	2710

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astbour	ıd	V	/estbour	nd	Total
l ID	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	72	987	114	117	1257	167	150	470	64	105	345	79	3927

	ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	ıd	W	/estbour	nd	Total
	טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
ſ	4	Westmoreland Ave/1st St	13	8	17	61	2	169	177	607	24	19	314	54	1465

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## **Turning Movement Volume: Detail**

ID	Intersection	Valuma Tura	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	V	/estbour	nd	Total
I ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	2	0	9	1	1	19	7	1378	34	51	1017	17	2536
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
'	Blvd	Net New Trips	9	0	9	0	0	0	0	7	0	0	0	0	25
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	0	18	1	1	19	7	1385	34	51	1017	17	2561

ID	Intersection	Volume Type		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
טו	Name	volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	28	8	106	16	43	29	12	798	565	15	682	9
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
2	Blvd	Net New Trips	0	0	0	0	0	0	0	9	0	7	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	8	106	16	43	29	12	807	565	22	682	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	360	22	2694
1.00	1.00	1.00	-
0	0	0	0
0	0	0	16
0	0	0	0
1	360	22	2710

ID	Intersection	Volumo Typo	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	ıd	W	estbour/	nd	Total
ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	72	987	81	117	1257	167	150	470	64	67	345	79	3856
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Ave/1st St	Net New Trips	0	0	33	0	0	0	0	0	0	38	0	0	71
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	72	987	114	117	1257	167	150	470	64	105	345	79	3927

ID	Intersection	Valuma Tuna	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	W	/estbour	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	13	8	17	32	2	131	144	607	24	19	314	30	1341
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	29	0	38	33	0	0	0	0	24	124
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	13	8	17	61	2	169	177	607	24	19	314	54	1465

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### **Fair Share Volumes**

			Ir	ntersectio	n 1: Madi	son Ave/E	Beverly Bl	lvd					
Zone ID: Name	١	lorthboun	d	S	Southbour	nd	E	Eastbound	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	9	0	9	0	0	0	0	7	0	0	0	0	25
Site-Generated Trips	9	0	9	0	0	0	0	7	0	0	0	0	
Future Total Volume	11	0	18	1	1	19	7	1385	34	51	1017	17	

				Inters	ection 2	2: Westr	norelan	d Ave/B	everly B	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	9	0	7	0	0	0	0	0	16
Site-Generated Trips	0	0	0	0	0	0	0	9	0	7	0	0	0	0	0	
Future Total Volume	28	8	106	16	43	29	12	807	565	22	682	9	1	360	22	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	١	Northboun	d	S	outhbour	nd	ı	Eastbound	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	33	0	0	0	0	0	0	38	0	0	71
Site-Generated Trips	0	0	33	0	0	0	0	0	0	38	0	0	
Future Total Volume	72	987	114	117	1257	167	150	470	64	105	345	79	

			li	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St					
Zone ID: Name	N	Northboun	d	S	Southbour	nd	E	Eastboun	d	٧	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	29	0	38	33	0	0	0	0	24	124
Site-Generated Trips	0	0	0	29	0	38	33	0	0	0	0	24	
Future Total Volume	13	8	17	61	2	169	177	607	24	19	314	54	

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### Fair Share % of Net New Site

			Ir	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
Zone ID: Name	N	lorthboun	d	S	outhbour	nd	I	Eastboun	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
Total	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	

				Inters	ection 2	: Westr	noreland	d Ave/B	everly E	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total									Total							
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	100%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont Av	ve/1st St						
Zone ID: Name	١	lorthboun	d	S	Southbour	nd	E	Eastbound	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%
Total	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	

			l	ntersectio	n 4: Wes	tmoreland	d Ave/1st	St					
Zone ID: Name	١	lorthboun	d	S	outhboun	nd	Е	Eastboun	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	100%	0%	100%	100%	0%	0%	0%	0%	100%	100%
Total	0%	0%	0%	100%	0%	100%	100%	0%	0%	0%	0%	100%	

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### **Fair Share % of Future Total**

Intersection 1: Madison Ave/Beverly Blvd													
Zone ID: Name	Northbound			S	outhboun	nd	Eastbound			V	Vestboun	Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	81.82%	0%	50%	0%	0%	0%	0%	0.51%	0%	0%	0%	0%	0.98%
Total	81.82%	0%	50%	0%	0%	0%	0%	0.51%	0%	0%	0%	0%	

Intersection 2: Westmoreland Ave/Beverly Blvd																
Zone ID: Name		North	bound		Sc	Southbound Eastbound			ıd	Westl	oound	Nort	hwestb	ound	Total	
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	1.12%	0%	31.82	0%	0%	0%	0%	0%	0.59%
Total	0%	0%	0%	0%	0%	0%	0%	1.12%	0%	31.82	0%	0%	0%	0%	0%	

Intersection 3: Vermont Ave/1st St													
Zone ID: Name	Northbound			S	Southbound Eastbound			t	V	Vestboun	d	Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	28.95%	0%	0%	0%	0%	0%	0%	36.19%	0%	0%	1.81%
Total	0%	0%	28.95%	0%	0%	0%	0%	0%	0%	36.19%	0%	0%	

Intersection 4: Westmoreland Ave/1st St													
Zone ID: Name	١	lorthboun	d	S	Southbound Eastbound				V	Vestboun	Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	47.54%	0%	22.49%	18.64%	0%	0%	0%	0%	44.44%	8.46%
Total	0%	0%	0%	47.54%	0%	22.49%	18.64%	0%	0%	0%	0%	44.44%	

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

#### **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major S	Streets	Minor	Streets
	E	W	S	N
1	1085	1426	29	21
2	1042	1369	28	20
3	1020	1340	27	20
4	868	1141	23	17
5	825	1084	22	16
6	738	970	20	14
7	684	898	18	13
8	651	856	17	13
9	521	684	14	10
10	488	642	13	9
11	488	642	13	9
12	467	613	12	9
13	423	556	11	8
14	391	513	10	8
15	391	513	10	8
16	380	499	10	7
17	217	285	6	4
18	119	157	3	2
19	109	143	3	2
20	43	57	1	1
21	33	43	1	1
22	33	43	1	1
23	22	29	1	0
24	22	29	1	0

## Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2511	2	50	No	No	No	No	No	No	No	No	No	No
2	6	2411	2	48	No	No	No	No	No	No	No	No	No	No
3	6	2360	2	47	No	No	No	No	No	No	No	No	No	No
4	6	2009	2	40	No	No	No	No	No	No	No	No	No	No
5	6	1909	2	38	No	No	No	No	No	No	No	No	No	No
6	6	1708	2	34	No	No	No	No	No	No	No	No	No	No
7	6	1582	2	31	No	No	No	No	No	No	No	No	No	No
8	6	1507	2	30	No	No	No	No	No	No	No	No	No	No
9	6	1205	2	24	No	No	No	No	No	No	No	No	No	No
10	6	1130	2	22	No	No	No	No	No	No	No	No	No	No
11	6	1130	2	22	No	No	No	No	No	No	No	No	No	No
12	6	1080	2	21	No	No	No	No	No	No	No	No	No	No
13	6	979	2	19	No	No	No	No	No	No	No	No	No	No
14	6	904	2	18	No	No	No	No	No	No	No	No	No	No
15	6	904	2	18	No	No	No	No	No	No	No	No	No	No
16	6	879	2	17	No	No	No	No	No	No	No	No	No	No
17	6	502	2	10	No	No	No	No	No	No	No	No	No	No
18	6	276	2	5	No	No	No	No	No	No	No	No	No	No
19	6	252	2	5	No	No	No	No	No	No	No	No	No	No
20	6	100	2	2	No	No	No	No	No	No	No	No	No	No
21	6	76	2	2	No	No	No	No	No	No	No	No	No	No
22	6	76	2	2	No	No	No	No	No	No	No	No	No	No
23	6	51	2	1	No	No	No	No	No	No	No	No	No	No
24	6	51	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

### Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	51.3	26.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24	0:09
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	29	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2561	2561
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	N	No

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## **Trip Generation summary**

## **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	74	87	161	100.00
					Added	d Trips Tot	al	74	87	161	100.00

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## **Trip Distribution summary**

		Zone 1	l: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	10.00	7	10.00	9
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	10.00	7	10.00	9
9: Gate	2.00	1	2.00	2
10: Gate	33.00	24	33.00	29
11: Gate	0.00	0	0.00	0
12: Gate	45.00	33	45.00	38
13: Gate	0.00	0	0.00	0
Total	100.00	72	100.00	87

# APPENDIX E – Future Without-Project LOS Worksheets

Scenario 6 FWOP AM 10/1/2019

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### **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.162	307.0	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	SB Thru	0.360	18.6	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	0.943	24.4	С
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.488	19.4	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):307.0Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.162

#### Intersection Setup

Name	М	ladison Av	/e				В	everly Blv	rd	Beverly Blvd		
Approach	١	Northbound			outhboun	d		Eastbound	d	V	Westbound  Left Thru Rig 12.00 12.00 12. 0 0 0 100.00 100.00 100	
Lane Configuration	+				+			<u> </u>			<u> </u>	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00		30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00	
Crosswalk		Yes			Yes			No			No	

#### Volumes

Name	М	ladison Av	/e				В	everly Blv	rd	В	Beverly Blvd		
Base Volume Input [veh/h]	1	0	12	1	2	25	15	1359	77	46	1125	35	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0000	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	30	0	0	8	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	1	0	12	1	2	26	15	1416	79	47	1156	36	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	0	0	3	0	1	7	4	354	20	12	289	9	
Total Analysis Volume [veh/h]	1	0	12	1	2	26	15	1416	79	47	1156	36	
Pedestrian Volume [ped/h]		0			0			0			0		

#### Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.04	0.02	0.16	0.07	0.05	0.01	0.00	0.21	0.01	0.00	
d_M, Delay for Movement [s/veh]	104.38	288.87	18.13	80.16	306.97	24.50	16.97	0.00	0.00	25.31	0.00	0.00	
Movement LOS	F	F	С	F	F	С	С	А	Α	D	Α	А	
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.21	0.97	0.97	0.97	0.15	0.05	0.00	0.79	0.26	0.00	
95th-Percentile Queue Length [ft/ln]	5.34	5.34	5.34	24.22	24.22	24.22	3.74	1.25	0.00	19.73	6.58	0.00	
d_A, Approach Delay [s/veh]		24.76			45.90			0.17			0.96		
Approach LOS		С			E		A				Α		
d_I, Intersection Delay [s/veh]	1.11												
Intersection LOS		F											

# Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):18.6Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.360

#### Intersection Setup

Name		Westmoreland Ave				Westmore	eland Ave			Beverl	y Blvd	
Approach		North	bound			South	bound			Eastb	ound	
Lane Configuration	٦F					4	H			- 11	ŕ	
Turning Movement	Left	Left Thru Right Right2				Thru	Thru	Right	Left	Thru	Right	Right2
Lane Width [ft]	12.00 12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0 0 0 1			0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30	.00			30	.00			30.	.00	
Grade [%]		0.	00			0.0	00			0.0	00	
Curb Present	No					N	lo			N	0	
Crosswalk		Y	es			Ye	es			Ye	es	

#### Volumes

Name		Westmore	eland Ave			Westmore	eland Ave			Beverl	y Blvd	
Base Volume Input [veh/h]	54	7	63	7	26	0	41	19	0	601	758	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0200	1.0000	1.0000	1.0200	1.0000	1.0200	1.0200	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	30	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	7	63	7	27	0	41	19	0	643	773	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	2	16	2	7	0	10	5	0	161	193	3
Total Analysis Volume [veh/h]	54	7	63	7	27	0	41	19	0	643	773	11
Presence of On-Street Parking	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	9	(	)			(	)			(	)	
v_di, Inbound Pedestrian Volume crossing t	h	(	)			(	)			(	)	
v_co, Outbound Pedestrian Volume along t	n	0				(	)			(	)	
v_ci, Inbound Pedestrian Volume along the	е	e 0				(	)			(	)	
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]		(	)			(	)			(	)	

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	_	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

**Lane Group Calculations** 

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	12	12	12	44	94
g / C, Green / Cycle	0.12	0.12	0.12	0.44	0.94
(v / s)_i Volume / Saturation Flow Rate	0.07	0.04	0.08	0.18	0.49
s, saturation flow rate [veh/h]	932	1589	1054	3560	1589
c, Capacity [veh/h]	176	185	170	1562	1499
d1, Uniform Delay [s]	41.62	40.85	41.91	19.22	0.32
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.17	1.28	2.40	0.81	1.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.35	0.38	0.51	0.41	0.52
d, Delay for Lane Group [s/veh]	42.79	42.13	44.31	20.03	1.64
Lane Group LOS	D	D	D	С	A
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.47	1.65	2.21	5.16	0.55
50th-Percentile Queue Length [ft/In]	36.72	41.29	55.22	129.09	13.69
95th-Percentile Queue Length [veh/ln]	2.64	2.97	3.98	8.89	0.99
95th-Percentile Queue Length [ft/ln]	66.09	74.32	99.40	222.26	24.64

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.79	42.79	42.13	42.13	44.31	0.00	44.31	44.31	0.00	20.03	1.64	1.64	
Movement LOS	D	D	D	D	D		D	D		С	Α	Α	
d_A, Approach Delay [s/veh]		42	.44			44.	.31			9.9	92		
Approach LOS		D				[	)			А			
d_I, Intersection Delay [s/veh]						18	.57						
Intersection LOS						E	3						
Intersection V/C	0.360												

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.560	1.773	3.527
Crosswalk LOS	В	А	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.764	1.703	2.728
Bicycle LOS	А	A	В

#### Intersection Setup

Name		Tem	ple St		Beverly Blvd			
Approach		West	bound		Northwestbound			
Lane Configuration		11	F		1/6			
Turning Movement	Left	Left	Thru	Right	Left2	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30	.00		30.00			
Grade [%]		0.	00			0.	00	
Curb Present		١	lo .		No			
Crosswalk		١	lo			Υ	es	

#### Volumes

Name		Tem	ple St			Bever	y Blvd	
Base Volume Input [veh/h]	0	0	779	15	2	380	0	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0200	1.0200	1.0000	1.0200	1.0000	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	803	15	2	388	0	18
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	201	4	1	97	0	5
Total Analysis Volume [veh/h]	0	0	803	15	2	388	0	18
Presence of On-Street Parking	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing			0			(	)	
v_di, Inbound Pedestrian Volume crossing t	1		0			(	)	
v_co, Outbound Pedestrian Volume along t	1		0			(	)	
v_ci, Inbound Pedestrian Volume along the	e		0			(	)	
v_ab, Corner Pedestrian Volume [ped/h]			0			(	)	
Bicycle Volume [bicycles/h]			0			(	)	

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

#### Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	_	-	-	-	Lag	-	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
l2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		
Maximum Recall			Yes			Yes		
Pedestrian Recall			Yes			No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

#### **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	44	44	28	28
g / C, Green / Cycle	0.44	0.44	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.15	0.15	0.14	0.01
s, saturation flow rate [veh/h]	3560	1852	2752	1589
c, Capacity [veh/h]	1562	812	779	440
d1, Uniform Delay [s]	18.60	18.47	32.16	26.44
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.62	1.12	2.31	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.35	0.34	0.50	0.04
d, Delay for Lane Group [s/veh]	19.22	19.59	34.47	26.61
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.23	4.32	4.28	0.33
50th-Percentile Queue Length [ft/In]	105.70	107.95	107.09	8.36
95th-Percentile Queue Length [veh/ln]	7.60	7.73	7.68	0.60
95th-Percentile Queue Length [ft/ln]	190.01	193.15	191.95	15.05

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	19.34	19.59	34.47	34.47	0.00	26.61		
Movement LOS			В	В	С	С		С		
d_A, Approach Delay [s/veh]		19.	.34			34.12				
Approach LOS		E	3		С					
d_I, Intersection Delay [s/veh]				18	.57					
Intersection LOS		В								
Intersection V/C		0.360								

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.425
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.582	1.560
Bicycle LOS	E	А

## Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	_
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):24.4Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:1 hourVolume to Capacity (v/c):0.943

#### Intersection Setup

Name	V	ermont Av	/e					1st St				
Approach	١	Northboun	d	Southbound			Eastbound			Westbound		
Lane Configuration		٦I٢		רוור				٦Þ		HIF		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	0	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		35.00			35.00		25.00				25.00	
Grade [%]		0.00			0.00		0.00			0.00		
Curb Present		No		No			No			No		
Crosswalk		Yes			Yes		Yes			Yes		

#### Volumes

Name	V	ermont Av	/e					1st St				
Base Volume Input [veh/h]	32	1110	69	99	1243	83	144	378	49	105	332	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	19	28	0	0	3	0	0	12	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	1140	70	120	1296	85	147	389	50	107	351	221
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	285	18	30	324	21	37	97	13	27	88	55
Total Analysis Volume [veh/h]	33	1140	70	120	1296	85	147	389	50	107	351	221
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	ni	0		0		0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0			0				
Bicycle Volume [bicycles/h]		0			0		0			0		

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	_	-	-	_	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

### **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.33	0.33	0.26	0.26	0.26	0.14	0.24	0.53	0.21	0.14
s, saturation flow rate [veh/h]	392	1870	1832	462	3560	1812	1030	1833	201	1702	1589
c, Capacity [veh/h]	228	1037	1016	226	1974	1004	186	560	141	520	486
d1, Uniform Delay [s]	19.01	13.27	13.28	28.48	12.02	12.02	41.66	28.53	43.33	27.34	25.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.33	2.48	2.54	8.96	0.79	1.55	33.56	11.32	36.53	7.11	3.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.14	0.59	0.59	0.53	0.46	0.46	0.79	0.78	0.76	0.68	0.46
d, Delay for Lane Group [s/veh]	20.34	15.75	15.82	37.43	12.81	13.57	75.23	39.85	79.86	34.45	28.29
Lane Group LOS	С	В	В	D	В	В	Е	D	E	С	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.53	7.99	7.87	2.83	5.16	5.46	5.02	10.25	3.83	7.53	4.19
50th-Percentile Queue Length [ft/ln]	13.31	199.87	196.67	70.78	129.03	136.61	125.44	256.20	95.64	188.20	104.76
95th-Percentile Queue Length [veh/ln]	0.96	12.63	12.47	5.10	8.89	9.30	8.69	15.50	6.89	12.03	7.54
95th-Percentile Queue Length [ft/ln]	23.97	315.79	311.67	127.41	222.17	232.45	217.28	387.45	172.15	300.70	188.56

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.34	15.78	15.82	37.43	13.04	13.57	75.23	39.85	39.85	79.86	34.45	28.29
Movement LOS	С				В	В	Е	D	D	E	С	С
d_A, Approach Delay [s/veh]		15.90			15.02			48.73			39.60	
Approach LOS		В		В				D			D	
d_I, Intersection Delay [s/veh]						24	.38					
Intersection LOS						(						
Intersection V/C						0.9	43					

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.116	3.291	2.392	2.674
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.585	2.385	2.527	2.120
Bicycle LOS	В	В	В	В

## Sequence

_																
Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 1	-



# Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):19.4Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.488

#### Intersection Setup

Name	Wes	Westmoreland Ave			tmoreland	Ave				1st St		
Approach	١	orthboun	d	S	outhboun	d	E	Eastbound	d	Westbound		
Lane Configuration		+			+			חור		Tir		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00		30.00		
Grade [%]		0.00			0.00		0.00			0.00		
Curb Present		No		No		No			No			
Crosswalk		Yes			Yes		Yes			Yes		

#### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave							
Base Volume Input [veh/h]	21	2	24	100	6	261	132	380	15	8	364	93	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	22	0	0	18	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	21	2	24	102	6	266	135	410	15	8	389	95	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	5	1	6	26	2	67	34	103	4	2	97	24	
Total Analysis Volume [veh/h]	21	2	24	102	6	266	135	410	15	8	389	95	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	)	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing r	ni	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0		
Bicycle Volume [bicycles/h]		0			0	·	0			0			

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	77.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

### **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.04	0.24	0.14	0.22	0.01	0.01	0.21	0.06
s, saturation flow rate [veh/h]	1098	1550	995	1870	1589	976	1870	1589
c, Capacity [veh/h]	384	514	548	1128	958	532	1128	958
d1, Uniform Delay [s]	25.05	31.93	15.72	10.09	7.96	14.08	9.95	8.38
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.65	9.20	1.07	0.91	0.03	0.05	0.84	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.12	0.73	0.25	0.36	0.02	0.02	0.34	0.10
d, Delay for Lane Group [s/veh]	25.70	41.13	16.79	11.00	7.99	14.13	10.79	8.59
Lane Group LOS	С	D	В	В	Α	В	В	Α
Critical Lane Group	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.87	9.43	1.97	4.56	0.13	0.10	4.26	0.88
50th-Percentile Queue Length [ft/In]	21.68	235.77	49.36	114.05	3.28	2.57	106.58	21.95
95th-Percentile Queue Length [veh/ln]	1.56	14.47	3.55	8.06	0.24	0.19	7.65	1.58
95th-Percentile Queue Length [ft/ln]	39.03	361.69	88.86	201.62	5.91	4.63	191.23	39.50

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.70	25.70	25.70	41.13	41.13	41.13	16.79	11.00	7.99	14.13	10.79	8.59
Movement LOS	С	С	С	D	D	D	В	В	Α	В	В	Α
d_A, Approach Delay [s/veh]		25.70			41.13			12.32			10.42	
Approach LOS	С				D			В			В	
d_I, Intersection Delay [s/veh]						19	.43					
Intersection LOS						E	3					
Intersection V/C	0.488											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.768	2.207	2.576	2.650
Crosswalk LOS	A	В	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.637	2.177	2.484	2.371
Bicycle LOS	A	В	В	В

# Sequence

_																
Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 1	-



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# **Turning Movement Volume: Summary**

ſ	5	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	d	V	estbour/	nd	Total
	ID	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
	1	Madison Ave/Beverly Blvd	1	0	12	1	2	26	15	1416	79	47	1156	36	2791

I	ID	Intersection Name		North	oound		Sc	outhbou	nd	Е	astboun	ıd	Westl	oound
	טו	intersection Name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	54	7	63	7	27	41	19	643	773	11	803	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	388	18	2871

	J	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	d	V	/estbour	nd	Total
	ID Intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	
ĺ	3	Vermont Ave/1st St	33	1140	70	120	1296	85	147	389	50	107	351	221	4009

ID	Intersection Name	N	orthbour	nd	So	outhbou	nd	Е	astbour	d	W	estbour/	nd	Total
טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
4	Westmoreland Ave/1st St	21	2	24	102	6	266	135	410	15	8	389	95	1473

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# **Turning Movement Volume: Detail**

ID	Intersection	Volumo Tyro	N	orthbou	nd	So	outhbou	nd	Е	astboun	id	V	/estbour	nd	Total
I ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	1	0	12	1	2	25	15	1359	77	46	1125	35	2698
		Growth Factor	1.02	1.00	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
'	Blvd	Net New Trips	0	0	0	0	0	0	0	30	0	0	8	0	38
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	0	12	1	2	26	15	1416	79	47	1156	36	2791

ID	Intersection	Valuma Tuna		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
l ID	Name	Volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	54	7	63	7	26	41	19	601	758	11	779	15
		Growth Factor	1.00	1.00	1.00	1.00	1.02	1.00	1.02	1.02	1.02	1.00	1.02	1.02
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
2	Blvd	Net New Trips	0	0	0	0	0	0	0	30	0	0	8	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	54	7	63	7	27	41	19	643	773	11	803	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	380	18	2781
1.00	1.02	1.02	-
0	0	0	0
0	0	0	38
0	0	0	0
2	388	18	2871

ID	Intersection	Volume Type	N	orthbou	nd	Sc	outhbou	nd	Е	astbour	ıd	W	estbour/	nd	Total
I ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	32	1110	69	99	1243	83	144	378	49	105	332	211	3855
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ave/1st St	Net New Trips	0	8	0	19	28	0	0	3	0	0	12	6	76
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	33	1140	70	120	1296	85	147	389	50	107	351	221	4009

ID	Intersection	Volumo Tyro	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	W	estbour/	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	21	2	24	100	6	261	132	380	15	8	364	93	1406
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	0	0	0	0	22	0	0	18	0	40
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	21	2	24	102	6	266	135	410	15	8	389	95	1473

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### **Fair Share Volumes**

			lı	ntersectio	n 1: Madi	son Ave/E	Beverly B	vd					
Zone ID: Name	N	lorthboun	ıd	S	Southbour	nd	ı	Eastboun	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	12	0	0	2	0	14
3: Zone	0	0	0	0	0	0	0	18	0	0	6	0	24
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	30	0	0	8	0	
Future Total Volume	1	0	12	1	2	26	15	1416	79	47	1156	36	

				Inters	ection 2	2: Westr	noreland	d Ave/B	everly E	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	12	0	0	2	0	0	0	0	14
3: Zone	0	0	0	0	0	0	0	18	0	0	6	0	0	0	0	24
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	30	0	0	8	0	0	0	0	
Future Total Volume	54	7	63	7	27	41	19	643	773	11	803	15	2	388	18	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	١	lorthboun	d	S	Southbour	ıd	E	Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	2	0	0	10	0	0	0	0	0	0	0	12
3: Zone	0	6	0	19	18	0	0	0	0	0	0	6	49
4: Zone	0	0	0	0	0	0	0	3	0	0	12	0	15
Site-Generated Trips	0	8	0	19	28	0	0	3	0	0	12	6	
Future Total Volume	33	1140	70	120	1296	85	147	389	50	107	351	221	

			I	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St							
Zone ID: Name															
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
3: Zone	0	0	0	0	0	0	0	19	0	0	6	0	25		
4: Zone	0	0	0	0	0	0	0	3	0	0	12	0	15		
Site-Generated Trips	0	0	0	0	0	0	0	22	0	0	18	0			
Future Total Volume	21	2	24	102	6	266	135	410	15	8	389	95			

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Scenario 6 FWOP AM 10/1/2019

### Fair Share % of Net New Site

			Ir	ntersectio	n 1: Madi	son Ave/E	Beverly Bl	lvd							
Zone ID: Name															
	Zone ID: Name Northbound Southbound Eastbound Westbound Fotal  Left Thru Right Left Thru Right Left Thru Right Left Thru Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2: Zone	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	25%	0%	36.84%		
3: Zone	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	75%	0%	63.16%		
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%			

				Inters	ection 2	: Westr	norelan	d Ave/B	everly E	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Thru Right 2 Left Right																
1: Zone																
2: Zone	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	25%	0%	0%	0%	0%	36.84%
3: Zone	0%	0%	0%	0%	0%	0%	0%	60%	0%	0%	75%	0%	0%	0%	0%	63.16%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	

				Interse	ction 3: Vo	ermont Av	ve/1st St						
Zone ID: Name	ı	Northboun	d	5	Southboun	d	I	Eastbound	t	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	25%	0%	0%	35.71%	0%	0%	0%	0%	0%	0%	0%	15.79%
3: Zone	0%	75%	0%	100%	64.29%	0%	0%	0%	0%	0%	0%	100%	64.47%
4: Zone	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	19.74%
Total	0%	100%	0%	100%	100%	0%	0%	100%	0%	0%	100%	100%	

			l,	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St						
Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
3: Zone	0%	0%	0%	0%	0%	0%	0%	86.36%	0%	0%	33.33%	0%	62.5%	
4: Zone	0%	0%	0%	0%	0%	0%	0%	13.64%	0%	0%	66.67%	0%	37.5%	
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		

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### **Fair Share % of Future Total**

			lr	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd							
Zone ID: Name															
	Zone ID: Name Northbound Southbound Eastbound Westbound Total  Left Thru Right Left Thru Right Left Thru Right Left Thru Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2: Zone	0%	0%	0%	0%	0%	0%	0%	0.85%	0%	0%	0.17%	0%	0.5%		
3: Zone	0%	0%	0%	0%	0%	0%	0%	1.27%	0%	0%	0.52%	0%	0.86%		
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Total	0%	0%	0%	0%	0%	0%	0%	2.12%	0%	0%	0.69%	0%			

				Inters	ection 2	: Westr	norelan	d Ave/B	everly E	Blvd						
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total																
Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Thru Right 2 Left Right																
1: Zone																
2: Zone	0%	0%	0%	0%	0%	0%	0%	1.87%	0%	0%	0.25%	0%	0%	0%	0%	0.49%
3: Zone	0%	0%	0%	0%	0%	0%	0%	2.8%	0%	0%	0.75%	0%	0%	0%	0%	0.84%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	4.67%	0%	0%	1%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont Av	ve/1st St						
Zone ID: Name	١	Northboun	d	S	outhboun	ıd	ı	Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0.18%	0%	0%	0.77%	0%	0%	0%	0%	0%	0%	0%	0.3%
3: Zone	0%	0.53%	0%	15.83%	1.39%	0%	0%	0%	0%	0%	0%	2.71%	1.22%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0.77%	0%	0%	3.42%	0%	0.37%
Total	0%	0.7%	0%	15.83%	2.16%	0%	0%	0.77%	0%	0%	3.42%	2.71%	

	Intersection 4: Westmoreland Ave/1st St												
Zone ID: Name	N	Northbound Southbound		ıd	Eastbound			Westbound			Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	4.63%	0%	0%	1.54%	0%	1.7%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0.73%	0%	0%	3.08%	0%	1.02%
Total	0%	0%	0%	0%	0%	0%	0%	5.37%	0%	0%	4.63%	0%	

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

# Warrants Summary

Warrant	Name	Met?		
#1	Eight Hour Vehicular Volume	No		
#2	Four Hour Vehicular Volume	No		
#3	Peak Hour	No		

#### **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

# Warrant Analysis Traffic Volumes

Hour	Major S	treets	Minor Streets			
	E	W	S	N		
1	1239	1510	13	29		
2	1189	1450	12	28		
3	1165	1419	12	27		
4	991	1208	10	23		
5	942	1148	10	22		
6	843	1027	9	20		
7	781	951	8	18		
8	743	906	8	17		
9	595	725	6	14		
10	558	680	6	13		
11	558	680	6	13		
12	533	649	6	12		
13	483	589	5	11		
14	446	544	5	10		
15	446	544	5	10		
16	434	529	5	10		
17	248	302	3	6		
18	136	166	1	3		
19	124	151	1	3		
20	50	60	1	1		
21	37	45	0	1		
22	37	45	0	1		
23	25	30	0	1		
24	25	30	0	1		

# Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2749	2	42	No	No	No	No	No	No	No	No	No	No
2	6	2639	2	40	No	No	No	No	No	No	No	No	No	No
3	6	2584	2	39	No	No	No	No	No	No	No	No	No	No
4	6	2199	2	33	No	No	No	No	No	No	No	No	No	No
5	6	2090	2	32	No	No	No	No	No	No	No	No	No	No
6	6	1870	2	29	No	No	No	No	No	No	No	No	No	No
7	6	1732	2	26	No	No	No	No	No	No	No	No	No	No
8	6	1649	2	25	No	No	No	No	No	No	No	No	No	No
9	6	1320	2	20	No	No	No	No	No	No	No	No	No	No
10	6	1238	2	19	No	No	No	No	No	No	No	No	No	No
11	6	1238	2	19	No	No	No	No	No	No	No	No	No	No
12	6	1182	2	18	No	No	No	No	No	No	No	No	No	No
13	6	1072	2	16	No	No	No	No	No	No	No	No	No	No
14	6	990	2	15	No	No	No	No	No	No	No	No	No	No
15	6	990	2	15	No	No	No	No	No	No	No	No	No	No
16	6	963	2	15	No	No	No	No	No	No	No	No	No	No
17	6	550	2	9	No	No	No	No	No	No	No	No	No	No
18	6	302	2	4	No	No	No	No	No	No	No	No	No	No
19	6	275	2	4	No	No	No	No	No	No	No	No	No	No
20	6	110	2	2	No	No	No	No	No	No	No	No	No	No
21	6	82	2	1	No	No	No	No	No	No	No	No	No	No
22	6	82	2	1	No	No	No	No	No	No	No	No	No	No
23	6	55	2	1	No	No	No	No	No	No	No	No	No	No
24	6	55	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

### Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	24.8	45.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05	0:22
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	13	29
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2791	2791
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	1	lo

Scenario 6 FWOP AM

Report File: J:\...\FWOP AM\_2.pdf

Vistro File: J:\...\JB71259 241 Westmoreland\_Vistro.vistro

10/1/2019

# **Trip Generation summary**

# **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone			•	1.000	0.000	50.00	50.00	0	0	0	0.00
2: Zone				1.000	0.000	50.00	50.00	8	46	54	13.53
3: Zone				1.000	0.000	50.00	50.00	47	149	196	49.12
4: Zone				1.000	0.000	50.00	50.00	30	119	149	37.34
					Added	Trips Tota	al	85	314	399	100.00

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Scenario 6 FWOP AM 10/1/2019

# **Trip Distribution summary**

	Zone 1: Zone							
	To Z	one:	From	Zone:				
Zone / Gate	Share %	Trips	Share %	Trips				
2: Zone	0.00	0	0.00	0				
3: Zone	0.00	0	0.00	0				
4: Zone	0.00	0	0.00	0				
5: Gate	10.00	0	10.00	0				
6: Gate	0.00	0	0.00	0				
7: Gate	0.00	0	0.00	0				
8: Gate	10.00	0	10.00	0				
9: Gate	2.00	0	2.00	0				
10: Gate	33.00	0	33.00	0				
11: Gate	0.00	0	0.00	0				
12: Gate	45.00	0	45.00	0				
13: Gate	0.00	0	0.00	0				
Total	100.00	0	100.00	0				

	Zone 2: Zone						
	To Z	one:	From	Zone:			
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
3: Zone	0.00	0	0.00	0			
4: Zone	0.00	0	0.00	0			
5: Gate	25.00	2	25.00	12			
6: Gate	25.00	2	25.00	12			
7: Gate	0.00	0	0.00	0			
8: Gate	25.00	2	25.00	12			
9: Gate	0.00	0	0.00	0			
10: Gate	0.00	0	0.00	0			
11: Gate	0.00	0	0.00	0			
12: Gate	25.00	2	25.00	10			
13: Gate	0.00	0	0.00	0			
Total	100.00	8	100.00	46			

	Zone 3: Zone						
	To Z	one:	From	Zone:			
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
2: Zone	0.00	0	0.00	0			
4: Zone	0.00	0	0.00	0			
5: Gate	25.00	12	25.00	37			
6: Gate	25.00	12	25.00	38			
7: Gate	0.00	0	0.00	0			
8: Gate	12.00	6	12.00	18			
9: Gate	13.00	6	13.00	19			
10: Gate	0.00	0	0.00	0			
11: Gate	0.00	0	0.00	0			
12: Gate	12.00	6	12.00	18			
13: Gate	13.00	6	13.00	19			
Total	100.00	48	100.00	149			

	Zone 4: Zone						
	To Z	one:	From	Zone:			
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
2: Zone	0.00	0	0.00	0			
3: Zone	0.00	0	0.00	0			
5: Gate	0.00	0	0.00	0			
6: Gate	0.00	0	0.00	0			
7: Gate	0.00	0	0.00	0			
8: Gate	0.00	0	0.00	0			
9: Gate	80.00	24	80.00	95			
10: Gate	10.00	3	10.00	12			
11: Gate	0.00	0	0.00	0			
12: Gate	0.00	0	0.00	0			
13: Gate	10.00	3	10.00	12			
Total	100.00	30	100.00	119			

Scenario 8 FWOP PM 10/1/2019

Report File: J:\...\FWOP PM\_2.pdf

### **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.061	228.1	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	NB Right	0.502	19.9	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	10,975.939	35.4	D
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.399	15.3	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

# Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):228.1Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.061

#### Intersection Setup

Name	M	Madison Ave					В	everly Blv	rd .	Beverly Blvd		
Approach	١	Northbound			outhboun	d	ı	Eastbound	t	V	Vestboun	d
Lane Configuration		+			+			<u> </u>		,	<u> </u>	
Turning Movement	Left	Left Thru Right			Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0 0 0		0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]		30.00			30.00			30.00			30.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		Yes		Yes		No			No			

#### Volumes

Name	M	ladison Av	re				Beverly Blvd			Beverly Blvd		
Base Volume Input [veh/h]	2	0	9	1	1	19	7	1378	34	51	1017	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0000	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	11	0	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	9	1	1	19	7	1417	35	52	1054	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	5	2	354	9	13	264	4
Total Analysis Volume [veh/h]	2	0	9	1	1	19	7	1417	35	52	1054	17
Pedestrian Volume [ped/h]		0			0	·		0			0	

#### Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.03	0.01	0.06	0.05	0.02	0.01	0.00	0.22	0.01	0.00	
d_M, Delay for Movement [s/veh]	84.72	224.14	18.25	60.82	228.13	16.45	15.15	0.00	0.00	24.62	0.00	0.00	
Movement LOS	F	F	С	F	F	С	С	Α	Α	С	Α	Α	
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.23	0.41	0.41	0.41	0.06	0.02	0.00	0.84	0.28	0.00	
95th-Percentile Queue Length [ft/ln]	5.79	5.79	5.79	10.29	10.29	10.29	1.48	0.49	0.00	21.08	7.03	0.00	
d_A, Approach Delay [s/veh]		30.34			28.65			0.07			1.14		
Approach LOS		D			D			Α			А		
d_I, Intersection Delay [s/veh]		0.89											
Intersection LOS		F											

# Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):19.9Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.502

#### Intersection Setup

Name		Westmoreland Ave				Westmore	eland Ave			Beverl	ly Blvd		
Approach		North	bound			South	bound			Eastb	ound		
Lane Configuration	٦f					4	H			- 11	ŕ		
Turning Movement	Left	Left Thru Right Right2				Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00 12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Pocket	0 0 0 1			0	0	0	0	0	0	0	0		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.	.00			30	.00			30.			
Grade [%]		0.0	00			0.	00			0.0	00		
Curb Present	No							No					
Crosswalk		Yes				Yes				Yes			

#### Volumes

Name		Westmore	eland Ave			Westmore	eland Ave			Beverl	y Blvd		
Base Volume Input [veh/h]	28	8	106	16	43	0	29	12	0	798	565	15	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0200	1.0000	1.0000	1.0200	1.0000	1.0200	1.0200	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	11	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	28	8	106	16	44	0	29	12	0	825	576	15	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	7	2	27	4	11	0	7	3	0	206	144	4	
Total Analysis Volume [veh/h]	28	8	106	16	44	0	29	12	0	825	576	15	
Presence of On-Street Parking	No			No	No			No	No			No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	(	)			(	)			(	)		
v_di, Inbound Pedestrian Volume crossing t	h	(	)			(	)			(	)		
v_co, Outbound Pedestrian Volume along to	n	(	)			(	)			(	)		
v_ci, Inbound Pedestrian Volume along the	е	(	)			(	)			(	)		
v_ab, Corner Pedestrian Volume [ped/h]									)				
Bicycle Volume [bicycles/h]		(	)	·		(	)	·		(	11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

### **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	10	10	10	46	94
g / C, Green / Cycle	0.10	0.10	0.10	0.46	0.94
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.07	0.23	0.37
s, saturation flow rate [veh/h]	1355	1589	1239	3560	1589
c, Capacity [veh/h]	198	157	177	1623	1499
d1, Uniform Delay [s]	41.54	43.96	44.08	19.27	0.26
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	8.33	2.01	1.14	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.18	0.77	0.48	0.51	0.39
d, Delay for Lane Group [s/veh]	41.98	52.28	46.10	20.41	1.04
Lane Group LOS	D	D	D	С	A
Critical Lane Group	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.84	3.29	2.14	6.82	0.33
50th-Percentile Queue Length [ft/In]	21.03	82.25	53.53	170.59	8.13
95th-Percentile Queue Length [veh/ln]	1.51	5.92	3.85	11.11	0.59
95th-Percentile Queue Length [ft/ln]	37.85	148.06	96.35	277.70	14.64

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.98	41.98	52.28	52.28	46.10	0.00	46.10	46.10	0.00	20.41	1.04	1.04	
Movement LOS	D	D	D	D	D		D	D		С	Α	Α	
d_A, Approach Delay [s/veh]		49.94				46	.10			12.	12.33 B		
Approach LOS		D				Г	)			E	3		
d_I, Intersection Delay [s/veh]						19	.88						
Intersection LOS						E	3						
Intersection V/C		0.502											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.534	1.769	3.433
Crosswalk LOS	В	А	С
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.794	1.700	2.715
Bicycle LOS	А	A	В

#### Intersection Setup

Name		Tem	ple St			Beverly Blvd			
Approach		West	bound			Northwestbound			
Lane Configuration		- 11	F		1/6				
Turning Movement	Left Left Thru Right				Left2	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0 0 0 0				0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30	.00		30.00				
Grade [%]		0.	.00		0.00				
Curb Present		١	No.		No				
Crosswalk		١	No.			Y	es		

#### Volumes

Name		Tem	ple St			Bever	ly Blvd	
Base Volume Input [veh/h]	0	0	682	9	1	360	0	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0200	1.0200	1.0000	1.0200	1.0000	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	17	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	713	9	1	367	0	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	178	2	0	92	0	6
Total Analysis Volume [veh/h]	0	0	713	9	1	367	0	22
Presence of On-Street Parking	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing			0			. (	0	
v_di, Inbound Pedestrian Volume crossing t	1		0			(	0	
v_co, Outbound Pedestrian Volume along t	1		0			(	0	
v_ci, Inbound Pedestrian Volume along the	9		0			(	0	
v_ab, Corner Pedestrian Volume [ped/h]			0			(	0	
Bicycle Volume [bicycles/h]			0			(	0	

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

### Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	-	-	-	-	Lag	-	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								İ
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		İ
Maximum Recall			Yes			Yes		İ
Pedestrian Recall			Yes			No		İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

#### **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	46	46	28	28
g / C, Green / Cycle	0.46	0.46	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.14	0.13	0.13	0.01
s, saturation flow rate [veh/h]	3560	1858	2752	1589
c, Capacity [veh/h]	1623	847	779	440
d1, Uniform Delay [s]	17.12	17.01	31.86	26.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.47	0.84	2.06	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.30	0.28	0.47	0.05
d, Delay for Lane Group [s/veh]	17.59	17.85	33.93	26.72
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.51	3.58	3.99	0.41
50th-Percentile Queue Length [ft/In]	87.71	89.49	99.86	10.25
95th-Percentile Queue Length [veh/ln]	6.32	6.44	7.19	0.74
95th-Percentile Queue Length [ft/ln]	157.88	161.07	179.75	18.45

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	17.67	17.85	33.93	33.93	0.00	26.72		
Movement LOS			В	В	С	С		С		
d_A, Approach Delay [s/veh]		17	.67			33.52				
Approach LOS		E	В			С				
d_I, Intersection Delay [s/veh]				19	.88					
Intersection LOS		В								
Intersection V/C		0.502								

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.375
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.530	1.560
Bicycle LOS	Е	А

#### Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	1	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):35.4Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:1 hourVolume to Capacity (v/c):10,975.939

#### Intersection Setup

Name	V	ermont Av	/e					1st St					
Approach	١	Northboun	d	Southbound				Eastbound	d	Westbound			
Lane Configuration		٦l٢		пIII				٦Þ		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		35.00			35.00			25.00			25.00		
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present		No		No			No			No			
Crosswalk		Yes			Yes		Yes			Yes			

#### Volumes

Name	V	Vermont Ave						1st St					
Base Volume Input [veh/h]	72	987	81	117	1257	167	150	470	64	67	345	79	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	17	0	6	9	0	0	16	0	0	11	15	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	73	1024	83	125	1291	170	153	495	65	68	363	96	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	18	256	21	31	323	43	38	124	16	17	91	24	
Total Analysis Volume [veh/h]	73	1024	83	125	1291	170	153	495	65	68	363	96	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	g	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing r	ni	0			0		0			0			
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0		
Bicycle Volume [bicycles/h]		0			0			0			0		

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No	İ		No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes	İ		Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

### **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.20	0.30	0.30	0.25	0.27	0.27	0.15	0.31	10000.0	0.21	0.06
s, saturation flow rate [veh/h]	363	1870	1821	509	3560	1761	1019	1832	0	1702	1589
c, Capacity [veh/h]	212	1037	1010	254	1974	976	177	560	80	520	486
d1, Uniform Delay [s]	22.82	12.76	12.76	25.89	12.31	12.32	42.29	31.25	45.00	27.59	23.10
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.44	2.04	2.10	6.84	0.89	1.81	53.62	76.21	94.46	7.89	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.34	0.54	0.54	0.49	0.50	0.50	0.87	1.00	0.85	0.70	0.20
d, Delay for Lane Group [s/veh]	27.26	14.80	14.86	32.73	13.21	14.12	95.91	107.46	139.46	35.48	24.01
Lane Group LOS	С	В	В	С	В	В	F	F	F	D	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.43	7.01	6.86	2.70	5.65	5.84	6.05	23.71	3.62	7.92	1.63
50th-Percentile Queue Length [ft/ln]	35.78	175.32	171.42	67.39	141.33	146.05	151.28	592.71	90.46	198.10	40.63
95th-Percentile Queue Length [veh/ln]	2.58	11.36	11.15	4.85	9.55	9.81	10.09	31.70	6.51	12.54	2.93
95th-Percentile Queue Length [ft/ln]	64.40	283.89	278.79	121.30	238.81	245.15	252.14	792.42	162.82	313.52	73.14

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.26	27.26 14.83 14.86			13.43	14.12	95.91	107.46	107.46	139.46	35.48	24.01
Movement LOS	С	В	В	С	В	В	F	F	F	F	D	С
d_A, Approach Delay [s/veh]		15.60			15.02			104.99				
Approach LOS		В		В				F			D	
d_I, Intersection Delay [s/veh]						35	.39					
Intersection LOS						[	)					
Intersection V/C	10975.939											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.043	3.276	2.502	2.677
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.533	2.432	2.736	1.994
Bicycle LOS	В	В	В	А

# Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	1	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



# Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):15.3Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.399

#### Intersection Setup

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St			
Approach	١	orthboun	d	Southbound			E	Eastbound	d	Westbound			
Lane Configuration		+			+			٦١٢		пiг			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00	-		30.00			30.00	-	30.00			
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present		No			No			No			No		
Crosswalk		Yes			Yes			Yes		Yes			

#### Volumes

Name	Wes	Westmoreland Ave			Westmoreland Ave								
Base Volume Input [veh/h]	13	8	17	32	2	131	144	607	24	19	314	30	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	22	0	0	26	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	13	8	17	33	2	134	147	641	24	19	346	31	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	3	2	4	8	1	34	37	160	6	5	87	8	
Total Analysis Volume [veh/h]	13	8	17	33	2	134	147	641	24	19	346	31	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing		0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing n	ni	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0		
Bicycle Volume [bicycles/h]		0			0			0			0		

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	_	-	-	_	_	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

#### **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.14	0.34	0.02	0.02	0.19	0.02
s, saturation flow rate [veh/h]	1540	1572	1035	1870	1589	788	1870	1589
c, Capacity [veh/h]	513	518	582	1128	958	368	1128	958
d1, Uniform Delay [s]	24.91	27.16	14.99	11.99	8.00	19.95	9.67	8.04
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	1.68	1.04	2.10	0.05	0.27	0.71	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.07	0.33	0.25	0.57	0.03	0.05	0.31	0.03
d, Delay for Lane Group [s/veh]	25.19	28.84	16.03	14.09	8.05	20.22	10.38	8.10
Lane Group LOS	С	С	В	В	Α	С	В	Α
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.68	3.35	2.09	8.60	0.21	0.31	3.68	0.27
50th-Percentile Queue Length [ft/In]	17.03	83.79	52.21	214.99	5.28	7.71	91.97	6.85
95th-Percentile Queue Length [veh/ln]	1.23	6.03	3.76	13.41	0.38	0.56	6.62	0.49
95th-Percentile Queue Length [ft/ln]	30.65	150.82	93.98	335.22	9.51	13.88	165.54	12.34

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.19	25.19	25.19	28.84	28.84	28.84	16.03	14.09	8.05	20.22	10.38	8.10
Movement LOS	С	С	С	С	С	С	В	В	Α	С	В	Α
d_A, Approach Delay [s/veh]		25.19			28.84			14.26			10.67	
Approach LOS		С			С			В				
d_I, Intersection Delay [s/veh]						15	.29					
Intersection LOS	В											
Intersection V/C						0.3	399					

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.787	2.102	2.578	2.564
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.622	1.838	2.899	2.213
Bicycle LOS	А	A	С	В

### Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	_	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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# **Turning Movement Volume: Summary**

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	d	V	estbour/	nd	Total
טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
1	Madison Ave/Beverly Blvd	2	0	9	1	1	19	7	1417	35	52	1054	17	2614

I	ID	Intersection Name		North	oound		Sc	outhbou	nd	Е	astboun	ıd	Westh	oound
	טו	intersection name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	28	8	106	16	44	29	12	825	576	15	713	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	367	22	2771

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	ıd	V	/estbour	nd	Total
l ID	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	73	1024	83	125	1291	170	153	495	65	68	363	96	4006

	ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	d	W	estbour/	nd	Total
	טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
ſ	4	Westmoreland Ave/1st St	13	8	17	33	2	134	147	641	24	19	346	31	1415

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# **Turning Movement Volume: Detail**

ID	Intersection	Valuma Tuna	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	ıd	V	/estbour	nd	Total
ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	2	0	9	1	1	19	7	1378	34	51	1017	17	2536
		Growth Factor	1.02	1.00	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
!	Blvd	Net New Trips	0	0	0	0	0	0	0	11	0	0	17	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	9	1	1	19	7	1417	35	52	1054	17	2614

ID	Intersection	Volume Type		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
טו	Name	volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	28	8	106	16	43	29	12	798	565	15	682	9
		Growth Factor	1.00	1.00	1.00	1.00	1.02	1.00	1.02	1.02	1.02	1.00	1.02	1.02
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
2	Blvd	Net New Trips	0	0	0	0	0	0	0	11	0	0	17	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	8	106	16	44	29	12	825	576	15	713	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	360	22	2694
1.00	1.02	1.02	-
0	0	0	0
0	0	0	28
0	0	0	0
1	367	22	2771

ID	Intersection	Volume Type	N	orthbou	nd	So	outhbou	nd	Е	astbour	ıd	W	/estbour	nd	Total
טו	Name	volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	72	987	81	117	1257	167	150	470	64	67	345	79	3856
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Ave/1st St	Net New Trips	0	17	0	6	9	0	0	16	0	0	11	15	74
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	73	1024	83	125	1291	170	153	495	65	68	363	96	4006

ID	Intersection	Valuma Tuna	N	orthbou	nd	Sc	outhbou	nd	Е	astbour	nd	W	/estbour	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	13	8	17	32	2	131	144	607	24	19	314	30	1341
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	0	0	0	0	22	0	0	26	0	48
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	13	8	17	33	2	134	147	641	24	19	346	31	1415

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### **Fair Share Volumes**

	Intersection 1: Madison Ave/Beverly Blvd														
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Total														
Left Thru Right Left Thru Right Left Thru Right Left Thru Right															
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
2: Zone	0	0	0	0	0	0	0	5	0	0	3	0	8		
3: Zone	0	0	0	0	0	0	0	6	0	0	14	0	20		
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
Site-Generated Trips	0	0	0	0	0	0	0	11	0	0	17	0			
Future Total Volume	2	0	9	1	1	19	7	1417	35	52	1054	17			

	Intersection 2: Westmoreland Ave/Beverly Blvd															
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound Total															
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2: Zone	0	0	0	0	0	0	0	5	0	0	3	0	0	0	0	8
3: Zone	0	0	0	0	0	0	0	6	0	0	14	0	0	0	0	20
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	11	0	0	17	0	0	0	0	
Future Total Volume	28	8	106	16	44	29	12	825	576	15	713	9	1	367	22	

	Intersection 3: Vermont Ave/1st St														
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
2: Zone	0	3	0	0	3	0	0	0	0	0	0	0	6		
3: Zone	0	14	0	6	6	0	0	0	0	0	0	15	41		
4: Zone	0	0	0	0	0	0	0	16	0	0	11	0	27		
Site-Generated Trips	0	17	0	6	9	0	0	16	0	0	11	15			
Future Total Volume	73	1024	83	125	1291	170	153	495	65	68	363	96			

	Intersection 4: Westmoreland Ave/1st St														
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
1: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0		
3: Zone	0	0	0	0	0	0	0	6	0	0	15	0	21		
4: Zone	0	0	0	0	0	0	0	16	0	0	11	0	27		
Site-Generated Trips	0	0	0	0	0	0	0	22	0	0	26	0			
Future Total Volume	13	8	17	33	2	134	147	641	24	19	346	31			

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#### Fair Share % of Net New Site

	Intersection 1: Madison Ave/Beverly Blvd														
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2: Zone	0%	0%	0%	0%	0%	0%	0%	45.45%	0%	0%	17.65%	0%	28.57%		
3: Zone	0%	0%	0%	0%	0%	0%	0%	54.55%	0%	0%	82.35%	0%	71.43%		
4: Zone	4: Zone 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%														
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%			

	Intersection 2: Westmoreland Ave/Beverly Blvd															
Zone ID: Name Northbound Southbound Eastbound Westbound Northwestbound														Total		
	Left	Left         Thru         Right         2         Left         Thru         Right         Thru         Right         2         Thru         Right										2	Left	Right		
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0%	0%	0%	0%	0%	0%	45.45 %	0%	0%	17.65 %	0%	0%	0%	0%	28.57%
3: Zone	0%	0%	0%	0%	0%	0%	0%	54.55 %	0%	0%	82.35 %	0%	0%	0%	0%	71.43%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	

	Intersection 3: Vermont Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right													
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2: Zone	0%	17.65%	0%	0%	33.33%	0%	0%	0%	0%	0%	0%	0%	8.11%	
3: Zone	0%	82.35%	0%	100%	66.67%	0%	0%	0%	0%	0%	0%	100%	55.41%	
4: Zone	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	36.49%	
Total	0%	100%	0%	100%	100%	0%	0%	100%	0%	0%	100%	100%		

	Intersection 4: Westmoreland Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right													
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
3: Zone	0%	0%	0%	0%	0%	0%	0%	27.27%	0%	0%	57.69%	0%	43.75%	
4: Zone	0%	0%	0%	0%	0%	0%	0%	72.73%	0%	0%	42.31%	0%	56.25%	
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		

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#### **Fair Share % of Future Total**

	Intersection 1: Madison Ave/Beverly Blvd														
Zone ID: Name	Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2: Zone	0%	0%	0%	0%	0%	0%	0%	0.35%	0%	0%	0.28%	0%	0.31%		
3: Zone	0%	0%	0%	0%	0%	0%	0%	0.42%	0%	0%	1.33%	0%	0.77%		
4: Zone	4: Zone 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%														
Total	0%	0%	0%	0%	0%	0%	0%	0.78%	0%	0%	1.61%	0%			

	Intersection 2: Westmoreland Ave/Beverly Blvd															
Zone ID: Name																Total
	Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right															
1: Zone	0%	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0													0%	
2: Zone	0%	0%	0%	0%	0%	0%	0%	0.61%	0%	0%	0.42%	0%	0%	0%	0%	0.29%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0.73%	0%	0%	1.96%	0%	0%	0%	0%	0.72%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	1.33%	0%	0%	2.38%	0%	0%	0%	0%	

Intersection 3: Vermont Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound													
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right												
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2: Zone	0%	0.29%	0%	0%	0.23%	0%	0%	0%	0%	0%	0%	0%	0.15%
3: Zone	0%	1.37%	0%	4.8%	0.46%	0%	0%	0%	0%	0%	0%	15.63%	1.02%
4: Zone	0%	0%	0%	0%	0%	0%	0%	3.23%	0%	0%	3.03%	0%	0.67%
Total	0%	1.66%	0%	4.8%	0.7%	0%	0%	3.23%	0%	0%	3.03%	15.63%	

	Intersection 4: Westmoreland Ave/1st St													
Zone ID: Name Northbound Southbound Eastbound Westbound Total														
	Left Thru Right Left Thru Right Left Thru Right Left Thru Right													
1: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
3: Zone	0%	0%	0%	0%	0%	0%	0%	0.94%	0%	0%	4.34%	0%	1.48%	
4: Zone	0%	0%	0%	0%	0%	0%	0%	2.5%	0%	0%	3.18%	0%	1.91%	
Total	0%	0%	0%	0%	0%	0%	0%	3.43%	0%	0%	7.51%	0%		

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

## Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

#### **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major S	Streets	Minor S	Streets
	Е	W	S	N
1	1123	1459	11	21
2	1078	1401	11	20
3	1056	1371	10	20
4	898	1167	9	17
5	853	1109	8	16
6	764	992	7	14
7	707	919	7	13
8	674	875	7	13
9	539	700	5	10
10	505	657	5	9
11	505	657	5	9
12	483	627	5	9
13	438	569	4	8
14	404	525	4	8
15	404	525	4	8
16	393	511	4	7
17	225	292	2	4
18	124	160	1	2
19	112	146	1	2
20	45	58	0	1
21	34	44	0	1
22	34	44	0	1
23	22	29	0	0
24	22	29	0	0

## Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١		Warrant 1	Condition E	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2582	2	32	No	No	No	No	No	No	No	No	No	No
2	6	2479	2	31	No	No	No	No	No	No	No	No	No	No
3	6	2427	2	30	No	No	No	No	No	No	No	No	No	No
4	6	2065	2	26	No	No	No	No	No	No	No	No	No	No
5	6	1962	2	24	No	No	No	No	No	No	No	No	No	No
6	6	1756	2	21	No	No	No	No	No	No	No	No	No	No
7	6	1626	2	20	No	No	No	No	No	No	No	No	No	No
8	6	1549	2	20	No	No	No	No	No	No	No	No	No	No
9	6	1239	2	15	No	No	No	No	No	No	No	No	No	No
10	6	1162	2	14	No	No	No	No	No	No	No	No	No	No
11	6	1162	2	14	No	No	No	No	No	No	No	No	No	No
12	6	1110	2	14	No	No	No	No	No	No	No	No	No	No
13	6	1007	2	12	No	No	No	No	No	No	No	No	No	No
14	6	929	2	12	No	No	No	No	No	No	No	No	No	No
15	6	929	2	12	No	No	No	No	No	No	No	No	No	No
16	6	904	2	11	No	No	No	No	No	No	No	No	No	No
17	6	517	2	6	No	No	No	No	No	No	No	No	No	No
18	6	284	2	3	No	No	No	No	No	No	No	No	No	No
19	6	258	2	3	No	No	No	No	No	No	No	No	No	No
20	6	103	2	1	No	No	No	No	No	No	No	No	No	No
21	6	78	2	1	No	No	No	No	No	No	No	No	No	No
22	6	78	2	1	No	No	No	No	No	No	No	No	No	No
23	6	51	2	0	No	No	No	No	No	No	No	No	No	No
24	6	51	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

#### Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	30.3	28.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05	0:10
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	11	21
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2614	2614
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	N	lo

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## **Trip Generation summary**

## **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
2: Zone				1.000	0.000	50.00	50.00	12	18	30	6.47
3: Zone				1.000	0.000	50.00	50.00	113	46	159	34.27
4: Zone				1.000	0.000	50.00	50.00	164	111	275	59.27
					Added	Trips Tota	al	289	175	464	100.00

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## **Trip Distribution summary**

		Zone 1	: Zone	
	To Z	Zone:		
Zone / Gate	Share %	Trips	Share %	Trips
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	10.00	0	10.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	10.00	0	10.00	0
9: Gate	2.00	0	2.00	0
10: Gate	33.00	0	33.00	0
11: Gate	0.00	0	0.00	0
12: Gate	45.00	0	45.00	0
13: Gate	0.00	0	0.00	0
Total	100.00	0	100.00	0

	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	25.00	3	25.00	5
6: Gate	25.00	3	25.00	5
7: Gate	0.00	0	0.00	0
8: Gate	25.00	3	25.00	5
9: Gate	0.00	0	0.00	0
10: Gate	0.00	0	0.00	0
11: Gate	0.00	0	0.00	0
12: Gate	25.00	3	25.00	3
13: Gate	0.00	0	0.00	0
Total	100.00	12	100.00	18

	Zone 3: Zone								
	To Z	one:	From	Zone:					
Zone / Gate	Share %	Trips	Share %	Trips					
1: Zone	0.00	0	0.00	0					
2: Zone	0.00	0	0.00	0					
4: Zone	0.00	0	0.00	0					
5: Gate	25.00	28	25.00	12					
6: Gate	25.00	28	25.00	10					
7: Gate	0.00	0	0.00	0					
8: Gate	12.00	14	12.00	6					
9: Gate	13.00	15	13.00	6					
10: Gate	0.00	0	0.00	0					
11: Gate	0.00	0	0.00	0					
12: Gate	12.00	14	12.00	6					
13: Gate	13.00	15	13.00	6					
Total	100.00	114	100.00	46					

	Zone 4: Zone								
	To Z	Zone:							
Zone / Gate	Share %	Trips	Share %	Trips					
1: Zone	0.00	0	0.00	0					
2: Zone	0.00	0	0.00	0					
3: Zone	0.00	0	0.00	0					
5: Gate	0.00	0	0.00	0					
6: Gate	0.00	0	0.00	0					
7: Gate	0.00	0	0.00	0					
8: Gate	0.00	0	0.00	0					
9: Gate	80.00	131	80.00	89					
10: Gate	10.00	16	10.00	11					
11: Gate	0.00	0	0.00	0					
12: Gate	0.00	0	0.00	0					
13: Gate	10.00	16	10.00	11					
Total	100.00	163	100.00	111					

# APPENDIX F – Future With-Project LOS Worksheets

Scenario 5 FWP AM 10/1/2019

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#### **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.168	317.6	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	SB Thru	0.366	18.5	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	1.320	42.2	D
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.566	30.4	С

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

## Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):317.6Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.168

#### Intersection Setup

Name	N	ladison Av	/e					everly Blv	d	Beverly Blvd			
Approach	١	Northboun	d	S	Southbound			Eastbound	ı	V	Westbound		
Lane Configuration	+			+				<u> </u>		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00		30.00			30.00			
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		Yes			Yes			No		No			

#### Volumes

Name	M	ladison Av	re				В	everly Blv	'd	В	everly Blv	d
Base Volume Input [veh/h]	1	0	12	1	2	25	15	1359	77	46	1125	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0000	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	15	0	15	0	0	0	0	47	0	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	27	1	2	26	15	1433	79	47	1156	36
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	7	0	1	7	4	358	20	12	289	9
Total Analysis Volume [veh/h]	16	0	27	1	2	26	15	1433	79	47	1156	36
Pedestrian Volume [ped/h]		0			0			0			0	

#### Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.45	0.00	0.09	0.02	0.17	0.07	0.05	0.01	0.00	0.21	0.01	0.00
d_M, Delay for Movement [s/veh]	156.78	347.45	67.24	85.46	317.57	25.15	16.97	0.00	0.00	25.82	0.00	0.00
Movement LOS	F	F	F	F	F	D	С	Α	Α	D	Α	Α
95th-Percentile Queue Length [veh/ln]	3.03	3.03	3.03	1.00	1.00	1.00	0.15	0.05	0.00	0.81	0.27	0.00
95th-Percentile Queue Length [ft/ln]	75.77	75.77	75.77	25.07	25.07	25.07	3.74	1.25	0.00	20.21	6.74	0.00
d_A, Approach Delay [s/veh]		100.56		47.40			0.17				0.98	
Approach LOS		F			E			Α		A		
d_I, Intersection Delay [s/veh]	2.53											
Intersection LOS	F											

## Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):18.5Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.366

#### Intersection Setup

Name		Westmore	eland Ave		Westmoreland Ave				Beverly Blvd				
Approach		Northbound				South	bound			Eastbound			
Lane Configuration		<b>4</b> F				+				Πċ			
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00 12.00 12.00 12.00				12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30	.00			30.00				30.00			
Grade [%]		0.	00		0.00				0.00				
Curb Present		No				No				No			
Crosswalk		Y	es			Ye	es		Yes				

#### Volumes

Name		Westmore	eland Ave			Westmore	eland Ave		Beverly Blvd			
Base Volume Input [veh/h]	54	7	63	7	26	0	41	19	0	601	758	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0200	1.0000	1.0000	1.0200	1.0000	1.0200	1.0200	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	45	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	7	63	7	27	0	41	19	0	658	773	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	2	16	2	7	0	10	5	0	165	193	7
Total Analysis Volume [veh/h]	54	7	63	7	27	0	41	19	0	658	773	28
Presence of On-Street Parking	No			No	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	g	(	)			(	)			(	)	
v_di, Inbound Pedestrian Volume crossing t	h	(	)			(	)			(	)	
v_co, Outbound Pedestrian Volume along t	h	(	)				)			(	)	
v_ci, Inbound Pedestrian Volume along the	e 0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]		(	)			0			0			
Bicycle Volume [bicycles/h]		(	)			(	)			(	)	

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

#### **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	12	12	12	44	94
g / C, Green / Cycle	0.12	0.12	0.12	0.44	0.94
(v / s)_i Volume / Saturation Flow Rate	0.07	0.04	0.08	0.18	0.50
s, saturation flow rate [veh/h]	932	1589	1054	3560	1589
c, Capacity [veh/h]	176	185	170	1562	1499
d1, Uniform Delay [s]	41.62	40.85	41.91	19.32	0.33
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.17	1.28	2.40	0.84	1.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.35	0.38	0.51	0.42	0.53
d, Delay for Lane Group [s/veh]	42.79	42.13	44.31	20.16	1.70
Lane Group LOS	D	D	D	С	A
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.47	1.65	2.21	5.31	0.57
50th-Percentile Queue Length [ft/In]	36.72	41.29	55.22	132.84	14.32
95th-Percentile Queue Length [veh/ln]	2.64	2.97	3.98	9.09	1.03
95th-Percentile Queue Length [ft/ln]	66.09	74.32	99.40	227.35	25.78

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.79	42.79	42.13	42.13	44.31	0.00	44.31	44.31	0.00	20.16	1.70	1.70
Movement LOS	D	D	D	D	D		D	D		С	Α	Α
d_A, Approach Delay [s/veh]	42.44					44.	.31		10.03			
Approach LOS			)			[	)		В			
d_I, Intersection Delay [s/veh]						18	.53					
Intersection LOS	В											
Intersection V/C	0.366											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.565	1.773	3.532
Crosswalk LOS	В	А	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.764	1.703	2.740
Bicycle LOS	A	А	В

#### Intersection Setup

Name		Tem	ple St		Beverly Blvd					
Approach		West	bound		Northwestbound					
Lane Configuration		11	F		1/6					
Turning Movement	Left Left Thru Right			Left2	Left	Thru	Right			
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Pocket	0	0	0	0	0	0	0	1		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
Speed [mph]		30	.00		30.00					
Grade [%]		0.	00		0.00					
Curb Present		١	lo .		No					
Crosswalk		١	lo			Υ	es			

#### Volumes

Name		Tem	ple St			Bever	ly Blvd		
Base Volume Input [veh/h]	0	0	779	15	2	380	0	18	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0200	1.0200	1.0000	1.0200	1.0000	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	17	0	8	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	17	0	803	15	2	388	0	18	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	4	0	201	4	1	97	0	5	
Total Analysis Volume [veh/h]	17	0	803	15	2	388	0	18	
Presence of On-Street Parking	No			No	No			No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing			0			(	)		
v_di, Inbound Pedestrian Volume crossing t	1		0			(	)		
v_co, Outbound Pedestrian Volume along t	1		0			(	)		
v_ci, Inbound Pedestrian Volume along the	e		0			(	)		
v_ab, Corner Pedestrian Volume [ped/h]			0		0				
Bicycle Volume [bicycles/h]			0			(	)		

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	1.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

### Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	-	-	-	-	Lag	_	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		
Maximum Recall			Yes			Yes		
Pedestrian Recall			Yes			No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

#### **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	44	44	28	28
g / C, Green / Cycle	0.44	0.44	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.15	0.15	0.14	0.01
s, saturation flow rate [veh/h]	3560	1852	2752	1589
c, Capacity [veh/h]	1562	812	779	440
d1, Uniform Delay [s]	18.60	18.47	32.16	26.44
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.62	1.12	2.31	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.35	0.34	0.50	0.04
d, Delay for Lane Group [s/veh]	19.22	19.59	34.47	26.61
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	No	No
50th-Percentile Queue Length [veh/ln]	4.23	4.32	4.28	0.33
50th-Percentile Queue Length [ft/In]	105.70	107.95	107.09	8.36
95th-Percentile Queue Length [veh/ln]	7.60	7.73	7.68	0.60
95th-Percentile Queue Length [ft/ln]	190.01	193.15	191.95	15.05

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	19.34	19.59	34.47	34.47	0.00	26.61			
Movement LOS			В	В	С	С		С			
d_A, Approach Delay [s/veh]		19.	.34			34	.12				
Approach LOS		E	3			С					
d_I, Intersection Delay [s/veh]				18	.53						
Intersection LOS		В									
Intersection V/C				0.3	866						

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.425
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.582	1.560
Bicycle LOS	Е	А

#### Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	_	-	-	-
Ring 3	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):42.2Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:1 hourVolume to Capacity (v/c):1.320

#### Intersection Setup

Name	V	ermont Av	/e					1st St					
Approach	١	Northboun	d	S	Southbound			Eastbound	ı	٧	Westbound		
Lane Configuration		٦١٢		•	1   <u>+</u>			<b>1</b> F		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		35.00			35.00		25.00			25.00			
Grade [%]		0.00			0.00		0.00			0.00			
Curb Present		No		No			No			No			
Crosswalk		Yes			Yes			Yes		Yes			

#### Volumes

Name	V	ermont Av	/e					1st St				
Base Volume Input [veh/h]	32	1110	69	99	1243	83	144	378	49	105	332	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	77	19	28	0	0	3	0	64	12	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	1140	147	120	1296	85	147	389	50	171	351	221
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	285	37	30	324	21	37	97	13	43	88	55
Total Analysis Volume [veh/h]	33	1140	147	120	1296	85	147	389	50	171	351	221
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	9	0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	ni	0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No	İ		No	İ		No			No	İ
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No	İ		No	İ		No			No	İ
Maximum Recall		Yes	İ		Yes	İ		Yes			Yes	İ
Pedestrian Recall		Yes	İ		Yes	İ		Yes			Yes	Ì
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

#### Lane Group Calculations

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.08	0.35	0.35	0.28	0.26	0.26	0.14	0.24	0.85	0.21	0.14
s, saturation flow rate [veh/h]	392	1870	1796	429	3560	1812	1030	1833	201	1702	1589
c, Capacity [veh/h]	228	1037	996	205	1974	1004	186	560	141	520	486
d1, Uniform Delay [s]	19.01	13.75	13.78	31.47	12.02	12.02	41.66	28.53	43.74	27.34	25.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.33	2.96	3.13	12.29	0.79	1.55	33.56	11.32	439.59	7.11	3.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.14	0.63	0.63	0.59	0.46	0.46	0.79	0.78	1.21	0.68	0.46
d, Delay for Lane Group [s/veh]	20.34	16.71	16.91	43.76	12.81	13.57	75.23	39.85	483.33	34.45	28.29
Lane Group LOS	С	В	В	D	В	В	E	D	F	С	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.53	8.94	8.70	3.14	5.16	5.46	5.02	10.25	20.43	7.53	4.19
50th-Percentile Queue Length [ft/ln]	13.31	223.58	217.41	78.40	129.03	136.61	125.44	256.20	510.69	188.20	104.76
95th-Percentile Queue Length [veh/ln]	0.96	13.85	13.53	5.64	8.89	9.30	8.69	15.50	31.03	12.03	7.54
95th-Percentile Queue Length [ft/ln]	23.97	346.19	338.31	141.12	222.17	232.45	217.28	387.45	775.76	300.70	188.56

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.34	16.80	16.91	43.76	13.04	13.57	75.23	39.85	39.85	483.33	34.45	28.29
Movement LOS	С	В	В	D	В	В	E	D	D	F	С	С
d_A, Approach Delay [s/veh]		16.90			15.52			48.73				
Approach LOS		В			В			D				
d_I, Intersection Delay [s/veh]						42	.20					
Intersection LOS						Γ	)					
Intersection V/C	1.320											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.233	3.291	2.392	2.697
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.649	2.385	2.527	2.173
Bicycle LOS	В	В	В	В

## Sequence

_																
Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 1	-



## Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):30.4Analysis Method:HCM 6th EditionLevel Of Service:CAnalysis Period:1 hourVolume to Capacity (v/c):0.566

#### Intersection Setup

Name	Wes	Westmoreland Ave			tmoreland	Ave				1st St			
Approach	١	orthboun	d	S	outhboun	d	E	Eastbound	d	Westbound			
Lane Configuration		+			+			חור		пir			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00 12.00 12.00			12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0 0 0			0	0	1	0	0	1	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00 100.00 100.00			100.00 100.00 100.00			100.00	100.00	
Speed [mph]		30.00			30.00			30.00			30.00		
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present	No			No				No		No			
Crosswalk		Yes			Yes			Yes			Yes		

#### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St			
Base Volume Input [veh/h]	21	2	24	100	6	261	132	380	15	8	364	93	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	48	0	64	77	22	0	0	18	57	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	21	2	24	150	6	330	212	410	15	8	389	152	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	5	1	6	38	2	83	53	103	4	2	97	38	
Total Analysis Volume [veh/h]	21	2	24	150	6	330	212	410	15	8	389	152	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing r	ni 0			0			0			0			
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0		0					
Bicycle Volume [bicycles/h]		0	·		0			0			0		

#### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	77.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

#### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No	İ		No	İ		No			No	İ
Pedestrian Recall		No			No			Yes			Yes	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

#### **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.05	0.31	0.21	0.22	0.01	0.01	0.21	0.10
s, saturation flow rate [veh/h]	1036	1555	995	1870	1589	976	1870	1589
c, Capacity [veh/h]	365	517	548	1128	958	532	1128	958
d1, Uniform Delay [s]	25.05	35.15	17.27	10.09	7.96	14.08	9.95	8.71
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.73	40.06	2.07	0.91	0.03	0.05	0.84	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

#### Lane Group Results

X, volume / capacity	0.13	0.94	0.39	0.36	0.02	0.02	0.34	0.16
d, Delay for Lane Group [s/veh]	25.77	75.21	19.34	11.00	7.99	14.13	10.79	9.07
Lane Group LOS	С	E	В	В	Α	В	В	Α
Critical Lane Group	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.87	17.40	3.44	4.56	0.13	0.10	4.26	1.46
50th-Percentile Queue Length [ft/In]	21.79	435.12	85.98	114.05	3.28	2.57	106.58	36.57
95th-Percentile Queue Length [veh/ln]	1.57	24.25	6.19	8.06	0.24	0.19	7.65	2.63
95th-Percentile Queue Length [ft/ln]	39.21	606.17	154.76	201.62	5.91	4.63	191.23	65.83

#### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.77	25.77	25.77	75.21	75.21	75.21	19.34	11.00	7.99	14.13	10.79	9.07
Movement LOS	С	С	С	E	E	E	В	В	А	В	В	Α
d_A, Approach Delay [s/veh]		25.77			75.21			13.71			10.36	
Approach LOS		С			E			В			В	
d_I, Intersection Delay [s/veh]						30	.36					
Intersection LOS						(	)					
Intersection V/C	0.566											

#### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.768	2.437	2.603	2.739
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.637	2.362	2.611	2.465
Bicycle LOS	А	В	В	В

#### Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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## **Turning Movement Volume: Summary**

ſ	ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	d	V	estbour/	nd	Total
	טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
	1	Madison Ave/Beverly Blvd	16	0	27	1	2	26	15	1433	79	47	1156	36	2838

I	ID	Intersection Name		North	bound		Sc	outhbou	nd	Е	astboun	d	Westl	oound
	טו	intersection Name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	54	7	63	7	27	41	19	658	773	28	803	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	388	18	2903

ID	Intersection Name	N	orthbou	nd	S	outhbou	nd	Е	astbour	nd	V	estbour/	nd	Total
l ID	ID Intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	33	1140	147	120	1296	85	147	389	50	171	351	221	4150

	ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	id	W	/estbour	nd	Total
	טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
ſ	4	Westmoreland Ave/1st St	21	2	24	150	6	330	212	410	15	8	389	152	1719

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## **Turning Movement Volume: Detail**

ID	Intersection	Valuma Tuna	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	id	V	/estbour	nd	Total
ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	1	0	12	1	2	25	15	1359	77	46	1125	35	2698
		Growth Factor	1.02	1.00	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
!	Blvd	Net New Trips	15	0	15	0	0	0	0	47	0	0	8	0	85
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	16	0	27	1	2	26	15	1433	79	47	1156	36	2838

ID	Intersection	Volume Type		North	bound		Sc	outhbou	nd	Е	astboun	ıd	Westl	oound
טו	Name	volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	54	7	63	7	26	41	19	601	758	11	779	15
	Westmoreland 2 Ave/Beverly -	Growth Factor	1.00	1.00	1.00	1.00	1.02	1.00	1.02	1.02	1.02	1.00	1.02	1.02
2		In Process	0	0	0	0	0	0	0	0	0	0	0	0
2		Net New Trips	0	0	0	0	0	0	0	45	0	17	8	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	54	7	63	7	27	41	19	658	773	28	803	15

Nort	hwestbo	ound	Total
2	Left	Right	Volume
2	380	18	2781
1.00	1.02	1.02	-
0	0	0	0
0	0	0	70
0	0	0	0
2	388	18	2903

ID	Intersection	Volume Type	N	orthbour	nd	Sc	outhbou	nd	Е	astbour	ıd	W	estbour/	nd	Total
טו	Name	volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	32	1110	69	99	1243	83	144	378	49	105	332	211	3855
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Ave/1st St	Net New Trips	0	8	77	19	28	0	0	3	0	64	12	6	217
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	Future Total	33	1140	147	120	1296	85	147	389	50	171	351	221	4150

ID	Intersection	Valuma Typa	N	orthbou	nd	So	outhbou	nd	Е	astboun	nd	V	estbour/	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	21	2	24	100	6	261	132	380	15	8	364	93	1406
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	4	Net New Trips	0	0	0	48	0	64	77	22	0	0	18	57	286
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
	F	Future Total	21	2	24	150	6	330	212	410	15	8	389	152	1719

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#### **Fair Share Volumes**

			Ir	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
Zone ID: Name	١	Northboun	d	5	Southbour	nd	I	Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	15	0	15	0	0	0	0	17	0	0	0	0	47
2: Zone	0	0	0	0	0	0	0	12	0	0	2	0	14
3: Zone	0	0	0	0	0	0	0	18	0	0	6	0	24
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	15	0	15	0	0	0	0	47	0	0	8	0	
Future Total Volume	16	0	27	1	2	26	15	1433	79	47	1156	36	

				Inters	ection 2	· Westr	noreland	d Ave/B	everly F	Blvd						
7 10 11															. 1	<b>—</b>
Zone ID: Name		North	bound		Sc	outhbou	nd	E	astboun	id	West	bound	Nort	hwestb	ound	Total
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	15	0	17	0	0	0	0	0	32
2: Zone	0	0	0	0	0	0	0	12	0	0	2	0	0	0	0	14
3: Zone	0	0	0	0	0	0	0	18	0	0	6	0	0	0	0	24
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	45	0	17	8	0	0	0	0	
Future Total Volume	54	7	63	7	27	41	19	658	773	28	803	15	2	388	18	

				Interse	ction 3: V	ermont A	ve/1st St						
Zone ID: Name	N	lorthboun	d	S	outhbour	ıd	E	Eastbound	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	77	0	0	0	0	0	0	64	0	0	141
2: Zone	0	2	0	0	10	0	0	0	0	0	0	0	12
3: Zone	0	6	0	19	18	0	0	0	0	0	0	6	49
4: Zone	0	0	0	0	0	0	0	3	0	0	12	0	15
Site-Generated Trips	0	8	77	19	28	0	0	3	0	64	12	6	
Future Total Volume	33	1140	147	120	1296	85	147	389	50	171	351	221	

			ı	ntersectio	on 4: Wes	tmoreland	l Ave/1st	St					
Zone ID: Name	١	lorthboun	ıd	S	Southbour	ıd	I	Eastboun	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	48	0	64	77	0	0	0	0	57	246
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	19	0	0	6	0	25
4: Zone	0	0	0	0	0	0	0	3	0	0	12	0	15
Site-Generated Trips	0	0	0	48	0	64	77	22	0	0	18	57	
Future Total Volume	21	2	24	150	6	330	212	410	15	8	389	152	

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#### Fair Share % of Net New Site

				lr	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
2	Zone ID: Name	١	lorthboun	ıd	S	outhbour	ıd		Eastbound	t	\	Vestboun	d	Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	1: Zone	100%	0%	100%	0%	0%	0%	0%	36.17%	0%	0%	0%	0%	55.29%
	2: Zone	0%	0%	0%	0%	0%	0%	0%	25.53%	0%	0%	25%	0%	16.47%
	3: Zone	0%	0%	0%	0%	0%	0%	0%	38.3%	0%	0%	75%	0%	28.24%
	4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	

				Inters	ection 2	2: Westr	norelan	d Ave/B	everly E	Blvd						
Zone ID: Name		North	bound		Sc	outhbou	nd	Е	astbour	nd	Westl	oound	Nort	hwestb	ound	Total
	Left Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right															
1: Zone	0%	0%	0%	0%	0%	0%	0%	33.33 %	0%	100%	0%	0%	0%	0%	0%	45.71%
2: Zone	0%	0%	0%	0%	0%	0%	0%	26.67 %	0%	0%	25%	0%	0%	0%	0%	20%
3: Zone	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	75%	0%	0%	0%	0%	34.29%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont Av	ve/1st St						
Zone ID: Name	N	lorthboun	d	5	Southboun	d		Eastbound	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	64.98%
2: Zone	0%	25%	0%	0%	35.71%	0%	0%	0%	0%	0%	0%	0%	5.53%
3: Zone	0%	75%	0%	100%	64.29%	0%	0%	0%	0%	0%	0%	100%	22.58%
4: Zone	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	6.91%
Total	0%	100%	100%	100%	100%	0%	0%	100%	0%	100%	100%	100%	

			I	ntersectio	on 4: Wes	tmoreland	d Ave/1st	St					
Zone ID: Name	١	Northbour	ıd	S	Southbour	nd		Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	100%	0%	100%	100%	0%	0%	0%	0%	100%	86.01%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	86.36%	0%	0%	33.33%	0%	8.74%
4: Zone	0%	0%	0%	0%	0%	0%	0%	13.64%	0%	0%	66.67%	0%	5.24%
Total	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	100%	100%	

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Scenario 5 FWP AM 10/1/2019

#### **Fair Share % of Future Total**

			Ir	itersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
Zone ID: Name	N	lorthbour	nd	S	outhbour	ıd	I	Eastbound	t	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	93.75%	0%	55.56%	0%	0%	0%	0%	1.19%	0%	0%	0%	0%	1.66%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0.84%	0%	0%	0.17%	0%	0.49%
3: Zone	0%	0%	0%	0%	0%	0%	0%	1.26%	0%	0%	0.52%	0%	0.85%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	93.75%	0%	55.56%	0%	0%	0%	0%	3.28%	0%	0%	0.69%	0%	

				Inters	ection 2	2: Westr	norelan	d Ave/B	everly E	Blvd						
Zone ID: Name		North	bound		Sc	outhbou	nd	Е	astbour	nd	Westh	oound	Nort	hwestb	ound	Total
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	2.28%	0%	60.71 %	0%	0%	0%	0%	0%	1.1%
2: Zone	0%	0%	0%	0%	0%	0%	0%	1.82%	0%	0%	0.25%	0%	0%	0%	0%	0.48%
3: Zone	0%	0%	0%	0%	0%	0%	0%	2.74%	0%	0%	0.75%	0%	0%	0%	0%	0.83%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	6.84%	0%	60.71 %	1%	0%	0%	0%	0%	

				Interse	ction 3: V	ermont Av	/e/1st St						
Zone ID: Name	١	Northboun	ıd	S	outhbour	ıd	E	Eastbound	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	52.38%	0%	0%	0%	0%	0%	0%	37.43%	0%	0%	3.4%
2: Zone	0%	0.18%	0%	0%	0.77%	0%	0%	0%	0%	0%	0%	0%	0.29%
3: Zone	0%	0.53%	0%	15.83%	1.39%	0%	0%	0%	0%	0%	0%	2.71%	1.18%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0.77%	0%	0%	3.42%	0%	0.36%
Total	0%	0.7%	52.38%	15.83%	2.16%	0%	0%	0.77%	0%	37.43%	3.42%	2.71%	

			I	ntersectio	on 4: Wes	tmoreland	d Ave/1st	St					
Zone ID: Name	١	Northboun	d	S	Southbour	nd	E	Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	32%	0%	19.39%	36.32%	0%	0%	0%	0%	37.5%	14.31%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	4.63%	0%	0%	1.54%	0%	1.45%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0.73%	0%	0%	3.08%	0%	0.87%
Total	0%	0%	0%	32%	0%	19.39%	36.32%	5.37%	0%	0%	4.63%	37.5%	

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

## Warrants Summary

Warrant	Name	Met?			
#1	Eight Hour Vehicular Volume	No			
#2	Four Hour Vehicular Volume	No			
#3	Peak Hour	No			

#### **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

## Warrant Analysis Traffic Volumes

Hour	Major S	Streets	Minor Streets			
	E	W	S	N		
1	1239	1527	43	29		
2	1189	1466	41	28		
3	1165	1435	40	27		
4	991	1222	34	23		
5	942	1161	33	22		
6	843	1038	29	20		
7	781	962	27	18		
8	743	916	26	17		
9	595	733	21	14		
10	558	687	19	13		
11	558	687	19	13		
12	533	657	18	12		
13	483	596	17	11		
14	446	550	15	10		
15	446	550	15	10		
16	434	534	15	10		
17	248	305	9	6		
18	136	168	5	3		
19	124	153	4	3		
20	50	61	2	1		
21	37	46	1	1		
22	37	46	1	1		
23	25	31	1	1		
24	25	31	1	1		

## Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	١	Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2766	2	72	No	No	No	No	No	No	No	Yes	No	No
2	6	2655	2	69	No	No	No	No	No	No	No	No	No	No
3	6	2600	2	67	No	No	No	No	No	No	No	No	No	No
4	6	2213	2	57	No	No	No	No	No	No	No	No	No	No
5	6	2103	2	55	No	No	No	No	No	No	No	No	No	No
6	6	1881	2	49	No	No	No	No	No	No	No	No	No	No
7	6	1743	2	45	No	No	No	No	No	No	No	No	No	No
8	6	1659	2	43	No	No	No	No	No	No	No	No	No	No
9	6	1328	2	35	No	No	No	No	No	No	No	No	No	No
10	6	1245	2	32	No	No	No	No	No	No	No	No	No	No
11	6	1245	2	32	No	No	No	No	No	No	No	No	No	No
12	6	1190	2	30	No	No	No	No	No	No	No	No	No	No
13	6	1079	2	28	No	No	No	No	No	No	No	No	No	No
14	6	996	2	25	No	No	No	No	No	No	No	No	No	No
15	6	996	2	25	No	No	No	No	No	No	No	No	No	No
16	6	968	2	25	No	No	No	No	No	No	No	No	No	No
17	6	553	2	15	No	No	No	No	No	No	No	No	No	No
18	6	304	2	8	No	No	No	No	No	No	No	No	No	No
19	6	277	2	7	No	No	No	No	No	No	No	No	No	No
20	6	111	2	3	No	No	No	No	No	No	No	No	No	No
21	6	83	2	2	No	No	No	No	No	No	No	No	No	No
22	6	83	2	2	No	No	No	No	No	No	No	No	No	No
23	6	56	2	2	No	No	No	No	No	No	No	No	No	No
24	6	56	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	1	0	0

#### Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	100.6	47.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:12	0:22
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	43	29
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	2838	2838
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	N	lo

Scenario 5 FWP AM

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## **Trip Generation summary**

## **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	172	145	317	44.27
2: Zone				1.000	0.000	50.00	50.00	8	46	54	7.54
3: Zone				1.000	0.000	50.00	50.00	47	149	196	27.37
4: Zone				1.000	0.000	50.00	50.00	30	119	149	20.81
					Added Trips Total			257	459	716	100.00

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Scenario 5 FWP AM 10/1/2019

### **Trip Distribution summary**

		Zone 1	: Zone	
	To Z	one:	From	Zone:
Zone / Gate	Share %	Trips	Share %	Trips
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	10.00	17	10.00	15
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	10.00	17	10.00	15
9: Gate	2.00	3	2.00	3
10: Gate	33.00	57	33.00	48
11: Gate	0.00	0	0.00	0
12: Gate	45.00	77	45.00	64
13: Gate	0.00	0	0.00	0
Total	100.00	171	100.00	145

	Zone 2: Zone									
	To Z	one:	From	Zone:						
Zone / Gate	Share %	Trips	Share %	Trips						
1: Zone	0.00	0	0.00	0						
3: Zone	0.00	0	0.00	0						
4: Zone	0.00	0	0.00	0						
5: Gate	25.00	2	25.00	12						
6: Gate	25.00	2	25.00	12						
7: Gate	0.00	0	0.00	0						
8: Gate	25.00	2	25.00	12						
9: Gate	0.00	0	0.00	0						
10: Gate	0.00	0	0.00	0						
11: Gate	0.00	0	0.00	0						
12: Gate	25.00	2	25.00	10						
13: Gate	0.00	0	0.00	0						
Total	100.00	8	100.00	46						

		Zone 3	: Zone		
	To Z	From	m Zone:		
Zone / Gate	Share %	Trips	Share %	Trips	
1: Zone	0.00	0	0.00	0	
2: Zone	0.00	0	0.00	0	
4: Zone	0.00	0	0.00	0	
5: Gate	25.00	12	25.00	37	
6: Gate	25.00	12	25.00	38	
7: Gate	0.00	0	0.00	0	
8: Gate	12.00	6	12.00	18	
9: Gate	13.00	6	13.00	19	
10: Gate	0.00	0	0.00	0	
11: Gate	0.00	0	0.00	0	
12: Gate	12.00	6	12.00	18	
13: Gate	13.00	6	13.00	19	
Total	100.00	48	100.00	149	

		Zone 4	: Zone	
	To Z	Zone:		
Zone / Gate	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
5: Gate	0.00	0	0.00	0
6: Gate	0.00	0	0.00	0
7: Gate	0.00	0	0.00	0
8: Gate	0.00	0	0.00	0
9: Gate	80.00	24	80.00	95
10: Gate	10.00	3	10.00	12
11: Gate	0.00	0	0.00	0
12: Gate	0.00	0	0.00	0
13: Gate	10.00	3	10.00	12
Total	100.00	30	100.00	119

Scenario 7 FWP PM

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### **Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Madison Ave/Beverly Blvd	Two-way stop	HCM 6th Edition	SB Thru	0.062	231.2	F
2	Westmoreland Ave/Beverly Blvd	Signalized	HCM 6th Edition	NB Right	0.505	19.9	В
3	Vermont Ave/1st St	Signalized	HCM 6th Edition	WB Left	10,975.951	51.2	D
4	Westmoreland Ave/1st St	Signalized	HCM 6th Edition	SB Right	0.401	16.3	В

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

### Intersection Level Of Service Report Intersection 1: Madison Ave/Beverly Blvd

Control Type:Two-way stopDelay (sec / veh):231.2Analysis Method:HCM 6th EditionLevel Of Service:FAnalysis Period:1 hourVolume to Capacity (v/c):0.062

### Intersection Setup

Name	M	ladison Av	/e					everly Blv	rd .	Beverly Blvd				
Approach	١	lorthboun	d	Southbound			ı	Eastbound	t	Westbound				
Lane Configuration	+			+			+ + +1			<u> </u>		411-		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
Speed [mph]		30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00				
Crosswalk		Yes			Yes			No		No				

### Volumes

Name	M	ladison Av	re					everly Blv	'd	Beverly Blvd			
Base Volume Input [veh/h]	2	0	9	1	1	19	7	1378	34	51	1017	17	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0000	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	9	0	9	0	0	0	0	18	0	0	17	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	11	0	18	1	1	19	7	1424	35	52	1054	17	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	3	0	5	0	0	5	2	356	9	13	264	4	
Total Analysis Volume [veh/h]	11	0	18	1	1	19	7	1424	35	52	1054	17	
Pedestrian Volume [ped/h]		0			0			0			0		

### Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.06	0.02	0.06	0.05	0.02	0.01	0.00	0.22	0.01	0.00
d_M, Delay for Movement [s/veh]	99.50	240.89	32.08	62.85	231.23	16.52	15.15	0.00	0.00	24.82	0.00	0.00
Movement LOS	F	F	D	F	F	С	С	Α	Α	С	Α	Α
95th-Percentile Queue Length [veh/ln]	1.23	1.23	1.23	0.42	0.42	0.42	0.06	0.02	0.00	0.85	0.28	0.00
95th-Percentile Queue Length [ft/ln]	30.81	30.81	30.81	10.42	10.42	10.42	1.48	0.49	0.00	21.29	7.10	0.00
d_A, Approach Delay [s/veh]		57.65			28.95			0.07				
Approach LOS		F			D		A				Α	
d_I, Intersection Delay [s/veh]						1.						
Intersection LOS						F	=					

### Intersection Level Of Service Report Intersection 2: Westmoreland Ave/Beverly Blvd

Control Type:SignalizedDelay (sec / veh):19.9Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.505

### Intersection Setup

Name	Westmoreland Ave				Westmoreland Ave					Beverly Blvd			
Approach		Northl	oound			South	bound			Eastbound			
Lane Configuration	46				+				Πċ				
Turning Movement	Left	Thru	Right	Right2	Left	Thru	Thru	Right	Left	Thru	Right	Right2	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.	.00		30.00				30.00				
Grade [%]	0.00				0.00				0.00				
Curb Present	No				No				No				
Crosswalk		Ye	es			Ye	es		Yes				

### Volumes

Name	Westmoreland Ave				Westmoreland Ave					Beverly Blvd			
Base Volume Input [veh/h]	28	8	106	16	43	0	29	12	0	798	565	15	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0200	1.0000	1.0000	1.0200	1.0000	1.0200	1.0200	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	20	0	7	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	28	8	106	16	44	0	29	12	0	834	576	22	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	7	2	27	4	11	0	7	3	0	209	144	6	
Total Analysis Volume [veh/h]	28	8	106	16	44	0	29	12	0	834	576	22	
Presence of On-Street Parking	No			No	No			No	No			No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	0				(	)			(	)		
v_di, Inbound Pedestrian Volume crossing t	n 0					(	)			(	)		
v_co, Outbound Pedestrian Volume along to	ו 0				0					(	)		
v_ci, Inbound Pedestrian Volume along the	e 0				0				0				
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0				
Bicycle Volume [bicycles/h]		(	)			(	)			0			

### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss
Signal Group	0	4	0	0	0	0	4	0	0	2	6	6
Auxiliary Signal Groups										2	2,3,6	2
Lead / Lag	-	-	-	-	-	-	-	-	-	_	-	-
Minimum Green [s]	0	8	0	0	0	0	8	0	0	11	9	9
Maximum Green [s]	0	20	0	0	0	0	20	0	0	30	30	30
Amber [s]	0.0	3.2	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.9	3.9	3.9
All red [s]	0.0	1.6	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.8	1.8	1.8
Split [s]	0	24	0	0	0	0	24	0	0	41	41	41
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	0	0	7	0	0	7	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	0	0	0
Rest In Walk												
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	0.0	0.0	2.8	0.0	0.0	3.7	3.7	3.7
Minimum Recall		No					No			No	No	
Maximum Recall		No					No			Yes	Yes	
Pedestrian Recall		No					No			Yes	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

### **Lane Group Calculations**

Lane Group	С	R	С	С	R
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.80	5.70	6.00
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.80	3.70	0.00
g_i, Effective Green Time [s]	10	10	10	46	94
g / C, Green / Cycle	0.10	0.10	0.10	0.46	0.94
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.07	0.23	0.38
s, saturation flow rate [veh/h]	1355	1589	1239	3560	1589
c, Capacity [veh/h]	198	157	177	1623	1499
d1, Uniform Delay [s]	41.54	43.96	44.08	19.33	0.26
k, delay calibration	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.44	8.33	2.01	1.17	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

### Lane Group Results

X, volume / capacity	0.18	0.77	0.48	0.51	0.40
d, Delay for Lane Group [s/veh]	41.98	52.28	46.10	20.50	1.06
Lane Group LOS	D	D	D	С	А
Critical Lane Group	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.84	3.29	2.14	6.92	0.33
50th-Percentile Queue Length [ft/In]	21.03	82.25	53.53	173.08	8.29
95th-Percentile Queue Length [veh/ln]	1.51	5.92	3.85	11.24	0.60
95th-Percentile Queue Length [ft/ln]	37.85	148.06	96.35	280.96	14.93

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.98	41.98	52.28	52.28	46.10	0.00	46.10	46.10	0.00	20.50	1.06	1.06
Movement LOS	D	D	D	D	D		D	D		С	Α	Α
d_A, Approach Delay [s/veh]		49.94			46.10				12.38			
Approach LOS		D			D			В				
d_I, Intersection Delay [s/veh]						19	.87					
Intersection LOS	В											
Intersection V/C	0.505											

### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 2.537	1.769	3.436
Crosswalk LOS	В	А	С
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 384	384	706
d_b, Bicycle Delay [s]	32.64	32.64	20.93
I_b,int, Bicycle LOS Score for Intersection	1.794	1.700	2.723
Bicycle LOS	А	A	В

### Intersection Setup

Name	Temple St				Beverly Blvd					
Approach		Westbound				Northwestbound				
Lane Configuration	IIF				1/6					
Turning Movement	Left	Left Left Thru Right			Left2	Left	Thru	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Pocket	0	0	0	0	0	0	0	1		
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
Speed [mph]		30	.00		30.00					
Grade [%]		0.00				0.00				
Curb Present	No				No					
Crosswalk		N	lo			Υ	es			

### Volumes

Name		Tem	ple St			Bever	ly Blvd	
Base Volume Input [veh/h]	0	0	682	9	1	360	0	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0200	1.0200	1.0000	1.0200	1.0000	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	17	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	713	9	1	367	0	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	178	2	0	92	0	6
Total Analysis Volume [veh/h]	7	0	713	9	1	367	0	22
Presence of On-Street Parking	No			No	No			No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing			0			. (	0	
v_di, Inbound Pedestrian Volume crossing t	1		0			(	0	
v_co, Outbound Pedestrian Volume along t	n 0					(	0	
v_ci, Inbound Pedestrian Volume along the	е 0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]			0			(	0	

### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

### Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Split	Split	Split	Split
Signal Group	0	0	2	0	0	3	0	0
Auxiliary Signal Groups								
Lead / Lag	-	_	-	-	-	Lag	-	-
Minimum Green [s]	0	0	11	0	0	13	0	0
Maximum Green [s]	0	0	30	0	0	30	0	0
Amber [s]	0.0	0.0	3.9	0.0	0.0	3.9	0.0	0.0
All red [s]	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0
Split [s]	0	0	41	0	0	34	0	0
Vehicle Extension [s]	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	0	7	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	10	0	0
Rest In Walk								
I1, Start-Up Lost Time [s]	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
l2, Clearance Lost Time [s]	0.0	0.0	3.7	0.0	0.0	4.3	0.0	0.0
Minimum Recall			No			No		
Maximum Recall			Yes			Yes		
Pedestrian Recall			Yes			No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	5
Pedestrian Walk [s]	7
Pedestrian Clearance [s]	11

### **Lane Group Calculations**

Lane Group	С	С	L	R
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	5.70	5.70	6.30	6.30
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
I2, Clearance Lost Time [s]	3.70	3.70	4.30	4.30
g_i, Effective Green Time [s]	46	46	28	28
g / C, Green / Cycle	0.46	0.46	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.14	0.13	0.13	0.01
s, saturation flow rate [veh/h]	3560	1858	2752	1589
c, Capacity [veh/h]	1623	847	779	440
d1, Uniform Delay [s]	17.12	17.01	31.86	26.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.47	0.84	2.06	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

### Lane Group Results

X, volume / capacity	0.30	0.28	0.47	0.05
d, Delay for Lane Group [s/veh]	17.59	17.85	33.93	26.72
Lane Group LOS	В	В	С	С
Critical Lane Group	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.51	3.58	3.99	0.41
50th-Percentile Queue Length [ft/In]	87.71	89.49	99.86	10.25
95th-Percentile Queue Length [veh/ln]	6.32	6.44	7.19	0.74
95th-Percentile Queue Length [ft/ln]	157.88	161.07	179.75	18.45

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	17.67	17.85	33.93	33.93	0.00	26.72			
Movement LOS			В	В	С	С		С			
d_A, Approach Delay [s/veh]		17	33	33.52							
Approach LOS		E	3		С						
d_I, Intersection Delay [s/veh]				19.	.87						
Intersection LOS		В									
Intersection V/C	0.505										

### Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 0.000	2.375
Crosswalk LOS	F	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	0	554
d_b, Bicycle Delay [s]	50.00	26.14
I_b,int, Bicycle LOS Score for Intersection	4.530	1.560
Bicycle LOS	Е	А

### Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	_	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Intersection Level Of Service Report Intersection 3: Vermont Ave/1st St

Control Type:SignalizedDelay (sec / veh):51.2Analysis Method:HCM 6th EditionLevel Of Service:DAnalysis Period:1 hourVolume to Capacity (v/c):10,975.951

### Intersection Setup

Name	V	ermont Av	/e					1st St					
Approach	١	Northboun	d	S	Southbound			Eastbound	ı	٧	Westbound		
Lane Configuration	٦١٢			חוור				<b>1</b> F		HIF			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	0	0	1	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		35.00			35.00			25.00		25.00			
Grade [%]		0.00			0.00			0.00		0.00			
Curb Present	No			No				No		No			
Crosswalk		Yes			Yes			Yes		Yes			

### Volumes

Name	V	ermont Av	/e					1st St					
Base Volume Input [veh/h]	72	987	81	117	1257	167	150	470	64	67	345	79	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	17	33	6	9	0	0	16	0	38	11	15	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	73	1024	116	125	1291	170	153	495	65	106	363	96	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	18	256	29	31	323	43	38	124	16	27	91	24	
Total Analysis Volume [veh/h]	73	1024	116	125	1291	170	153	495	65	106	363	96	
Presence of On-Street Parking	No		No	No		No	No		No	No		No	
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	
v_do, Outbound Pedestrian Volume crossing	9	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing r	n	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	)	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing r	ni	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0		
Bicycle Volume [bicycles/h]		0			0	·		0			0		

### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	65.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	4	0	0	8	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0
Split [s]	0	56	0	0	56	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	17	0	0	17	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	4.1	0.0	0.0	4.1	0.0	0.0	3.5	0.0	0.0	3.5	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		Yes			Yes			Yes			Yes	
Pedestrian Recall		Yes			Yes			Yes			Yes	İ
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

### **Lane Group Calculations**

Lane Group	L	С	С	L	С	С	L	С	С	С	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	6.10	6.10	6.10	6.10	6.10	6.10	5.50	5.50	5.50	5.50	5.50
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	4.10	4.10	4.10	4.10	4.10	4.10	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	50	50	50	50	50	50	28	28	28	28	28
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.20	0.31	0.31	0.25	0.27	0.27	0.15	0.31	10000.0	0.21	0.06
s, saturation flow rate [veh/h]	363	1870	1804	493	3560	1761	1019	1832	0	1702	1589
c, Capacity [veh/h]	212	1037	1000	244	1974	976	177	560	80	520	486
d1, Uniform Delay [s]	22.82	12.95	12.96	26.94	12.31	12.32	42.29	31.25	45.00	27.59	23.10
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.44	2.19	2.29	7.73	0.89	1.81	53.62	76.21	665.62	7.89	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### Lane Group Results

X, volume / capacity	0.34	0.56	0.56	0.51	0.50	0.50	0.87	1.00	1.32	0.70	0.20
d, Delay for Lane Group [s/veh]	27.26	15.14	15.24	34.66	13.21	14.12	95.91	107.46	710.62	35.48	24.01
Lane Group LOS	С	В	В	С	В	В	F	F	F	D	С
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.43	7.38	7.16	2.80	5.65	5.84	6.05	23.71	16.58	7.92	1.63
50th-Percentile Queue Length [ft/ln]	35.78	184.39	179.03	70.00	141.33	146.05	151.28	592.71	414.47	198.10	40.63
95th-Percentile Queue Length [veh/ln]	2.58	11.83	11.55	5.04	9.55	9.81	10.09	31.70	26.88	12.54	2.93
95th-Percentile Queue Length [ft/ln]	64.40	295.74	288.75	126.00	238.81	245.15	252.14	792.42	671.92	313.52	73.14

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.26	15.19	15.24	34.66	13.43	14.12	95.91	107.46	107.46	710.62	35.48	24.01	
Movement LOS	С	В	В	С	В	В	F	F	F	F	D	С	
d_A, Approach Delay [s/veh]		15.92			15.18			104.99			160.19		
Approach LOS	В			В				F		F			
d_I, Intersection Delay [s/veh]						51	.20						
Intersection LOS		D											
Intersection V/C	10975.951												

### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
I_p,int, Pedestrian LOS Score for Intersection	n 3.110	3.276	2.502	2.689
Crosswalk LOS	С	С	В	В
s_b, Saturation Flow Rate of the bicycle land	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 1109	1109	611	611
d_b, Bicycle Delay [s]	8.93	8.93	21.70	21.70
I_b,int, Bicycle LOS Score for Intersection	2.560	2.432	2.736	2.026
Bicycle LOS	В	В	В	В

### Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	1	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



### Intersection Level Of Service Report Intersection 4: Westmoreland Ave/1st St

Control Type:SignalizedDelay (sec / veh):16.3Analysis Method:HCM 6th EditionLevel Of Service:BAnalysis Period:1 hourVolume to Capacity (v/c):0.401

### Intersection Setup

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St			
Approach	١	orthboun	d	S	outhboun	d	E	Eastbound	d	Westbound			
Lane Configuration		+			+			חור		ПİГ			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Pocket	0	0	0	0	0	0	1	0	0	1	0	0	
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
Speed [mph]		30.00			30.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No		No			
Crosswalk		Yes			Yes			Yes		Yes			

### Volumes

Name	Wes	tmoreland	Ave	Wes	tmoreland	Ave				1st St		
Base Volume Input [veh/h]	13	8	17	32	2	131	144	607	24	19	314	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	29	0	38	33	22	0	0	26	24
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	8	17	62	2	172	180	641	24	19	346	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	4	16	1	43	45	160	6	5	87	14
Total Analysis Volume [veh/h]	13	8	17	62	2	172	180	641	24	19	346	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossin	g	0			0			0			0	
v_di, Inbound Pedestrian Volume crossing	n	0			0			0			0	
v_co, Outbound Pedestrian Volume crossing	g 0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing r	mi 0				0			0		0		
v_ab, Corner Pedestrian Volume [ped/h]	1] 0			0			0			0		
Bicycle Volume [bicycles/h]		0			0			0			0	

### Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	67.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

### Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	6	0	0	2	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	8	0	0	8	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	25	0	0	25	0	0	30	0
Amber [s]	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	3.2	0.0
All red [s]	0.0	1.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	11	0	0	11	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.8	0.0	0.0	2.8	0.0	0.0	2.7	0.0	0.0	2.7	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			Yes			Yes	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

### **Lane Group Calculations**

Lane Group	С	С	L	С	R	L	С	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.80	4.80	4.70	4.70	4.70	4.70	4.70	4.70
I1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
I2, Clearance Lost Time [s]	2.80	2.80	2.70	2.70	2.70	2.70	2.70	2.70
g_i, Effective Green Time [s]	30	30	60	60	60	60	60	60
g / C, Green / Cycle	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.17	0.34	0.02	0.02	0.19	0.03
s, saturation flow rate [veh/h]	1456	1555	1035	1870	1589	788	1870	1589
c, Capacity [veh/h]	488	515	582	1128	958	368	1128	958
d1, Uniform Delay [s]	24.91	28.51	15.57	11.99	8.00	19.95	9.67	8.16
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	2.95	1.38	2.10	0.05	0.27	0.71	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

### Lane Group Results

X, volume / capacity	0.08	0.46	0.31	0.57	0.03	0.05	0.31	0.06
d, Delay for Lane Group [s/veh]	25.22	31.46	16.95	14.09	8.05	20.22	10.38	8.28
Lane Group LOS	С	С	В	В	Α	С	В	Α
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.68	4.99	2.66	8.60	0.21	0.31	3.68	0.49
50th-Percentile Queue Length [ft/In]	17.09	124.77	66.62	214.99	5.28	7.71	91.97	12.36
95th-Percentile Queue Length [veh/ln]	1.23	8.65	4.80	13.41	0.38	0.56	6.62	0.89
95th-Percentile Queue Length [ft/ln]	30.76	216.36	119.92	335.22	9.51	13.88	165.54	22.25

### Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.22	25.22	25.22	31.46	31.46	31.46	16.95	14.09	8.05	20.22	10.38	8.28
Movement LOS	С	С	С	С	С	С	В	В	Α	С	В	Α
d_A, Approach Delay [s/veh]		25.22			31.46			14.53		10.55		
Approach LOS		С			СВ						В	
d_I, Intersection Delay [s/veh]					16.30							
Intersection LOS						E	3					
Intersection V/C				0.401								

### Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
I_p,int, Pedestrian LOS Score for Intersection	n 1.787	2.209	2.592	2.615
Crosswalk LOS	А	В	В	В
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h	] 604	604	1206	1206
d_b, Bicycle Delay [s]	24.36	24.36	7.88	7.88
I_b,int, Bicycle LOS Score for Intersection	1.622	1.949	2.954	2.253
Bicycle LOS	А	A	С	В

### Sequence

	Ring 1	ı	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
	Ring 2	-	6	-	8	-	-	_	-	-	-	-	-	-	-	-	-
	Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ī	Ring 4	_	_	-	-	-	-	-	-	-	-	-	-	-	-	- 1	-



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### **Turning Movement Volume: Summary**

ſ	ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astboun	d	W	estbour/	nd	Total
	טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
	1	Madison Ave/Beverly Blvd	11	0	18	1	1	19	7	1424	35	52	1054	17	2639

I	ID	Intersection Name		North	bound		Sc	outhbou	nd	Е	astboun	ıd	Westl	oound
	טו	intersection Name	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
	2	Westmoreland Ave/Beverly Blvd	28	8	106	16	44	29	12	834	576	22	713	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	367	22	2787

ID	Intersection Name	N	orthbou	nd	Sc	outhbou	nd	Е	astbour	ıd	V	/estbour	nd	Total
טו	intersection Name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
3	Vermont Ave/1st St	73	1024	116	125	1291	170	153	495	65	106	363	96	4077

ID	Intersection Name	N	orthbou	nd	So	outhbou	nd	Е	astboun	d	W	estbour/	nd	Total
טו	intersection name	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
4	Westmoreland Ave/1st St	13	8	17	62	2	172	180	641	24	19	346	55	1539

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### **Turning Movement Volume: Detail**

ID	Intersection	Volume Type	N	orthbou	nd	So	outhbou	nd	Е	astbour	nd	V	/estbour	nd	Total
ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	2	0	9	1	1	19	7	1378	34	51	1017	17	2536
		Growth Factor	1.02	1.00	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
1	Madison Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
'	Blvd	Net New Trips	9	0	9	0	0	0	0	18	0	0	17	0	53
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	0	18	1	1	19	7	1424	35	52	1054	17	2639

ID	Intersection	Valuma Tuna		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	oound
l ID	Name	Volume Type	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right
		Final Base	28	8	106	16	43	29	12	798	565	15	682	9
		Growth Factor	1.00	1.00	1.00	1.00	1.02	1.00	1.02	1.02	1.02	1.00	1.02	1.02
2	Westmoreland Ave/Beverly	In Process	0	0	0	0	0	0	0	0	0	0	0	0
2	Blvd	Net New Trips	0	0	0	0	0	0	0	20	0	7	17	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	8	106	16	44	29	12	834	576	22	713	9

Nort	hwestbo	ound	Total
2	Left	Right	Volume
1	360	22	2694
1.00	1.02	1.02	-
0	0	0	0
0	0	0	44
0	0	0	0
1	367	22	2787

ID	Intersection	Volumo Typo	N	orthbou	nd	So	outhbou	nd	Е	astbour	ıd	W	/estbour	nd	Total
l ID	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	72	987	81	117	1257	167	150	470	64	67	345	79	3856
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
3	Vermont	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
	Ave/1st St	Net New Trips	0	17	33	6	9	0	0	16	0	38	11	15	145
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	73	1024	116	125	1291	170	153	495	65	106	363	96	4077

ID	Intersection	Valuma Tuna	N	orthbou	nd	So	outhbou	nd	Е	astbour	ıd	V	/estbour	nd	Total
טו	Name	Volume Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
		Final Base	13	8	17	32	2	131	144	607	24	19	314	30	1341
		Growth Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
4	Westmoreland	In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Ave/1st St	Net New Trips	0	0	0	29	0	38	33	22	0	0	26	24	172
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	13	8	17	62	2	172	180	641	24	19	346	55	1539

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### **Fair Share Volumes**

			lı	ntersectio	n 1: Madi	son Ave/E	Beverly B	lvd					
Zone ID: Name	N	lorthboun	ıd	5	Southbour	nd	I	Eastboun	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	9	0	9	0	0	0	0	7	0	0	0	0	25
2: Zone	0	0	0	0	0	0	0	5	0	0	3	0	8
3: Zone	0	0	0	0	0	0	0	6	0	0	14	0	20
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	9	0	9	0	0	0	0	18	0	0	17	0	
Future Total Volume	11	0	18	1	1	19	7	1424	35	52	1054	17	

				Inters	ection 2	2: Westr	norelan	d Ave/B	everly E	Blvd						
Zone ID: Name		North	bound		So	outhbou	nd	Е	astboun	ıd	Westl	bound	Nort	hwestb	ound	Total
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0	0	0	0	0	0	0	9	0	7	0	0	0	0	0	16
2: Zone	0	0	0	0	0	0	0	5	0	0	3	0	0	0	0	8
3: Zone	0	0	0	0	0	0	0	6	0	0	14	0	0	0	0	20
4: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips	0	0	0	0	0	0	0	20	0	7	17	0	0	0	0	
Future Total Volume	28	8	106	16	44	29	12	834	576	22	713	9	1	367	22	

	Intersection 3: Vermont Ave/1st St												
Zone ID: Name	١	lorthboun	ıd	S	Southbour	ıd	E	Eastbound	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	33	0	0	0	0	0	0	38	0	0	71
2: Zone	0	3	0	0	3	0	0	0	0	0	0	0	6
3: Zone	0	14	0	6	6	0	0	0	0	0	0	15	41
4: Zone	0	0	0	0	0	0	0	16	0	0	11	0	27
Site-Generated Trips	0	17	33	6	9	0	0	16	0	38	11	15	
Future Total Volume	73	1024	116	125	1291	170	153	495	65	106	363	96	

	Intersection 4: Westmoreland Ave/1st St												
Zone ID: Name	١	lorthboun	ıd	S	Southbour	nd	I	Eastboun	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0	0	0	29	0	38	33	0	0	0	0	24	124
2: Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
3: Zone	0	0	0	0	0	0	0	6	0	0	15	0	21
4: Zone	0	0	0	0	0	0	0	16	0	0	11	0	27
Site-Generated Trips	0	0	0	29	0	38	33	22	0	0	26	24	
Future Total Volume	13	8	17	62	2	172	180	641	24	19	346	55	

Report File: J:\...\FWP PM\_2.pdf

Scenario 7 FWP PM 10/1/2019

### Fair Share % of Net New Site

	Intersection 1: Madison Ave/Beverly Blvd												
Zone ID: Name	N	lorthboun	d	S	outhbour	ıd		Eastbound	t	\	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	100%	0%	100%	0%	0%	0%	0%	38.89%	0%	0%	0%	0%	47.17%
2: Zone	0%	0%	0%	0%	0%	0%	0%	27.78%	0%	0%	17.65%	0%	15.09%
3: Zone	0%	0%	0%	0%	0%	0%	0%	33.33%	0%	0%	82.35%	0%	37.74%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	

				Inters	ection 2	2: Westr	norelan	d Ave/B	everly E	Blvd						
Zone ID: Name		North	bound		Sc	outhbou	nd	Е	astbour	nd	Westl	oound	Nort	hwestb	ound	Total
	Left	Thru	Right	2	Left	Thru	Right	Thru	Right	2	Thru	Right	2	Left	Right	
1: Zone	0%	0%	0%	0%	0%	0%	0%	45%	0%	100%	0%	0%	0%	0%	0%	36.36%
2: Zone	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	17.65 %	0%	0%	0%	0%	18.18%
3: Zone	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	82.35 %	0%	0%	0%	0%	45.45%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	0%	0%	

	Intersection 3: Vermont Ave/1st St												
Zone ID: Name	ne Northbound Southbound Eastbound Westbound Total											Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0% 100% 0% 0% 0% 0% 0% 0% 100% 0% 0% 48.97%									48.97%		
2: Zone	0%	17.65%	0%	0%	33.33%	0%	0%	0%	0%	0%	0%	0%	4.14%
3: Zone	0%	82.35%	0%	100%	66.67%	0%	0%	0%	0%	0%	0%	100%	28.28%
4: Zone	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	18.62%
Total	0%	100%	100%	100%	100%	0%	0%	100%	0%	100%	100%	100%	

	Intersection 4: Westmoreland Ave/1st St												
Zone ID: Name	1	Northbound Southbound Eastbound Westbound Total										Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0% 0% 100% 0% 100% 100% 0% 0% 0% 0% 100% 72.0								72.09%			
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	27.27%	0%	0%	57.69%	0%	12.21%
4: Zone	0%	0%	0%	0%	0%	0%	0%	72.73%	0%	0%	42.31%	0%	15.7%
Total	0%	0%	0%	100%	0%	100%	100%	100%	0%	0%	100%	100%	

Report File: J:\...\FWP PM\_2.pdf

Scenario 7 FWP PM 10/1/2019

### **Fair Share % of Future Total**

	Intersection 1: Madison Ave/Beverly Blvd												
Zone ID: Name	N	lorthboun	ıd	S	outhbour	ıd	-	Eastbound	d	١	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	81.82%	0%	50%	0%	0%	0%	0%	0.49%	0%	0%	0%	0%	0.95%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0.35%	0%	0%	0.28%	0%	0.3%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0.42%	0%	0%	1.33%	0%	0.76%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	81.82%	0%	50%	0%	0%	0%	0%	1.26%	0%	0%	1.61%	0%	

	Intersection 2: Westmoreland Ave/Beverly Blvd															
Zone ID: Name		Northbound Southbound Eastbound Westbound Northwestbound										Total				
	Left	eft Thru Right 2 Left Thru Right Thru Right 2 Thru Right 2 Left Right														
1: Zone	0%	0%	0%	0%	0%	0%	0%	1.08%	0%	31.82 %	0%	0%	0%	0%	0%	0.57%
2: Zone	0%											0.29%				
3: Zone	0%	0%	0%	0%	0%	0%	0%	0.72%	0%	0%	1.96%	0%	0%	0%	0%	0.72%
4: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%	2.4%	0%	31.82 %	2.38%	0%	0%	0%	0%	

	Intersection 3: Vermont Ave/1st St												
Zone ID: Name	1	Northbour	nd	S	Southboun	ıd	E	Eastbound	d	V	Vestboun	d	Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	28.45%	0%	0%	0%	0%	0%	0%	35.85%	0%	0%	1.74%
2: Zone	0%	0.29%	0%	0%	0.23%	0%	0%	0%	0%	0%	0%	0%	0.15%
3: Zone	0%	1.37%	0%	4.8%	0.46%	0%	0%	0%	0%	0%	0%	15.63%	1.01%
4: Zone	0%	0%	0%	0%	0%	0%	0%	3.23%	0%	0%	3.03%	0%	0.66%
Total	0%	1.66%	28.45%	4.8%	0.7%	0%	0%	3.23%	0%	35.85%	3.03%	15.63%	

	Intersection 4: Westmoreland Ave/1st St												
Zone ID: Name	Northbound Southbound Eastbound Westbound Total											Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	46.77%	0%	22.09%	18.33%	0%	0%	0%	0%	43.64%	8.06%
2: Zone	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3: Zone	0%	0%	0%	0%	0%	0%	0%	0.94%	0%	0%	4.34%	0%	1.36%
4: Zone	0%	0%	0%	0%	0%	0%	0%	2.5%	0%	0%	3.18%	0%	1.75%
Total	0%	0%	0%	46.77%	0%	22.09%	18.33%	3.43%	0%	0%	7.51%	43.64%	

Signal Warrants Report For Intersection 1: Madison Ave/Beverly Blvd

### Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

### **Intersection Warrants Parameters**

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

### Warrant Analysis Traffic Volumes

Hour	Major S	Streets	Minor	Streets
	Е	W	S	N
1	1123	1466	29	21
2	1078	1407	28	20
3	1056	1378	27	20
4	898	1173	23	17
5	853	1114	22	16
6	764	997	20	14
7	707	924	18	13
8	674	880	17	13
9	539	704	14	10
10	505	660	13	9
11	505	660	13	9
12	483	630	12	9
13	438	572	11	8
14	404	528	10	8
15	404	528	10	8
16	393	513	10	7
17	225	293	6	4
18	124	161	3	2
19	112	147	3	2
20	45	59	1	1
21	34	44	1	1
22	34	44	1	1
23	22	29	1	0
24	22	29	1	0

### Warrant Analysis by Hour

Hour	Major	Lanes	Minor	Lanes		Warrant 1	Condition A	1		Warrant 1	Condition B	3	Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	6	2589	2	50	No	No	No	No	No	No	No	No	No	No
2	6	2485	2	48	No	No	No	No	No	No	No	No	No	No
3	6	2434	2	47	No	No	No	No	No	No	No	No	No	No
4	6	2071	2	40	No	No	No	No	No	No	No	No	No	No
5	6	1967	2	38	No	No	No	No	No	No	No	No	No	No
6	6	1761	2	34	No	No	No	No	No	No	No	No	No	No
7	6	1631	2	31	No	No	No	No	No	No	No	No	No	No
8	6	1554	2	30	No	No	No	No	No	No	No	No	No	No
9	6	1243	2	24	No	No	No	No	No	No	No	No	No	No
10	6	1165	2	22	No	No	No	No	No	No	No	No	No	No
11	6	1165	2	22	No	No	No	No	No	No	No	No	No	No
12	6	1113	2	21	No	No	No	No	No	No	No	No	No	No
13	6	1010	2	19	No	No	No	No	No	No	No	No	No	No
14	6	932	2	18	No	No	No	No	No	No	No	No	No	No
15	6	932	2	18	No	No	No	No	No	No	No	No	No	No
16	6	906	2	17	No	No	No	No	No	No	No	No	No	No
17	6	518	2	10	No	No	No	No	No	No	No	No	No	No
18	6	285	2	5	No	No	No	No	No	No	No	No	No	No
19	6	259	2	5	No	No	No	No	No	No	No	No	No	No
20	6	104	2	2	No	No	No	No	No	No	No	No	No	No
21	6	78	2	2	No	No	No	No	No	No	No	No	No	No
22	6	78	2	2	No	No	No	No	No	No	No	No	No	No
23	6	51	2	1	No	No	No	No	No	No	No	No	No	No
24	6	51	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

### Warrant 3 Condition A

Orientation	S	N		
Total Stopped Delay Per Vehicle on Minor Approach (s)	57.7	29		
Number of Lanes on Minor Street Approach	1	1		
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:27	0:10		
Delay Condition Met	No	No		
Volume on Minor Street Approach During Same Hour	29 21			
High Minor Volume Condition Met	No No			
Total Entering Volume on All Approaches During Same Hour	2639	2639		
Number of Approaches on Intersection	4	4		
Total Volume Condition Met	Yes	Yes		
Warrant Met for Approach	No	No		
Warrant Met for Intersection	No			

Scenario 7 FWP PM Report File: J:\...\FWP PM\_2.pdf 10/1/2019

### **Trip Generation summary**

### **Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	74	87	161	25.76
2: Zone				1.000	0.000	50.00	50.00	12	18	30	4.80
3: Zone				1.000	0.000	50.00	50.00	113	46	159	25.44
4: Zone				1.000	0.000	50.00	50.00	164	111	275	44.00
				Added	d Trips Tota	al	363	262	625	100.00	

Report File: J:\...\FWP PM\_2.pdf

Scenario 7 FWP PM 10/1/2019

### **Trip Distribution summary**

	Zone 1: Zone					
	To Z	one:	From	Zone:		
Zone / Gate	Share %	Trips	Share %	Trips		
2: Zone	0.00	0	0.00	0		
3: Zone	0.00	0	0.00	0		
4: Zone	0.00	0	0.00	0		
5: Gate	10.00	7	10.00	9		
6: Gate	0.00	0	0.00	0		
7: Gate	0.00	0	0.00	0		
8: Gate	10.00	7	10.00	9		
9: Gate	2.00	1	2.00	2		
10: Gate	33.00	24	33.00	29		
11: Gate	0.00	0	0.00	0		
12: Gate	45.00	33	45.00	38		
13: Gate	0.00	0	0.00	0		
Total	100.00	72	100.00	87		

	Zone 2: Zone						
	To Z	To Zone: Fron					
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
3: Zone	0.00	0	0.00	0			
4: Zone	0.00	0	0.00	0			
5: Gate	25.00	3	25.00	5			
6: Gate	25.00	3	25.00	5			
7: Gate	0.00	0	0.00	0			
8: Gate	25.00	3	25.00	5			
9: Gate	0.00	0	0.00	0			
10: Gate	0.00	0	0.00	0			
11: Gate	0.00	0	0.00	0			
12: Gate	25.00	3	25.00	3			
13: Gate	0.00	0	0.00	0			
Total	100.00	12	100.00	18			

	Zone 3: Zone					
	To Z	one:	From	Zone:		
Zone / Gate	Share %	Trips	Share %	Trips		
1: Zone	0.00	0	0.00	0		
2: Zone	0.00	0	0.00	0		
4: Zone	0.00	0	0.00	0		
5: Gate	25.00	28	25.00	12		
6: Gate	25.00	28	25.00	10		
7: Gate	0.00	0	0.00	0		
8: Gate	12.00	14	12.00	6		
9: Gate	13.00	15	13.00	6		
10: Gate	0.00	0	0.00	0		
11: Gate	0.00	0	0.00	0		
12: Gate	12.00	14	12.00	6		
13: Gate	13.00	15	13.00	6		
Total	100.00	114	100.00	46		

	Zone 4: Zone						
	To Z	one:	From	Zone:			
Zone / Gate	Share %	Trips	Share %	Trips			
1: Zone	0.00	0	0.00	0			
2: Zone	0.00	0	0.00	0			
3: Zone	0.00	0	0.00	0			
5: Gate	0.00	0	0.00	0			
6: Gate	0.00	0	0.00	0			
7: Gate	0.00	0	0.00	0			
8: Gate	0.00	0	0.00	0			
9: Gate	80.00	131	80.00	89			
10: Gate	10.00	16	10.00	11			
11: Gate	0.00	0	0.00	0			
12: Gate	0.00	0	0.00	0			
13: Gate	10.00	16	10.00	11			
Total	100.00	163	100.00	111			

### APPENDIX G – VMT Calculator Worksheets

# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.0**



### **Project Information**

### MM 0 Scenario: Address: Project:

Coccession Coccession	Unit Student:	Students Students
VYVIEDV EE	Value 186	186 294
THE TOTAL SOON WHITE THE TOTAL SOON STATE STATE SOON STATE STATE SOON STATE STATE SOON STATE STATE SOON STATE STATE SOON STATE STATE SOON STATE	Land Use Type	School   Middle School School   Elementary

### **TDM Strategies**

## Select each section to show individual strategies Use 🔽 to denote if the TDM strategy is proposed

ose 🔽 to deficie il die i Divi suategy is proposed part of the project of is a mitigation strategy	Parking	city code parking provision for the project site	actual parking provision for the project site	monthly parking cost (dollar) for the project site	percent of employees eligible	daily parking charge (dollar) percent of employees subject to priced parking	cost (dollar) of annual permit	
se 💌 to deficie ii ure i Divi su ategy is pro	⋖	Reduce Parking Supply 100	Proposed Prj   Mitigation 74	Unbundle Parking Proposed Pri Mitigation	Parking Cash-Out 50 Proposed Pri Mitigation	Price Workplace Parking 6.00 Force Price Workplace Parking 6.00 Force Price Workplace Price Workplace Price Workplace Parking Force Price Workplace Price Workplace Parking Force Parkin	Residential Area Parking Permits Proposed Ptj Mittgation	6

|--|

### **Analysis Results**

With Mitigation	<b>386</b> Daily Vehicle Trips	<b>2,015</b> Daily VMT	<b>0.0</b> Houseshold VMT per Capita	<b>7.1</b> Work VMT per Employee	/MT Impact?	Household: No Threshold = 6.0 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC
Proposed Project	<b>386</b> Daily Vehicle Trips	<b>2,015</b> Daily VMT	<b>0.0</b> Houseshold VMT per Capita	<b>7.1</b> Work VMT per Employee	Significant VMT Impact?	<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC



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

## **CITY OF LOS ANGELES VMT CALCULATOR**

Report 1: Project & Analysis Overview

Project Name: Everest Value School Project Scenario: Existing

Date: November 19, 2019

Project Address: 34.075638, -118.288872

	Project Information	ation	
Tand	Land Use Type	Value	Units
	Single Family	0	DO
	Multi Family	0	DO
Housing	Townhouse	0	DO
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	DO
Saiotto Charles Africa	Senior	0	DO
Ayjordable nousing	Special Needs	0	DO
	Permanent Supportive	0	DO
	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0000	7007
Retail	Restaurant	5	(SV
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	ksf
CJJICE	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
Jodas	University	0	Students
	High School	0	Students
Other		0	Trips

## CITY OF LOS ANGELES VMT CALCULATOR

AIOR Project Name: Everest Value School Project Scenario: Existing

Date: November 19, 2019

Project Address: 34.075638, -118.288872

E

Report 1: Project & Analysis Overview

	Analysis Results	sults	
	Total Employees: 48	48	
	Total Population: 0	0	
Propose	Proposed Project	With Mi	With Mitigation
386	Daily Vehicle Trips	386	Daily Vehicle Trips
2,015	Daily VMT	2,015	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7	Work VMT	,	Work VMT per
7.7	per Employee	7.7	Employee
	Significant VMT Impact?	mpact?	
	APC: Central	al	
	Impact Threshold: 15% Below APC Average	ow APC Average	
	Household = 6.02	.03	
	Work = 7.6?		
Propose	Proposed Project	With Mi	With Mitigation
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

## CITY OF LOS ANGELES VMT CALCULATOR

B

Report 2: TDM Inputs

Project Name: Everest Value School Project Scenario: Existing Project Address: 34.075638, -118.288872

Date: November 19, 2019

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

Report 2: TDM Inputs

Project Name: Everest Value School Project Scenario: Existing Project Address: 34.075638, -118.288872

Date: November 19, 2019

	TDM	TDM Strategy Inputs, Cont.	Cont.	
Strate	Strategy Type	Description	Proposed Project	Mitigations
		Reduction in headways (increase in frequency) (%) Existing transit mode	%0	%0
	Reduce transit headways	share (as a percent of total daily trips) (%)	%	%0
		Lines Witnin project site improved (<50%, >=50%)	0	0
Transit	Implement	Degree of implementation (low, medium, high)	0	0
	וופולוויססמ איומניופ	Employees and residents eligible (%)	%0	%0
		Employees and residents eligible (%)	%	%0
	Transit subsidies	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education &	Voluntary travel behavior change program	Employees and residents participating (%)	%0	%0
Encouragement	Promotions and marketing	Employees and residents participating (%)	%0	%0
	Ü	(cont. on following page)	(1	

Report 2: TDM Inputs

Project Name: Everest Value School Project Scenario: Existing

Date: November 19, 2019

Project Address: 34.075638, -118.288872

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

B

Report 2: TDM Inputs

Project Name: Everest Value School Project Scenario: Existing Project Address: 34.075638, -118.288872

Date: November 19, 2019

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

Report 3: TDM Outputs

Project Name: Everest Value School Project Scenario: Existing

Project Address: 34.075638, -118.288872

/ersion 1.0

Appendix B, Shared Mobility Transit sections 1 -Parking sections Encouragement Appendix B, Education & sections 1 - 2 Commute Trip sections 1 - 4 Appendix B, Appendix B, Appendix B, Reductions sections Source 1-3 Non-Home Based Other Non-Home Based Other Mitigated 0.0% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Proposed 0.00% 0.0% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Proposed Mitigated 0.00% 0.0% %0 %0 %0 %0 %0 %0 %0 Production 0.00% 0.0% 0.0% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Proposed Mitigated Home Based Other 0.00% 0.0% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 **TDM Adjustments by Trip Purpose & Strategy** Attraction 0.00% %0 %0 %0 %0 %0 %0 %0 Proposed Mitigated Home Based Other 0.0% Place type: Urban %0 %0 %0 %0 %0 %0 %0 Production 0.00% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Proposed Mitigated 0.00% Home Based Work %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Attraction 0.00% 0.0% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Proposed Mitigated 0.00% Home Based Work %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 0.00% %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 %0 Employer sponsored vanpool or shuttle Required commute Unbundle parking Parking cash-out Residential area Promotions and Price workplace School carpool program **Encouragement** Shared Mobility Commute Trip **Education &** Reductions **Parking Transit** 

Project Name: Everest Value School Project Scenario: Existing Project Address: 34.075638, -118.288872

Report 3: TDM Outputs

		Source		Appendix B,	Bicycle Infrastructure	sections 1 - 3	Appendix B,	Enhancement sections 1 - 2
		ome Based Other Attraction	Mitigated	%0.0	0.0%	%0.0	%0.0	%0'0
		Non-Home Attra	Proposed	0.0%	%0:0	%0.0	%0:0	0.0%
		Non-Home Based Other Non-Home Based Other Production Attraction	Mitigated	0.0%	%0.0	%0.0	%0:0	%0.0
		Non-Home I Produ	Proposed	0.0%	%0.0	%0.0	0.0%	0.0%
", Cont.		Home Based Other Attraction	Mitigated	0.0%	%0.0	%0.0	%0.0	0.0%
TDM Adjustments by Trip Purpose & Strategy, Cont.		Home Ba: Attra	Proposed	0.0%	0.0%	0.0%	0.0%	0.0%
Purpose 8	Urban	Home Based Other Production	Mitigated	0.0%	%0.0	%0.0	%0.0	0.0%
s by Trip I	Place type: Urban	Home Ba Prodi	Proposed	%0.0	%0:0	%0.0	%0.0	%0.0
justment		Home Based Work Attraction	Mitigated	%0:0	%0.0	%0.0	%0.0	%0.0
TDM Ad		Home Ba Attro	Proposed	%0.0	0.0%	%0.0	0.0%	0.0%
		Home Based Work Production	Mitigated	%0.0	%0.0	%0.0	%0.0	%0.0
		Home Ba Prod	Proposed	%0.0	%0:0	%0.0	%0.0	%0.0
				Implement/Improve on-street bicycle facility	Bike parking per LAMC	Include secure bike parking and showers	Traffic calming improvements	Pedestrian network improvements
					Bicycle Infrastructure		Neighborhood	Enhancement

				Final Com	bined &	Final Combined & Maximum TDM Effect	TDM Eff	ect				
	Home Ba Produ	Home Based Work Production	Home Based Work Attraction	sed Work ction	Home Based Ot Production	Home Based Other Production	Home Based Other Attraction	ed Other ction	Non-Home Based Production	ased Other ction	Non-Home Based Other Non-Home Based Other Production Attraction	ased Other tion
	Proposed	Proposed Mitigated		Mitigated	Proposed	Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0
MAX. TDM EFFECT	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0	%0

= Min	= Minimum (X%, 1- (1-[a])*(1-[b])) where: X%=	(([q]-
	urban center	75%
PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Report 3: TDM Outputs 2 of 2

Report 4: MXD Methodology

Project Name: Everest Value School Date: November 19, 2019

Project Scenario: Existing

Project Address: 34.075638, -118.288872



	MXD Me	MXD Methodology - Existing Without TDM	sting Without	TDM		
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length Unadjusted VMT	Unadjusted VMT	MXD VMT
Home Based Work Production	0	%0.0	0	7.8	0	0
Home Based Other Production	0	%0.0	0	5.1	0	0
Non-Home Based Other Production	52	-14.2%	44	7.4	380	326
Home-Based Work Attraction	70	-26.7%	51	6.7	468	343
Home-Based Other Attraction	208	-51.4%	247	4.4	2,260	1,099
Non-Home Based Other Attraction	52	-14.2%	44	5.6	288	247

	MXD M	Methodology with TDM Measures	th TDM Measur	.es		
		Proposed Project		Project v	Project with Mitigation Measures	asures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	%0.0					
Home Based Other Production	%0.0					0
Non-Home Based Other Production	%0.0	44	326		44	326
Home-Based Work Attraction	%0.0	51	343		51	343
Home-Based Other Attraction	%0.0	247	1,099		247	1,099
Non-Home Based Other Attraction	%0.0	44	247		44	247

	MXD VMT Methodology Per Capita & Per Employee	nployee
	Total Population: 0	0
	Total Employees: 48	48
	APC: 0	APC: Central
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	343	343
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	7.1	7.1

### VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

**Ownership.** You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

**Warranty Disclaimer.** In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

**Limitation of Liability.** It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
Ву:	
Print Name:	 
Title:	 
Company:	 
Address:	 
Phone:	 
Email Address:	
Date:	

### APPENDIX H – QUEUING

### JB71259 - 241 Westmoreland Charter School

**QUEUING ANALYSIS** 

### rip Generation without Trip Reductions

assumed 30 second average unloading time per vehicle

86 trips - AM Inbound

15 length of peak period (mins)

5.73 Arrival Rate per minute

120 vehicle/hour per active loading space

(60 min x 60 sec or 3600) / 30 seconds

2.0 Service Rate per minute (vehicles per minute)

8.0 Service Rate with 4

4 spaces

Arrival Rate Service Rate

0.72 intensity rate

5 reservoir behind service position based on intensity rate

- queue vehicle after active loading area



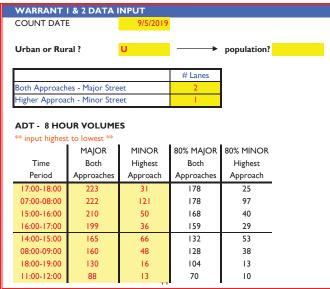
### APPENDIX I – Signal Warrant Worksheets, Gap Survey, and Counts

### **SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS**

Major Street: Westmoreland Avenue
Minor Street: Cosmpolitan Street
Scenario: Existing Conditions

SUMMAR	RY OF RESULTS	Warrant Satisfy?
Warrant I	Eight-Hour Vehicle Volume	No
Warrant 2	Four-Hour Vehicle Volume	No
Warrant 3	Peak Hour	No
Warrant 4	Pedestrian Volume	No
Warrant 5	School Crossing	No
Warrant 6	Coordinated Signal System	N/A
Warrant 7	Crash Experience	No
Warrant 8	Roadway Network	No
Warrant 9	Intersection Near a Grade Crossing	N/A

### INTERSECTION: MAJOR: Westmoreland Avenue MINOR: Cosmpolitan Street SCENARIO Existing Conditions



<b>WARRANT 3</b> E	DATA INI	PUT			
AM Total Vol.	461	PM Total Vol.	316		
PEAK HOUR			АМ	PM	
TRAFFIC VOLUME DATA			PEAK	I PEAK	AM DELAY
			PEAK	PEAK	AN DELAT
Major Street-Approach 1:			238	161	12.
Major Street-App	roach 2:		87	76	PM DELAY
Minor Street-High	ner Volume	App.	136	79	10.

Minor Street w	/Right-Turn Re	duction:	=
WARRANTS	4 PEDESTR	IAN VOLUM	E
** input highest	t to lowest **	_	_
<u>PART I</u>	Vehicle	Pedestrian	Distance to Nearest Traffic Signal
Time	Vols	Vols	353 Feet
15:00-16:00	209	14	
13:00-14:00	85	6	School Age Ped Crossing
09:00-10:00	85	5	l Children
14:00-15:00	196	4	
PART 2	Vehicle	Pedestrian	1
Time	Vols	Volumes	
15:00-16:00	209	14	
13.00-10.00	207	14	
Ped Crossing -	< 4 ft / sec ?		yes or no

chool Ages Ped Cross / Hr School Ages Ped Cross / Day M PEAK 10 AM PEAK
M PEAK 10 AM PEAK
M PEAK 12 PM PEAK

NEW INTERSECTION - Figu	ıre 4C-103		
Daily Traffic Volume		Conditon A	80%
Major Approach I	1441	Satifiy? NO	NO
Major Approach 2	629		
TOTAL (Both) Approaches	2070	Conditon B	
Minor Approach	542	Satifiy? NO	NO
(Higher Volume)			

### Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 1 of 5)

									COUNT	DATE		9/5/2	019	
DIST CO	O RTE	PM							CALC			DATE	9/24/2	.019
									CHK			DATE		
Major Street:	Westmor	eland A	venue						Criti	cal Appr	oach Sp	eed	25	mph
Minor Street:	Cosmpoli	tan Str	eet				-			cal Appr			25	mph
	<u>-</u>						•				·	_		
Spee	ed limit or critic	cal speed	d on ma	jor stre	et traffic	: > 64 km	n/h (40 m	ıph)	or	RURAL	P			
In bu	uilt up area of i	solated (	commu	nity of <	10,000	population	on			KOKAL	- K			
									X	URBAN	I - U			
WARRAN	_									ATISE	FIED	YES _	N	O X
(Condition	A or Con	dition	B or	combi	natio	n of A	and B	must b	e satisf	ied)				
Condition	A - Minimu	ım Ve	hicle	Volun	ne				100%	SATIS	SFIED	YES	□ NO	x
				QUIREM		1			80%		SFIED	YES	H	
				IN BRAC					00/8	3411	טו ובט		۰۰۰۰	<u>'</u>
		Ū	R	U	R									
APPROAG	CH LANES		ı	2 or	More	1:00, 18	Pigo 01:00, 02	500 500	6,00 16,00 1	0 NO. (	,00 /05:0°	29:00 B:00' (	100 /100, 1	Hour
Both Ap	proaches	500	350	600	420	223	222	210	199	165	160	130	88	
Major	Street	(400)	(280)	(480)	(336)	(178)	(178)	(168)	(159)	(132)	(128)	(104)	(70)	
Highest A	Approach	150	105	200	140	31	121	50	36	66	48	16	13	
Minor	Street	(120)	(84)	(160)	(112)	(25)	(97)	(40)	(29)	(53)	(38)	(13)	(10)	
Condition	B - Interru	ption	of Co	ntinu	ous Ti	raffic			100%	SATI	SFIED	YES	N	X
		MINII	MUM RE	QUIREM	IENTS				80%	SATI	SFIED	YES	N	X
		(80%	SHOWN	IN BRAC	KETS)									
		U	R	U	R		/	/	/	/		, ,	. /	
APPROAG	CH LANES		I	2 or	More	1:00,18	200 OT-100, 05	200 (5:00	100 (100 (1º	10 KiO, (	,00 8:00 C	29:00 B:00.	ig /ig, (	Hour
Both Ap	proaches	750	525	900	630	223	222	210	199	165	160	130	88	
	Street	(600)	(420)	(720)	(504)	(178)	(178)	(168)	(159)	(132)	(128)	(104)	(70)	
-	Approach	75	53	100	70	31	121	50	36	66	48	16	13	
Minor	Street	(60)	(42)	(80)	(56)	(25)	(97)	(40)	(29)	(53)	(38)	(13)	(10)	
Combinati	ion of Cond	ditions	<b>A &amp;</b>	В					S	ATISE	FIED	YES	N	X
REQUIF	REMENT				COI	OITIO	N			Х	F	ULFILL	ED	
TWO CO	NIDITIONS	A. M	INIMUM	VEHICU	JLAR VC	DLUME								
	NDITIONS IED 80%	AND									YES	N	<b>X</b>	
						TINUOUS			-1 AV ANI-					
•	DEQUATE TRIAI ENCE TO TRAF								LAY AND		YES	N	o x	

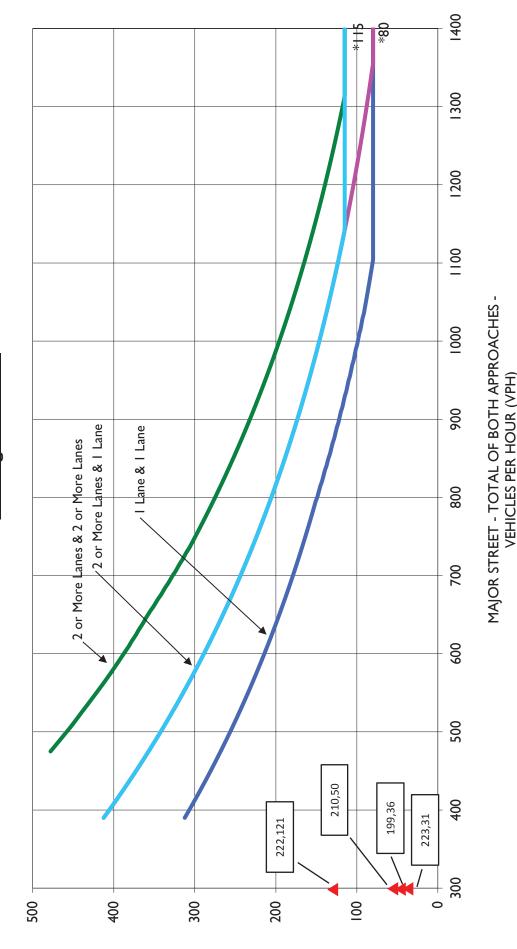
**INTERSECTION:** 

Westmoreland Avenue & Cosmpolitan Street

### Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular			. 4		s	SATISF	IED*	YES	NO X
APPROACH LANES	One	2 or More	17:00.	00:00'	15:00.	17:00	Hour		
Both Approaches - Major Street		Х	223 31	121	210 50	199 36			
Higher Approach - Minor Street	Х		31	121	30	36			
*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)									NO X
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)								YES	ио 🗌
							•		
WARRANT 3 - Peak Hour (Part A or Part B must be satisfied)						SATIS	FIED	YES	NO X
PART A						SATIS	SFIED	YES	NO X
(All parts 1, 2, and 3 below must be satisfied for th				•			nute period	s)	
The total delay experienced for traffic on one I controlled by a STOP sign equals or exceeds f approach, or five vehicle-hours for a two-lane	our veh	nicle-hou	urs for a		:		ds in delay &	YES 0 vehicle-hours of de	NO X
The volume on the same minor street approad 100 vph for one moving lane of traffic or 150 vph					· exceed	S		YES 🗶	№
The total entering volume serviced during the for intersections with four or more approache three approaches.								YES	NO X
PART B		2 or	Peak	Peak		SATIS	SFIED	YES	NO X
APPROACH LANES	One	More	am t	/ md	_				
Both Approaches - Major Street		×	325	237					
Higher Approach - Minor Street	Х		136	79	]				
The plotted point falls above the curve in Figu	re 4C-3	3.						YES	NO X
OR, The plotted point falls above the curve in	Figure	4C-4.						YES	NO X

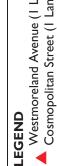
### California Manual on Uniform Traffic Control Devices, 2014 4 Hour Vehicular Volume Traffic Signal Warrant Based on Westmoreland Avenue & Cosmopolitan Street Figure 4C-I Warrant 2 **Existing Conditions**



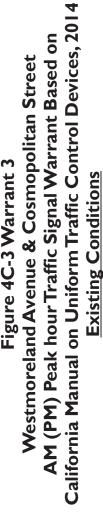
HIGHER VOLUME APPROACH - VPH MINOR STREET

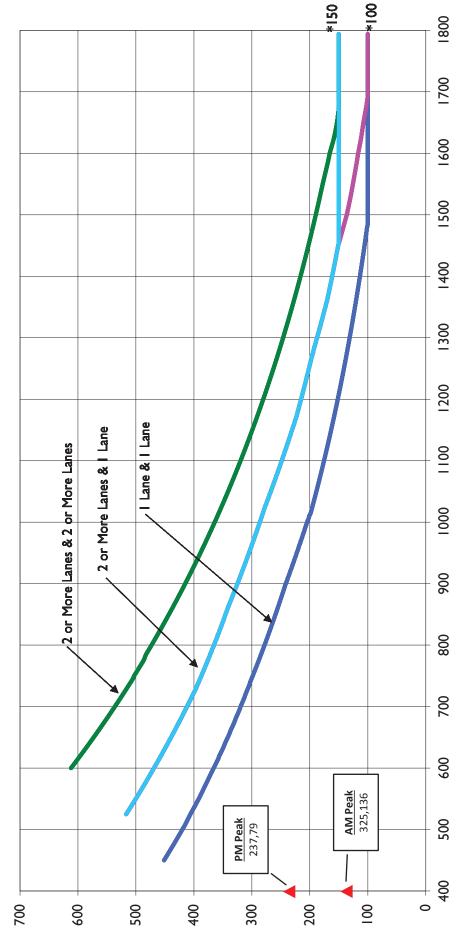
\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Volumes Satify Warrants? NO



### AM (PM) Peak hour Traffic Signal Warrant Based on Westmoreland Avenue & Cosmopolitan Street Figure 4C-3 Warrant 3





HIGHER VOLUME APPROACH - VPH MINOR STREET

MAJOR STREET - TOTAL OF BOTH APPROACHES -**VEHICLES PER HOUR (VPH)**  \*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

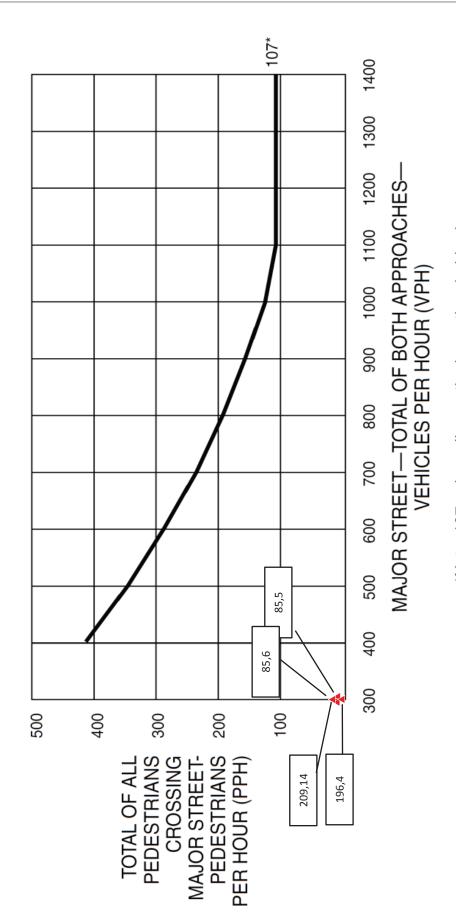


INTERSECTION: Westmoreland Avenue & Cosmpolitan Street

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 3 of 5) SATISFIED YES NO X **WARRANT 4 - Pedestrian Volume** (Parts I and 2 Must be Satisfied) PART I (Parts A or B must be satisfied) Hours - - -> 209 85 Vehicles per hour for any 4 hours 85 196 FIGURE 4C-5 OR FIGURE 4C-6 SATISFIED YES Pedestrians per hour for any 4 hours 14 5 Hours - - -> 209 Vehicles per hour for any I hour **FIGURE 4C-7 OR FIGURE 4C-8** SATISFIED YES NO X Pedestrians per hour for any I hour 14 PART 2 SATISFIED YES Approx. AND, The distance to the nearest traffic signal along the major street is greater than 90m (300 ft). 353 Feet Yes OR, The proposed traffic signal will not restrict progressive traffic flow along the major street. **WARRANT 5 - School Crossing** SATISFIED YES NO X (Parts A and B Must Be Satisfied) SATISFIED YES NO X **PART A** Gap/Minutes and # of Children Hour Minutes Children Using Crossing 46 Gaps vs. Minutes Number of Adequate Gaps 85 Gaps < Minutes Schools Age Pedestrian Crossing Street / hr AND Children > 20 / hr AND, Consideration has been given to less restrictive remedial measures **PART B SATISFIED** YES X NO Approx. The distance to the nearest traffic signal along the major street is greater than 90 m (300ft). 353 Feet OR, The proposed signal will not restrict the progressive movement of traffic. Yes



### Figure 4C-5 Warrant 4 Westmoreland Avenue & Cosmopolitan Street Pedestiran Four Hour Traffic Signal Warrant Based on California Manual on Uniform Traffic Control Devices, 2014 Existing Conditions



\*Note: 107 pph applies as the lower threshold volume.

### LEGEND

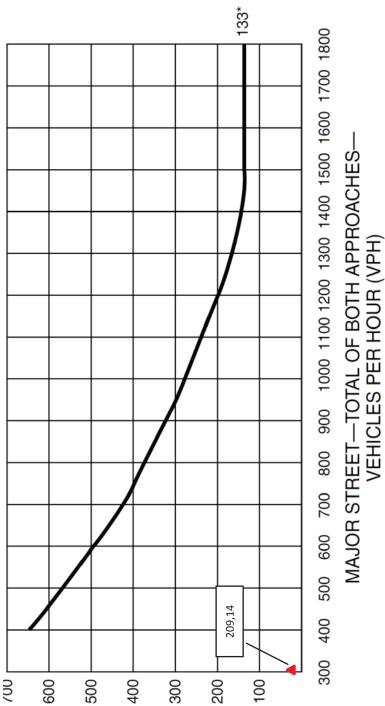
▲ Pedestrian volume (VPH, PPH)

Satisfy Peak Hour Pedestrian Warrants? NO



### Figure 4C-7 Warrant 4 Westmoreland Avenue & Cosmopolitan Street Pedestrian Peak Hour Traffic Signal Warrant Based on California Manual on Uniform Traffic Control Devices, 2014 Existing Conditions





\*Note: 133 pph applies as the lower threshold volume.

LEGEND

Pedestrian volume (VPH, PPH)

| Satisfy Peak Hour Pedestrian Warrants? NO

**INTERSECTION:** Westmoreland Avenue & Cosmpolitan Street

### Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 4 of 5)

WARRANT 6 - Coordinate (All Parts Must be Satisfied	• ,		SATIS	FIED	YES	NO X
MINIMUM REQUIREMENTS	DISTANCE	TO NEAREST SIG	inal			
≥ 300 M (1,000 FT)	N 353 FT, S 674 F	E N/A	FT, W N/A	FT,	YES	NO X
are so far apart that they do not prov OR, On a two-way street, adjacent tr	has traffic predominantly in one direction, wide the necessary degree of vehicular plate raffic control signals do not provide the new trol signals will collectively provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide a programment of the provide and provide a programment of the provide and provide a programment of the provide and provide a programment of the provide and provide and provide a programment of the provide and p	ooning. cessary degree of plat			YES	NO X
WARRANT 7 - Crash Expe (All Parts Must be Satisfied			SATIS	FIED	YES	NO X
Adequate trial of alternatives with sat	tisfactory observance and enforcement has	failed to reduce the	crash frequency.		YES	NO X
REQUIREMENTS	Number of crashes within a 12 month per and involving injury or damage exceeding for a reportable crash.	•	orrection by a		YES	NO X
5 OR MORE REQUIREMENTS	CONDITIONS			X		
ONE CONDITION SATISFIED 80%	Warrant I, Condition A - Minimum Vehicular Volume  OR, Warrant I, Condition B - Interruption of Continuous Traffic  OR, Warrant 4, Pedestrian Volume ( OR, Ped Vol ≥ 80% of Figure 4C-5 th				YES	NO X
WARRANT 8 - Roadway N (All Parts Must be Satisfied			SATIS	FIED	YES _	NO X
MINIMUM VOLUME REQUIREMENTS	ENTERING VOLU	MES - ALL APPRO	ACHES	x	FULFIL	LED
1,000 Vehicle / Hour	During Typical Weekday Peak Hour and has 5-year projected traffic volume Warrants 1, 2, and 3 during an average During Each of Any 5 Hours of a Satur	e weekday. OR	Veh / Hr nore of  0 Veh / Hr		YES	NO X
CHARACTERISTIC	CS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	1		
Highway System Serving as Principle I	Network for Through Traffic	NO	NO			
Rural or Suburban Highway Outside	Of, Entering, or Traversing a City	NO	NO			
Appears as Major route on an Officia	l Plan	NO	NO			
	Any Major Route Characteristics Met,	, Both Streets	•		YES	NO X

INTERSECTION: Wes

Westmoreland Avenue & Cosmpolitan Street

### Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing (Both Parts A and B Must Be Satisfied)	SATISFIED	YES 🗌	NO X
PART A			
A grade crossing exists on an approach controlled by a STOP or YIELD sign track nearest to the intersection is within 140 feet of the stop line or yield track Center Line to Limit Linefeet		YES	NO X
PART B			
There is one minor street approach lane at the track crossing - Du volume hour during which rail traffic uses the crossing, the plotted point fall curve in Figure 4C-9.	•		
Major Street - Total of both approaches: VPH			
Minor Street - Crosses the track (one direction only, approaching the intersection only, approaching the intersection only, approaching the intersection of the control of	section):VPH	YES	NO X
OR, There are two or more minor street approach lanes at the traduction During the highest traffic volume hour durign which rail traffic uses the crospoint falls above the applicable curve in Figure 4C-10.	ŭ		
Major Street - Total of both approaches:  VPH  Minor Street - Crosses the track (one direction only, approaching the inters  VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) =	section):VPH		
The minor street approach volume may be multiplied by up to three follow as described in Section 4C-10.	ing adjustment factors (AF)		
I - Number of Rail Traffic per Day	Adjustment factor from table	4C-2	
2 - Percentage of High-Occupancy Buses on Minor Street Approach	Adjustment factor from table	4C-3	
3 - Percentage of Tractor-Trailer Trucks on Minor Street Approach	Adjustment factor from table	4C-4	
NOTE: If no data is available or known, then use AF = I (no adjustment)		<del>_</del>	

### Figure 4C-103 (CA). Traffic Signal Warrants Worksheets (Average Traffic Estimate Form)

		COUNT DATE	9/5/2019	
		CALC	DATE	
DIST CO	RTE PM	CHK	DATE	
		Critic	al Approach Speed	25 mph
Major Street:	Westmoreland Avenue	Critic	al Approach Speed	25 mph
Minor Street:	Cosmpolitan Street			
•	I limit or critical speed on major street traffic > 64 km/h (40 mph)  It up area of isolated community of < 10,000 population	or x	≻ RURAL - R URBAN - U	

### (BASED ON ESTIMATED AVERAGE DAILY TRAFFIC - SEE NOTE)

URBAN X	RURAL	MINIMUM I	REQUIREMENTS
			EADT
CONDITION A	- Minimum Vehicular Volume	Vehicles Per Day on Major Street	Vehicles Per Day on Higher - Volume
Satisfied	Not Satisfied X	(Total of Both Approaches)	Minor Street Approach (One Direction Only)
Number of lanes for n	noving traffic on each approach		(0.10 2.1 00000.1 0.1.1/)
Major Street I	Minor Street	URBAN RURAL 8,000 5,600	URBAN RURAL 2,400 I,680
2 or More X		9,600 6,720	2,400 1,680
2 or More	2 or More	9,600 6,720	3,200 2,240
1	2 or More	8,000 5,600	3,200 2,240
CONDITION B	Interruption of Continuous Traffic	Vehicles Per Day on Major Street	Vehicles Per Day on Higher - Volume
Satisfied	Not Satisfied X	(Total of Both Approaches)	Minor Street Approach (One Direction Only)
	noving traffic on each approach		
Major Street	Minor Street	URBAN RURAL	urban rural
1	I	12,000 8,400	1,200 850
2 or More X	I X	14,400 10,080	1,200 850
2 or More		14,400 10,080	1,600 1,120
1	2 or More	12,000 8,400	1,600 1,120
Combination of 0	CONDITION A & B		
Satisfied	Not Satisfied	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition s	atisfied, but following conditions	80%	00/6
fulfilled 80% or mor			
	A B	— I	

NOTE: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

Table 4C-I Warrant I - Eight-Hour Vehicular Volume

	CONDITION A - MINIMUM VEHICULAR VOLUME										
						Vehicl	es per hour	on higher	-volume		
Number of la traffic on ea		•	r on major n approach			minor stree	et approac				
<u>Major Street</u> I	Minor Street	100% <sup>a</sup> 500	80% <sup>b</sup>	70% <sup>c</sup> 350	56% <sup>d</sup> 280	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup> 84		
2 or more	I	600	480	420	336	150	120	105	84		
2 or more	2 or more	600	480	420	336	200	160	140	112		
1	2 or more	500	400	350	280	200	160	140	112		

	CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC									
						Vehicle	s per hour	on higher-	-volume	
Number of la	nes for moving	Vehicle	es per hou	r on major	street	minor street approach				
traffic on ea	ich approach	(total of both approaches)		(one direction only)						
Major Street	Minor Street	100% a	80% b	70% <sup>c</sup>	<u>56% <sup>d</sup></u>	100% a	80% b	70% <sup>c</sup>	56% <sup>d</sup>	
1	Ι	750	600	525	420	75	60	53	42	
2 or more		900	720	630	504	75	60	53	42	
2 or more	2 or more	900	720	630	504	100	80	70	56	
	2 or more	750	600	525	420	100	80	70	56	

a Basic minimum hourly volume.

b Used for combination of Conditions A & B after adequate trial of other remedial measures.

c May be used with the major-street speed exceeds 64km/h or exceeds 40mph or in an isolated community with a population of less than 10,000.

d May be used for combination of Conditions A & B after adequate trial of remedial measures when the major-street speed exceeds 64 km/h or exceeds 40 mph or in an isolated community with a population of less than 10,000.