Appendix J

Transportation

Appendix J.1

CEQA Analysis Memo

MEMORANDUM

TO: Wes Pringle, Los Angeles Department of Transportation

CC: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Sarah M. Drobis, P.E., and Casey Le, P.E.

DATE: February 26, 2020

RE: CEQA Thresholds Analysis for the
Sunset Gower Studios Preservation and Enhancement Plan
Hollywood, California **Ref:** J1598

Gibson Transportation Consulting, Inc. analyzed the potential transportation impacts of the Sunset Gower Studios Enhancement Plan project (Project) in the Hollywood community of the City of Los Angeles, California (City) based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2019) (the TAG). This analysis applies the California Environmental Quality Act (CEQA) guidelines from the State of California (State) Governor's Office of Planning and Research (OPR) in its implementation of Senate Bill 743 (Steinberg, 2013) (SB 743), which are identified in the TAG.

The Project was previously analyzed for potential transportation impacts using the level of service (LOS) methodology. *Transportation Impact Study for the Sunset Gower Studios Preservation and Enhancement Plan, Hollywood, California* (Gibson Transportation Consulting, Inc., October 2018) (Approved Transportation Study) was reviewed and approved by LADOT via an inter-departmental memorandum to the Los Angeles Department of City Planning (LADCP) on October 31, 2018. According to LADOT guidance, the Approved Transportation Study satisfies the TAG requirements for non-CEQA analysis.

This memorandum is a supplement to the Approved Transportation Study, prepared to address the transportation-related analyses under the CEQA guidelines.

PROJECT DESCRIPTION AND CONTEXT

The Project proposes the preservation and enhancement of the existing Sunset Gower Studios and development of new studio-related uses within three new buildings, along with bicycle and vehicle parking facilities. The following summarizes the development of land uses on the Project Site:

- Existing Uses on Site
  - 378,979 square feet (sf) of creative office
  - 56,050 sf of production support
  - 175,058 sf of sound stage space
  - 6,516 sf of restaurant space

- Uses to be Removed (approximately 160,600 sf)
    - Approximately 125,500 sf of creative office
    - 29,400 sf of production support
    - 5,600 sf of sound stage space
    - 1,400 sf of existing service uses

- Proposed Uses upon Project Completion (628,000 sf of new floor area)
    - 852,793 sf of creative office
    - 53,778 sf of production support
    - 169,412 sf of sound stage space
    - 6,516 sf of restaurant space

Parking for the Project would be provided on-site within existing and new parking areas, including surface parking lots, parking structures, and subterranean parking levels. Vehicular access to the Project Site would be maintained via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and existing full-access driveways on Gordon Street. Emergency and limited access is provided along Fountain Avenue. Although vehicle access is not provided, limited pedestrian access is provided along Gower Street.

The Project Site is located less than 0.5 miles south and west of the Hollywood Freeway (US 101), which provides regional access between downtown Los Angeles (approximately 5.5 miles southeast) and the San Fernando Valley (approximately 8.0 miles northwest).The Project Site is directly served by Sunset Boulevard, a designated Avenue I, Fountain Avenue, a designated Collector Street, Gower Street, a designated Modified Avenue III, and Gordon Street, a designated Local Street in *Mobility Plan 2035 – An Element of the General Plan* (LADCP, September 2016) (the Mobility Plan).

The Project Site is located approximately 0.5 miles southeast of the Los Angeles County Metropolitan Transportation Authority's (Metro) Hollywood/Vine Station and approximately 0.75 miles southwest of the Metro Hollywood/Western Station. Both stations serve Metro's Red Line subway, which travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals during the commuter peak periods. Additionally, transit bus service throughout the Study Area is provided by Metro and LADOT, with bus stops on the northwest, northeast, and southwest corners of the Project Site. Bicycle routes with shared lane markings, or "sharrows", are located along Fountain Avenue, adjacent to the Project Site. In addition, sidewalks adjacent to the Project Site provide connectivity to signalized pedestrian crossings. The Project site is in a very walkable area with many nearby amenities and easy access to high-quality and high-frequency public transportation.

CEQA THRESHOLDS

The TAG identifies three CEQA thresholds applicable to the Project[1]. Should a project exceed thresholds identified in the TAG, its impact would be considered significant under CEQA and would, thus, require all feasible mitigation measures be implemented to attempt to reduce the

[1] A fourth threshold, Threshold T-2.2: Substantially Inducing Additional Automobile Travel, is intended for transportation projects that increase vehicular capacity on roadways. Threshold T-2.2 does not apply to the Project.

impact below the threshold of significance. The following CEQA thresholds identified in the TAG are consistent with City thresholds and with State CEQA guidance:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

Upon review of the screening criteria outlined in the TAG, the Project meets screening criteria for analysis under each of the three thresholds listed above.

THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

Threshold T-1 states that a project would result in an impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances and standards relevant in determining project consistency.

As summarized below, the Project is consistent with the City documents listed in Table 2.1-1 of the TAG. Therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related are provided below.

Mobility Plan

The Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices
5. Clean Environments and Healthy Communities

The Project location and site access is consistent with the goals of the Mobility Plan as the Project does not require any dedications or improvements along the streets adjacent to the Project perimeter to serve the long-term mobility needs identified in Mobility Plan 2035. In addition, the Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with a bicycle facility. The Project would meet the goals of the Mobility Plan and would not interfere with any other policies of the Mobility Plan. Thus, the Project would be consistent with the Mobility Plan. The following provides further details of each policy and program in the Mobility Plan that is applicable to the Project.

Policy 2.3 Pedestrian Infrastructure – Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. Pedestrian access would be maintained on Sunset Boulevard, Gordon Street, and Gower Street. Streetscape amenities provided by the Project would include new street trees on Gordon Street, Fountain Avenue, and Gower Street, low-level exterior lighting along pathways, and landscaped courtyards with seating. Therefore, the Project would not conflict with Mobility Plan Policy 2.3.

Policy 2.5 Transit Network – Improve the performance and reliability of existing and future bus service. As detailed in Tables 4A and 4B of the Approved Transportation Study, the transit system serving the Project Site has available capacity for 1,062 additional person-transit trips during the morning peak hour and 901 additional person-transit trips during the afternoon peak hour. The Project would generate approximately 77 net new transit trips during the morning peak hour and 76 net new transit trips during the afternoon peak hour, or approximately less than 8% of the available capacity during the morning or afternoon peak hours. Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase to finance new transportation projects and accelerate projects already in progress, in 2008 and Measure M, an additional half-cent sales tax increase to fund transportation projects, in 2016. As such, the Project's net increase in transit trips would be partially offset by improvements to transit service in the Project area. Accordingly, the Project would not cause the capacity of the transit system to be substantially exceeded and the Project would not conflict with Mobility Plan Policy 2.5.

Policy 2.6 Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. As described in detail in Chapter 2 of the Approved Transportation Study, the existing bicycle system in the study area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle routes with shared lane markings, or "sharrows", are located along Fountain Avenue, adjacent to the Project Site. In the Mobility Plan, Tier 1 Protected Bicycle Lanes are proposed along Hollywood Boulevard and Melrose Avenue as part of the Bicycle Enhanced Network (a network of protected bicycle lanes and bicycle paths that provide a higher level of comfort for a variety of users). In addition, as part of the Bicycle Lane Network (a network of arterial roadways that will receive striping treatments to prioritize bicyclists), Tier 2 and Tier 3 Bicycle Lanes are proposed on Cahuenga Boulevard north of Hollywood Boulevard, Vine Street south of Yucca Street, Wilton Place between Franklin Avenue and Sunset Boulevard and south of Fernwood Avenue, Western Avenue north of Franklin Avenue, Yucca Street between Cahuenga Boulevard and Vine Street, Sunset Boulevard, and Santa Monica Boulevard. Furthermore, Project visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrians. Bicycle parking requirements per LAMC Section 12.21-A,16(a) include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points and long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. In accordance with the requirements of LAMC Section 12.21-A, 16(a), the Project would provide 284 bicycle parking spaces, including 102 short-term and 182 long-term bicycle parking spaces. Therefore, the Project would not conflict with Mobility Plan Policy 2.6.

Policy 2.10 Loading Area – Facilitate the provision of adequate on and off-street loading areas. The Project would maintain its existing loading area on-site and shielded from the public right-of-way by the office and studio-related uses surrounding the site. As such, delivery trucks

would not encroach on or block the public right-of-way. Therefore, the Project would not conflict with Mobility Plan Policy 2.10.

Transit Enhanced Network, Pedestrian Enhanced Districts, and Bicycle Enhanced Network. As discussed above in the analyses for Policy 2.5 and 2.6, the Project would not conflict with Mobility Plan policies related to transit and bicycle networks. With respect to pedestrian facilities, pedestrian access would be provided via sidewalks along Sunset Boulevard, Gordon Street, and Gower Street. Additionally, as noted above, the sidewalks along Gordon Street, Fountain Avenue, and Gower Street would be upgraded with additional street trees as part of the Project. Bicycles would have the same access opportunities as pedestrians and the Project would provide 284 bicycle parking spaces. Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Therefore, the Project would not conflict with Mobility Plan policies related to the Transit Enhanced Network, Pedestrian Enhanced Districts, or Bicycle Enhanced Network.

Program PL.1. Program PL.1 requires driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement. Vehicular access to the Project Site would be maintained via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and existing full-access driveways on Gordon Street, which is a non-arterial street. Emergency and limited access is provided along Fountain Avenue. The Project does not propose any new driveways and all driveways will be maintained to limit potential impediments to visibility and minimize potential pedestrian and vehicular conflicts. Therefore, the Project would not conflict with Mobility Plan Program PL.1.

Program PK.10. Program PK.10 directs the City to establish an incentive program to encourage projects to retrofit parking lots, structures, and driveways to include pedestrian design features. Specifically, as discussed above, the Project would include streetscape improvements that would promote walking along the sidewalks adjacent to the Project frontages. In addition, the design of driveways would comply with the City's applicable requirements, including emergency access requirements set forth by the Los Angeles Fire Department (LAFD). The Project design would also be reviewed by LAFD and the Los Angeles Department of Building and Safety during the City's plan review process to ensure all applicable requirements are met. Therefore, the Project would not conflict with Mobility Plan Program PK.10.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

The Project supports healthy lifestyles by reducing single-occupant vehicle trips by virtue of its location near to abundant high-quality and high-frequency transit options and its provision of a TDM program and participation in the Hollywood TMO. The Project does not interfere with any

other policies recommended by the plan. Therefore, it is consistent with Plan for a Healthy Los Angeles.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. This Project falls within the boundaries of the *Hollywood Community Plan* (LADCP, December 1998) (the Community Plan). The Community Plan incorporates both the Mobility Plan 2035 and *Redevelopment Plan for the Hollywood Redevelopment Project* (The Community Redevelopment Agency of the City of Los Angeles, May 1986) (the Redevelopment Plan).

As defined in the Redevelopment Plan, the Project is located within the limited industrial area in which the Redevelopment Plan aims to preserve and increase employment, business, and investment opportunities as well as support the entertainment industry in Hollywood and promote community revitalization. The Project proposes the preservation and enhancement to the existing Sunset Gower Studios, which would provide additional employment opportunities and continue supporting the entertainment industry. Therefore, the Project is consistent with the Community Plan and Redevelopment Plan.

Los Angeles Municipal Code (LAMC) Section 12.21.A.16

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total 284 bicycle parking spaces, including 102 short-term and 182 long-term bicycle parking spaces.

LAMC Section 12.26J

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 square feet of non-residential floor area. The Project would incorporate TDM measures as part of the project design aimed at encouraging use of alternative transportation modes in line with the requirements set forth in the TDM Ordinance.

LAMC Section 12.37

LAMC Section 12.37 pertains to development or expansion of buildings along Highways and Collector Streets and also applies to streets designated Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III in the Mobility Plan. Sunset Boulevard is a designated Avenue I, Gower Street is a designated Modified Avenue III, and Fountain Avenue is a designated Collector Street in the Mobility Plan. Per the Mobility Plan, Sunset Boulevard adjacent to the Project Site requires a 35-foot half-width roadway within a 50-foot half-width right-of-way, Gower Street adjacent to the Project Site requires a 24-foot half-width roadway within a 36-foot half-width right of way, and Fountain Avenue adjacent to the Project Site requires a 20-foot half-width roadway within a 33-foot half-width right of way. Because Sunset Boulevard, Gower Street, and Fountain Avenue

adjacent to the Project Site meet the half-width roadway and right-of-way requirements of the Mobility Plan, the Project would not conflict with LAMC Section 12.37.

Vision Zero

The primary goal of Vision Zero is to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero identifies the High Injury Network, a network of streets where strategic investments will have the biggest impact in reducing death and severe injury. Annually developed Action Plans emphasize creating safe streets for all users, developing a culture of safety, adopting policy measures to promote safety, and use data to inform the most effective solutions. The information from this review comes from *Vision Zero Los Angeles: 2018 Action Plan + Progress Report* (LADOT) (2018 Action Plan) and LADOT's list of active Vision Zero projects maintained at www.ladotlivablestreets.org.

Sunset Boulevard, adjacent to the northern boundary of the Project Site, has been identified in the High Injury Network. The following corridors within the Study Area are currently identified as part of the High Injury Network:

- Franklin Avenue west of Cahuenga Boulevard and between Beachwood Drive and Gramercy Place
- Yucca Street between Cahuenga Boulevard and Argyle Avenue
- Hollywood Boulevard
- Selma Avenue west of Vine Street
- Santa Monica Boulevard
- Cahuenga Boulevard between Franklin Avenue and Yucca Street
- Ivar Avenue between Sunset Boulevard and Fountain Avenue
- Vine Street south of Franklin Avenue
- Wilton Place between Sunset Boulevard and Santa Monica Boulevard
- Western Avenue south of Franklin Avenue

In 2019, LADOT installed new minor street crosswalks and continental crosswalk upgrades at several intersections along Hollywood Boulevard as part of the Hollywood Boulevard Safety Improvements Project, Sunset Boulevard as part of the Sunset Boulevard Safety Improvements Project, and Western Avenue as part of the Western Avenue Safety Improvements (Lexington Avenue to Russell Avenue) Project within the Study Area. No Vision Zero improvements are currently planned near the Project site. The Project would not preclude future Vision Zero safety improvements by the City. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

Citywide Design Guidelines (LADCP Urban Design Studio, November 2016), which was in effect at the time of the Project application, identifies urban design principles to guide architects and

developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

The Project site promotes the safety and comfort of pedestrians by providing adequate sidewalks along the perimeter of the Project Site, new pedestrian walkway and landscaped courtyards to connect new buildings, and trees and seating to provide adequate shade and a more comfortable mobility environment for pedestrians. Therefore, the Project would align with *Citywide Design Guidelines* and *City of Los Angeles Urban Design Principles* to provide a safe, comfortable, and accessible experience for all transportation modes.

Walkability Checklist

Walkability Checklist – Guidance for Entitlement Review (LADCP, November 2008) (Walkability Checklist) serves as a guide for enhancing pedestrian movement, access, comfort, and safety to contribute to the overall walkability of the City. Transportation-applicable topics include:

- Sidewalks
- Crosswalks/Street Crossings
- On-Street Parking
- Building Orientation
- Off-Street Parking and Driveways

The Project would provide continuous and adequate sidewalks along the Project Site, enhance pedestrian amenities through landscaped courtyards, paseos, and walkways, provide trees, accent paving, seating, and other landscape elements to provide adequate shade and habitat to for a more comfortable mobility environment for pedestrians. These features support the Walkability Checklist recommendations regarding the pedestrian experience.

LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age

The LADOT transportation technology strategy, based on *Urban Mobility in a Digital Age: A Transportation Technology Strategy for Los Angeles* (Ashley Z. Hand, August 2016), is designed to ensure the City stays on top of emerging transportation technologies as both a regulator and a transportation service provider. This strategy document includes the following goals:

- Data as a Service: Providing and receiving real-time data to improve the City's ability to serve transportation needs

- Mobility as a Service: Improving the experience of mobility consumers by encouraging partnerships across different modes and fostering clear communication between transportation service providers

- Infrastructure as a Service: Re-thinking how the City pays for, maintains, and operates public, physical infrastructure to provide more transparency

LADOT also developed *Technology Action Plan* (2019) to realize the vision developed in Transportation Technology Strategy. Key action steps include:

- Develop a comprehensive digital inventory of the City's signs, parking meters, curb paint, and regulatory tools
- Continue to develop and maintain the Automated Traffic Surveillance and Control system
- Use active management strategies to dynamically monitor and control things like speed limits, parking availability, detour routes, etc.
- Develop a mobility data specification around which software tools can be developed and data can be accessed
- Develop a transportation tax model that minimizes data collection and retention in favor of user privacy

The Project does not interfere with any of the general policy recommendations, pilot proposals, or action steps set forth in these documents.

Mobility Hub Reader's Guide

Mobility Hubs: A Reader's Guide (LADCP, 2016) provides guidance for enhancing transportation connections and multi-modal improvements in proximity to new or existing transit stations. It specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections.

The Project adopts several of these components, including LAMC-required short-term and long-term bicycle parking that both facilitates and encourages bicycling in and around the Project.

LADOT Manual of Policies and Procedures (Design Standards)

Manual of Policies and Procedures (LADOT, December 2008) provides plans and requirements for traffic infrastructure features in the City such as roadway striping and other markings, signage, on-street parking, crosswalks, and turn lanes. The Project would not interfere with any of the policies and procedures contained in this document. Additionally, the Project would comply with all applicable LADOT design standards.

Cumulative Consistency

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within one quarter mile of the Project site and any transportation system improvements

in the vicinity. The Approved Transportation Study considered 105 Related Projects located within a 2-mile radius of the Project Site. A list of the Related Projects located within one quarter mile of the Project site is summarized in Table 1, which consists of a mix of residential, hotel, commercial, and office uses.

Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Collectively, the Project and the Related Projects add high-density development in a major commercial area with high-quality transit options and high levels of pedestrian activity. Therefore, the Project, together with the Related Projects identified in Table 1, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT)

Threshold T-2.1 seeks to reduce VMT to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. It thereby encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options proximal to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips. Consistent with SB 743, former LOS-based metrics that evaluated automobile congestion are no longer used as the basis for analyzing traffic impacts under CEQA.

VMT Impact Thresholds

OPR has found that a VMT per capita or per employee that is at minimum 15% below the VMT per capita or per employee generated by existing developments is a reasonable and achievable threshold in determining significant transportation impacts under CEQA. CEQA allows lead agencies to set or apply their own significance thresholds.

The TAG identifies significance thresholds to apply to development projects when evaluating potential VMT impacts consistent with the OPR's CEQA guidance. Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita that is more than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it is located. Similarly, a non-residential project would result in a significant VMT impact if it would generate work VMT per employee that is more than 15% below the existing average work VMT per employee for the APC area in which it is located. Residents contribute to household VMT, while employees (including retail and restaurant employees) contribute to work VMT.

The TAG identifies a daily household VMT per capita impact threshold of 6.0 for the Central APC, in which the Project is located. The Project does not propose any residential uses.

Therefore, the Project would not generate household VMT[2] and would not result in a significant household VMT impact.

The TAG identifies a daily work VMT per employee impact threshold of 7.6 for the Central APC, in which the Project is located. Therefore, should the Project's average work VMT per employee be equal to or lower than 7.6, the Project's overall VMT impact would be less than significant.

It is important to note that this threshold – and the VMT analysis to which the threshold applies – are based on specific types of one-way trips. Work VMT is based on Home-Based Work Attraction one-way trips (trips to a workplace destination at the Project Site originating from a residential use).

As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, November 2019), the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to home-based work attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018).

Per the TAG, small-scale or local-serving retail/restaurant components of larger mixed-use development projects (i.e., less than 50,000 sf), as applicable to this Project, are assumed to result in a less than significant work VMT impact.

Other types of trips generated by the Project including Non-Home-Based Other Production (trips to a non-residential destination originating from the Project Site), Home-Based Other Attraction (trips to the Project Site originating from a residential use), and Non-Home-Based Other Attraction (trips to the Project Site originating from a non-residential use), are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total Project VMT for LADOT screening purposes when determining if further VMT analysis for a project would be required, as detailed in the Attachment.

VMT Analysis Methodology

LADOT developed *City of Los Angeles VMT Calculator Version 1.2* (November 2019) (VMT Calculator) to estimate project-specific daily work VMT per employee for developments within City limits. The methodology in determining VMT based on the VMT Calculator is consistent with the TAG.

The City developed travel behavior zone (TBZ) categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through transportation demand management (TDM) strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the

[2] Household VMT is based on the following types of one-way trips:
- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use

development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*

2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*

3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*

4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a Project's TBZ based on the latitude and longitude of the project address.

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for the Project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

The VMT Calculator determines a Project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zone where the project is located to determine the trip length and trip type, which factor into the calculation of the project's VMT.

Employment Assumptions. As previously stated, the VMT thresholds identified in the TAG are based on work VMT per employee. Thus, the VMT Calculator contains employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012), the US Department of Energy, and other modeling resources. A summary of employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures.

The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

Project VMT Analysis

The VMT Calculator was used to evaluate Project VMT and compare it to the VMT impact criteria.

Office Equivalency Assumptions. As previously stated, the VMT Calculator was developed to estimate project-specific daily work VMT per employee for developments within City limits. Based on a review of relevant empirical and historical data, and in consultation with LADOT, it was determined that the daily trip generation characteristics and patterns of the Project's employee-based creative office and studio-related land uses were similar in scope and behavior to the "General Office" characteristics. As such, in order to evaluate the VMT generated by the Project's creative office and studio-related land uses, which are not currently recognized within the VMT Calculator, a "General Office" square footage equivalency calculation was conducted for the creative office and studio-related land uses based on a comparison of the respective daily trip generation rates.

The empirical daily trip generation rates for the studio-related uses and the standard daily trip rates for the "General Office" land use are detailed in Table 8 of the Approved Transportation Study. Under the Approved Transportation Study assumptions, the daily trip rates for "General Office" were already applied to the creative office space to provide a conservative trip generation analysis and, therefore, the "General Office" square footage equivalency calculation was only applied to the studio-related land uses. The results of the "General Office" square footage equivalency calculation are detailed in Table 2. As shown, the daily trip generation estimates for the studio-related uses on the Project Site upon completion (53,778 sf of production support space and 169,412 sf of sound stage space) were found to be equivalent to the daily trip generation estimates of 139,607 sf "General Office" space. Thus, upon completion, the Project's creative office and studio-related land uses would be similar in scope and behavior to 992,400 sf of "General Office" space.

The "General Office" square footage equivalency calculation was also conducted for the existing studio-related land uses on site. As shown in Table 2, the daily trip generation estimates for 56,050 sf of production support space and 175,058 sf of sound stage space were found to be equivalent to the daily trip generation estimates of 144,521 sf "General Office" space. In total, the

Project's creative office and studio-related land uses currently on site are similar in scope and behavior to 523,500 sf of "General Office" space.

Please note that a "General Office" square footage equivalency calculation for the existing 6,516 sf of restaurant space was not conducted as that land use is currently recognized within the VMT Calculator and would be maintained on site.

VMT Calculator Assumptions. The Project's land use type assumptions ("General Office" and high-turnover restaurant) and their respective sizes were used as the primary input in the VMT Calculator. Based on the Project's proposed land uses and location, the following assumptions were identified in the VMT Calculator:

- Total Population: 0
- Total Employees: 3,996
- APC: Central
    - Household VMT Impact Threshold: 6.0 VMT per capita
    - Work VMT Impact Threshold: 7.6 VMT per employee
- TBZ: Urban
- Maximum VMT Reduction: 75%

The VMT analysis results based on the VMT Calculator are summarized in Table 3. Detailed output from the VMT Calculator is provided in the Attachment.

Project VMT. To provide a conservative analysis, the Project was evaluated prior to consideration of any TDM strategies as part of the Project design features and/or mitigation measures.

As shown in Table 3, the VMT Calculator estimates that the Project would generate 44,311 daily VMT and 24,923 Work VMT, prior to implementation of the Project design features or mitigation measures. Thus, based on the employee assumptions above, the Project would generate an average work VMT per employee of 6.2. The work VMT per employee would fall below the significance threshold for the Central APC (7.6 work VMT per employee). Therefore, the Project would not result in a significant VMT impact. No mitigation measures would be required.

The Project may include implementation of a TDM program, contribution toward transportation systems management improvements within the study area, and specific intersection improvements. These include several measures that align with the City's goals to reduce the number of single occupancy vehicle trips and promote multi-modal transportation.

Although the following TDM strategies may be incorporated as part of the project design features, these strategies were considered as mitigation measures for purposes of comparing the VMT evaluation results:

- Promotions and marketing materials (e.g., posters, informational boards, etc.) to inform employees and encourage the use of alternative transportation options
- Bicycle parking supply in accordance with the LAMC
- Additional improvements to bicycle facilities and amenities within and around the Project Site

- Pedestrian network improvements within the Project Site and connecting off-site

As shown in Table 3, with implementation of the Project design features and/or mitigation program, the VMT Calculator estimates that the Project would generate 40,912 daily VMT and 23,011 work VMT, resulting in an average work VMT per employee of 5.8 and an additional reduction of the Project's daily work VMT on the surrounding street system.

Cumulative VMT Analysis

A development project would have a cumulative VMT impact if it were deemed inconsistent with *The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, April 2016) (RTP / SCS), the regional plan to reach state air quality and greenhouse gas reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in alignment with the RTP / SCS and, therefore, would also have no cumulative VMT impact. Therefore, the Project would have no cumulatively significant VMT impact.

The Project is located within a Transit Priority Area as defined by the City and a High-Quality Transit Area as defined by the RTP / SCS. The Project's specific location in close proximity to high-quality transit and other off-site retail, restaurant, commercial, and residential areas, along with its highly walkable environment, support the conclusion that the Project would achieve a VMT reduction greater than the average for the area, as concluded in the Project VMT analysis provided above.

THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

Threshold T-3 requires that a Project undergo further evaluation if it proposes new access points or modifications along the public right-of-way (i.e., street dedications). A review of Project access points, internal circulation, and parking access would determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Vehicular access to the Project Site would be maintained via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and existing full-access driveways on Gordon Street. Emergency and limited access is provided along Fountain Avenue. Although vehicle access is not provided, limited pedestrian access is provided along Gower Street, in addition to Sunset Boulevard and Gordon Street. Bicycle access to the Project site would be shared with the vehicular access. No additional access points, excessive driveway widening, or physical modifications to the public right-of-way are proposed.

No street dedication is required on the streets surrounding the Project Site perimeter as the existing right-of-way meets the street standards.

Based on the Project site plan review and design assumptions, the Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and no significant impact would occur with respect to Threshold T-3.

TABLE 1
RELATED PROJECTS WITHIN ONE QUARTER MILE OF PROJECT SITE

ID	Name	Address	Description
2 [b]	BLVD 6200 Mixed-Use	6200 W Hollywood Blvd	28 JLWQ Units, 1,014 apartment units and 175,000 sf retail (Phase 1 Complete)
3	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office
10	Hollywood Production Center	1149 N Gower St	57 apartments units
35	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant
37	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail
41	Modera Argyle	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant
42	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket
48	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses
68	Mixed-Use	5939 W Sunset Blvd	299 apartment units, 38,440 sf office and 5,064 sf of restaurant and 3,739 sf retail
83	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail
90	Onni Group Mixed-Use Development	1360 N Vine St	429 condominium units 55,000 sf grocery, 5,000 sf retail and 8,988 sf of restaurant
93	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant
105	Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and maps. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate and the Related Projects defined above. The Project Study Area is fully contained within the Community Plan Area.	

Notes

Related Project information based on Table 6 of *Transportation Impact Study for the Sunset Gower Studios Preservation and Enhancement Plan*

TABLE 2
DEVELOPMENT OF OFFICE EQUIVALENCY

Project	Land Use	Size		Total Project Daily Trips [b]
Approved Transportation Study [a]				
Project Site Upon Completion	Office	852,793	sf	
	Stage	169,412	sf	
	Support	53,778	sf	
	Restaurant	6,516	sf	
Total Project Floor Area Upon Completion		**1,082,499**	**sf**	**9,225**
Existing Project Site	Office	378,979	sf	
	Stage	175,058	sf	
	Support	56,050	sf	
	Restaurant	6,516	sf	
Total Existing Project Floor Area		**616,603**	**sf**	**5,115**
Office Equivalency [c]				
Project Site Upon Completion	"General Office"	992,400	sf	
	Restaurant	6,516	sf	
Total Project Floor Area Upon Completion		**998,916**	**sf**	**9,225**
Existing Project Site	"General Office"	523,500	sf	
	Restaurant	6,516	sf	
Total Existing Project Floor Area		**530,016**	**sf**	**5,115**

Notes

[a] Based on floor area program proposed in the *Transportation Impact Study for the Sunset Gower Studios Preservation and Enhancement Plan* (Approved Transportation Study).

[b] Total Project Daily trips based on Table 8 of the Approved Transportation Study, which was based on ITE trip rates for office and empirical trip rates for production stage and support.

[c] Office equivalency floor area based on comparison with ITE daily trip rates for general office and total Project daily trips from Approved Transportation Study .

TABLE 3
VMT EVALUATION SUMMARY

Project Information					
Project Description	**Total Population** [a]	**Total Employees** [b]	**Area Planning Commission (APC)**	**Travel Behavior Zone (TBZ)** [c]	**Maximum VMT Reduction** [d]
992,400 sf "general office" 6,516 sf restaurant	0	3,996	Central	Urban	75%

VMT Evaluation											
Scenario	**TDM Strategies**	**Household VMT** [e]					**Work VMT**				
		Total VMT	**Household VMT**	**VMT per Capita**	**VMT Threshold**	**Significicant VMT Impact**	**Total VMT**	**Work VMT** [f]	**VMT per Employee**	**VMT Threshold**	**Significicant VMT Impact**
Project	None	0	0	0.0	6.0	**NO**	44,311	24,923	6.2	7.6	**NO**
Project [g]	1) Promotions and marketing to encourage alternative transportation options 2) Provide/improve on-street bicycle facilities along Project Site 3) Bicycle parking per LAMC requirements 4) Provide additional bicycle amenities on site 5) Pedestrian network improvements within the Project and connecting off-site	0	0	0.0	6.0	**NO**	40,912	23,011	5.8	7.6	**NO**

Notes

[a] The Project does not include residential uses. Therefore, no residential population would be generated by the Project.

[b] Total employment estimate is based on the following employment factors:

General Office: 4.0 employees / 1,000 sf

High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[c] An "Urban" TBZ is defined in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, February 2019) as higher density neighborhoods characterized by multi-story buildings with a dense road network.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[e] The Project does not include residential uses. Therefore, the Project would not generate household VMT.

[f] Work VMT is based on the "home-based work attraction" trip types.

[g] The following TDM strategies will be implemented as part of either the Project design features and/or mitigation measures:

1) Educational and promotional materials (e.g., posters, informational boards, etc.) to inform employees of transportation options.

2) Provide improvements to bicycle facilities around the Project Site.

3) Project short-term and long-term bicycle parking spaces in accordance with LAMC requirements to support bicycle travel.

4) Provide additional bicycle amenities within the Project Site.

5) Implement pedestrian connections internal to the Project Site and to off-site pedestrian facilties.

Attachment

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

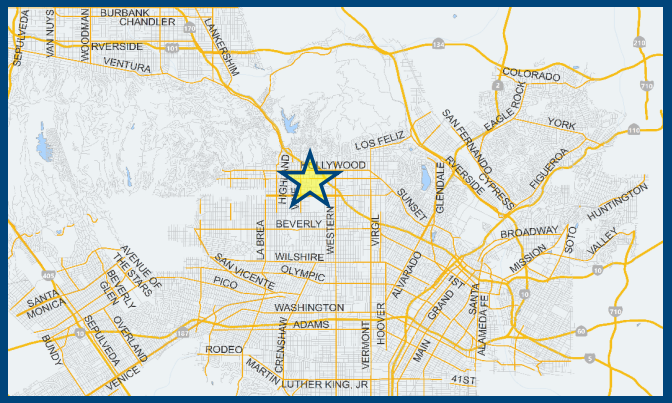
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: SUNSET GOWER STUDIOS

Scenario:

Address: 6050 W SUNSET BLVD, 90028



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	6.516	ksf
Retail | General Retail	6.516	ksf
Office | General Office	523.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	992.4	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
3,628 Daily Vehicle Trips	5,936 Daily Vehicle Trips
27,103 Daily VMT	44,311 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,308 Net Daily Trips
The net increase in daily VMT ≤ 0	17,208 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	6.516 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/12/2020

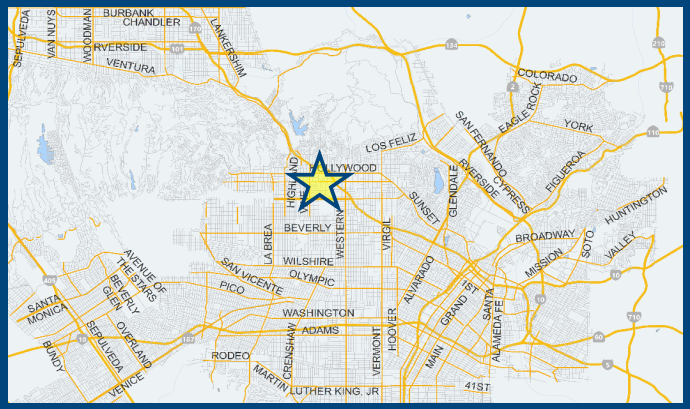
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: SUNSET GOWER STUDIOS

Scenario:

Address: 6050 W SUNSET BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	992.4	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,936 Daily Vehicle Trips	**5,480** Daily Vehicle Trips
44,311 Daily VMT	**40,912** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.2 Work VMT per Employee	**5.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

2/12/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	6.516	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	992.400	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Analysis Results

Total Employees: 3,996
Total Population: 0

Proposed Project		*With Mitigation*	
5,936	**Daily Vehicle Trips**	**5,480**	**Daily Vehicle Trips**
44,311	**Daily VMT**	**40,912**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.2	**Work VMT per Employee**	**5.8**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*4%*
MAX. TDM EFFECT	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.7	0	0
Home Based Other Production	0	0.0%	0	4.9	0	0
Non-Home Based Other Production	1,011	-13.6%	874	7.4	7,481	6,468
Home-Based Work Attraction	3,987	-25.6%	2,967	8.4	33,491	24,923
Home-Based Other Attraction	2,058	-40.7%	1,221	6.0	12,348	7,326
Non-Home Based Other Attraction	1,011	-13.6%	874	6.4	6,470	5,594

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-7.7%	0	0
Home Based Other Production	0.0%	0	0	-7.7%	0	0
Non-Home Based Other Production	0.0%	874	6,468	-7.7%	807	5,972
Home-Based Work Attraction	0.0%	2,967	24,923	-7.7%	2,739	23,011
Home-Based Other Attraction	0.0%	1,221	7,326	-7.7%	1,127	6,764
Non-Home Based Other Attraction	0.0%	874	5,594	-7.7%	807	5,165

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 3,996
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**24,923**	**23,011**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.2**	**5.8**

Appendix J.2

LADOT's Assessment Letter (CEQA Analysis)

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1438 N. Gower St.
DOT Case No. CEN 18-47149

Date: April 2, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE SUNSET GOWER STUDIOS PRESERVATION AND ENHANCEMENT PLAN PROJECT LOCATED AT 1438 NORTH GOWER STREET (ENV-2017-5091-EIR/ZA-2017-5090-VCU-CU-SPR)**

On October 31, 2018, the Department of Transportation (DOT) issued an initial traffic assessment report to the Department of City Planning on the Sunset Gower studios preservation and enhancement plan project located at 1438 North Gower Street. In this initial traffic study, which was subjected to the Transportation Impact Study Guidelines, it was determined that out of the 49 signalized and 8 un-signalized study intersections, 11 of those study intersections would result in a significant impact due to the project-related traffic. However, subsequent to the releasing of this report, on October 10, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on October 15, 2018. Therefore, please replace the previous October 31, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Gibson Transportation Consulting Inc., for the proposed Sunset Gower studios preservation and enhancement plan project located at 1438 North Gower Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The Project Site is currently occupied by sound stages, production facilities for media and entertainment industries, creative offices, and support facilities. The Project proposes the preservation and enhancement of portions of the existing Sunset Gower Studios and the

development of new studio-related creative office, production office/production support, and storage uses within three new buildings (Buildings A, B, and C), and bicycle and vehicle parking facilities. The proposed new buildings, which could be developed in phases, would comprise approximately 628,000 sf of floor area for new studio-related creative office, production office/production support, and storage uses. Approximately 160,600 square feet (sf) of existing floor area would be removed as part of the project. Upon completion, the Project Site would have a total of approximately 852,800 sf of creative office, 53,800 sf of production support, 169,400 sf of sound stage space, and 6,500 sf of restaurant space. Parking for the Project would be provided on-site within existing and new parking areas, including parking lots, parking structures, and subterranean parking levels. Vehicular access to the Project Site would be maintained and provided via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and three existing full-access driveways along the project frontage on Gordon Street. The Project is expected to be completed by 2028. A copy of the site plan is provided as **Attachment A.**

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting Inc., the work VMT projection with mitigation for the proposed project is 5.8. The Project does not propose any residential uses. Therefore, it is concluded that implementation of the Project

would **not** result in any significant Household or Work VMT impacts. A copy of the VMT Calculator summary report is provided as **attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at 11 locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by Gibson Transportation Consulting Inc., the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project includes the development of a trip reduction program and solutions that promote other modes of travel. The traffic demand management and mitigation program includes the following improvements:

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As

recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Educational Programs/On-Site TDM Coordinator who reaches out to employers and employees promoting the benefits of TDM;
- Centrally located Transportation Information Center/Kiosk where employees and visitors can obtain information regarding commute programs and real-time commuter information;
- Bicycle and pedestrian-friendly environment with exclusive access points, secured bicycle facilities, and showers;
- A one-time fixed-fee contribution of **$75,000** to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to implement bicycle improvements within the Project area;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Guaranteed ride home (GRH) program;
- Short-term car rentals;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a "parking cash-out" subsidy, and/or unbundled parking;
- Mobility Hub support of existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information, etc. at the project site (subject to design feasibility);
- Make a one-time financial contribution of **$75,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Project membership and participation in the Hollywood Community Transportation Management Organization (TMO) should the TMO become operational. The Hollywood TMO's services could replace some of the in-house TMO services where applicable, such as ridesharing matching services for multi-employee carpools and vanpools. Project representatives should attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to project tenants relative to the services provided by the TMO. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to equilibrium (i.e., the level at which the owner/management deems maximum occupancy). The monitoring program should be conducted annually to ensure compliance for a period of 3 years. If the project is found to not conform to the trip reduction targets summarized in **Attachment D**, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will cooperate on

implementing further TDM Strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

2. Transportation Systems Managements (TSM) Improvements

The project would contribute up to **$270,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Operation and Communication Section has identified the need of potential TSM improvements, which consist of new system loops, new video detection systems, and new video fibers (48SM), are detailed in **Attachment E**. The new video fibers will be from the existing ATSAC communication hub located at the Los Angeles Police Department (LAPD) Hollywood Station (1358 Wilcox Ave, Los Angeles 90028) to the intersection Sunset Boulevard and Van Ness Avenue. The new system loops and video detection systems would provide enhancement of the existing traffic signal operations and the new video fibers would provide additional network capacity for new closed circuit television (CCTV) cameras to real-time video monitoring of the intersection, corridor, transit, and pedestrian operations. Collectively, these TSM improvements would provide a system wide benefit by reducing delays experienced by motorists at study intersections. Should the project be approved, then a final determination on how to implement the TSM improvements listed above will be made by DOT prior to the issuance of the first building permit. These TSM improvements will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$270,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$270,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these TSM improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. Intersection Improvements

Where the implementation of the TDM program and TSM would not fully mitigated the project-related traffic impacts to a level below significance, the transportation study proposed to contribute toward the intersection improvements that are acceptable by DOT to reduce the impact to less than significant levels: **Van Ness Avenue and Sunset Boulevard** – Widening the east side of Van Ness Avenue north of Sunset Boulevard by five feet; remove approximately seven unmetered on-street parking spaces; and restripe Van Ness Avenue within the existing right-of-way to accommodate dual left-turn lanes and one shared through/right-turn lane in the southbound approach as shown in **Attachment F**. In order to accommodate dual left-turn lanes, traffic signal modification would be required to provide a protected southbound left-turn phasing.

This improvement was originally proposed and approved as part of the mitigation measure included in the approved Transportation Impact Assessment for the Sunset/Western Mixed-Use Development at 5420 West Sunset Boulevard (LADOT, August 8, 2018) and could be used to mitigate the transportation impacts from both the approved Sunset/Western Mixed-Use Development and this project. Consistent with DOT policy, the cost of this improvement can be

shared between these developments.

4. Implementation of Improvements and Mitigation Measures
The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

   If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

5. Construction Impacts
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

6. Highway Dedication and Street Widening Requirements
Per the new Mobility Element, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Gower Street**, a Modified Avenue III, would require a 24-foot half-width roadway within a 36-foot half-width right-of-way; **Fountain Avenue**, a Collector, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way; and, **Gordon Street,** a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way.

7. Parking Requirements
The traffic study indicated that the project would provide a total of 74 vehicle parking spaces and 284 bicycle parking spaces on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

8. Driveway Access and Circulation
   The proposed site plan illustrated in **Attachment G** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

9. Development Review Fees
   An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

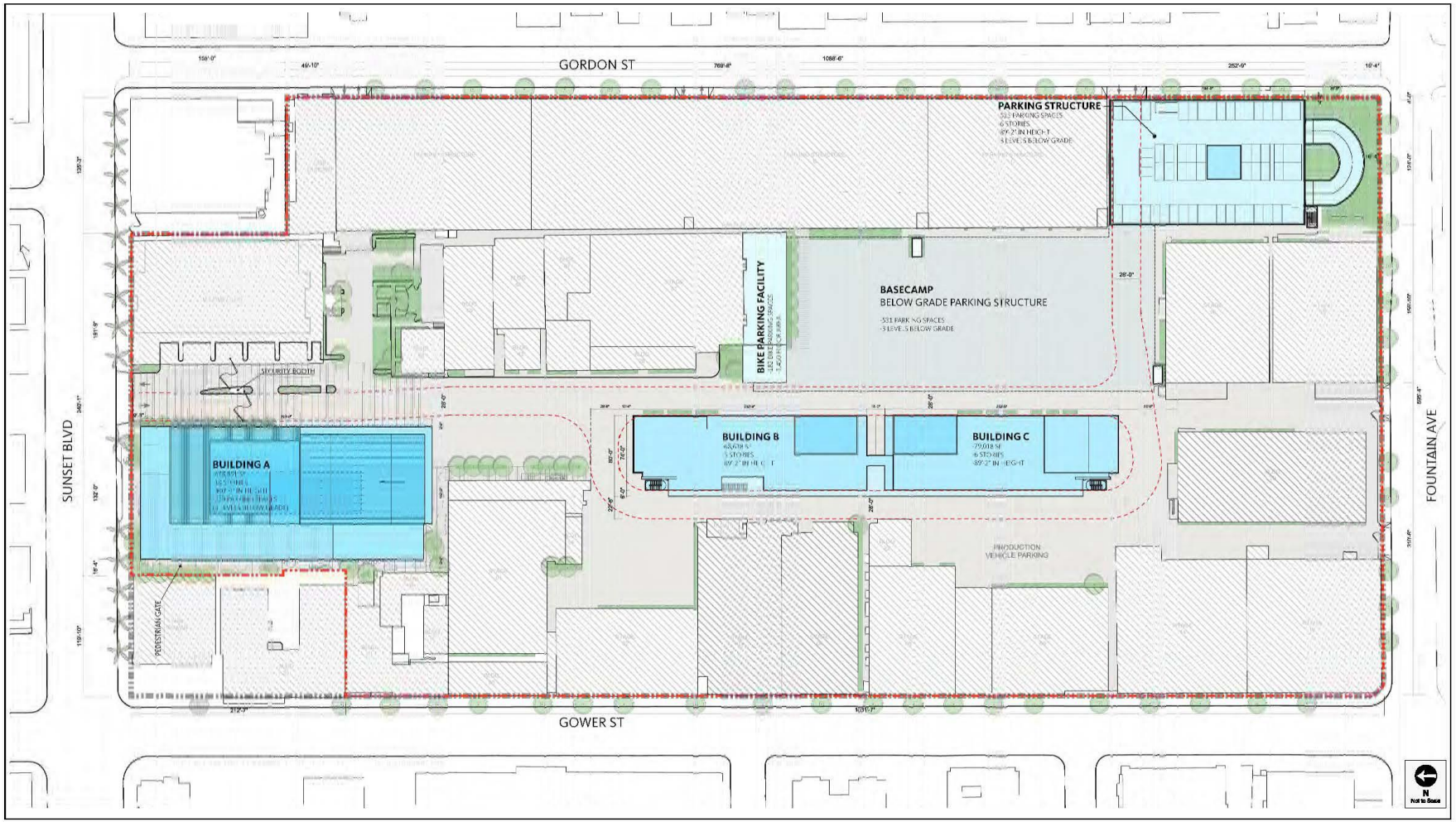
If you have any questions, please contact Russell Hasan at (213) 482-7117.

Attachments

J:\Letters\2020\CEN 17-47149_1438 N. Gower St.docx

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Emily Wong, Gibson Transportation Consulting, Inc.

ATTACHMENT A
CEN 18-47149_1438 N. Gower St



PROPOSED SITE PLAN

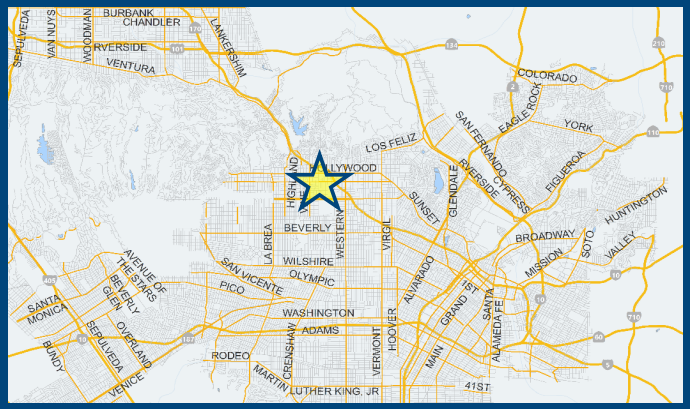
FIGURE 1

ATTACHMENT B
CEN 18-47149_1438 N. Gower St

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: SUNSET GOWER STUDIOS
Scenario:
Address: 6050 W SUNSET BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	992.4	ksf

TDM Strategies

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

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

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
150 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
25 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,936 Daily Vehicle Trips	**5,480** Daily Vehicle Trips
44,311 Daily VMT	**40,912** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.2 Work VMT per Employee	**5.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	6.516	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	992.400	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Analysis Results

Total Employees: 3,996
Total Population: 0

Proposed Project		*With Mitigation*	
5,936	**Daily Vehicle Trips**	**5,480**	**Daily Vehicle Trips**
44,311	**Daily VMT**	**40,912**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.2	**Work VMT per Employee**	**5.8**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*4%*
MAX. TDM EFFECT	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 12, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario:
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.7	0	0
Home Based Other Production	0	0.0%	0	4.9	0	0
Non-Home Based Other Production	1,011	-13.6%	874	7.4	7,481	6,468
Home-Based Work Attraction	3,987	-25.6%	2,967	8.4	33,491	24,923
Home-Based Other Attraction	2,058	-40.7%	1,221	6.0	12,348	7,326
Non-Home Based Other Attraction	1,011	-13.6%	874	6.4	6,470	5,594

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-7.7%	0	0
Home Based Other Production	0.0%	0	0	-7.7%	0	0
Non-Home Based Other Production	0.0%	874	6,468	-7.7%	807	5,972
Home-Based Work Attraction	0.0%	2,967	24,923	-7.7%	2,739	23,011
Home-Based Other Attraction	0.0%	1,221	7,326	-7.7%	1,127	6,764
Non-Home Based Other Attraction	0.0%	874	5,594	-7.7%	807	5,165

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 3,996
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**24,923**	**23,011**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.2**	**5.8**

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd & Franklin Ave	AM	0.935	E	0.935	E	0.000	NO	0.935	E	0.000	NO
		PM	0.848	D	0.860	D	0.012	NO	0.856	D	0.008	NO
2.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM	0.348	A	0.349	A	0.001	NO	0.349	A	0.001	NO
		PM	0.458	A	0.465	A	0.007	NO	0.463	A	0.005	NO
3.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM	0.861	D	0.861	D	0.000	NO	0.861	D	0.000	NO
		PM	0.881	D	0.888	D	0.007	NO	0.886	D	0.005	NO
4.	Gower St & Franklin Ave	AM	0.614	B	0.614	B	0.000	NO	0.614	B	0.000	NO
		PM	0.717	C	0.721	C	0.004	NO	0.720	C	0.003	NO
5.	Beachwood Dr & Franklin Ave	AM	0.717	C	0.718	C	0.001	NO	0.717	C	0.000	NO
		PM	0.668	B	0.673	B	0.005	NO	0.672	B	0.004	NO
6.	Bronson Ave & Franklin Ave	AM	0.631	B	0.634	B	0.003	NO	0.633	B	0.002	NO
		PM	0.848	D	0.854	D	0.006	NO	0.853	D	0.005	NO
7.	Gower St & Carlos Ave	AM	0.355	A	0.366	A	0.011	NO	0.362	A	0.007	NO
		PM	0.288	A	0.294	A	0.006	NO	0.292	A	0.004	NO
8.	Cahuenga Blvd & Hollywood Blvd	AM	0.895	F *	0.895	F *	0.000	NO	0.885	F *	-0.010	NO
		PM	0.722	F *	0.727	F *	0.005	NO	0.716	F *	-0.006	NO
9.	Ivar Ave & Hollywood Blvd	AM	0.451	A	0.451	A	0.000	NO	0.441	A	-0.010	NO
		PM	0.569	A	0.571	A	0.002	NO	0.561	A	-0.008	NO
10.	Vine St & Hollywood Blvd	AM	0.944	F *	0.954	F *	0.010	YES	0.941	F *	-0.003	NO
		PM	0.934	F *	0.939	F *	0.005	NO	0.928	F *	-0.006	NO
11.	Argyle Ave & Hollywood Blvd	AM	0.602	B	0.602	B	0.000	NO	0.592	A	-0.010	NO
		PM	0.745	C	0.748	C	0.003	NO	0.737	C	-0.008	NO
12.	Gower St & Hollywood Blvd	AM	0.729	C	0.749	C	0.020	NO	0.733	C	0.004	NO
		PM	0.785	C	0.788	C	0.003	NO	0.777	C	-0.008	NO
13.	Bronson Ave & Hollywood Blvd	AM	0.681	B	0.687	B	0.006	NO	0.675	B	-0.006	NO
		PM	0.696	B	0.701	C	0.005	NO	0.690	B	-0.006	NO
14.	US 101 SB Ramps & Hollywood Blvd	AM	0.630	B	0.634	B	0.004	NO	0.623	B	-0.007	NO
		PM	0.652	B	0.659	B	0.007	NO	0.647	B	-0.005	NO
15.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	1.034	F	1.037	F	0.003	NO	1.025	F	-0.009	NO
		PM	0.880	D	0.897	D	0.017	NO	0.882	D	0.002	NO
16.	Wilton Pl & Hollywood Blvd	AM	0.781	C	0.784	C	0.003	NO	0.772	C	-0.009	NO
		PM	0.866	D	0.873	D	0.007	NO	0.861	D	-0.005	NO
17.	Western Ave & Hollywood Blvd	AM	0.950	E	0.957	E	0.007	NO	0.945	E	-0.005	NO
		PM	0.943	E	0.946	E	0.003	NO	0.935	E	-0.008	NO
18.	Cahuenga Blvd & Selma Ave	AM	0.531	A	0.531	A	0.000	NO	0.531	A	0.000	NO
		PM	0.511	A	0.515	A	0.004	NO	0.514	A	0.003	NO
19.	Vine St & Selma Ave	AM	0.509	A	0.519	A	0.010	NO	0.515	A	0.006	NO
		PM	0.614	B	0.623	B	0.009	NO	0.620	B	0.006	NO
20.	Gower St & Selma Ave	AM	0.696	B	0.718	C	0.022	NO	0.712	C	0.016	NO
		PM	0.612	B	0.616	B	0.004	NO	0.614	B	0.002	NO
21.	Wilcox Ave & Sunset Blvd	AM	0.693	B	0.696	B	0.003	NO	0.685	B	-0.008	NO
		PM	0.684	B	0.699	B	0.015	NO	0.684	B	0.000	NO
22.	Cahuenga Blvd & Sunset Blvd	AM	0.838	F *	0.840	F *	0.002	NO	0.830	F *	-0.008	NO
		PM	0.818	F *	0.836	F *	0.018	YES	0.821	F *	0.003	NO
23.	Ivar Ave & Sunset Blvd	AM	0.545	A	0.548	A	0.003	NO	0.537	A	-0.008	NO
		PM	0.568	A	0.571	A	0.003	NO	0.559	A	-0.009	NO
24.	Vine St & Sunset Blvd	AM	0.991	F *	1.010	F *	0.019	YES	0.995	F *	0.004	NO
		PM	1.053	F *	1.064	F *	0.011	YES	1.050	F *	-0.003	NO
25.	Argyle Ave & Sunset Blvd	AM	0.665	B	0.669	B	0.004	NO	0.658	B	-0.007	NO
		PM	0.746	C	0.767	C	0.021	NO	0.751	C	0.005	NO

Notes
* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St & Sunset Blvd	AM	0.931	E	0.936	E	0.005	NO	0.924	E	-0.007	NO
		PM	1.047	F	1.077	F	0.030	YES	1.014	F	-0.033	NO
27.	Gordon St & Sunset Blvd	AM	0.463	A	0.495	A	0.032	NO	0.474	A	0.011	NO
		PM	0.541	A	0.677	B	0.136	NO	0.625	B	0.084	NO
28.	Bronson Ave & Sunset Blvd	AM	0.779	C	0.812	D	0.033	YES	0.792	C	0.013	NO
		PM	0.819	D	0.852	D	0.033	YES	0.832	D	0.013	NO
29.	Van Ness Ave & Sunset Blvd	AM	0.925	E	0.951	E	0.026	YES	0.837	D	-0.088	NO
		PM	1.009	F	1.040	F	0.031	YES	0.937	E	-0.072	NO
30.	Wilton Pl & Sunset Blvd	AM	0.607	B	0.621	B	0.014	NO	0.607	B	0.000	NO
		PM	0.711	C	0.725	C	0.014	NO	0.711	C	0.000	NO
31.	Western Ave & Sunset Blvd	AM	0.697	B	0.699	B	0.002	NO	0.688	B	-0.009	NO
		PM	0.872	D	0.881	D	0.009	NO	0.868	D	-0.004	NO
32.	Wilcox Ave & Fountain Ave	AM	0.503	A	0.505	A	0.002	NO	0.495	A	-0.008	NO
		PM	0.589	A	0.591	A	0.002	NO	0.580	A	-0.009	NO
33.	Cahuenga Blvd & Fountain Ave	AM	0.729	C	0.733	C	0.004	NO	0.721	C	-0.008	NO
		PM	0.786	C	0.801	D	0.015	NO	0.787	C	0.001	NO
34.	Vine St & Fountain Ave	AM	0.752	C	0.757	C	0.005	NO	0.745	C	-0.007	NO
		PM	0.809	D	0.827	D	0.018	NO	0.811	D	0.002	NO
35.	El Centro Ave & Fountain Ave	AM	0.437	A	0.445	A	0.008	NO	0.433	A	-0.004	NO
		PM	0.435	A	0.443	A	0.008	NO	0.430	A	-0.005	NO
36.	Gower St & Fountain Ave	AM	0.760	C	0.771	C	0.011	NO	0.757	C	-0.003	NO
		PM	0.845	D	0.877	D	0.032	YES	0.855	D	0.010	NO
37.	Wilcox Ave & Santa Monica Blvd	AM	0.781	C	0.782	C	0.001	NO	0.772	C	-0.009	NO
		PM	0.781	C	0.786	C	0.005	NO	0.775	C	-0.006	NO
38.	Cahuenga Blvd & Santa Monica Blvd	AM	0.859	D	0.861	D	0.002	NO	0.851	D	-0.008	NO
		PM	0.867	D	0.879	D	0.012	NO	0.865	D	-0.002	NO
39.	Vine St & Santa Monica Blvd	AM	0.933	E	0.935	E	0.002	NO	0.924	E	-0.009	NO
		PM	0.965	E	0.977	E	0.012	YES	0.963	E	-0.002	NO
40.	Gower St & Santa Monica Blvd	AM	0.904	E	0.918	E	0.014	YES	0.903	E	-0.001	NO
		PM	0.989	E	1.004	F	0.015	YES	0.987	E	-0.002	NO
41.	Bronson Ave & Santa Monica Blvd	AM	0.685	B	0.701	C	0.016	NO	0.686	B	0.001	NO
		PM	0.663	B	0.665	B	0.002	NO	0.654	B	-0.009	NO
42.	Van Ness Ave & Santa Monica Blvd	AM	0.919	E	0.935	E	0.016	YES	0.920	E	0.001	NO
		PM	0.861	D	0.863	D	0.002	NO	0.852	D	-0.009	NO
43.	Wilton Pl & Santa Monica Blvd	AM	0.785	C	0.801	D	0.016	NO	0.786	C	0.001	NO
		PM	0.793	C	0.796	C	0.003	NO	0.785	C	-0.008	NO
44.	Western Ave & Santa Monica Blvd	AM	0.932	E	0.957	E	0.025	YES	0.940	E	0.008	NO
		PM	1.038	F	1.050	F	0.012	YES	1.035	F	-0.003	NO
45.	US-101 SB On-ramp & Santa Monica Blvd	AM	0.515	A	0.523	A	0.008	NO	0.511	A	-0.004	NO
		PM	0.609	B	0.611	B	0.002	NO	0.600	A	-0.009	NO
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM	0.658	B	0.664	B	0.006	NO	0.652	B	-0.006	NO
		PM	0.849	D	0.854	D	0.005	NO	0.842	D	-0.007	NO
47.	Vine St & Melrose Ave	AM	0.854	D	0.856	D	0.002	NO	0.855	D	0.001	NO
		PM	0.916	E	0.918	E	0.002	NO	0.917	E	0.001	NO
48.	Gower St & Melrose Ave	AM	0.767	C	0.780	C	0.013	NO	0.776	C	0.009	NO
		PM	0.879	D	0.888	D	0.009	NO	0.885	D	0.006	NO
49.	Western Ave & Melrose Ave	AM	0.861	D	0.866	D	0.005	NO	0.864	D	0.003	NO
		PM	0.885	D	0.895	D	0.010	NO	0.892	D	0.007	NO

Notes
* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 11
PROJECT TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	169.4 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.8 ksf	223	21	12	33	14	17	31
Office	710	852.8 ksf	8,306	851	138	989	157	824	981
Transit Adjustment [c] *10%*			*-831*	*-85*	*-14*	*-99*	*-16*	*-82*	*-98*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT			**9,225**	**834**	**169**	**1,003**	**213**	**820**	**1,033**
TDM REDUCTION PROGRAM - 15%			**(1,384)**	**(125)**	**(25)**	**(150)**	**(32)**	**(123)**	**(155)**
Existing Project Site									
Sound Stage	[b]	175.1 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.1 ksf	232	22	12	34	14	18	32
Office	710	379.0 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS			**4,110**	**424**	**68**	**492**	**77**	**411**	**488**
TOTAL - NET NEW TRIPS WITH TDM REDUCTION PROGRAM			**2,726**	**299**	**43**	**342**	**45**	**288**	**333**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

ATTACHMENT 3

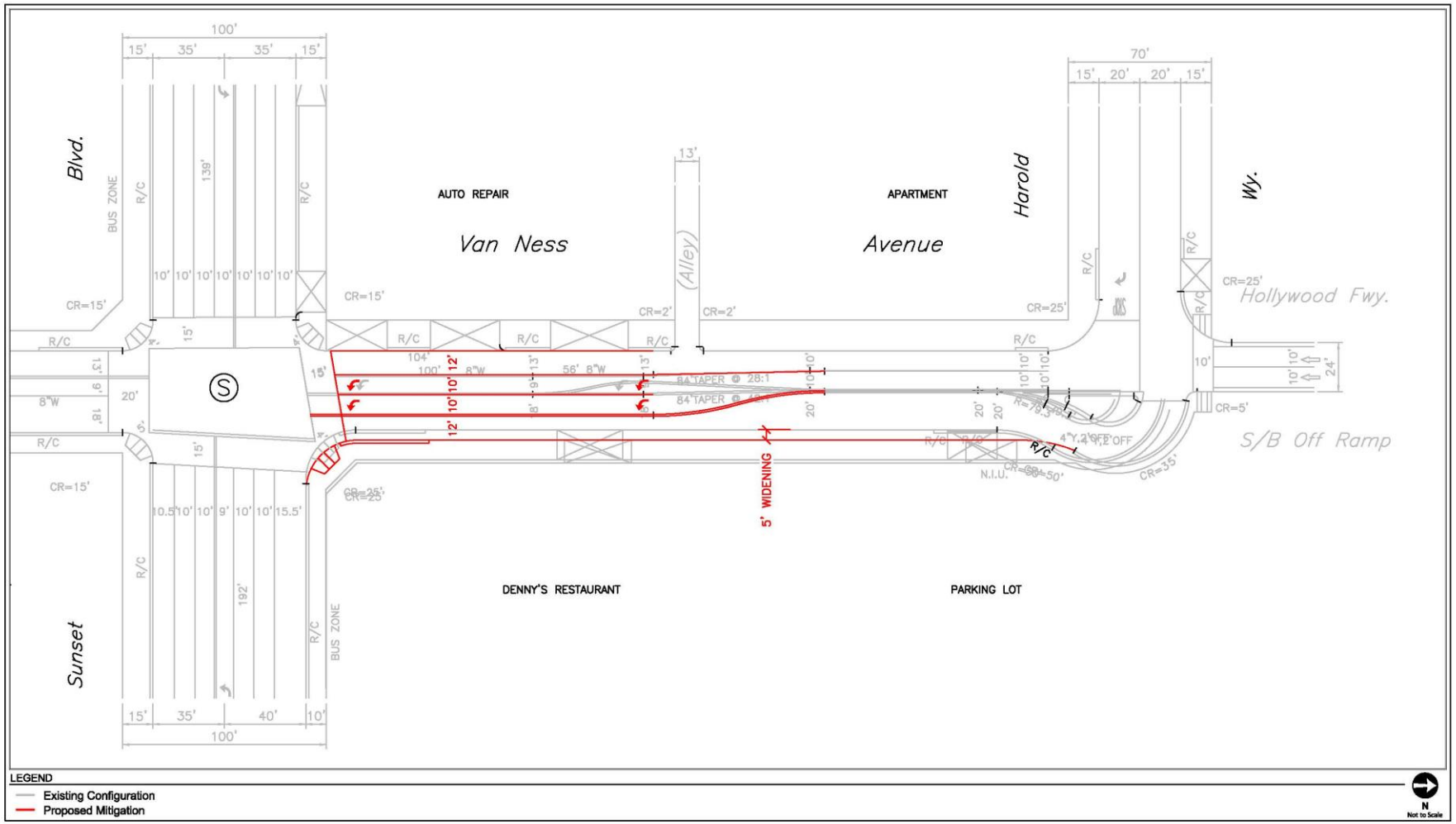
APPENDIX E
SUNSET GOWER STUDIOS PRELIMINARY TSM IMPROVEMENTS

NO.	LOCATION [a]	APPROACH	IMPROVEMENT
1	Bronson Ave & Santa Monica Blvd	Southbound	System Loops
2	Van Ness Ave & Santa Monica Blvd	Northbound & Southbound	System Loops
3	US-101 SB On-Ramp & Santa Monica Blvd	Westbound	Video Detection
4	US-101 NB Off-Ramp & Santa Monica Blvd	Eastbound	Video Detection
5	El Centro Ave & Fountain Ave	Northbound & Southbound	System Loops
6	Wilcox Ave & Sunset Blvd	Northbound & Southbound	System Loops
7	Argyle Ave & Sunset Blvd	Southbound	System Loops
8	Vine St & Selma Ave	Eastbound & Westbound	System Loops
9	Argyle Ave & Hollywood Blvd	Northbound & Southbound	System Loops
10	US-101 SB Ramps & Hollywood Blvd	Westbound	Video Detection
11	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	Eastbound	Video Detection
12	Bronson Ave & Franklin Ave	Northbound & Southbound	System Loops
13	Sunset Blvd: Cahuenga Blvd to Van Ness Ave	--	3" Conduit 48SM Fiber

Note

[a] Based on LADOT preliminary review of available TSM improvements within Study Area. Preliminary TSM improvements would better accommodate traffic operations along the following corridors: Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard.

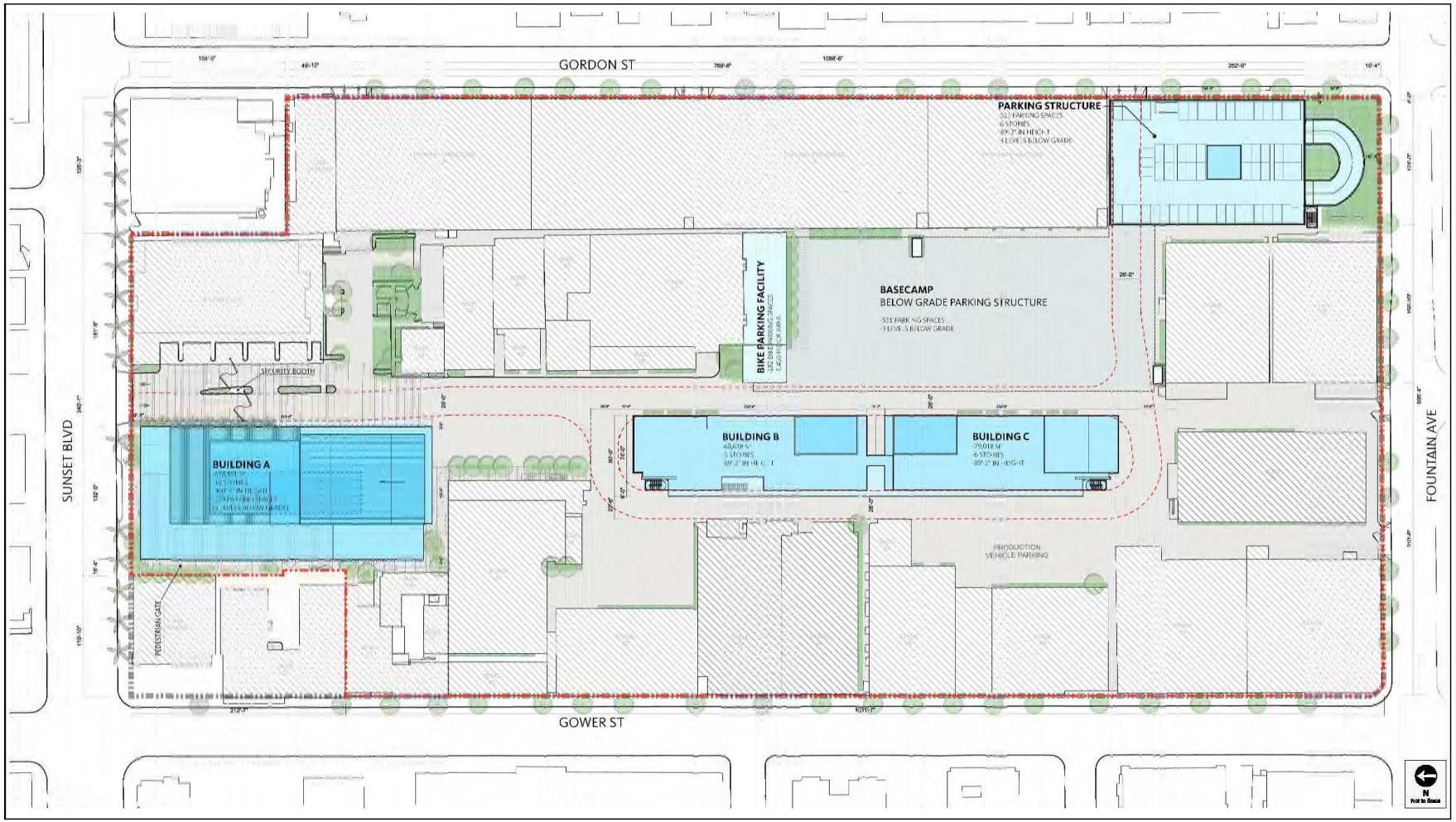
ATTACHMENT F
CEN 18-47149_1438 N. Gower St



VAN NESS AVE & SUNSET BLVD (INTERSECTION 29)
CONCEPTUAL MITIGATION PLAN

APPENDIX
E

ATTACHMENT G
CEN 18-47149_1438 N. Gower St



PROPOSED SITE PLAN

FIGURE 1

Appendix J.3

Transportation Impact Study

TRANSPORTATION IMPACT STUDY FOR THE SUNSET GOWER STUDIOS PRESERVATION AND ENHANCEMENT PLAN

HOLLYWOOD, CALIFORNIA

OCTOBER 2018

PREPARED FOR

SUNSET GOWER ENT. PROPERTIES

PREPARED BY

Gibson transportation consulting, inc.

TRANSPORTATION IMPACT STUDY
FOR THE
SUNSET GOWER STUDIOS
PRESERVATION AND ENHANCEMENT PLAN

HOLLYWOOD, CALIFORNIA

October 2018

Prepared for:

SUNSET GOWER ENT. PROPERTIES

Prepared by:

GIBSON TRANSPORTATION CONSULTING, INC.
555 W. 5th Street, Suite 3375
Los Angeles, California 90013
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Ref: J1598

Table of Contents

1. Introduction 1
   - Project Description 1
   - Project Location 2
   - Traffic Analysis Methodology 2
   - Impact Criteria and Significance Thresholds 11
   - Additional Traffic Analyses 12
   - Organization of Report 14

2. Existing Conditions 16
   - Study Area 16
   - Existing Street System 17
   - Existing Transit System 22
   - Bicycle and Pedestrian Network 27
   - Vision Zero 29
   - Existing Traffic Volumes and Levels of Service 30

3. Future without Project Conditions 37
   - CEQA Guidelines Regarding Future Traffic Conditions 37
   - Ambient Traffic Growth 38
   - Related Projects 38
   - Future Improvements 48
   - Future without Project Intersection Levels of Service 54

4. Project Traffic 58
   - Project Description 58
   - Project Trip Generation 58
   - Project Trip Distribution 59
   - Project Trip Assignment 61

5. Existing with Project Conditions 69
   - Existing with Project Traffic Volumes 69
   - Existing with Project Intersection Levels of Service 69

6. Future with Project Conditions 76
   - Future with Project Traffic Volumes 76
   - Future with Project Intersection Levels of Service 76

7. Transportation Impact Analysis 83
   - Existing with Project Significant Impacts, Before Mitigation 83
   - Future with Project Significant Impacts, Before Mitigation 84

8. Transportation Mitigation Program 85
   - Transportation Mitigation Measures 86
   - TDM Program 86
   - TSM Improvements 90
   - Specific Intersection Improvement Measures 95

Table of Contents, cont.

Mitigation Effectiveness 96
Existing with Project with Mitigation Conditions 104
Future with Project with Mitigation Conditions 104

9. Unsignalized Intersection Analysis 109
Intersection Levels of Service 109
Signal Warrant Analysis 112

10. Congestion Management Program Analysis 115
TIA Guidelines 115
Arterial Monitoring Station Analysis 116
Freeway Segment Analysis 118
Regional Transit Impact Analysis 118

11. Caltrans Analysis 123
VMT 123
Analyzed Facilities 124

12. Site Access and Internal Circulation 125
Vehicular Access and Circulation 125
Driveway Operational Analysis 125
Pedestrian Access and Circulation 130
Bicycle Access and Circulation 130

13. Residential Street Segment Analysis 131
Residential Street Segment Selection Criteria 131
Methodology for Determination of Impact 132
Residential Street Segment Analysis 133

14. Construction Impact Analysis 137
Types of Construction Impacts 137
Proposed Construction Schedule 138
Excavation and Grading Phase 138
Building Construction Phase 140
Construction Management Plan 140
Potential Impact on Access, Transit, and Parking 142

References

Appendix A: Memorandum of Understanding
Appendix B: Intersection Lane Configurations
Appendix C: Traffic Counts
Appendix D: Level of Service Worksheets
Appendix E: Preliminary Conceptual Mitigation Measures
Appendix F: Signal Warrant Analysis
Appendix G: Caltrans Analysis
Appendix H: Driveway Operational Analysis

List of Figures

NO.

1	Proposed Site Plan	3
2	Study Area and Analyzed Locations	7
3	Transit Serving Project Site	23
4	Existing Conditions (Year 2018) Peak Hour Traffic Volumes	32
5	Locations of Related Projects	39
6	Related Project-Only Peak Hour Traffic Volumes	45
7	Future without Project Conditions (Year 2028) Peak Hour Traffic Volumes	49
8A	Regional Project Trip Distribution	62
8B	Project Trip Distribution	63
9	Net Project-Only Peak Hour Traffic Volumes	66
10	Existing with Project Conditions (Year 2018) Peak Hour Traffic Volumes	70
11	Future with Project Conditions (Year 2028) Peak Hour Traffic Volumes	77
12	Net Project-Only with Mitigation Conditions Peak Hour Traffic Volumes	91
13	Existing with Project with Mitigation Conditions (Year 2018) Peak Hour Traffic Volumes	98
14	Future with Project with Mitigation Conditions (Year 2028) Peak Hour Traffic Volumes	101
15A	Existing with Project Conditions (Year 2018) Peak Hour Driveway Volumes	126
15B	Future with Project Conditions (Year 2028) Peak Hour Driveway Volumes	127
16	Street Segment Average Daily Traffic Volumes	134

List of Tables

NO.

1	Analyzed Study Intersections and Street Segments	5
2	Level of Service Definitions for Intersections	9
3	Existing Transit Service in Study Area	24
4A	Transit System Capacity in Project Vicinity – Morning Peak Hour	25
4B	Transit System Capacity in Project Vicinity – Afternoon Peak Hour	26
5	Existing Conditions (Year 2018) Signalized Intersection Levels of Service	35
6	Related Projects	40
7	Future without Project Conditions (Year 2028) Signalized Intersection Levels of Service	55
8	Project Trip Generation Estimates	60
9	Existing with Project Conditions (Year 2018) Significant Impact Analysis	73
10	Future with Project Conditions (Year 2028) Significant Impact Analysis	80
11	Project Trip Generation Estimates with TDM Reduction Program	94
12	Existing with Project with Mitigation Conditions Significant Impact Analysis	105
13	Future with Project with Mitigation Conditions (Year 2028) Significant Impact Analysis	107
14	Existing with Project Conditions (Year 2018) Unsignalized Intersection Peak Hour Levels of Service	110
15	Future with Project Conditions (Year 2028) Unsignalized Intersection Peak Hour Levels of Service	111
16	Signal Warrant Analysis	114
17	CMP Arterial Monitoring Intersection Significant Impact Analysis	117
18	CMP Freeway Segment Analysis Existing with Project Operating Conditions (Year 2018)	119
19	CMP Freeway Segment Analysis Future with Project Operating Conditions (Year 2028)	120
20	Driveway Operational Queue Analysis – Existing with Project Conditions (Year 2018)	128
21	Driveway Operational Queue Analysis – Future with Project Conditions (Year 2028)	129
22	Street Segment Analysis – Existing with Project Conditions (Year 2018)	135
23	Street Segment Analysis – Future with Project Conditions (Year 2028)	136

Chapter 1
Introduction

This study presents the transportation impact analysis for the Sunset Gower Studios Enhancement Plan project (Project) in the *Hollywood Community Plan* (Los Angeles Department of City Planning, 1988) area of the City of Los Angeles (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes the preservation and enhancement of portions of the existing Sunset Gower Studios (Project Site) and development of new studio-related creative office, production office/production support, on-site private-serving cafeteria space, and storage uses within three new buildings, and bicycle and vehicle parking facilities. The Project Site is located at 1438 N. Gower Street and currently includes sound stages and production facilities for the media and entertainment industries, including creative offices and support facilities. The Project proposes to remove approximately 160,600 square feet (sf) of existing floor area, including approximately 125,500 sf of creative office, 29,400 sf of production support, 5,600 sf of sound stage space, and approximately 1,400 sf of existing service uses. The proposed new buildings, which could be developed in phases, would comprise approximately 628,000 sf of floor area, including new creative office, production office/production support, and storage uses. The proposed studio-related creative office, production office/production support and storage uses would be provided within three new buildings (referred to herein as Buildings A, B, and C).

Parking for the Project would be provided on-site within existing and new parking areas, including surface parking lots, parking structures, and subterranean parking levels. Vehicular access to the Project Site would be maintained via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and existing full-access driveways on Gordon Street.

Emergency and limited access is provided along Fountain Avenue. Although vehicle access is not provided, limited pedestrian access is provided along Gower Street.

The conceptual project site plan is shown in Figure 1.

PROJECT LOCATION

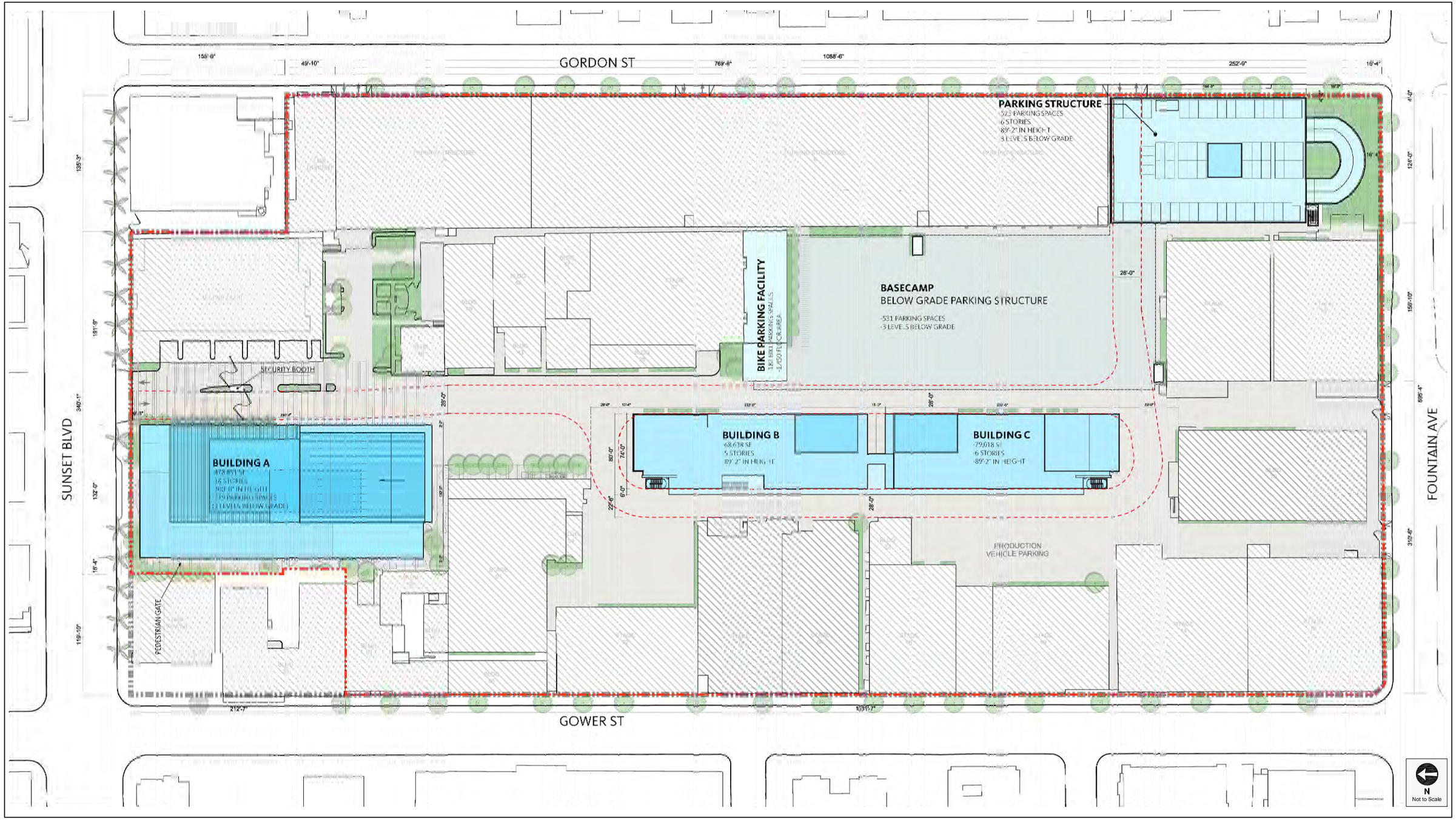
Generally, the Project Site is bounded by Sunset Boulevard to the north, Gordon Street to the east, Fountain Avenue to the south, and Gower Street to the west. Other nearby uses include commercial uses and multi-family residential developments. The Project Site is located less than 0.5 miles south and west of the Hollywood Freeway (US 101), which provides regional access between downtown Los Angeles (approximately 5.5 miles southeast) and the San Fernando Valley (approximately 8.0 miles northwest). Regional and local access to the Project Site is primarily provided by Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard.

The Project Site is located less than 0.5 miles southeast of the Los Angeles County Metropolitan Transportation Authority's (Metro) Hollywood/Vine Station and approximately 0.75 miles southwest of the Metro Hollywood/Western Station. Both stations serve Metro's Red Line subway, which travels between Union Station in downtown Los Angeles and North Hollywood in the San Fernando Valley at 10-minute intervals during the commuter peak periods. Additionally, transit bus service is provided throughout the Study Area by Metro, LADOT's Downtown Area Shuttle (DASH) service and LADOT's Commuter Express (CE) bus lines.

TRAFFIC ANALYSIS METHODOLOGY

Study Scope and Analysis Conditions

The scope of analysis for this study was developed in consultation with LADOT. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) dated May 2018, which was reviewed and approved by



PROPOSED SITE PLAN

FIGURE
1

LADOT. As part of the MOU, a review of the freeway impact analysis screening criteria on the California Department of Transportation (Caltrans) facilities (i.e., ramps and freeway segments) was prepared pursuant to *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (State of California and City of Los Angeles, December 15, 2015) ("Caltrans Agreement"). A copy of the signed MOU is provided in Appendix A.

This study analyzed the potential Project-generated transportation impacts on the street system in the vicinity of the Project Site as compared to existing conditions and projected future conditions at the time the Project is expected to be occupied (Year 2028). Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 57 study intersections, including 49 signalized and eight unsignalized, in the vicinity of the Project Site were selected for detailed traffic analysis. They are listed in Table 1 and shown in Figure 2.

Consistent with *Transportation Impact Study Guidelines* (LADOT, December 2016), the following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2018) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions. The Existing Conditions analysis includes a description of key area streets and highways, traffic volumes and current operating conditions, and transit service in the Study Area. For the purposes of this analysis, the Existing Conditions in this transportation impact study reflect conditions as of the time the Notice of Preparation (NOP) was issued in 2018. Fieldwork (lane configurations and signal phasing) for the analyzed intersections is provided in Appendix B. Intersection turning movement counts were collected at each of the selected study intersections during the weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods, and the detailed traffic count worksheets are provided in Appendix C. Detailed level of service (LOS) worksheets are provided in Appendix D.

- Existing with Project Conditions (Year 2018) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions. This analysis evaluates the potential Project-related transportation impacts as compared to Existing Conditions.

- Existing with Project with Mitigation Conditions (Year 2018) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Existing Conditions.

TABLE 1
ANALYZED STUDY INTERSECTIONS AND STREET SEGMENTS

No	Intersection	Jurisdiction
Signalized Intersection		
1.	Cahuenga Blvd & Franklin Ave	City of Los Angeles
2.	Vine St & Franklin Ave / US-101 SB Off-Ramp	City of Los Angeles/Caltrans
3.	Argyle Ave / US-101 NB On-Ramp & Franklin Ave	City of Los Angeles/Caltrans
4.	Gower St & Franklin Ave	City of Los Angeles
5.	Beachwood Dr & Franklin Ave	City of Los Angeles
6.	Bronson Ave & Franklin Ave	City of Los Angeles
7.	Gower St & Carlos Ave	City of Los Angeles
8.	Cahuenga Blvd & Hollywood Blvd	City of Los Angeles
9.	Ivar Ave & Hollywood Blvd	City of Los Angeles
10.	Vine St & Hollywood Blvd	City of Los Angeles
11.	Argyle Ave & Hollywood Blvd	City of Los Angeles
12.	Gower St & Hollywood Blvd	City of Los Angeles
13.	Bronson Ave & Hollywood Blvd	City of Los Angeles
14.	US-101 SB Ramps & Hollywood Blvd	City of Los Angeles/Caltrans
15.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	City of Los Angeles/Caltrans
16.	Wilton Pl & Hollywood Blvd	City of Los Angeles
17.	Western Ave & Hollywood Blvd	City of Los Angeles
18.	Cahuenga Blvd & Selma Ave	City of Los Angeles
19.	Vine St & Selma Ave	City of Los Angeles
20.	Gower St & Selma Ave	City of Los Angeles
21.	Wilcox Ave & Sunset Blvd	City of Los Angeles
22.	Cahuenga Blvd & Sunset Blvd	City of Los Angeles
23.	Ivar Ave & Sunset Blvd	City of Los Angeles
24.	Vine St & Sunset Blvd	City of Los Angeles
25.	Argyle Ave & Sunset Blvd	City of Los Angeles
26.	Gower St & Sunset Blvd	City of Los Angeles
27.	Gordon St & Sunset Blvd	City of Los Angeles
28.	Bronson Ave & Sunset Blvd	City of Los Angeles
29.	Van Ness Ave & Sunset Blvd	City of Los Angeles
30.	Wilton Pl & Sunset Blvd	City of Los Angeles
31.	Western Ave & Sunset Blvd	City of Los Angeles
32.	Wilcox Ave & Fountain Ave	City of Los Angeles
33.	Cahuenga Blvd & Fountain Ave	City of Los Angeles
34.	Vine St & Fountain Ave	City of Los Angeles
35.	El Centro Ave & Fountain Ave	City of Los Angeles
36.	Gower St & Fountain Ave	City of Los Angeles
37.	Wilcox Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
38.	Cahuenga Blvd & Santa Monica Blvd	City of Los Angeles/Caltrans
39.	Vine St & Santa Monica Blvd	City of Los Angeles/Caltrans
40.	Gower St & Santa Monica Blvd	City of Los Angeles/Caltrans
41.	Bronson Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
42.	Van Ness Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
43.	Wilton Pl & Santa Monica Blvd	City of Los Angeles/Caltrans
44.	Western Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
45.	US-101 SB On-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
46.	US-101 NB Off-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
47.	Vine St & Melrose Ave	City of Los Angeles
48.	Gower St & Melrose Ave	City of Los Angeles
49.	Western Ave & Melrose Ave	City of Los Angeles
Unsignalized Intersection		
1.	Gower St & US-101 NB Off-Ramp	City of Los Angeles/Caltrans
2.	Gower St & US-101 SB Off-Ramp / Yucca St	City of Los Angeles/Caltrans
3.	Gower St & Yucca St	City of Los Angeles
4.	US 101 SB Off-ramp / Van Ness Ave & Harold Way	City of Los Angeles/Caltrans
5.	Wilton Pl & US-101 NB Off-Ramp / Harold Way	City of Los Angeles/Caltrans
6.	US 101 SB On-Ramp & Sunset Blvd	City of Los Angeles/Caltrans

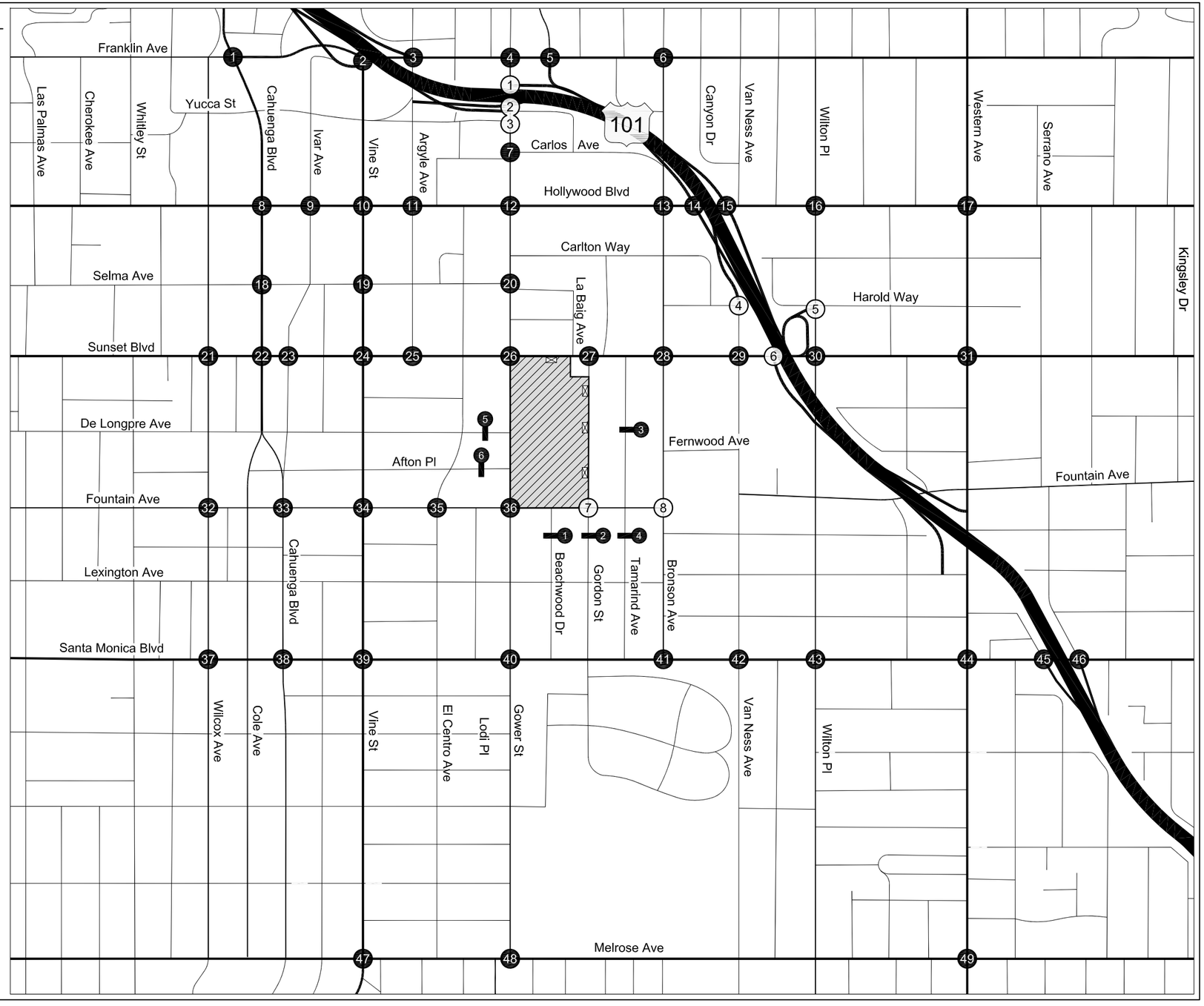
TABLE 1 (CONT.)
ANALYZED STUDY INTERSECTIONS AND STREET SEGMENTS

No	Intersection	Jurisdiction
Unsignalized Intersection		
7.	Gordon St & Fountain Ave	City of Los Angeles
8.	Bronson Ave & Fountain Ave	City of Los Angeles
No	**Street Segments**	
1.	Beachwood Drive between Fountain Avenue and Lexington Avenue	
2.	Gordon Street between Fountain Avenue and Lexington Avenue	
3.	Tamarind Avenue between Sunset Boulevard and Fountain Avenue	
4.	Tamarind Avenue between Fountain Avenue and Lexington Avenue	
5.	De Longpre Avenue between El Centro Avenue and Gower Street	
6.	Afton Place between El Centro Avenue and Gower Street	

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- # Analyzed Intersection - Unsignalized
- # Analyzed Street Segment

N
Not to Scale



STUDY AREA AND ANALYZED LOCATIONS

FIGURE 2

- Future without Project Conditions (Year 2028) – This analysis condition projects the potential intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2028. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout. This scenario includes roadway improvements constructed by other projects in the Study Area that will be in place prior to Project occupancy.

- Future with Project Conditions (Year 2028) – This analysis condition projects the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this scenario, the traffic generated by the Project is added to Future without Project Conditions.

- Future with Project with Mitigation Conditions (Year 2028) – This analysis projects the potential intersection operating conditions that could be expected if the Project were built in the projected buildout year, including the effect of any mitigation. In this analysis condition, the Project-generated traffic with mitigation incorporated is added to the Future without Project Conditions.

Signalized Intersection Analysis Methodology

Intersection capacity has been analyzed using the "Critical Movement Analysis (CMA) – Planning" (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology in accordance with the *Transportation Impact Study Guidelines*. The CMA methodology was implemented using LADOT's Calcadb Lite spreadsheet application to analyze intersection operating conditions. The methodology calculates the volume-to-capacity (V/C) ratio, which is used to determine the intersection LOS according to the LOS definitions provided in Table 2. LOS worksheets for each scenario are provided in Appendix D.

The Automated Traffic Surveillance and Control (ATSAC) system represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

Level of Service	Signalized V/C Ratio [a]	Unsignalized Delay (seconds) [b]	Definition
A	0.000 - 0.600	0.0 - 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	10.1 - 15.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	15.1 - 25.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	25.1 - 35.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	35.1 - 50.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Notes

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980).

[b] *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016)

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been implemented in the City. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under the ATSAC system alone.

Each of the signalized study intersections is equipped with both ATSAC and ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to each intersection to reflect the benefits of ATSAC and ATCS control. The capacity increases are applied within the CalcaDB Lite software and, therefore, are inherent in the analysis results.

Unsignalized Intersection Analysis Methodology

Based on *Transportation Impact Study Guidelines*, unsignalized intersections should be selected for evaluation if the intersection is located adjacent to the Project Site or is integral to the Project's site access and circulation plan. Of the eight unsignalized intersections selected for evaluation, only two intersections provide direct access to the Project Site. The remaining six unsignalized intersections were considered due to the access provided to Caltrans facilities. The unsignalized intersections were analyzed using *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016) (HCM) methodology to determine the overall intersection delay. The HCM methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The average delay is used to determine the intersection LOS according to the LOS definitions provided in Table 2. The analysis worksheets for each scenario are provided in Appendix D.

Pursuant to *Transportation Impact Study Guidelines*, if, based on the estimated delay, the resultant LOS is E or F in the Future with Project Conditions, the intersection should be evaluated for the potential installation of a new traffic signal through a traffic signal warrant analysis. It should be noted that the determination that an unsignalized intersection meets the

criteria of a traffic signal warrant does not in itself require the installation of a signal. Rather, the decision on whether a traffic signal should be installed is made by the governing jurisdictions taking into consideration other factors such as distance to adjacent signalized intersections and interruption to traffic flow along the major street.

IMPACT CRITERIA AND SIGNIFICANCE THRESHOLDS

Signalized Intersections

The significance of the potential impacts of Project generated traffic at the signalized study intersections was determined using criteria identified in *Transportation Impact Study Guidelines*. LADOT guidelines indicate that a project is considered to have a significant transportation impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific threshold depending on the final intersection LOS. LADOT has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases:

Intersection Conditions with Project Traffic		**Significant Impact Threshold for Project-related Increase in V/C Ratio**
LOS	**V/C**	
C	0.701 – 0.800	Equal to or greater than 0.04
D	0.801 – 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Source: City of Los Angeles.

The relative impact of the added traffic volumes to be generated by the Project was evaluated based on analysis of existing and future operating conditions at the study intersections, with and without the Project.

ADDITIONAL TRAFFIC ANALYSES

Congestion Management Program

An analysis also was conducted according to *2010 Los Angeles County Congestion Management Program* (Metro, 2010) (CMP). The CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program and State Transportation Improvement Program processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed (1) for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and (2) all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. In addition, it requires a review of potential impacts to the regional transit system.

The required CMP analyses were performed, as detailed in Chapter 10, in accordance with the TIA guidelines referenced in the CMP.

State of California Senate Bill No. 743

Senate Bill 743 (Steinberg, 2013) (SB 743), made effective in January 2014, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis will shift from driver delay to vehicle miles travelled (VMT) reduction of greenhouse gas emissions (GHG) and creation of multimodal networks and promotion mixed-use developments. Although originally scheduled to be fully implemented in guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology. LADOT is currently in the process of updating the City's transportation impact methodology and thresholds based on VMT. To better align with the State's multimodal transportation and environmental action goals, Caltrans is also pursuing VMT as a metric of Project impacts, which is outlined in *Local Development – Intergovernmental Review Program Interim Guide* (Caltrans, Approved September 2016) (Caltrans Interim Guide).

In addition, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." A transit priority area is defined as an area within 0.5 miles of an existing or planned major transit stop. Public Resources Code Section 21064.3 defines a major transit stop as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon commute periods. The Project Site is well served by public transportation and the City has determined that the Project is located in a transit priority area. As previously described, the Metro Hollywood/Vine station is located less than 0.5 miles from the Project Site, and serves the Metro Red Line subway, which operates with average headways of 10 minutes in each direction during the morning and afternoon peak hours. The existing transit service within the Study Area is further detailed in Chapter 2.

The Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. The Project would, therefore, reduce vehicle trips and encourage walking, public transit ridership and bicycle travel, which results in corresponding reductions in VMT, air quality emissions and transportation-related GHG emissions.

Since the Project is located in a transit priority area as defined in Public Resources Code Section 21099, the Project's parking impacts shall not be considered significant impacts on the environment.

Caltrans

The Caltrans Interim Guide suggests the approach with which Caltrans can recommend improvements to enhance pedestrian safety and increase pedestrian accessibility to help meet the goals and targets of the *Caltrans Strategic Management Plan 2015-2020* (Caltrans, March 2015) (SMP) and *California Transportation Plan 2040* (Caltrans, June 2016). The Caltrans Interim Guide directs lead agencies to consider "multi-modal solutions from existing regional transportation plans, regional plans, transit plans, bicycle plans, and pedestrian plans."

Caltrans facilities were evaluated according to the requirements of the Caltrans Agreement, which identifies a series of screening criteria that, if any are met by the Project, require a more detailed analysis of Caltrans facilities. As shown in the approved MOU, based on the Project-related increase on the freeway segments or off-ramps, the screening criteria would be met, thus requiring further analysis. A supplemental analysis was conducted using HCM methodology and is summarized in Chapter 11, with supporting data in Appendix G.

Additional Review and Analysis

In addition to the various intersection analyses and the CMP analysis discussed above, this study includes a review of various other features and conditions related to the proposed Project. These include a review of Project access and circulation and an analysis of potential transportation impacts associated with the Project's construction.

ORGANIZATION OF REPORT

This report is divided into 14 chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 forecasts the Future without Project Conditions. Chapter 4 describes the procedure used to forecast Project traffic volumes and distribution through the Study Area. Chapter 5 presents the intersection operating conditions associated with construction of the Project on top of Existing Conditions. Chapter 6 presents the intersection operating conditions associated with construction of the Project on top of Future without Project Conditions (Year 2028). Chapter 7 identifies the potential significant transportation impacts, prior to mitigation, of the proposed Project under Existing with Project and Future with Project Conditions. Chapter 8 describes the transportation improvement and mitigation program designed to reduce the impacts of the Project to the extent possible. Chapter 9 presents the intersection operations of the unsignalized intersections and the signal warrant analysis. Chapter 10 presents the regional CMP analysis. Chapter 11 presents the analysis of Caltrans facilities. Chapter 12 describes site access and internal circulation and Chapter 13 presents the residential street segment analysis. Chapter 14 presents the impacts associated with the construction phase of the Project. The Appendices

contain supporting documentation and additional details of the technical analyses, as well as the additional analysis described above.

Chapter 2
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation at the time the NOP was issued in Year 2018.

STUDY AREA

The Project's Study Area, shown in Figure 2, is generally bounded by Franklin Avenue to the north, Western Avenue to the east, Melrose Avenue to the south, and Wilcox Avenue to the west.

A Study Area generally comprises those intersections with the greatest potential to experience significant transportation impacts due to the project as defined by the City, including intersections that are:

1. Immediately adjacent or in close proximity to the project site
2. In the vicinity of the project site that are documented to have current or projected future adverse operational issues
3. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections)

The Study Area was established in consultation with the City, based on the above criteria, as well as peak hour Project trip generation, the anticipated distribution of Project traffic, and the existing intersections/corridor operations. It comprises those intersections with the reasonable potential to experience significant transportation impacts due to the Project.

A total of 57 intersections, including 49 signalized and eight unsignalized, were identified during the MOU process for detailed analysis of the above conditions. The results of the transportation impact analysis detailed in this Transportation Impact Study were reviewed to ensure that all potentially significantly impacted intersections, prior to mitigation, were analyzed, and that the boundary of the Study Area was extended, as necessary, to confirm that there were no significant impacts at or beyond the Study Area periphery. The study intersections on the Study Area periphery are not anticipated to be significantly impacted by the Project and, thus, the analyzed locations are considered to be adequate such that no additional significant impacts are anticipated to occur beyond the transportation analysis Study Area. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 57 study intersections. The existing lane configurations at the analyzed intersections are provided in Appendix B.

EXISTING STREET SYSTEM

The existing street system in the Study Area consists of a regional roadway system including freeways, primary and secondary arterials, and collector and local streets which provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications for roadways within the City are designated in *Mobility Plan 2035, An Element of the General Plan* (Los Angeles Department of City Planning, January 2016) (the "Mobility Plan"). The Mobility Plan revised street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The available facilities in the Study Area are defined by the following in the Mobility Plan:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph
        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph
    - Avenues pass through both residential and commercial areas and include three categories:
        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph
        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph
        - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph
- Collector Streets are generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with a target operating speed of 25 mph.
- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local streets include two categories:
    - Continuous local streets connect to other streets at both ends
    - Non-continuous local streets lead to a dead-end

Primary regional access to the Project Site is provided by US 101. The major arterials providing regional and sub-regional access to the transportation analysis Study Area include Cahuenga Boulevard, Vine Street, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard. The following is a brief description of the major roadways in the transportation analysis Study Area, including their classification under the Mobility Plan:

Freeways

- US 101 – US 101 generally runs in the northwest-southeast direction and is located less than 0.4 miles east of the Project Site. In the vicinity of the Study Area, US 101 provides four travel lanes in each direction. Access to and from US 101 is available via interchanges at Franklin Avenue, Gower Street, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard.

Roadways

- Wilcox Avenue – Wilcox Avenue is a designated Modified Avenue III. It travels in the north-south direction and is located west of the Project Site. It provides two 11- to 14-foot-wide travel lanes, one lane in each direction. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Cahuenga Boulevard – Cahuenga Boulevard is a designated Modified Avenue II south of Franklin Avenue, a designated Modified Avenue I between Franklin Avenue and Yucca Street, and a designated Avenue I north of Franklin Avenue. It travels in the north-south direction and is located west of the Project Site. It generally provides four 10-foot-wide travel lanes, two lanes in each direction, and left-turn lanes at most intersections, and bicycle lanes north of Yucca Street. Metered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Ivar Avenue - Ivar Avenue is a designated Local Street. It travels in the north-south direction and is located west of the Project Site. It generally provides two 14-foot-wide travel lanes, one lane in each direction. Two-hour metered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Vine Street – Vine Street is a designated Avenue II. It travels in the north-south direction and is located west of the Project Site. It generally provides four 11-foot-wide travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Argyle Avenue – Argyle Avenue is a designated Local Street. It travels in the north-south direction and is located west of the Project Site. It generally provides two 10-foot-wide travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- El Centro Avenue – El Centro Avenue is a designated Local Street. It travels in the north-south direction and is located west of the Project Site. It generally provides two 10- to 14-foot-wide travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Gower Street – Gower Street is a designated Modified Avenue III. It travels in the north-south direction and is located along the western boundary of the Project Site. It generally

provides two 10-foot-wide travel lanes, one lane in each direction, and left-turn lanes at most intersections. One-hour metered parking with afternoon peak hour restrictions is generally available on the west side of the street and one-hour metered parking with morning and afternoon peak hour restrictions is generally available on the east side of the street between Hollywood Boulevard and Sunset Boulevard. Unmetered parking is generally provided on both sides of the street north of Hollywood Boulevard and south of Sunset Boulevard within the transportation analysis Study Area.

- Beachwood Drive – Beachwood Drive is a designated Collector Street north of Franklin Avenue, a private driveway to the Project Site at Sunset Boulevard, and a designated Local Street south of Fountain Avenue. It travels in the north-south direction and provides direct access to the Project Site. It continues north of Franklin Avenue, located north of the Project Site, and south of Fountain Avenue, located south of the Project Site. It generally provides two 11- to 17-foot-wide travel lanes, one lane in each direction, and left-turn lanes at most intersections. Unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Gordon Street - Gordon Street is a designated Local Street. It travels in the north-south direction and is located adjacent to the eastern boundary of the Project Site. It generally provides two 11- to 12-foot-wide travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Bronson Avenue – Bronson Avenue is a designated Modified Avenue III. It travels in the north-south direction and is located east of the Project Site. It generally provides two 10- to 11-foot-wide travel lanes, one lane in each direction, and left-turn lanes at most intersections, and bicycle lanes on both sides of the street between Fountain Avenue and Santa Monica Boulevard. Two-hour and one-hour unmetered and unrestricted curbside parking is generally available on both sides of the street within the transportation analysis Study Area.

- Van Ness Avenue – Van Ness Avenue is a designated Modified Collector Street south of US 101, a designated Collector Street between US 101 and Sunset Boulevard, and designated a Local Street north of US 101. It travels in the north-south direction and is located east of the Project Site. It generally provides two 11-foot-wide travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking is generally available on the west side of the street and unrestricted curbside parking is generally provided on the east side of the street within the transportation analysis Study Area.

- Wilton Place – Wilton Place is a designated Modified Avenue III. It travels in the north-south direction and is located east of the Project Site. It generally provides two to four 10- to 12-foot-wide travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Unmetered parking is generally available on both sides of the street north of Hollywood Boulevard. Unmetered parking with peak hour restrictions is generally provided on both sides of the street south of Hollywood Boulevard within the transportation analysis Study Area.

- Western Avenue – Western Avenue is a designated Modified Avenue I. It travels in the north-south direction and is located east of the Project Site. It generally provides four 10-

to 12-foot-wide travel lanes, two lanes in each direction, and left-turn lanes at most intersections. One-hour and two-hour metered and unmetered parking is generally provided on both sides of the street between Franklin Avenue and Sunset Boulevard. One-hour metered parking is generally provided on the west side of the street south of Sunset Boulevard within the transportation analysis Study Area.

- Franklin Avenue – Franklin Avenue is a designated Modified Avenue III west of Cahuenga Boulevard and a designated Modified Avenue II east of Cahuenga Boulevard. It travels in the east-west direction and is located north of the Project Site. It generally provides two to four 10- to 12-foot-wide travel lanes, one to two lanes in each direction, and left-turn lanes at most intersections. Two-hour unmetered parking (with nighttime prohibitions, except by parking permit) is generally provided on the south side of the street and unrestricted parking is generally provided on the north side of the street west of Wilcox Avenue. Two-hour unmetered parking with afternoon peak hour restrictions is generally provided on the north side of the street and unrestricted parking is generally provided on the south side of the street between Cahuenga Boulevard and Ivar Avenue. Both one-hour unmetered and unrestricted curbside parking is generally provided on the south side of the street east of Ivar Avenue.

- Yucca Street – Yucca Street is a designated Local Street west of Cahuenga Boulevard and east of Vine Street and a designated Avenue II between Cahuenga Boulevard and Vine Street. It travels in the east-west direction and is located north of the Project Site. It generally provides two 10- to 13-foot-wide travel lanes, one lane in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Carlos Avenue – Carlos Avenue is a designated Local Street. It travels in the east-west direction and is located north of the Project Site. It generally provides two 11- to 13-foot-wide travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I. It travels in the east-west direction and is located north of the Project Site. It generally provides four 10- to 12-foot-wide travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Two-hour metered parking is generally available on both sides of the street within the transportation analysis Study Area.

- Selma Avenue – Selma Avenue is a designated Local Street. It travels in the east-west direction and is located north of the Project Site. It generally provides two 11-foot-wide travel lanes, one lane in each direction. Two-hour metered parking is generally provided on both sides within the transportation analysis Study Area.

- Sunset Boulevard – Sunset Boulevard is a designated Avenue I. It travels in the east-west direction and is located adjacent to the northern boundary of the Project Site. It generally provides four to six 10- to 11-foot-wide travel lanes, two to three lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions are variable, one-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the transportation analysis Study Area.

- Fountain Avenue – Fountain Avenue is a designated Collector Street. It travels in the east-west direction and is located along the southern boundary of the Project Site. It generally provides two 12- to 13-foot-wide travel lanes, one lane in each direction. Unmetered parking is generally provided on both sides of the street within the transportation analysis Study Area.

- Santa Monica Boulevard – Santa Monica Boulevard is a designated Modified Avenue I. It travels in the east-west direction and is located south of the Project Site. It generally provides four 10- to 11-foot-wide travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions vary along the corridor, one-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the transportation analysis Study Area.

- Melrose Avenue – Melrose Avenue is a designated Avenue II. It travels in the east-west direction and is located south of the Project Site. It generally provides four 10-foot-wide inside travel lanes, two lanes in each direction, and left-turn lanes at most intersections. Although parking restrictions vary along the corridor, one-hour metered parking with peak hour restrictions is generally provided on both sides of the street within the transportation analysis Study Area.

EXISTING TRANSIT SYSTEM

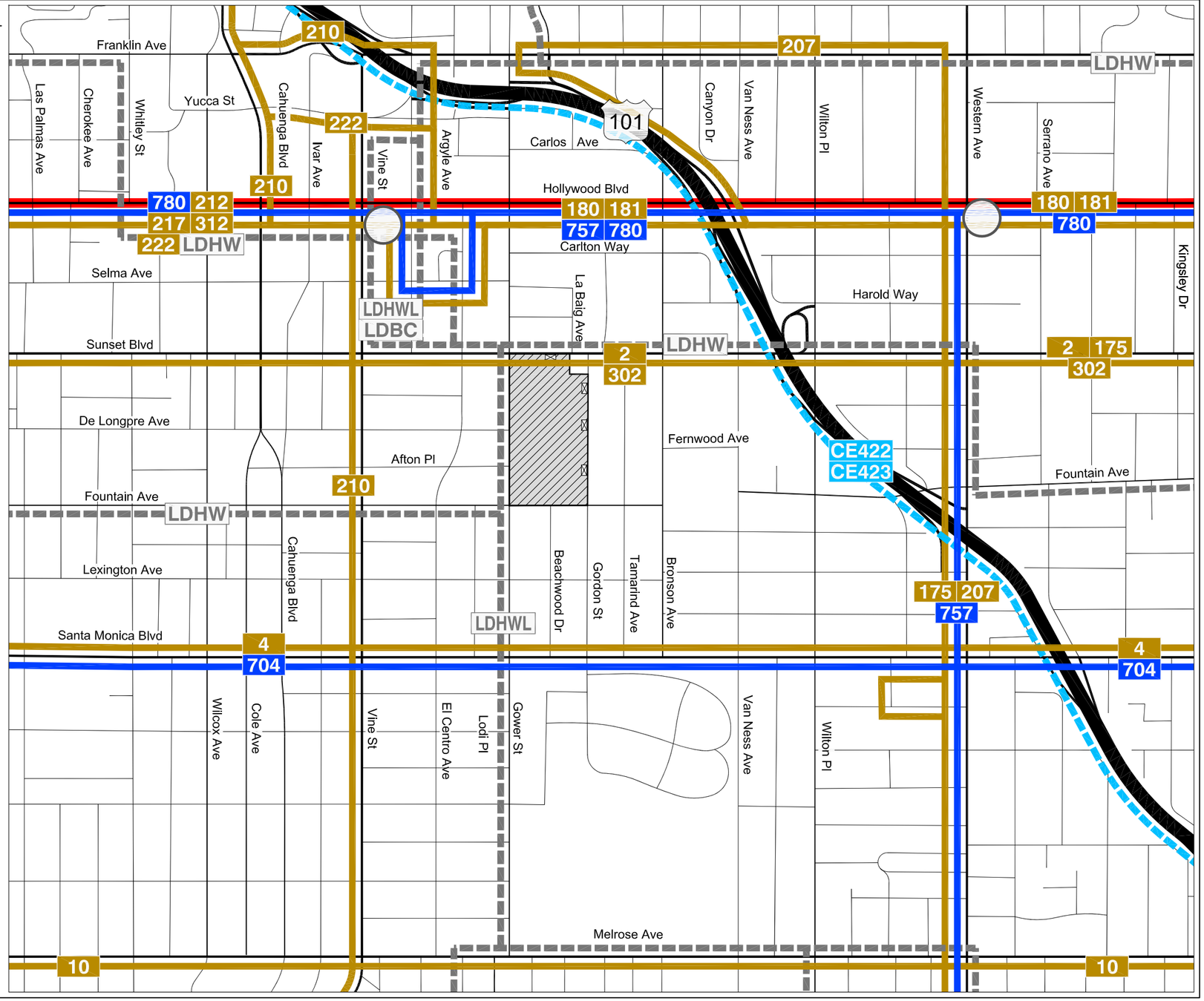
The Project area is served by bus lines operated by Metro, LADOT DASH and LADOT CE. In addition to the bus lines that provide service within the Project vicinity, the Metro Red Line subway operates in the Study Area. The Metro Red Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro Orange Line in North Hollywood, the Metro Purple Line at Wilshire Boulevard, the Metro Blue and Expo Lines in downtown Los Angeles, and the Metro Gold Line at Union Station. In the Project vicinity, the Metro Red Line has a station at Hollywood Boulevard & Vine Street, less than 0.5 miles northwest of the Project Site. Figure 3 illustrates the existing transit service in the Study Area.

Table 3 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak period stops made at the stop nearest the Project Site. Tables 4A and 4B summarizes the total capacity of the Metro and DASH transit system during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown in Tables 4A and 4B, the Metro and DASH bus lines within 0.25 miles walking distance of the Project Site currently

LEGEND

- Project Site
- Metro Rail Station
- Metro Red Line
- Metro Rapid
- Metro Local & Limited
- LADOT Commuter Express
- Municipal Bus Lines

N
Not to Scale



TRANSIT SERVING PROJECT SITE

FIGURE
3

TABLE 3
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2	Downtown Los Angeles - Pacific Palisades via Sunset Boulevard	Local	5:15 A.M. - 2:00 A.M.	14	10	10	10
4	Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Local	24-Hour	13	11	11	12
10	Downtown Los Angeles - West Hollywood via Temple Street & Melrose Avenue	Local	4:00 A.M. - 2:30 A.M.	14	11	18	17
14	Downtown Los Angeles - Beverly Hills via Beverly Boulevard	Local	5:15 A.M. - 12:45 A.M.	7	8	8	8
156	Panorama City - Hollywood via Highland Avenue, Vineland Avenue & Van Nuys Boulevard	Local	24-Hour	40	30	34	34
175	Silver Lake - Hollywood via Hyperion Avenue & Fountain Avenue	Local	6:30 A.M. - 12:00 A.M.	35	42	80	60
180	Hollywood - Glendale - Pasadena via Los Feliz Boulevard & Colorado Boulevard	Local	5:00 A.M. - 12:00 A.M.	34	40	34	34
181	Hollywood - Glendale - Pasadena via Los Feliz Boulevard & Colorado Boulevard	Local	5:00 A.M. - 12:00 A.M.	34	34	40	34
207	Hollywood - Athens via Western Avenue	Local	24-Hour	12	14	13	12
210	Hollywood & Vine Metro Red Line Station - South Bay Galleria via Crenshaw Boulevard	Local	5:00 A.M. - 1:30 A.M.	13	16	15	13
212	Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue	Local	4:45 A.M. - 7:30 P.M.	11	16	20	16
217	Vermont & Sunset - Culver City Transit Center via Hollywood Boulevard - Fairfax Avenue - La Cienega Boulevard	Local	24-Hour	17	16	13	15
218	Studio City - Beverly Hills via Laurel Canyon Boulevard	Local	6:00 A.M. - 9:00 P.M.	34	34	34	30
222	Sunland - Hollywood via Hollywood Way, Barham Boulevard & Cahuenga Boulevard	Local	4:30 A.M. - 1:15 A.M.	34	48	40	40
302	Downtown Los Angeles - Pacific Palisades via Sunset Boulevard	Limited	6:30 A.M. - 6:00 P.M.	N/A	12	9	N/A
312	Hollywood/Vine Station - Hawthorne/Lennox Station via La Brea Avenue	Limited	7:00 A.M. - 5:30 P.M.	11	N/A	N/A	11
656	Panorama City - Hollywood via Highland Avenue, Vineland Avenue & Van Nuys Boulevard	Local	24-Hour	40	30	34	34
704	Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Rapid	6:00 A.M. - 12:15 A.M.	18	12	11	14
757	Hollywood - Athens via Western Avenue	Rapid	5:45 A.M. - 7:45 P.M.	10	14	11	10
780	Washington & Fairfax - Pasadena via Fairfax Avenue, Hollywood Boulevard & Colorado Boulevard	Rapid	6:00 A.M. - 7:30 P.M.	15	15	13	15
LADOT DASH Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
BC	Beachwood Canyon	Local	6:30 A.M. - 7:45 P.M.	26	26	24	27
HW	Hollywood	Local	7:00 A.M. - 7:00 P.M.	30	36	30	30
HWL	Hollywood / Wilshire	Local	7:00 A.M. - 7:00 P.M.	23	23	27	27
LAR	Larchmont Shuttle	Local	11:30 A.M. - 2:30 P.M.	N/A	N/A	N/A	N/A
LADOT Commuter Express				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
422	Thousand Oaks/Agoura Hills - San Fernando Valley - Downtown Los Angeles	Local	5:30 A.M. - 7:30 P.M.	17	N/A	N/A	21
423	Thousand Oaks/Agoura Hills - Calabasas/Woodland Hills - Encino Park & Ride - Downtown Los Angeles/USC	Local	6:00 A.M. - 7:00 P.M.	17	N/A	N/A	20
West Hollywood Cityline				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
WH	La Brea - Cedars Sinai	Local	9:00 A.M. - 6:00 P.M.	60	30	30	45
Metro Rail Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
Red	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	10	10	10	10

Notes
Metro: Los Angeles County Metropolitan Transportation Authority
LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle

TABLE 4A
TRANSIT SYSTEM CAPACITY IN PROJECT VICINITY - MORNING PEAK HOUR

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service											
2-302	Downtown Los Angeles - Pacific Palisades via Sunset Boulevard	Sunset Blvd & Gower St	50	21	42	13	29	37	21	185	126
4	Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Santa Monica Blvd & Gower St	50	26	41	17	31	33	19	165	95
210	Hollywood & Vine Metro Red Line Station - South Bay Galleria via Crenshaw Boulevard	Vine St & Sunset Blvd	50	16	15	13	10	37	40	148	160
LADOT DASH Bus Service		**Stop Location**	**Capacity per Trip [a]**	**CW**	**CCW**	**CW**	**CCW**	**CW**	**CCW**	**CW**	**CCW**
BC	Beachwood Canyon	Sunset Blvd & Vine St	30	--	--	3	--	27	0	54	0
HW	Hollywood	Gower St & Sunset Blvd	30	--	--	12	4	18	26	36	52
HWL	Hollywood / Wilshire	Vine St & Sunset Blvd	30	--	--	27	14	3	16	9	32
								Total Transit System Capacity		**1,062**	

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 seated and standing.

LADOT Dash - 25 seated / 30 seated and standing.

TABLE 4B
TRANSIT SYSTEM CAPACITY IN PROJECT VICINITY- AFTERNOON PEAK HOUR

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service											
2-302	Downtown Los Angeles - Pacific Palisades via Sunset Boulevard	Sunset Blvd & Gower St	50	41	33	32	21	18	29	108	174
4	Downtown Los Angeles - West Los Angeles - Santa Monica via Santa Monica Boulevard	Santa Monica Blvd & Gower St	50	49	34	33	22	17	28	102	140
210	Hollywood & Vine Metro Red Line Station - South Bay Galleria via Crenshaw Boulevard	Vine St & Sunset Blvd	50	18	26	13	22	37	28	148	84
LADOT DASH Bus Service		**Stop Location**	**Capacity per Trip [a]**	**CW**	**CCW**	**CW**	**CCW**	**CW**	**CCW**	**CW**	**CCW**
BC	Beachwood Canyon	Sunset Blvd & Vine St	30	--	--	10	--	20	0	40	0
HW	Hollywood	Gower St & Sunset Blvd	30	--	--	30	17	0	13	0	26
HWL	Hollywood / Wilshire	Vine St & Sunset Blvd	30	--	--	15	13	15	17	45	34
								Total Transit System Capacity		**901**	

Notes

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area SHuttle.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 seated and standing.

LADOT Dash - 25 seated / 30 seated and standing.

provide additional capacity for 1,062 transit trips during the morning peak hour and 901 transit trips during the afternoon peak hour.

BICYCLE AND PEDESTRIAN NETWORK

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, 2010) (the "2010 Bicycle Plan"), the existing bicycle system in the Study Area consists of a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). Bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on collector and lower volume arterial streets. The following bicycle facilities are provided along corridors within the Study Area:

Bicycle Lanes (Class II)

- Cahuenga Boulevard north of Yucca Street
- Bronson Avenue between Fountain Avenue and Santa Monica Boulevard

Bicycle Routes (Class III)

- Wilcox Avenue
- Vine Street south of Yucca Street
- Argyle Avenue between Franklin Avenue and Selma Avenue
- Van Ness Avenue between Fountain Avenue and La Mirada Avenue
- Franklin Avenue east of Argyle Avenue
- Yucca Street west of Argyle Avenue
- Selma Avenue west of Gower Street
- Fountain Avenue

Similar to the street designations of the General Plan, the bicycle facilities of the 2010 Bicycle Plan have been re-designated with the adoption of the Mobility Plan. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan, which consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bicycle Paths. The Bicycle Enhanced Network includes protected bicycle lanes and neighborhood streets. Bicycle lanes could provide infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections. Neighborhood streets would typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods of the Hollywood district, the walkability of the Project site is approximately 89 points[1]. There are wide sidewalks lining the streets, crosswalks available at the intersections, and many shops, restaurants, and other services within walking distance of the Project Site. In addition, pedestrian scramble crosswalks are installed at the intersection of Hollywood Boulevard & Vine Street, located approximately 0.5 miles northwest of the Project Site.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. The following signalized intersections provide pedestrian facilities to limit illegal mid-block crossings to the Project Site (all intersections have marked pedestrian crossings on all approaches):

[1] Walk Score (www.walkscore.com) rates the Project Site (1438 N. Gower Street) with a score of 89 of 100 possible points (scores accessed on July 30, 2018 for the Hollywood district). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

- Gower Street & Sunset Boulevard
- Gordon Street & Sunset Boulevard
- Gower Street & Fountain Avenue

Each of the listed signalized intersections provides pedestrian phasing, crosswalk striping, and Americans with Disabilities Act wheelchair ramps.

VISION ZERO

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network, a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Sunset Boulevard, adjacent to the northern boundary of the Project Site, has been identified in the High Injury Network. The following corridors within the Study Area are currently identified as part of the High Injury Network:

- Franklin Avenue west of Cahuenga Boulevard and between Beachwood Drive and Gramercy Place
- Yucca Street between Cahuenga Boulevard and Argyle Avenue
- Hollywood Boulevard
- Selma Avenue west of Vine Street
- Santa Monica Boulevard
- Cahuenga Boulevard between Franklin Avenue and Yucca Street
- Ivar Avenue between Sunset Boulevard and Fountain Avenue
- Vine Street south of Franklin Avenue
- Wilton Place between Sunset Boulevard and Santa Monica Boulevard
- Western Avenue south of Franklin Avenue

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in this study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection indicating V/C ratios and LOS.

Existing Traffic Volumes

Intersection turning movement counts were conducted at the 57 study intersections during the weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM and 6:00 PM) peak periods in April and May 2018 in accordance with LADOT guidelines. LADOT required the collection of new peak hour turning movement volume data at any study intersection not affected by the construction related activity in the Study Area and operating at full capacity. With the on-going street closures related to the construction activities and construction-related traffic management measures (e.g., lane closures) for nearby development projects (e.g., the lane closures along Bronson Avenue at Sunset Boulevard), LADOT requested, per the approved MOU for the Project, the use of the most recent pre-construction peak hour traffic volume data at any study intersection temporarily operating at reduced capacity due to construction related activity in order to accurately represent the existing (Year 2018) peak hour traffic volumes at each of the affected study intersections.

The affected study intersections were identified at Bronson Avenue & Sunset Boulevard (Intersection #28), Van Ness Avenue & Sunset Boulevard (Intersection #29), and Van Ness Avenue/US 101 Southbound Off-ramp & Harold Way (Unsignalized Intersection #4). Although the pre-construction peak hour traffic volumes at the Project study intersections have remained relatively constant since Year 2013, in order to be conservative, the pre-construction peak hour traffic volumes were increased at a rate of 1% per year in order to represent the Existing Year 2018 traffic volumes. This conservative growth rate (i.e., high growth rate) was determined based on traffic volume comparisons of historical traffic data (collected in prior years such as Year 2012, 2013, and 2015) with recent traffic data (collected in Year 2018). Thus, the existing volumes utilized in this analysis (i.e., traffic volume figures, LOS calculations, etc.) reflect Existing Year 2018 Conditions. Local schools were in session when all traffic counts were conducted and the

weather conditions were typical. The existing intersection peak hour traffic volumes are illustrated in Figure 4. Traffic count worksheets are provided in Appendix C.

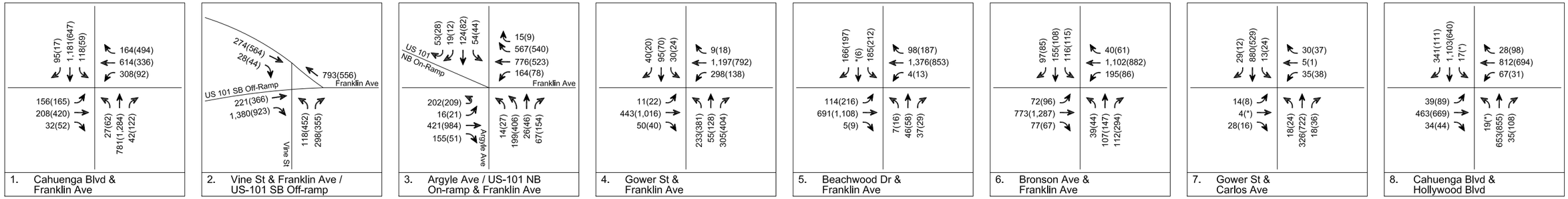
Existing Intersection Levels of Service

Table 5 summarizes the weekday morning and afternoon peak hour LOS results for each of the signalized study intersections under Existing Conditions, accounting for the 10% capacity increase to reflect ATSAC and ATCS control. Based on observations of existing intersection operations, it is recognized that the CMA methodology for individual intersections of major arterials does not in every case account for vehicular queues, pedestrian conflicts, etc. Thus, the calculated average operating conditions may appear better than is observed.

To provide a more conservative analysis, the LOS presented in Table 5 reflects observed conditions in order to provide a worst-case analysis of Project impacts at four of the 49 signalized study intersections. As shown in Table 5, 45 of the 49 signalized intersections currently operate at LOS D or better during both the morning and afternoon peak hours. The following four signalized intersections currently operate at LOS E or F during at least one of the analyzed peak hours:

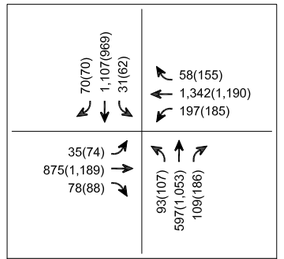
8. Cahuenga Boulevard & Hollywood Boulevard (morning and afternoon peak hour)
10. Vine Street & Hollywood Boulevard (morning and afternoon peak hour)
22. Cahuenga Boulevard & Sunset Boulevard (morning and afternoon peak hour)
24. Vine Street & Sunset Boulevard (morning and afternoon peak hour)

The LOS calculation worksheets are provided in Appendix D. The detailed analysis of the eight unsignalized study intersections is provided in Chapter 9.

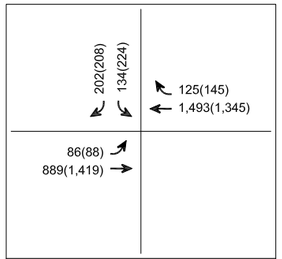


EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

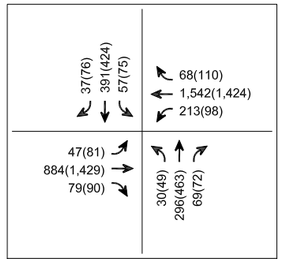
FIGURE 4



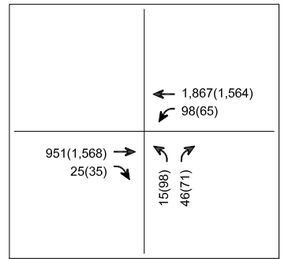
24. Vine Street & Sunset Boulevard



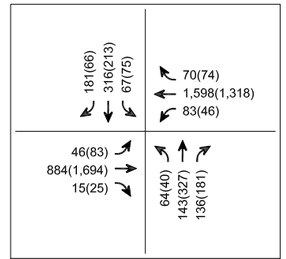
25. Argyle Avenue & Sunset Boulevard



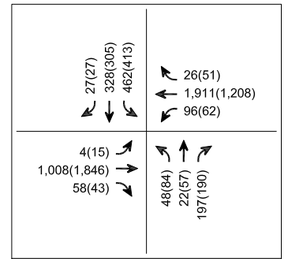
26. Gower Street & Sunset Boulevard



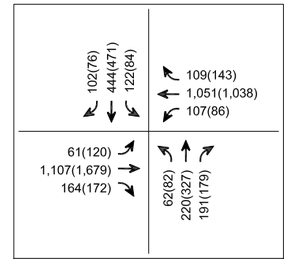
27. Gordon Street & Sunset Boulevard



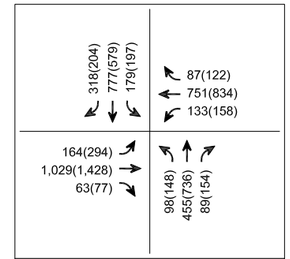
28. Bronson Avenue & Sunset Boulevard



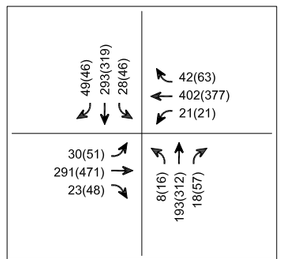
29. Van Ness Avenue & Sunset Boulevard



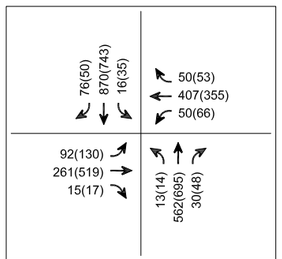
30. Wilton Place & Sunset Boulevard



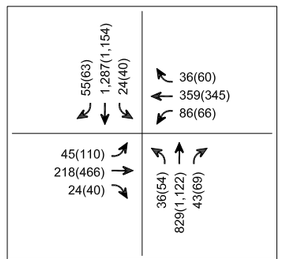
31. Western Avenue & Sunset Boulevard



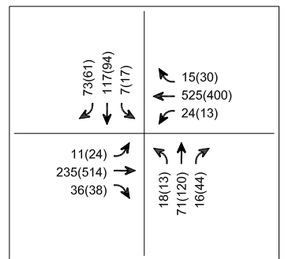
32. Wilcox Avenue & Sunset Boulevard



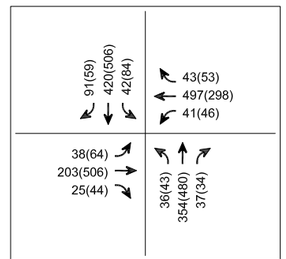
33. Cahuenga Boulevard & Fountain Avenue



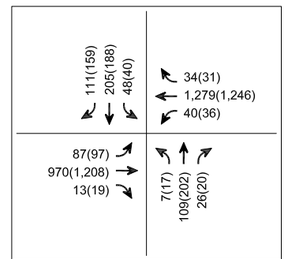
34. Vine Street & Fountain Avenue



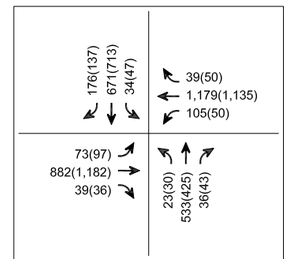
35. El Centro Avenue & Fountain Avenue



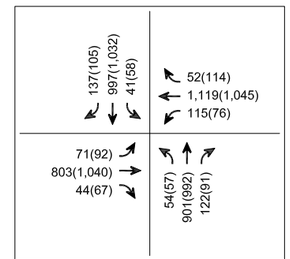
36. Gower Street & Fountain Avenue



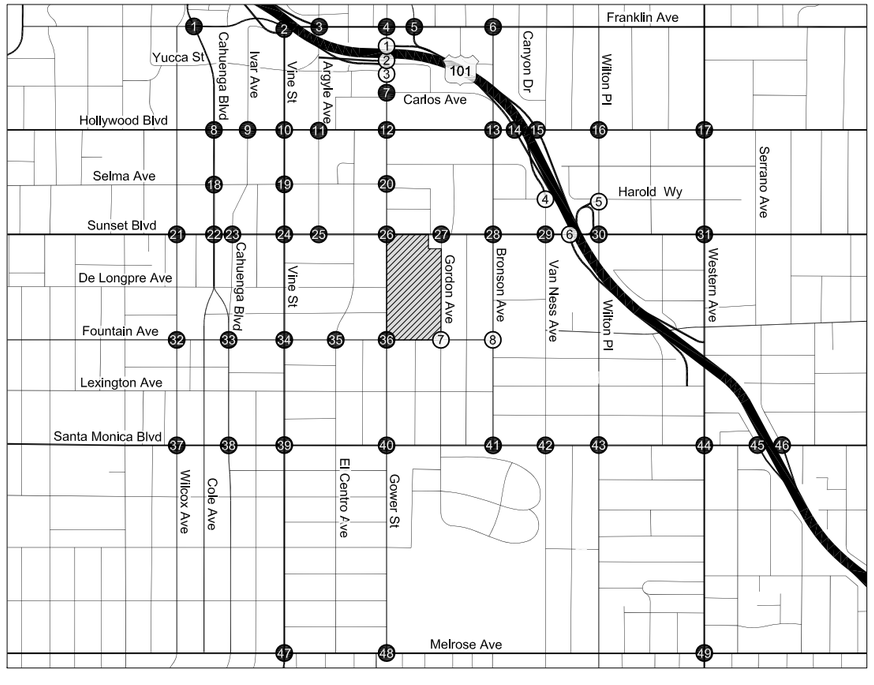
37. Wilcox Avenue & Santa Monica Boulevard

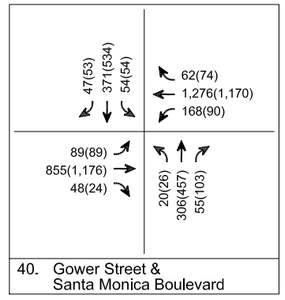


38. Cahuenga Boulevard & Santa Monica Boulevard

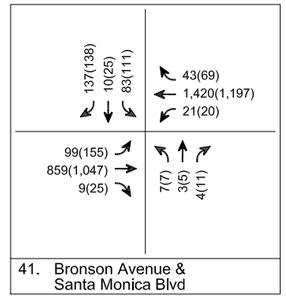


39. Vine Street & Santa Monica Blvd

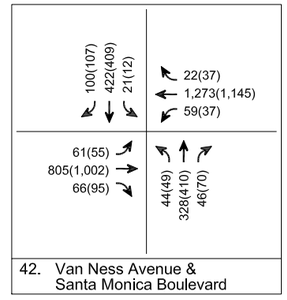




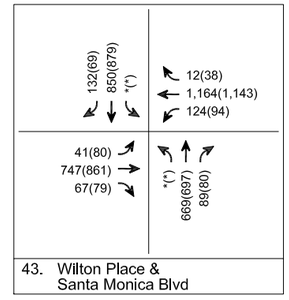
40. Gower Street & Santa Monica Boulevard



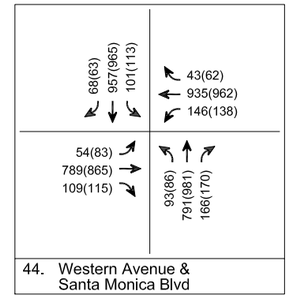
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

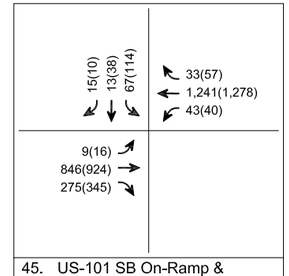


44. Western Avenue & Santa Monica Blvd

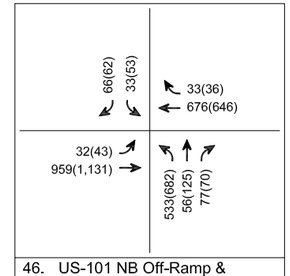
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



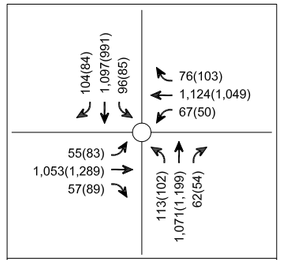
45. US-101 SB On-Ramp & Santa Monica Blvd



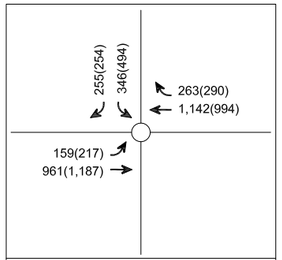
46. US-101 NB Off-Ramp & Santa Monica Blvd

EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

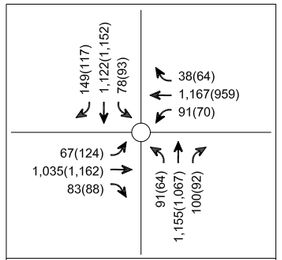
FIGURE 4(CONT.)



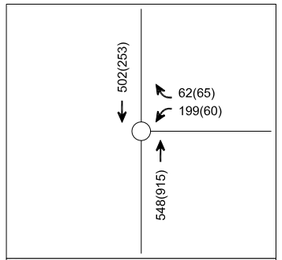
47. Vine Street & Melrose Avenue



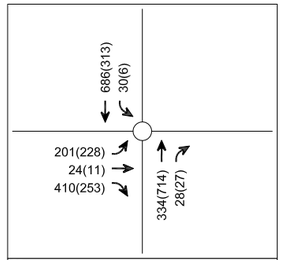
48. Gower Street & Melrose Avenue



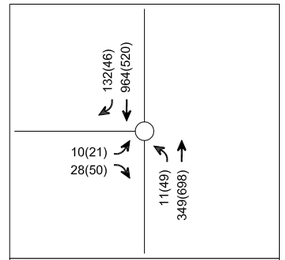
49. Western Avenue & Melrose Avenue



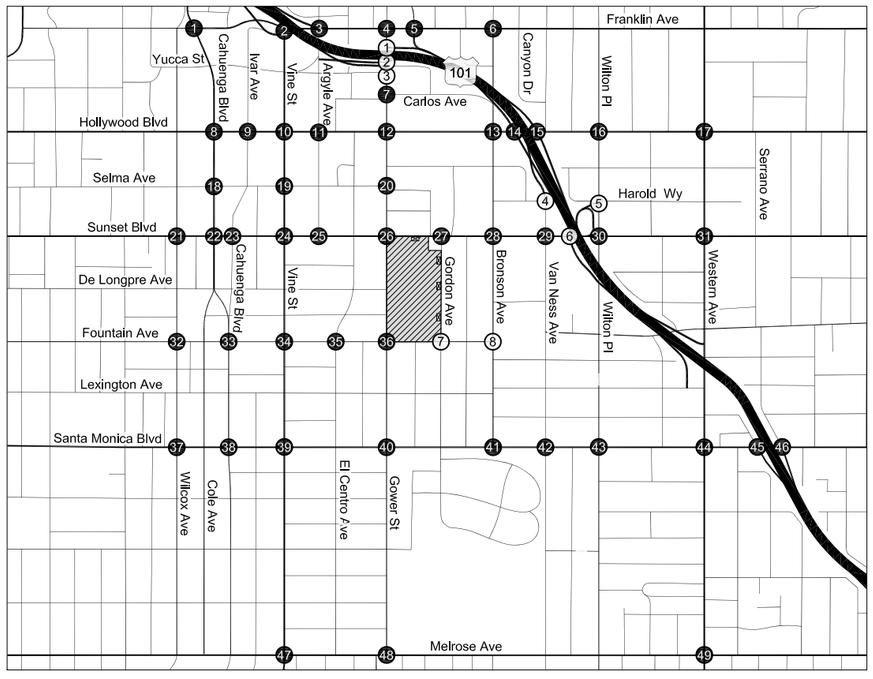
1. Gower St & US-101 NB Off-Ramp

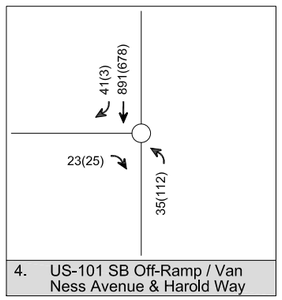


2. Gower St & US-101 SB Off-Ramp / Yucca St

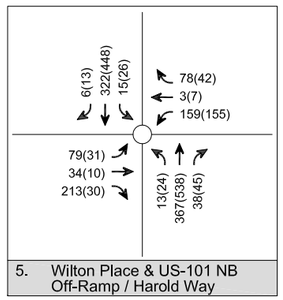


3. Gower St & Yucca St

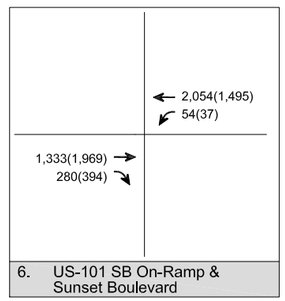




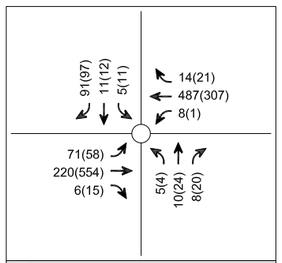
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



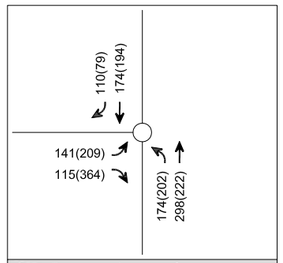
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 4(CONT.)

TABLE 5
EXISTING CONDITIONS (YEAR 2018)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
1.	Cahuenga Blvd & Franklin Ave	AM PM	0.825 0.787	D C
2.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM PM	0.303 0.413	A A
3.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM PM	0.711 0.685	C B
4.	Gower St & Franklin Ave	AM PM	0.571 0.661	A B
5.	Beachwood Dr & Franklin Ave	AM PM	0.690 0.638	B B
6.	Bronson Ave & Franklin Ave	AM PM	0.600 0.809	A D
7.	Gower St & Carlos Ave	AM PM	0.322 0.253	A A
8.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.713 0.512	F * F *
9.	Ivar Ave & Hollywood Blvd	AM PM	0.373 0.391	A A
10.	Vine St & Hollywood Blvd	AM PM	0.785 0.668	F * F *
11.	Argyle Ave & Hollywood Blvd	AM PM	0.479 0.526	A A
12.	Gower St & Hollywood Blvd	AM PM	0.556 0.550	A A
13.	Bronson Ave & Hollywood Blvd	AM PM	0.643 0.642	B B
14.	US 101 SB Ramps & Hollywood Blvd	AM PM	0.467 0.420	A A
15.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	0.876 0.638	D B
16.	Wilton Pl & Hollywood Blvd	AM PM	0.671 0.715	B C
17.	Western Ave & Hollywood Blvd	AM PM	0.834 0.817	D D
18.	Cahuenga Blvd & Selma Ave	AM PM	0.439 0.395	A A
19.	Vine St & Selma Ave	AM PM	0.446 0.530	A A
20.	Gower St & Selma Ave	AM PM	0.561 0.523	A A
21.	Wilcox Ave & Sunset Blvd	AM PM	0.584 0.535	A A
22.	Cahuenga Blvd & Sunset Blvd	AM PM	0.696 0.658	F * F *
23.	Ivar Ave & Sunset Blvd	AM PM	0.465 0.457	A A
24.	Vine St & Sunset Blvd	AM PM	0.771 0.800	F * F *
25.	Argyle Ave & Sunset Blvd	AM PM	0.541 0.578	A A

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 5 (CONTINUED)
EXISTING CONDITIONS (YEAR 2018)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions	
			V/C	LOS
26.	Gower St & Sunset Blvd	AM PM	0.631 0.752	B C
27.	Gordon St & Sunset Blvd	AM PM	0.355 0.412	A A
28.	Bronson Ave & Sunset Blvd	AM PM	0.716 0.744	C C
29.	Van Ness Ave & Sunset Blvd	AM PM	0.787 0.801	C D
30.	Wilton Pl & Sunset Blvd	AM PM	0.515 0.606	A B
31.	Western Ave & Sunset Blvd	AM PM	0.731 0.791	C C
32.	Wilcox Ave & Fountain Ave	AM PM	0.463 0.539	A A
33.	Cahuenga Blvd & Fountain Ave	AM PM	0.634 0.709	B C
34.	Vine St & Fountain Ave	AM PM	0.665 0.723	B C
35.	El Centro Ave & Fountain Ave	AM PM	0.427 0.422	A A
36.	Gower St & Fountain Ave	AM PM	0.677 0.745	B C
37.	Wilcox Ave & Santa Monica Blvd	AM PM	0.643 0.660	B B
38.	Cahuenga Blvd & Santa Monica Blvd	AM PM	0.675 0.695	B B
39.	Vine St & Santa Monica Blvd	AM PM	0.752 0.765	C C
40.	Gower St & Santa Monica Blvd	AM PM	0.697 0.783	B C
41.	Bronson Ave & Santa Monica Blvd	AM PM	0.557 0.539	A A
42.	Van Ness Ave & Santa Monica Blvd	AM PM	0.764 0.715	C C
43.	Wilton Pl & Santa Monica Blvd	AM PM	0.647 0.663	B B
44.	Western Ave & Santa Monica Blvd	AM PM	0.736 0.772	C C
45.	US-101 SB On-ramp & Santa Monica Blvd	AM PM	0.394 0.464	A A
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM PM	0.540 0.686	A B
47.	Vine St & Melrose Ave	AM PM	0.813 0.867	D D
48.	Gower St & Melrose Ave	AM PM	0.748 0.849	C D
49.	Western Ave & Melrose Ave	AM PM	0.831 0.829	D D

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

Chapter 3

Future without Project Conditions

Estimates of future traffic conditions both with and without the Project, representing cumulative conditions, were developed to evaluate the potential impacts of the Project on the local street system. This discussion details the assumptions used to develop the Future without Project Conditions in Year 2028, which corresponds to the Project buildout year.

The existing traffic volumes were factored by an annual ambient growth rate of 0.18% per year to approximate regional growth and development in accordance with LADOT guidelines. In addition to the ambient growth, for purposes of providing a conservative analysis of potential cumulative transportation impacts, the traffic generated by related projects was also added to estimate the Future without Project traffic conditions.

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act*, *Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007) ("*Guidelines*"). Specifically, two options are provided for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes traffic growth both from related present and future development projects that are proposed, approved, or under construction (the "Related Projects") in accordance with option "A" above and from regional growth projections (i.e., ambient growth) in accordance with option "B" above. Given that the ambient growth factor discussed below likely includes some traffic growth resulting from the Related Projects, the transportation analysis provides a highly conservative estimate of Future without Project traffic volumes.

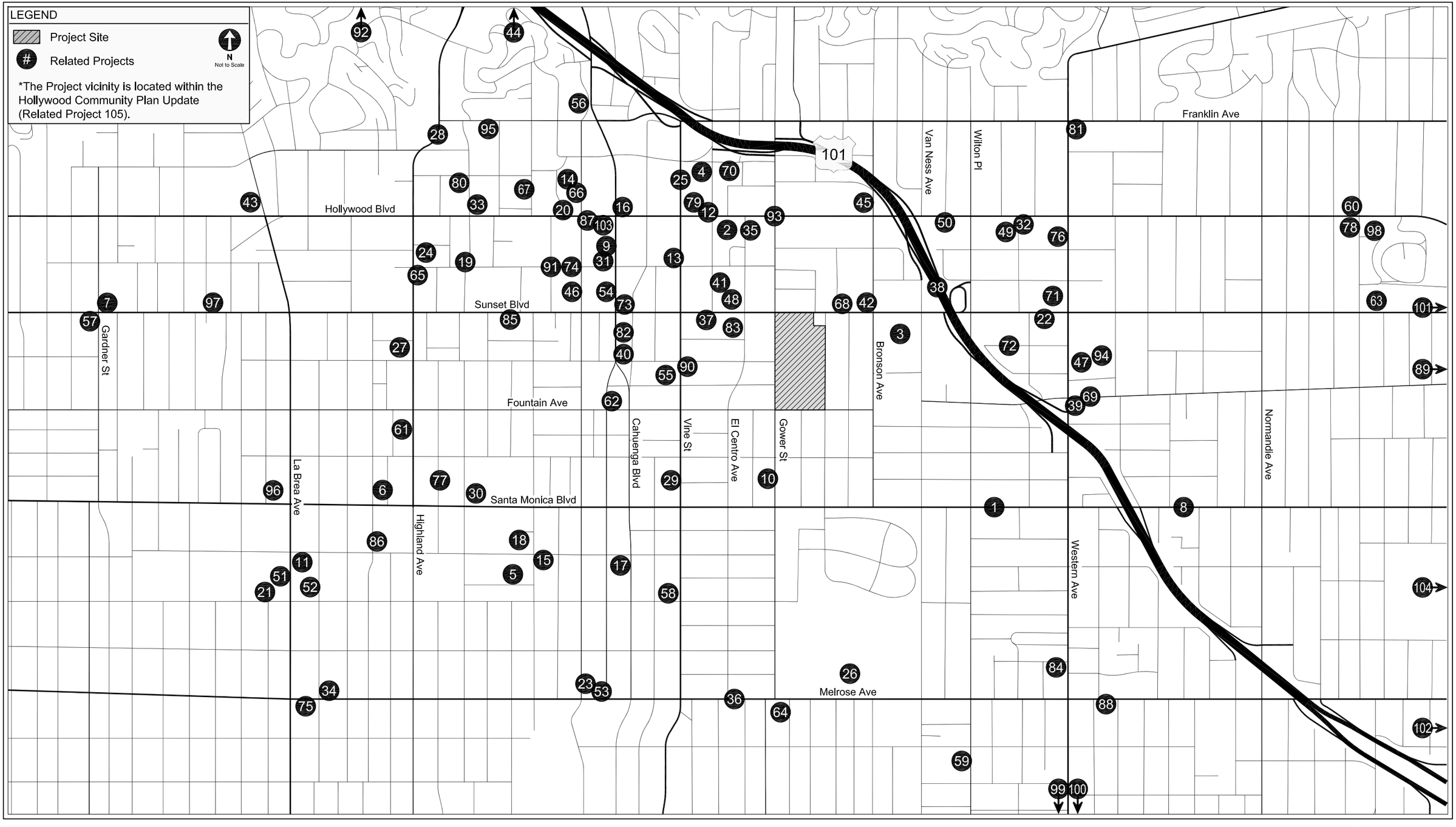
AMBIENT TRAFFIC GROWTH

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. The CMP provides general growth factors based on regional modeling. As shown in Exhibit D-1 of the CMP, the Project is located in the Central Los Angeles area, which is estimated to experience a total regional growth in traffic of approximately 2.7% between the Years of 2015 and 2030. This equates to an ambient growth factor of 0.18% per year. The total adjustment applied over the 10-year period was 1.81%

RELATED PROJECTS

In accordance with the CEQA requirements in *Guidelines*, this study also considers the effects of the Project in relation to the Related Projects. The list of Related Projects is based on information provided by the Department of City Planning and LADOT, as well as recent studies of projects in the area. The Related Projects are detailed in Table 6 and shown in Figure 5. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this Transportation Impact Study and conservatively assumed to be completed by the Project Buildout Year 2028.

For example, the Paramount Pictures Studios Master Plan and the NBCUniversal Evolution Plan were included; however, the master plans will be developed over time, with full buildout years of 2038 and 2030, respectively, that are beyond the Year 2028 buildout year of the Project. Therefore, the traffic growth due to the development of Related Projects considered in this



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 6
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Paseo Plaza Mixed-Use	5651 W Santa Monica Blvd	375 condominium units and 377,900 sf retail	6,831	50	200	250	419	225	644
2 [b]	BLVD 6200 Mixed-Use	6200 W Hollywood Blvd	28 JLWQ Units, 1,014 apartment units and 175,000 sf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
3	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
4	Yucca Street Condos	6230 W Yucca St	114 apartment units and 2,697 sf commercial	473	5	27	32	26	12	38
5	Hollywood 959	959 N Seward St	241,568 sf office	2,337	297	39	336	58	252	310
6	Archstone Hollywood Mixed-Use Project	6901-6911 W Santa Monica Blvd	231 apartments, 5,000 sf high-turnover restaurant and 10,000 sf retail	2,272	1	111	112	133	54	187
7	7445 Sunset Grocery	7445 W Sunset Blvd	32,416 sf specialty grocery store	3,314	68	42	110	157	150	307
8	Mixed-Use	5245 W Santa Monica Blvd	49 apartment units and 32,272 sf retail	857	3	29	32	45	28	73
9	Selma Hotel	6417 W Selma Ave	180 hotel rooms and 12,840 sf restaurant	1,849	6	4	10	61	59	120
10	Hollywood Production Center	1149 N Gower St	57 apartments units	735	6	23	29	23	12	35
11	Mixed-Use Office/Retail	936 N La Brea Ave	88,750 sf office and 12,000 sf retail	911	24	5	29	14	37	38
12	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
13 [b]	Selma & Vine Office Project	1601 N Vine St	100,386 sf office and 2,012 sf commercial	1,239	155	27	182	39	145	184
14	1723 N Wilcox Residential	1723 N Wilcox Ave	68 apartment units and 3,700 sf retail	537	16	28	44	29	18	47
15	Seward Street Office Project	956 N Seward St	126,980 sf office	1,240	165	21	186	29	151	180
16	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	-19	11	-8	62	4	66
17	Television Center (TVC Expansion)	6300 W Romaine St	114,725 sf office, 40,927 sf gym and 38,072 sf dance studio	1,596	199	27	226	20	17	37
18	Hollywood Center Studios Office	6601 W Romaine St	106,125 sf office	808	88	4	92	12	39	51
19	Apartments	1601 N Las Palmas Ave	86 apartment units	157	4	28	32	20	8	28
20	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office and 890 sf of storage	547	-16	-11	-27	32	4	36
21	La Brea Gateway	915 N La Brea Ave	33,500 sf supermarket and 179 apartment units	2,615	5	86	91	158	90	248
22	Target Retail Shopping Center Project	5520 W Sunset Blvd	163,862 sf discount store and 30,887 sf shopping center	4,903	52	21	73	211	211	422
23	Residential	712 N Wilcox Ave	103 apartment units	550	8	34	42	33	18	51
24	Mixed-Use	1600-1610 N Highland Ave	248 apartment units and 12,785 sf retail	1,805	22	90	112	96	54	150
25 [b]	Millennium Hollywood Mixed-Use Project	1740 N Vine St	492 apartment units, 200 hotel rooms, 100,000 sf office, 35,000 sf fitness club, 15,000 sf retail and 34,000 sf restaurant	9,922	321	253	574	486	438	924
26 [c]	Paramount Pictures	5555 W Melrose Ave	635,500 sf of production office, 638,100 sf of office, 89,200 sf of retail, 21,000 sf of stage and 1,900 sf of support uses	9,830	712	213	925	297	736	1033
27	Apartments	1411 N Highland Ave	76 apartment units and 2,500 sf commercial	823	23	43	66	45	26	71
28	Apartment Project	1824 N Highland Ave	118 apartment units	667	10	41	51	40	22	62
29	Hotel	1133 N Vine St	112 hotel rooms and 661 sf café	457	19	13	32	18	15	33
30	The Lexington Mixed-Use	6677 W Santa Monica Blvd	695 apartment units and 24,900 sf commercial	1,938	127	182	309	170	122	292
31	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
32	Mixed-Use (High Line West)	5550 W Hollywood Blvd	280 apartment units and 12,030 sf retail	1,267	-3	43	40	47	17	64
33	Las Palmas Residential (Hollywood Cherokee)	1718 N Las Palmas Ave	224 residential units and 985 sf retail	1,333	21	84	105	81	43	124
34	Mixed-Use	6915 Melrose Ave	13 condominium units and 6,250 sf retail	398	2	12	14	96	54	150
35	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
36	Condos & Retail	5663 Melrose Ave	96 condominium units and 3,350 sf retail	797	8	37	45	96	54	63
37	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,531	21	86	107	92	49	141
38	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204
39	1276 N Western Ave	1276 N Western Ave	75 apartment units	424	7	26	33	23	17	40
40	Godfrey Hotel	1400 N Cahuenga Blvd	221 hotel rooms and 3,000 sf restaurant	1,866	63	53	116	72	58	130

TABLE 6 (CONTINUED)
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
41	Modera Argyle	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
42	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,839	350	61	411	122	339	461
43	Mixed-Use	7107 Hollywood Blvd	410 apartment units, 5,000 sf restaurant and 5,000 sf retail	2,637	49	157	206	167	86	253
44 [b] [d]	John Anson Ford Theater	2580 Cahuenga Blvd East	311 net new theater seats, 5,400 sf restaurant and 30 office employees	610	34	1	35	18	43	61
45	1717 Bronson Avenue	1717 N Bronson Ave	89 apartment units	436	6	27	33	26	14	40
46	Sunset + Wilcox	1541 N Wilcox Ave	200 hotel rooms and 9,000 sf restaurant	3,359	103	80	183	147	114	261
47	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
48	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
49	5600 W Hollywood Boulevard	5600 W Hollywood Blvd	33 apartment units and 1,289 sf commercial	604	22	16	38	22	22	44
50	5750 Hollywood	5750 Hollywood Blvd	161 apartment units and 4,747 sf commercial	1,180	22	66	88	68	38	106
51	925 La Brea Avenue	925 La Brea Ave	16,360 sf retail and 45,432 sf office	810	66	11	77	24	71	95
52	904 La Brea Avenue	904 La Brea Ave	169 apartment units and 37,057 sf retail	2,072	25	68	93	106	80	186
53	2014 Residential	707 N Cole Ave	84 apartment units	398	6	25	31	24	12	36
54	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
55	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
56	Hotel	1921 Wilcox Ave	122 hotel rooms and 4,225 sf restaurant	1,233	34	26	60	51	40	91
57	Sunset Mixed-Use	7500-7510 W Sunset Blvd	219 apartment units, 10,000 sf restaurant and 20,000 sf retail	2,049	63	125	188	117	61	178
58	Mixed-Use	901 N Vine St	70 apartment units and 3,000 sf commercial	-32	4	26	30	-5	1	-4
59	Apartments	525 N Wilton Pl	88 apartment units	449	6	28	34	27	14	41
60	Hardware Store	4905 W Hollywood Blvd	36,600 sf retail	1,404	13	12	25	64	68	132
61	Mixed-Use	1233 N Highland Ave	72 apartment units and 12,160 sf commercial	714	11	27	38	38	28	66
62	Mixed-Use	1310 N Cole Ave	369 apartment units and 2,570 office	2,226	20	139	159	139	58	197
63	Kaiser Hospital Redevelopment	Various parcels near Vermont Ave & Sunset Blvd	211,992 sf hospital expansion	6,512	341	91	431	181	464	643
64	Melrose & Beachwood	5570 W Melrose Ave	52 apartment units and 5,500 sf commercial	430	-1	20	19	21	10	31
65	Hollywood Crossroads	1540-1552 Highland Ave	950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses	14,833	381	498	879	733	548	1281
66	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
67	1719 Whitley Hotel	1719 N Whitley Ave	156 hotel rooms	1,275	49	34	83	48	46	94
68	Mixed-Use	5939 W Sunset Blvd	299 apartment units, 38,440 sf office and 5,064 sf of restaurant and 3,739 sf retail	3,731	152	191	343	182	152	334
69	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
70	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
71	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	293 apartment units and 33,980 sf commercial	3,411	80	124	204	203	142	345
72	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	-31	25	-6	50	19	69
73	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
74	Selma Hotel	6516 W Selma Ave	212 rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
75	Melrose Crossing Mixed-Use	7000 Melrose Ave	40 apartment units and 6,634 sf retail	334	4	17	21	20	12	32
76	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
77	McCadden Campus (LGBT)	1118 N McCadden Pl	45 housing units, 50,325 sf social service support facility, 17,040 sf office, 1,885 sf commercial retail or restaurant and 100-bed temporary housing	1,346	49	31	80	53	56	109
78	4900 Hollywood Mixed-Use	4900 W Hollywood Blvd	150 apartment units and 13,813 sf retail	1,585	24	75	99	89	56	145
79	citizenM Hotel	1718 Vine St	216 hotel rooms and 4,354 sf restaurant	1,101	58	41	99	35	42	77
80	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail	147	2	9	11	9.1	4.9	14

TABLE 6 (CONTINUED)
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
81	Mixed-Use	1868 N Western Ave	96 apartment units and 5,546 sf retail	363	-5	18	13	20	7	27
82	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	-6	51
83	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
84	747 N Western Avenue	747 N Western Ave	44 apartment units and 7,700 sf retail	622	8	21	29	32	24	56
85	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
86	1001 N Orange Drive	1001 N Orange Dr	53,537 sf office	817	102	14	116	24	115	138
87	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
88	Mixed-Use	4914 W Melrose Ave	45 live/work units and 3,760 sf retail	460	7	20	27	25	17	42
89	Hospital Seismic Retrofit	1300 N Vermont Ave	Replace existing hospital and ancillary uses with 30,933 sf office	290	36	5	41	6	30	36
90	Onni Group Mixed-Use Development	1360 N Vine St	429 condominium units 55,000 sf grocery, 5,000 sf retail and 8,988 sf of restaurant	4,486	66	164	230	123	172	295
91	1600 Schrader	1600 Schrader Blvd	168-room hotel and 5,979 sf restaurant	1,666	58	40	98	80	63	143
92[e][f]	NBC Universal Evolution Plan	100 Universal City Plaza	Theme park, production studio, and entertainment district master plan	19,139	1,271	489	1,760	307	1391	1698
93	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
94	Sunset & Western	5420 W Sunset Blvd	735 apartment units and 59,100 sf supermarket and 36,720 sf retail	2,369	9	203	212	164	64	228
95	Montecito Senior Housing	6650 W Franklin Ave	68 senior apartments	234	5	9	14	9	8	17
96	Mixed-Use	7113 W Santa Monica Blvd	184 apartment units and 13,350 sf commercial retail uses	2,368	33	131	164	144	78	222
97	The Chaplin Hotel Project	7219 W Sunset Blvd	93 hotel rooms and 2,800 sf restaurant	761	27	18	45	27	29	56
98	Select @ Los Feliz (Mixed-Use)	4850 W Hollywood Blvd	101 apartment units and 10,000 sf restaurant	1,108	41	68	109	61	32	93
99	Restaurants	135 N Western Ave	4,066 sf restaurant addition to 7,838 sf existing restaurant	457	2	2	4	25	13	38
100	Western Galleria Market	100 N Western Ave	187 apartment units and 76,500 sf retail (including grocery store)	940	17	40	57	54	38	92
101	City Lights Mixed-Use	1515 N Hillhurst Ave	202 apartment units, 5,350 sf retail, 5,050 sf restaurant and 3,025 sf coffee/donut shop	1,664	43	92	134	111	73	183
102	Mixed-Use	600 N Vermont Ave	120 apartment units and 14,600 sf retail	320	8	46	54	12	18	30
103	Mixed-Use	6436 W Hollywood Ave	220 apartment units and 8,800 sf retail	1,486	22	78	100	85	52	137
104 [g]	Mixed-Use	900 S Vermont Ave	193 apartment units and 24,200 sf retail	1,642	24	65	89	79	55	134
105	Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and maps. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate and the Related Projects defined above. The Project Study Area is fully contained within the Community Plan Area.								

Notes

[a] Source: Related project information based on available information at the time of the NOP (February 26, 2018) provided by LADOT, Department of City Planning, and recent studies in the area.

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time of the NOP or when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

[c] Source: *Transportation Study for the Paramount Studios Master Plan* , Gibson Transportation Consulting, Inc., 2013. The anticipated buildout year is 2038 and substantial construction wil not be completed by the buildout year of the Project (Year 2028).

[d] Source: *Notice of Preparation of a Draft Environmental Impact Report The Ford Theaters Project,* 2014. Substantial construction is not completed.

[e] Source: *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* ,Gibson Transportation Consulting, Inc., 2013. This is a master plan project that will be developed over time with anticipated buildout year of 2030. Substantial construction will not be completed by the buildout year of the Project (Year 2028).

[f] Related projects include developments within a 2-mile radius of the Project Site and large-scale developments along the periphery.

[g] Recent related project filed after the Project's NOP were reviewed and although this project is located outside a 2-mile radius of the Project Site, it was considered in the transportation analysis.

analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next 10 years prior to Project buildout.

In addition, the list of Related Projects includes the City's draft update to the *Hollywood Community Plan,* which is in the initial planning stages. Based on preliminary information available from the City, the updated *Hollywood Community Plan* will propose updates to land use policies and plans that would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the *Hollywood Community Plan* area. Corresponding decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The *Hollywood Community Plan* update, once adopted, will be a long-range plan designed to accommodate growth in Hollywood until Year 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project would be completed in Year 2028, well before the update to the *Hollywood Community Plan*'s horizon year.

Moreover, Year 2028 is a similar projected buildout year to many of the Related Projects identified in Table 6. Accordingly, it can be assumed that the projected growth reflected by the list of Related Projects, which in itself is a conservative assumption, as discussed above, would account for any overlapping growth that may be assumed by the updated *Hollywood Community Plan* upon its adoption. With the addition of the ambient growth factor previously discussed, the Future without Project Conditions is even more conservative.

Using these conservative assumptions, the potential transportation impacts of the Project were evaluated within the context of the worst-case cumulative impact of all prospective development. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation

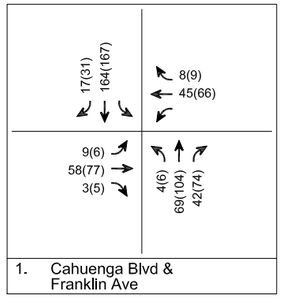
Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) and *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017). Table 6 summarizes the Related Project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. These projections are very conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, they do not account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the Hollywood area, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution

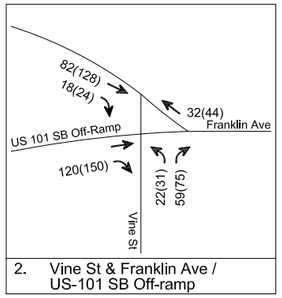
The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Trip Assignment

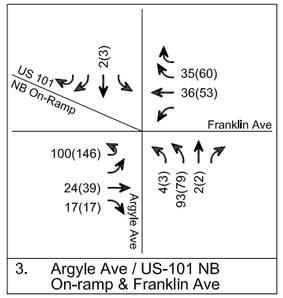
The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 6 shows the peak hour traffic volumes associated with these Related Projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout year of 2028. As discussed above, this is a conservative approach as many of the Related Projects may be reflected in the ambient growth rate. These volumes represent the



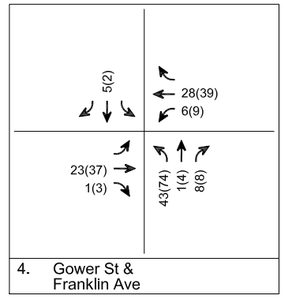
1. Cahuenga Blvd & Franklin Ave



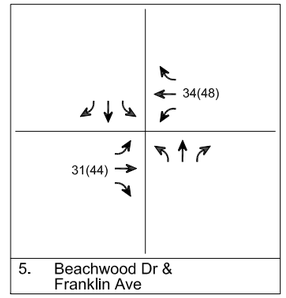
2. Vine St & Franklin Ave / US-101 SB Off-ramp



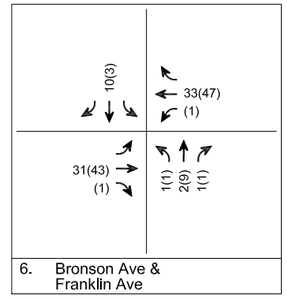
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



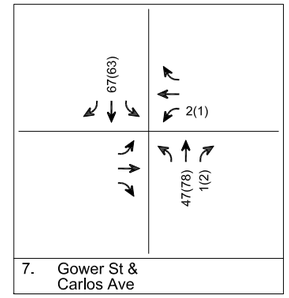
4. Gower St & Franklin Ave



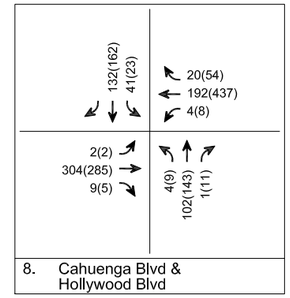
5. Beachwood Dr & Franklin Ave



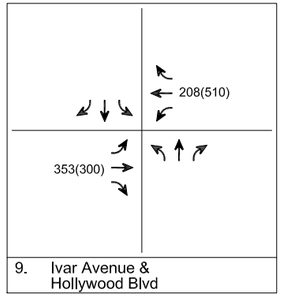
6. Bronson Ave & Franklin Ave



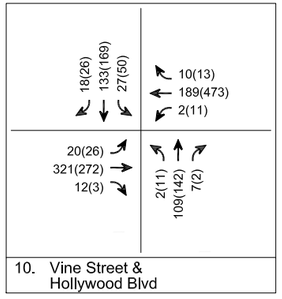
7. Gower St & Carlos Ave



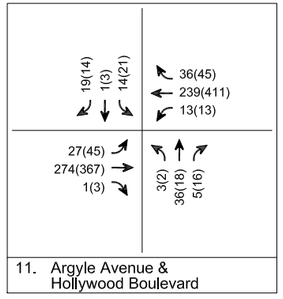
8. Cahuenga Blvd & Hollywood Blvd



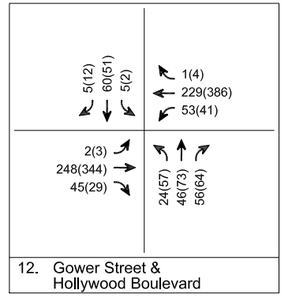
9. Ivar Avenue & Hollywood Blvd



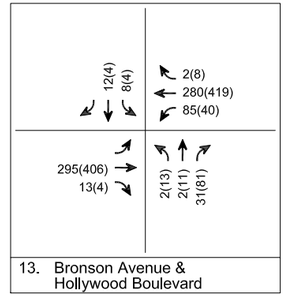
10. Vine Street & Hollywood Blvd



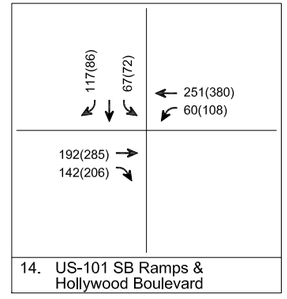
11. Argyle Avenue & Hollywood Boulevard



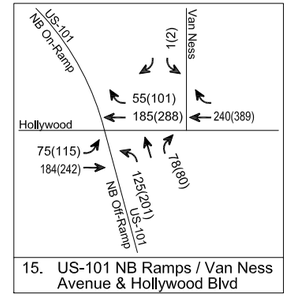
12. Gower Street & Hollywood Boulevard



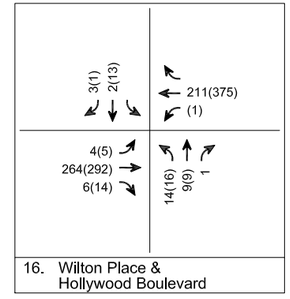
13. Bronson Avenue & Hollywood Boulevard



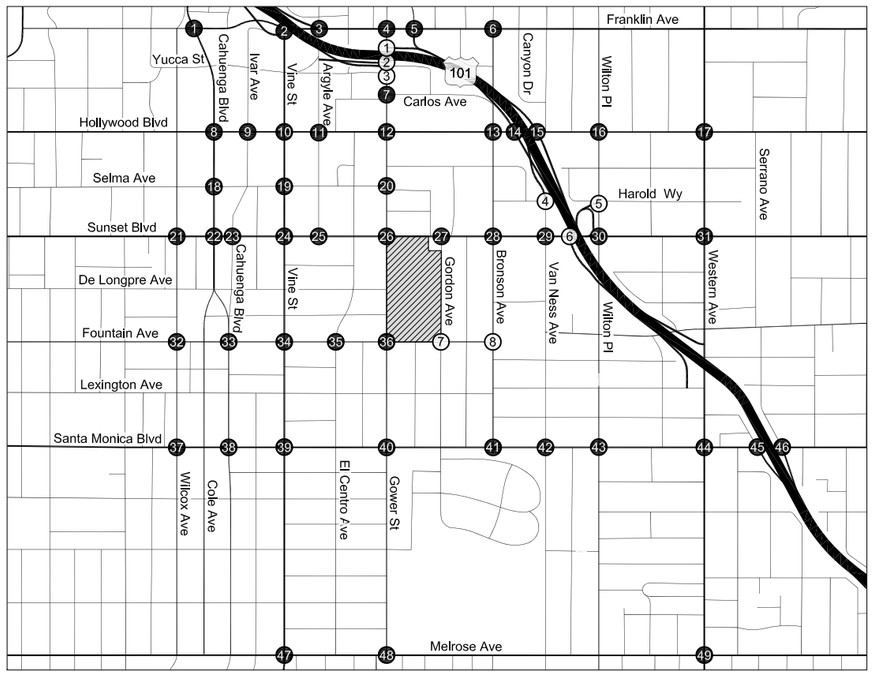
14. US-101 SB Ramps & Hollywood Boulevard

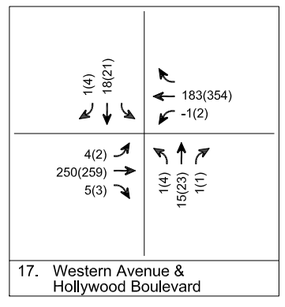


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

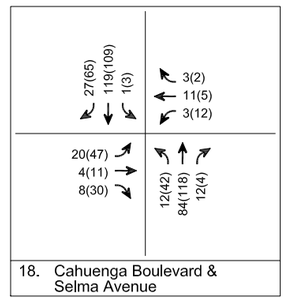


16. Wilton Place & Hollywood Boulevard

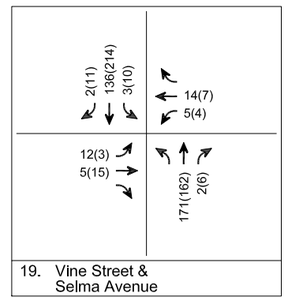




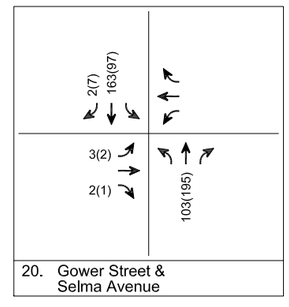
17. Western Avenue & Hollywood Boulevard



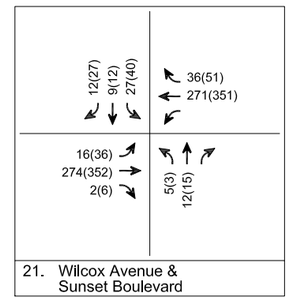
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

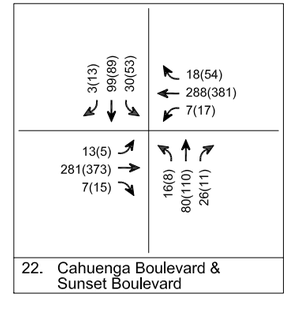


21. Wilcox Avenue & Sunset Boulevard

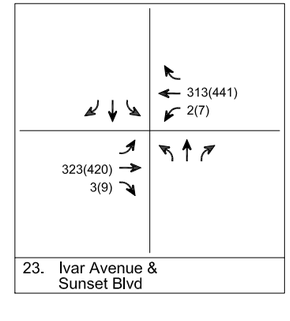
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



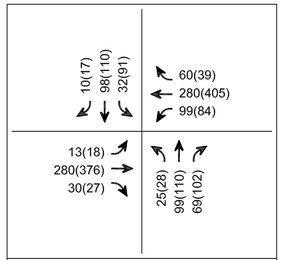
22. Cahuenga Boulevard & Sunset Boulevard



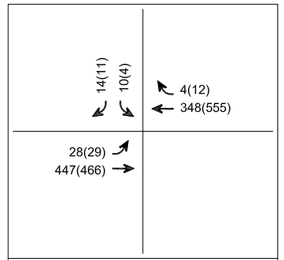
23. Ivar Avenue & Sunset Blvd

RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

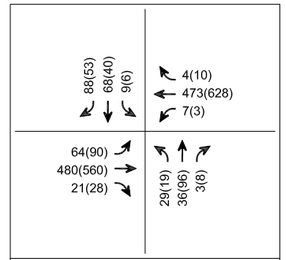
FIGURE
6



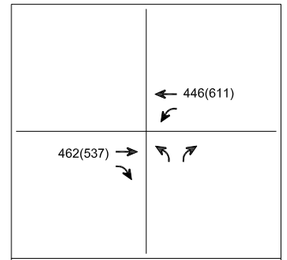
24. Vine Street & Sunset Boulevard



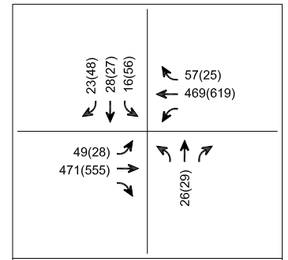
25. Argyle Avenue & Sunset Boulevard



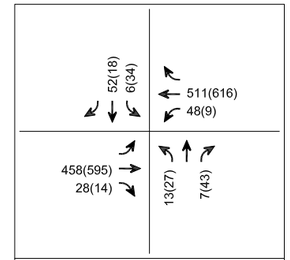
26. Gower Street & Sunset Boulevard



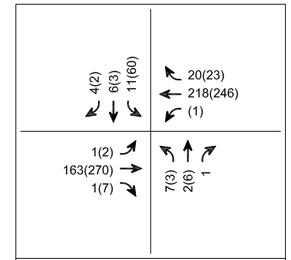
27. Gordon Street & Sunset Boulevard



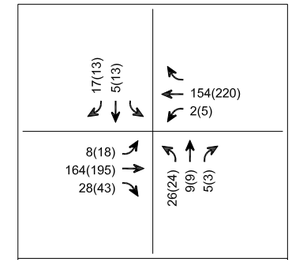
28. Bronson Avenue & Sunset Boulevard



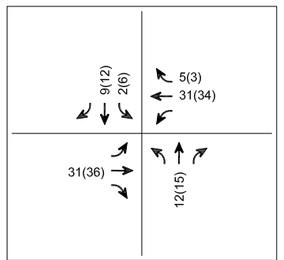
29. Van Ness Avenue & Sunset Boulevard



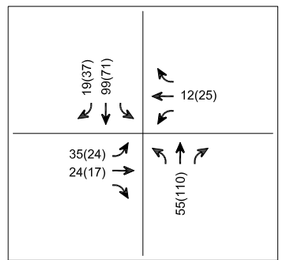
30. Wilton Place & Sunset Boulevard



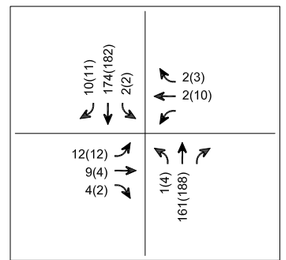
31. Western Avenue & Sunset Boulevard



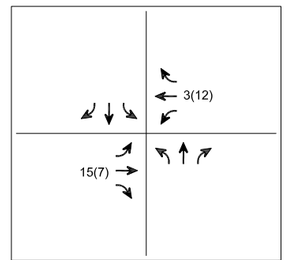
32. Wilcox Avenue & Sunset Boulevard



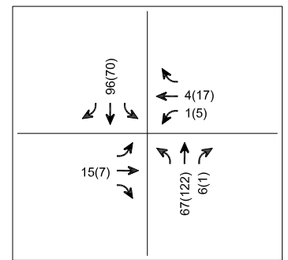
33. Cahuenga Boulevard & Fountain Avenue



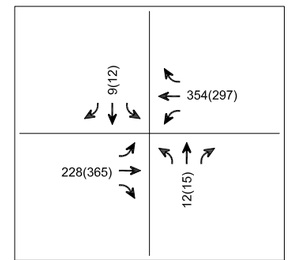
34. Vine Street & Fountain Avenue



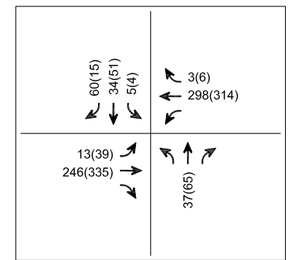
35. El Centro Avenue & Fountain Avenue



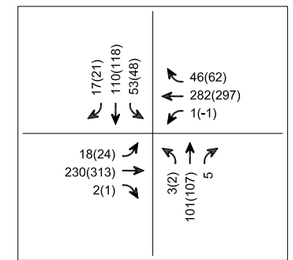
36. Gower Street & Fountain Avenue



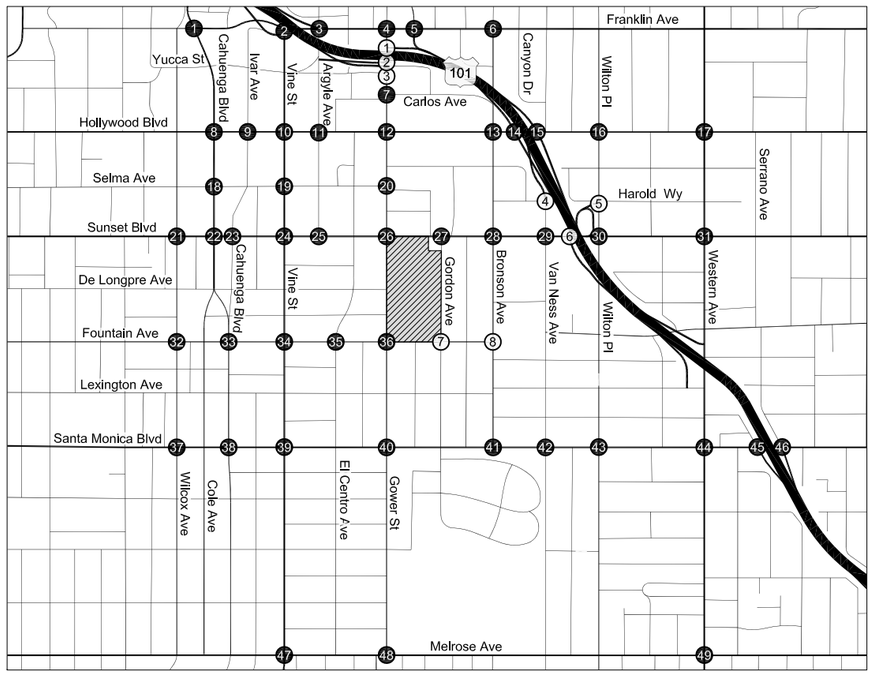
37. Wilcox Avenue & Santa Monica Boulevard

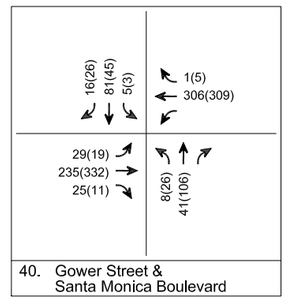


38. Cahuenga Boulevard & Santa Monica Boulevard

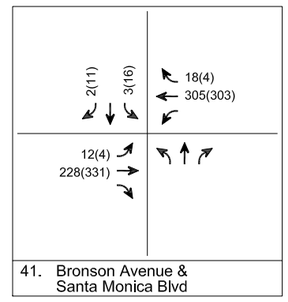


39. Vine Street & Santa Monica Blvd

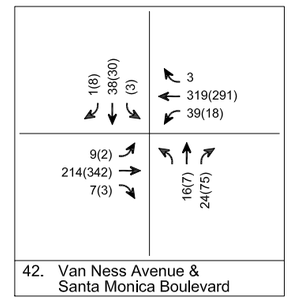




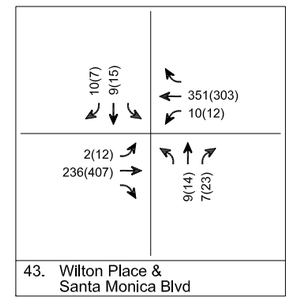
40. Gower Street & Santa Monica Boulevard



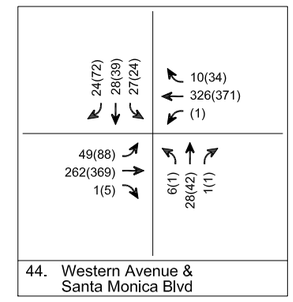
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

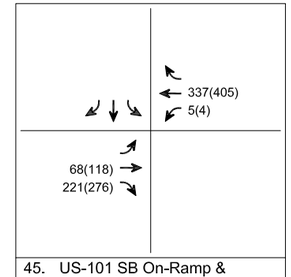


44. Western Avenue & Santa Monica Blvd

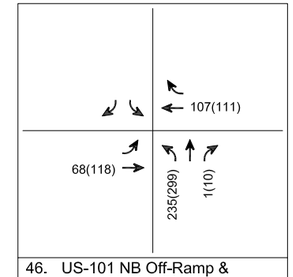
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



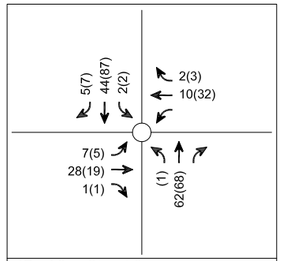
45. US-101 SB On-Ramp & Santa Monica Blvd



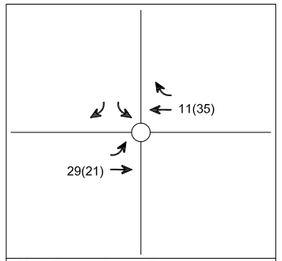
46. US-101 NB Off-Ramp & Santa Monica Blvd

RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

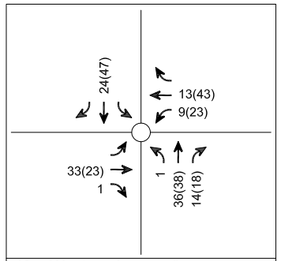
FIGURE
6(CONT.)



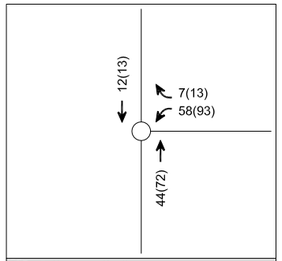
47. Vine Street & Melrose Avenue



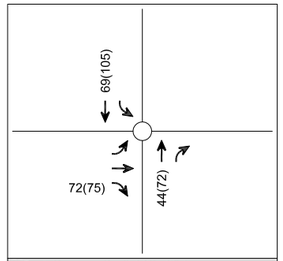
48. Gower Street & Melrose Avenue



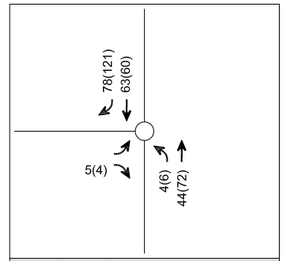
49. Western Avenue & Melrose Avenue



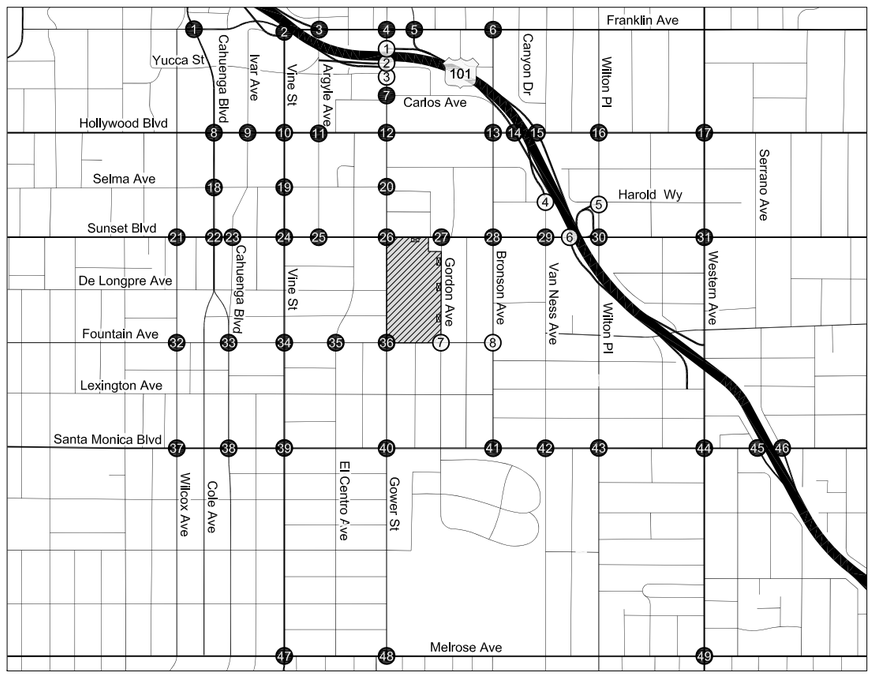
1. Gower St & US-101 NB Off-Ramp

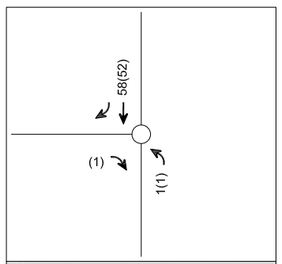


2. Gower St & US-101 SB Off-Ramp / Yucca St

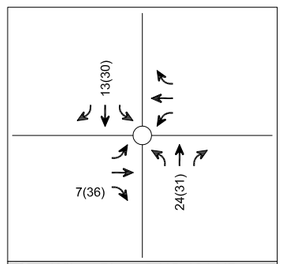


3. Gower St & Yucca St

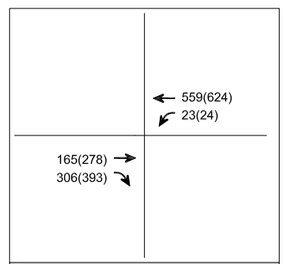




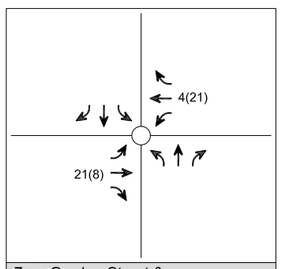
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



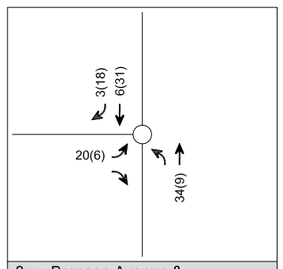
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6(CONT.)

Future without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) for the 57 study intersections and are shown in Figure 7.

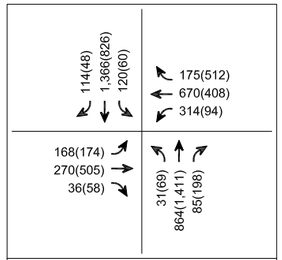
FUTURE IMPROVEMENTS

Future Roadway Improvements

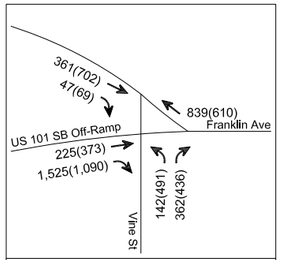
The analysis of future conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. These roadway improvements result in changes to the physical configuration at the study intersections. Other proposed traffic/trip reduction strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were conservatively omitted from the Future Conditions analysis. The following roadway improvements were included in the Future Conditions analysis:

Intersection #13, Bronson Avenue & Hollywood Boulevard. As part of the approved Sunset Bronson Studios Project, Bronson Avenue will be restriped to provide a right-turn lane in the northbound direction and a left-turn lane in the southbound direction at its intersection with Hollywood Boulevard. This measure would require the removal of approximately nine parking spaces on Bronson Avenue. This improvement and associated lane configurations are assumed in the Future without Project Conditions.

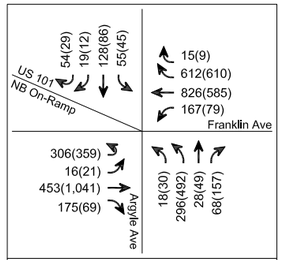
Intersection #28, Bronson Avenue & Sunset Boulevard. As part of the approved Sunset Bronson Studios Project and 5901 Sunset Boulevard Mixed-Use Development Project, Bronson Avenue will be restriped to provide a right-turn lane in the northbound and southbound directions at its intersection with Sunset Boulevard. This measure would require the removal of approximately four parking spaces on Bronson Avenue on the east side of the street south of Sunset Boulevard and on the west side of the street north of Sunset Boulevard. The northbound and southbound right-turns would be provided with an overlap phase. This improvement and associated lane configurations are assumed in the Future without Project Conditions.



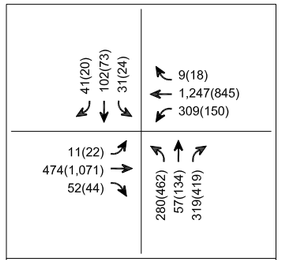
1. Cahuenga Blvd & Franklin Ave



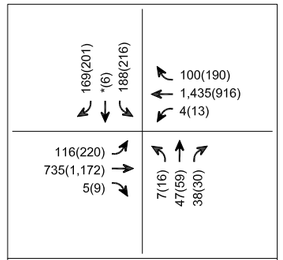
2. Vine St & Franklin Ave / US-101 SB Off-ramp



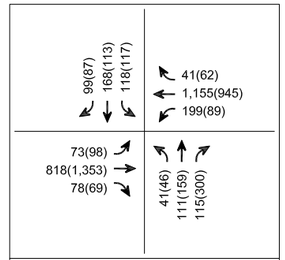
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



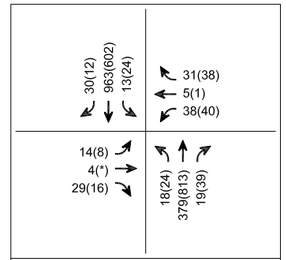
4. Gower St & Franklin Ave



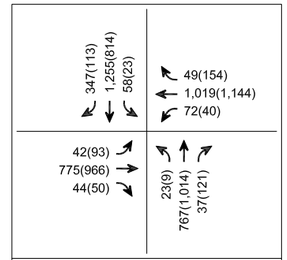
5. Beachwood Dr & Franklin Ave



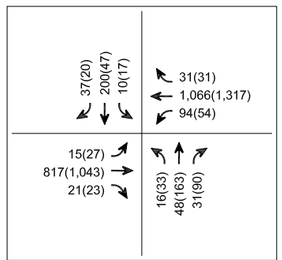
6. Bronson Ave & Franklin Ave



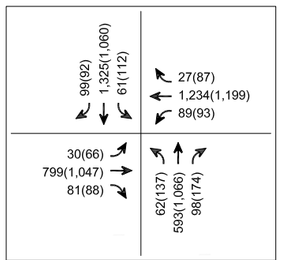
7. Gower St & Carlos Ave



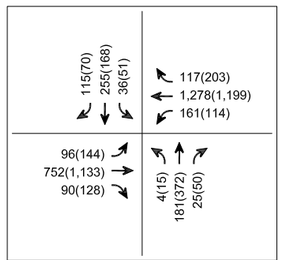
8. Cahuenga Blvd & Hollywood Blvd



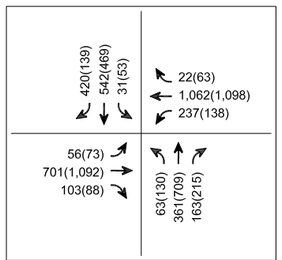
9. Ivar Avenue & Hollywood Blvd



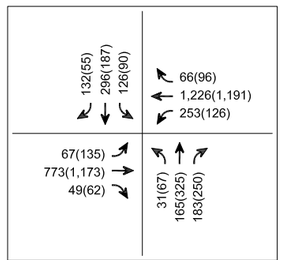
10. Vine Street & Hollywood Blvd



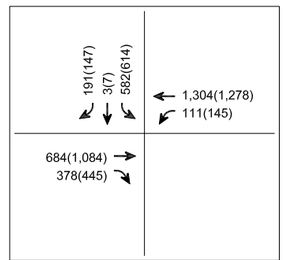
11. Argyle Avenue & Hollywood Boulevard



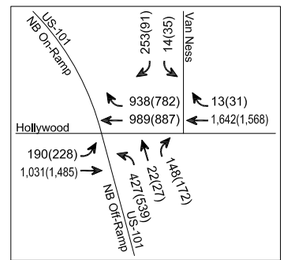
12. Gower Street & Hollywood Boulevard



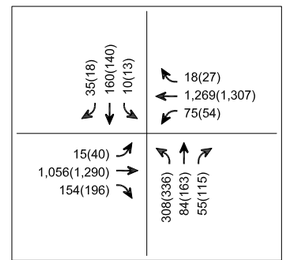
13. Bronson Avenue & Hollywood Boulevard



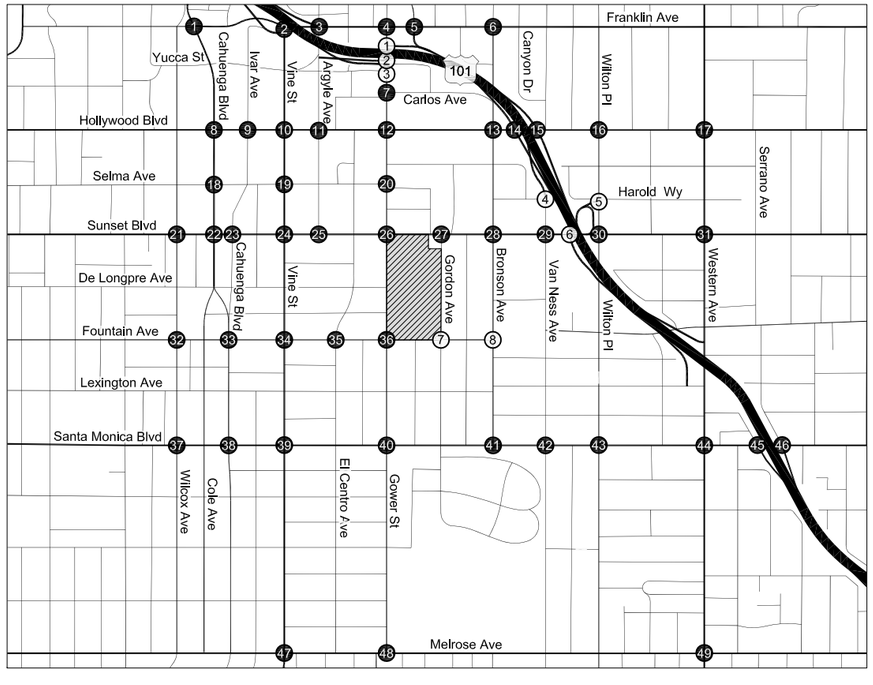
14. US-101 SB Ramps & Hollywood Boulevard

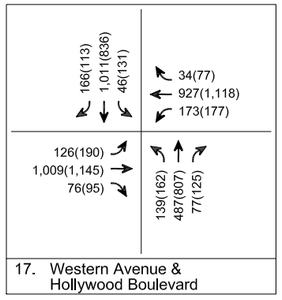


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

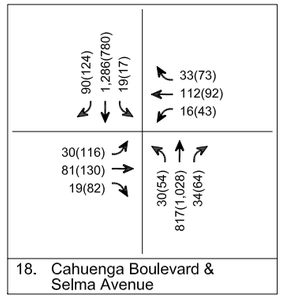


16. Wilton Place & Hollywood Boulevard

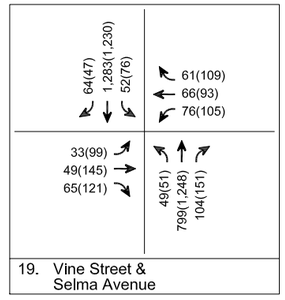




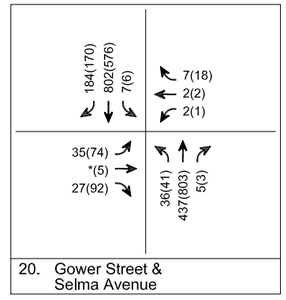
17. Western Avenue & Hollywood Boulevard



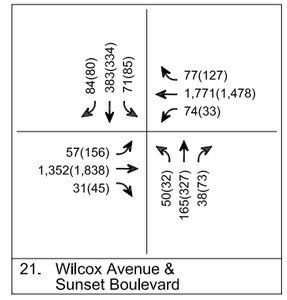
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

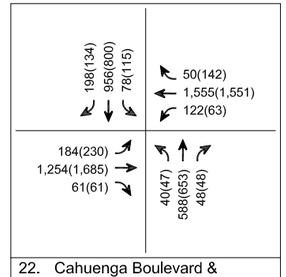


21. Wilcox Avenue & Sunset Boulevard

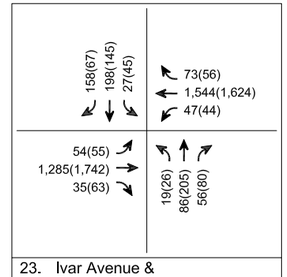
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



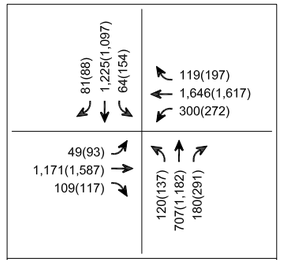
22. Cahuenga Boulevard & Sunset Boulevard



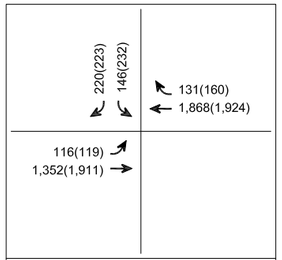
23. Ivar Avenue & Sunset Blvd

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

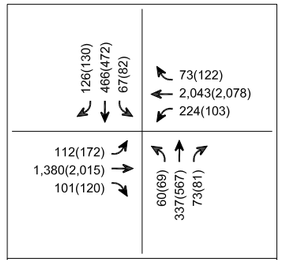
FIGURE 7



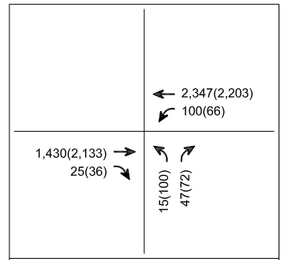
24. Vine Street & Sunset Boulevard



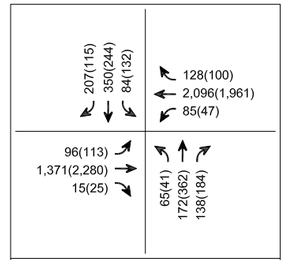
25. Argyle Avenue & Sunset Boulevard



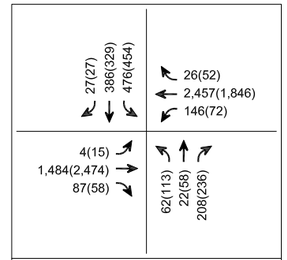
26. Gower Street & Sunset Boulevard



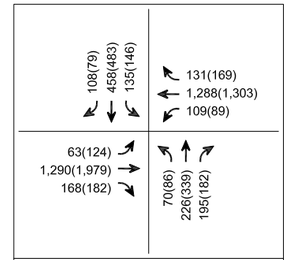
27. Gordon Street & Sunset Boulevard



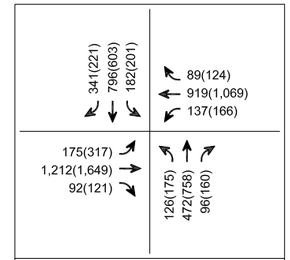
28. Bronson Avenue & Sunset Boulevard



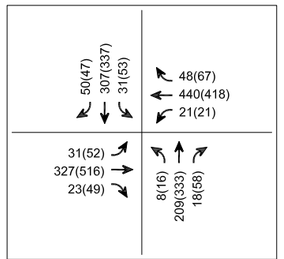
29. Van Ness Avenue & Sunset Boulevard



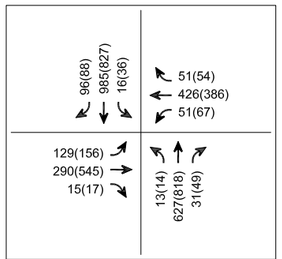
30. Wilton Place & Sunset Boulevard



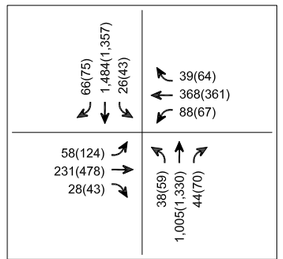
31. Western Avenue & Sunset Boulevard



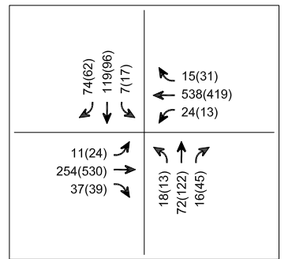
32. Wilcox Avenue & Sunset Boulevard



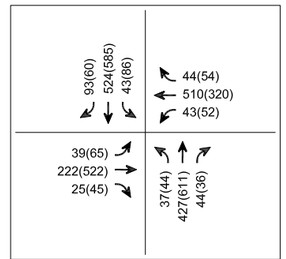
33. Cahuenga Boulevard & Fountain Avenue



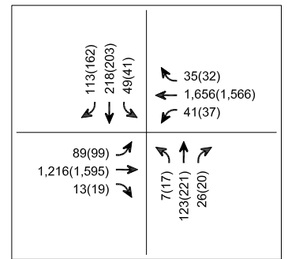
34. Vine Street & Fountain Avenue



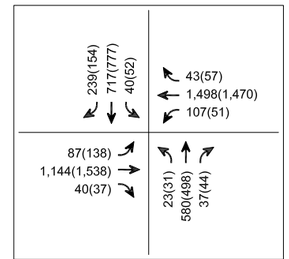
35. El Centro Avenue & Fountain Avenue



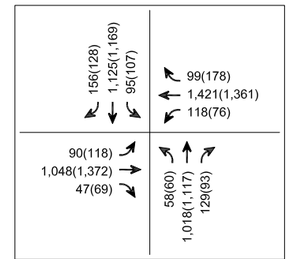
36. Gower Street & Fountain Avenue



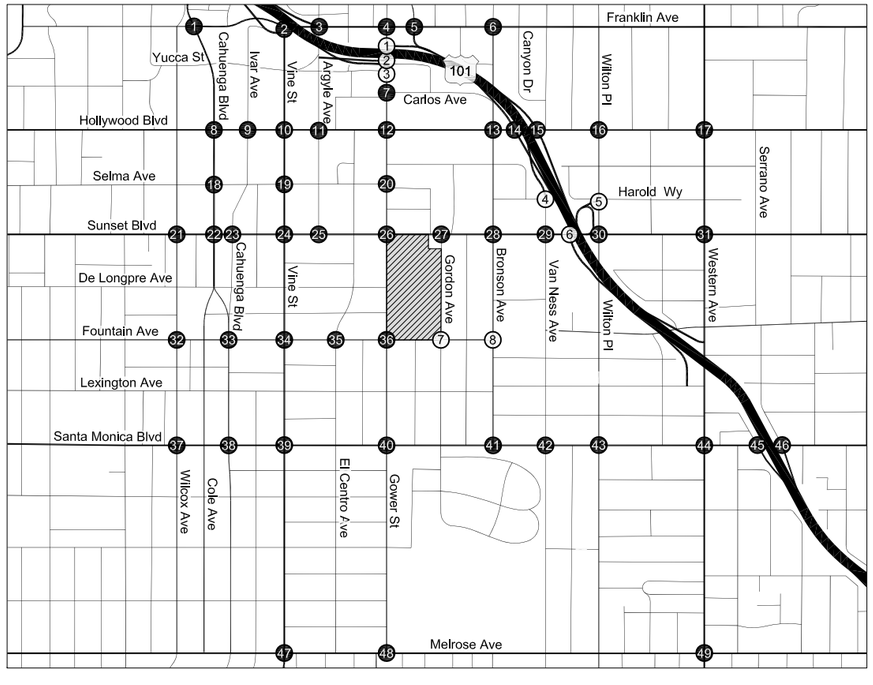
37. Wilcox Avenue & Santa Monica Boulevard

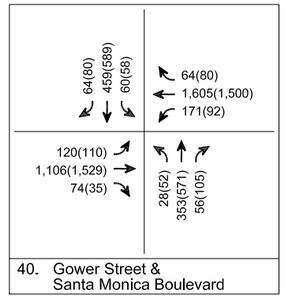


38. Cahuenga Boulevard & Santa Monica Boulevard

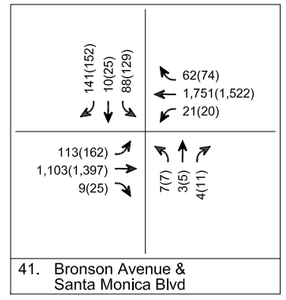


39. Vine Street & Santa Monica Blvd

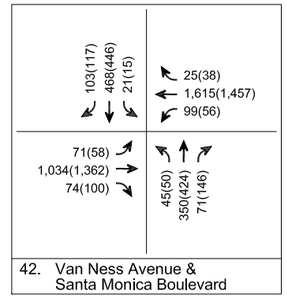




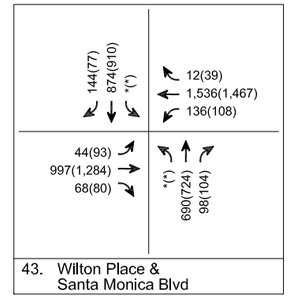
40. Gower Street & Santa Monica Boulevard



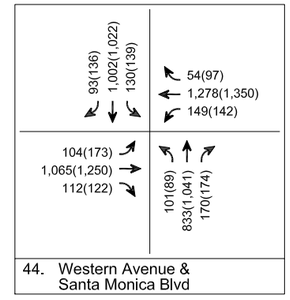
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

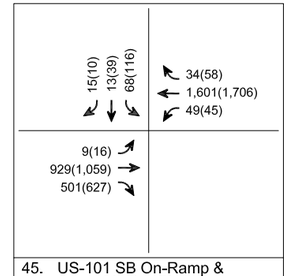


44. Western Avenue & Santa Monica Blvd

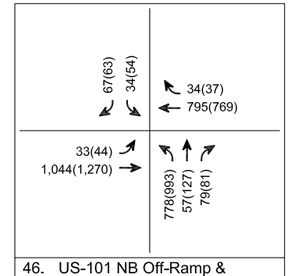
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



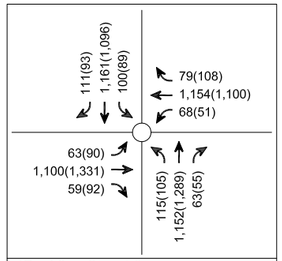
45. US-101 SB On-Ramp & Santa Monica Blvd



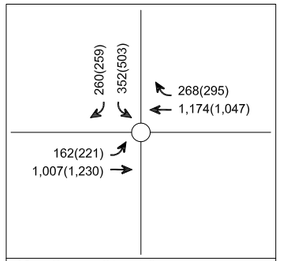
46. US-101 NB Off-Ramp & Santa Monica Blvd

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

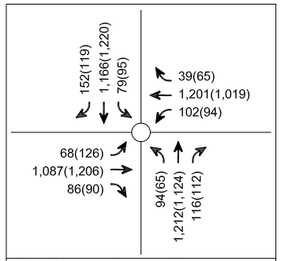
FIGURE 7(CONT.)



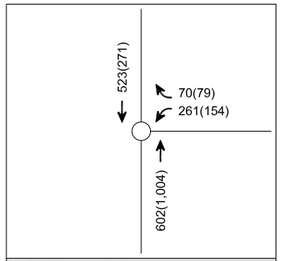
47. Vine Street & Melrose Avenue



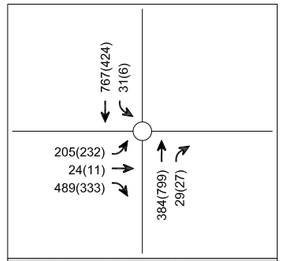
48. Gower Street & Melrose Avenue



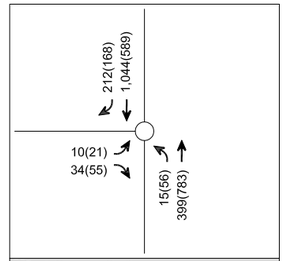
49. Western Avenue & Melrose Avenue



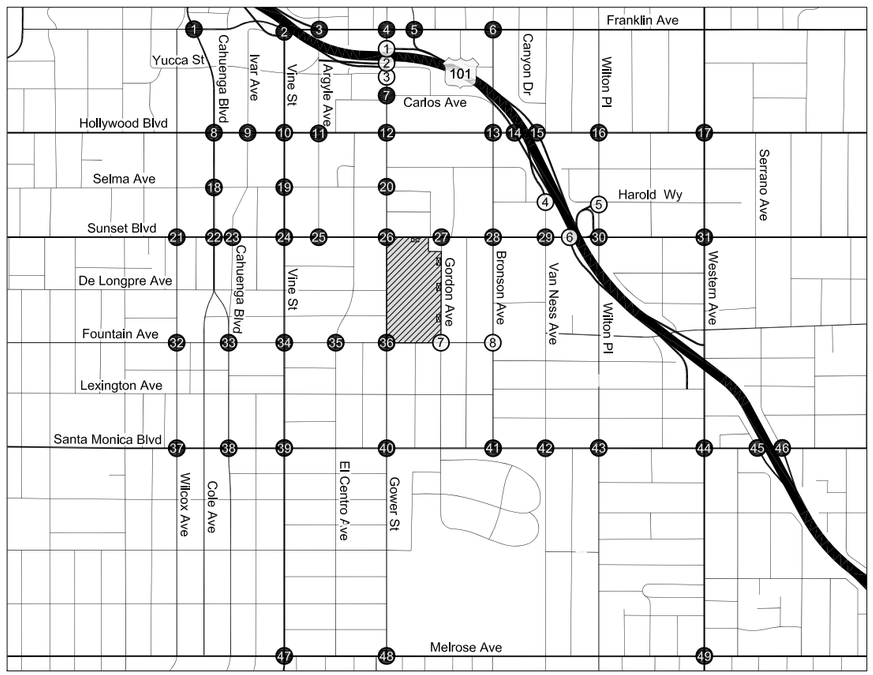
1. Gower St & US-101 NB Off-Ramp

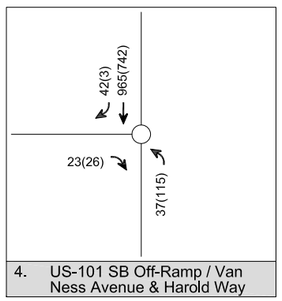


2. Gower St & US-101 SB Off-Ramp / Yucca St

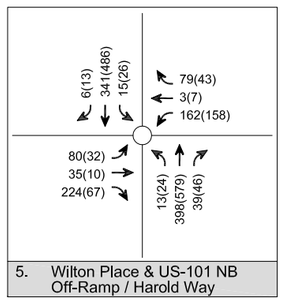


3. Gower St & Yucca St

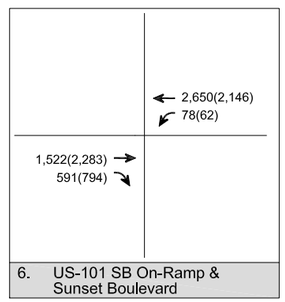




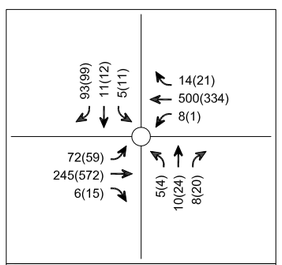
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



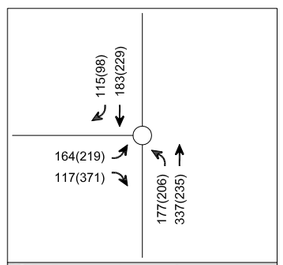
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 7(CONT.)

Intersection #31, Western Avenue & Sunset Boulevard. As part of the approved SunWest Project, Western Avenue will be restriped to provide a right-turn lane in the southbound direction at its intersection with Sunset Boulevard. This measure would require widening of seven feet along the west side of Western Avenue from north of Sunset Boulevard to Harold Way to allow for the installation of the improvement. The northbound and southbound right-turns would be provided with an overlap phase. This improvement and associated lane configurations are assumed in the Future without Project Conditions.

Future Bicycle Improvements

City Bicycle Plan. The 2010 Bicycle Plan identifies the City's vision for a more integrated bicycle network throughout the City, including within the Study Area. It proposes new bicycle lanes on Yucca Street between Cahuenga Boulevard and Vine Street, Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard, Cahuenga Boulevard north of Melrose Avenue, Vine Street south of Yucca Street, and Wilton Place south of Franklin Avenue. It also proposes bicycle-friendly streets on Franklin Avenue, Carlos Avenue, Selma Avenue west of El Centro Avenue, Lexington Avenue between Gower Street and St. Andrews Place, Lemon Grove east of Wilton Place, Waring Avenue west of Gower Street, Argyle Avenue north of Selma Avenue, Gower Street south of Fountain Avenue, Van Ness Avenue, and St. Andrews Place between Fountain Avenue and Lexington Avenue. There is currently no schedule for implementation of these bicycle lanes. Upon consultation with LADOT's bicycle section, no changes to vehicular lane configurations as a result of potential new bicycle lanes were assumed in this analysis.

Mobility Plan 2035. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation and, therefore, no changes to vehicular lane configurations were made as a result of the Mobility Plan. However, the following mobility-enhanced networks included corridors within the Study Area:

Transit Enhanced Network: Hollywood Boulevard was identified as a Moderate Transit-Enhanced Street, Santa Monica Boulevard was identified as Comprehensive Transit-Enhanced Street, and Western Avenue south of Hollywood Boulevard was identified as a Moderate Plus Transit Enhanced Street.

Neighborhood Enhanced Network: The following corridors were identified as part of a Neighborhood Enhanced Network:

- Franklin Avenue
- Yucca Street between Argyle Avenue and Vista Del Mar Avenue
- Carlos Avenue between Vista Del Mar Avenue and Bronson Avenue
- Selma Avenue west of El Centro Avenue
- Carlton Way between Bronson Avenue and Canyon Drive
- Harold Way between Canyon Drive and Van Ness Avenue
- De Longpre Avenue between El Centro Avenue and Gower Street
- Fountain Avenue
- La Mirada Avenue between Bronson Avenue and Van Ness Avenue
- Lexington Avenue between Gower Street and St. Andrews Place
- Lemon Grove east of Wilton Place
- Waring Avenue west of Gower Street
- Cahuenga Boulevard south of Hollywood Boulevard
- Argyle Avenue between Franklin Avenue and Selma Avenue
- El Centro Avenue between Selma Avenue and De Longpre Avenue
- Vista Del Mar Avenue between Yucca Street and Carlos Avenue
- Gower Street south of De Longpre Avenue
- Bronson Avenue between South Yucca Street and Carlos Avenue, between Hollywood Boulevard and Carlton Way, and between Fountain Avenue and La Mirada Avenue
- Canyon Drive between Carlton Way and Harold Way
- Van Ness Avenue south of Harold Way
- Wilton Place between Sunset Boulevard and Fernwood Avenue
- St. Andrews Place between Fountain Avenue and Lexington Avenue

Bicycle Enhanced Network / Bicycle Lane Network: Hollywood Boulevard and Melrose Avenue were identified for Protected Bicycle Facilities. The following corridors were identified for Bicycle Lanes:

- Cahuenga Boulevard north of Hollywood Boulevard
- Vine Street south of Yucca Street
- Wilton Place between Franklin Avenue and Sunset Boulevard and south of Fernwood Avenue
- Western Avenue north of Franklin Avenue
- Yucca Street between Cahuenga Boulevard and Vine Street
- Sunset Boulevard
- Santa Monica Boulevard

Vehicle Enhanced Network: Sunset Boulevard west of US 101 was identified as part of the Vehicle Enhanced Network.

Pedestrian Enhanced District: The following corridors were identified as part of the Pedestrian Enhanced District:

- Franklin Avenue
- Yucca Street between Cahuenga Boulevard and Vine Street
- Hollywood Boulevard west of Van Ness Avenue and east of Wilton Place
- Sunset Boulevard west of Beachwood Drive and east of St. Andrews Place
- Fountain Avenue between Cahuenga Boulevard and Gower Street and east of St. Andrews Place
- Santa Monica Boulevard between Wilcox Avenue and Gower Street and east of Ridgewood Place
- Melrose Avenue between Lillian Way and Gower Street and east of Wilton Place
- Wilcox Avenue between Franklin Avenue and Fountain Avenue
- Cahuenga Boulevard between Franklin Avenue and Fountain Avenue and between La Mirada Avenue and Willoughby Avenue
- Cole Avenue between De Longpre Avenue and Romaine Street
- Vine Street between Franklin Avenue and Melrose Avenue
- Gower Street between Carlos Avenue and Fountain Avenue
- Bronson Avenue between US 101/Carlos Avenue and Carlton Way
- Wilton Place between Virginia Avenue and Sierra Vista Avenue

- Western Avenue south of Franklin Avenue

FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

Table 7 summarizes the weekday morning and afternoon peak hour LOS results for each of the signalized study intersections under Future without Project Conditions. To provide a more conservative analysis, the LOS presented in Table 7 reflects worst-case conditions at four of the 49 signalized study intersections. Table 7 indicates that 35 of the 49 signalized intersections are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours. The following 14 signalized intersections are expected to operate at LOS E or F during at least one of the analyzed peak hours:

1. Cahuenga Boulevard & Franklin Avenue (morning peak hour)
8. Cahuenga Boulevard & Hollywood Boulevard (morning and afternoon peak hours)
10. Vine Street & Hollywood Boulevard (morning and afternoon peak hours)
15. US 101 Southbound Ramps / Van Ness Avenue & Hollywood Boulevard (morning peak hour)
17. Western Avenue & Hollywood Boulevard (morning and afternoon peak hours)
22. Cahuenga Boulevard & Sunset Boulevard (morning and afternoon peak hours)
24. Vine Street & Sunset Boulevard (morning and afternoon peak hours)
26. Gower Street & Sunset Boulevard (morning and afternoon peak hours)
29. Van Ness Avenue & Sunset Boulevard (morning and afternoon peak hours)
39. Vine Street & Santa Monica Boulevard (morning and afternoon peak hours)
40. Gower Street & Santa Monica Boulevard (morning and afternoon peak hours)
42. Van Ness Avenue & Santa Monica Boulevard (morning peak hour)
44. Western Avenue & Santa Monica Boulevard (morning and afternoon peak hours)
47. Vine Street & Melrose Avenue (afternoon peak hour)

The LOS calculation worksheets are provided in Appendix D. The detailed analysis of the eight unsignalized study intersections is provided in Chapter 9.

TABLE 7
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2028)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
1.	Cahuenga Blvd & Franklin Ave	AM PM	0.935 0.848	E D
2.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM PM	0.348 0.458	A A
3.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM PM	0.861 0.881	D D
4.	Gower St & Franklin Ave	AM PM	0.614 0.717	B C
5.	Beachwood Dr & Franklin Ave	AM PM	0.717 0.668	C B
6.	Bronson Ave & Franklin Ave	AM PM	0.631 0.848	B D
7.	Gower St & Carlos Ave	AM PM	0.355 0.288	A A
8.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.895 0.722	F * F *
9.	Ivar Ave & Hollywood Blvd	AM PM	0.451 0.569	A A
10.	Vine St & Hollywood Blvd	AM PM	0.944 0.934	F * F *
11.	Argyle Ave & Hollywood Blvd	AM PM	0.602 0.745	B C
12.	Gower St & Hollywood Blvd	AM PM	0.729 0.785	C C
13.	Bronson Ave & Hollywood Blvd	AM PM	0.681 0.696	B B
14.	US 101 SB Ramps & Hollywood Blvd	AM PM	0.630 0.652	B B
15.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	1.034 0.880	F D
16.	Wilton Pl & Hollywood Blvd	AM PM	0.781 0.866	C D
17.	Western Ave & Hollywood Blvd	AM PM	0.950 0.943	E E
18.	Cahuenga Blvd & Selma Ave	AM PM	0.531 0.511	A A
19.	Vine St & Selma Ave	AM PM	0.509 0.614	A B
20.	Gower St & Selma Ave	AM PM	0.696 0.612	B B
21.	Wilcox Ave & Sunset Blvd	AM PM	0.693 0.684	B B
22.	Cahuenga Blvd & Sunset Blvd	AM PM	0.838 0.818	F * F *
23.	Ivar Ave & Sunset Blvd	AM PM	0.545 0.568	A A
24.	Vine St & Sunset Blvd	AM PM	0.991 1.053	F * F *
25.	Argyle Ave & Sunset Blvd	AM PM	0.665 0.746	B C

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 7 (CONTINUED)
FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2028)
SIGNALIZED INTERSECTION LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions	
			V/C	LOS
26.	Gower St & Sunset Blvd	AM PM	0.931 1.047	E F
27.	Gordon St & Sunset Blvd	AM PM	0.463 0.541	A A
28.	Bronson Ave & Sunset Blvd	AM PM	0.779 0.819	C D
29.	Van Ness Ave & Sunset Blvd	AM PM	0.925 1.009	E F
30.	Wilton Pl & Sunset Blvd	AM PM	0.607 0.711	B C
31.	Western Ave & Sunset Blvd	AM PM	0.697 0.872	B D
32.	Wilcox Ave & Fountain Ave	AM PM	0.503 0.589	A A
33.	Cahuenga Blvd & Fountain Ave	AM PM	0.729 0.786	C C
34.	Vine St & Fountain Ave	AM PM	0.752 0.809	C D
35.	El Centro Ave & Fountain Ave	AM PM	0.437 0.435	A A
36.	Gower St & Fountain Ave	AM PM	0.760 0.845	C D
37.	Wilcox Ave & Santa Monica Blvd	AM PM	0.781 0.781	C C
38.	Cahuenga Blvd & Santa Monica Blvd	AM PM	0.859 0.867	D D
39.	Vine St & Santa Monica Blvd	AM PM	0.933 0.965	E E
40.	Gower St & Santa Monica Blvd	AM PM	0.904 0.989	E E
41.	Bronson Ave & Santa Monica Blvd	AM PM	0.685 0.663	B B
42.	Van Ness Ave & Santa Monica Blvd	AM PM	0.919 0.861	E D
43.	Wilton Pl & Santa Monica Blvd	AM PM	0.785 0.793	C C
44.	Western Ave & Santa Monica Blvd	AM PM	0.932 1.038	E F
45.	US-101 SB On-ramp & Santa Monica Blvd	AM PM	0.515 0.609	A B
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM PM	0.658 0.849	B D
47.	Vine St & Melrose Ave	AM PM	0.854 0.916	D E
48.	Gower St & Melrose Ave	AM PM	0.767 0.879	C D
49.	Western Ave & Melrose Ave	AM PM	0.861 0.885	D D

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

Chapter 4
Project Traffic

This chapter describes the assumptions and methodology used in developing the traffic volumes associated with the proposed Project within the Study Area.

PROJECT DESCRIPTION

As described in Chapter 1, the Project proposes the preservation and enhancement of portions of the existing Sunset Gower Studios and development of new studio-related creative office, production office/production support, on-site private-serving cafeteria space, storage uses, and bicycle and vehicle parking facilities, which could be developed in stages. The Project proposes to remove 160,600 sf of existing floor area, including approximately 125,500 sf of creative office, 29,400 sf of production support, and 5,600 sf of sound stage space, in addition to approximately 1,400 sf of existing service uses. Upon completion, the Project would have a total of approximately 852,800 sf of creative office, 53,800 sf of production support, 169,400 sf of sound stage space, and 6,500 sf of restaurant space. Vehicular access to the Project Site would be maintained and provided via the existing driveway along Sunset Boulevard at Beachwood Drive and existing driveways along Gordon Street. The conceptual Project Site plan is shown in Figure 1.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project was estimated based on a combination of rates from published sources and empirical data. The rates for the creative office and the restaurant uses were based on the general office and high-turnover restaurant rates, respectively in *Trip Generation, 10th Edition*. The rates for production support and sound stage uses were based on empirical trip generation studies at studios in Los Angeles. A 10% transit

adjustment was applied to the creative office and restaurant components of the Project to account for public transit usage, per *Transportation Impact Study Guidelines*. A 20% pass-by reduction was also applied to the restaurant use to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Additionally, the Project trip generation estimates were reduced to account for the trips that are currently generated by the existing uses of the Project Site; which will be incorporated or removed with development of the Project. A 10% transit adjustment was also applied to the existing creative office use.

Currently, activities on the Project Site include the production of motion pictures, television, and commercials on indoor and outdoor sets. These activities include pre-production and post-production activities and related administrative functions. The Project Site operates 24 hours a day with filming activities occurring at any time of the day and any day of the week, including evenings and weekends. Although activities at the Project Site may not occur at its peak during typical commuter peak periods, this study analyzes the worst case scenario with peak activities occurring during commuter peak periods. It is important to note that all truck trips associated with the production support and sound stage uses currently exist today and will continue to be in operation upon completion of the Project. As the number of sound stages and production space will remain the same as current operations, truck trips are not anticipated to increase. Therefore, these truck trips are reflected in the total Project trip generation calculation.

After accounting for the adjustments above and the removal of the existing uses, the Project is anticipated to generate 4,110 net new daily trips, including 492 morning peak hour trips (424 inbound, 68 outbound) and 488 afternoon peak hour trips (77 inbound, 411 outbound), as summarized in Table 8.

PROJECT TRIP DISTRIBUTION

Similar to the trip distribution of traffic for the Related Projects described in Chapter 3, the geographic distribution of trips generated by the Project is dependent on the location of residential centers from which users of the Project would be drawn, characteristics of the street system serving the Project Site, the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, the Project ingress/egress availability based on the proposed site

TABLE 8
PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per ksf	9.34	62%	38%	0.66	45%	55%	0.63
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	169.4 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.8 ksf	223	21	12	33	14	17	31
Office	710	852.8 ksf	8,306	851	138	989	157	824	981
Transit Adjustment [c] *10%*			*-831*	*-85*	*-14*	*-99*	*-16*	*-82*	*-98*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT			**9,225**	**834**	**169**	**1,003**	**213**	**820**	**1,033**
Existing Project Site									
Sound Stage	[b]	175.1 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.1 ksf	232	22	12	34	14	18	32
Office	710	379.0 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS			**4,110**	**424**	**68**	**492**	**77**	**411**	**488**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

access and circulation scheme, and the location of the proposed driveways, as well as input from LADOT staff.

Based on these considerations, traffic entering and exiting the Project was assigned to the surrounding street system. The intersection-level trip distribution pattern for the Project at the study intersections is shown in Figure 8. Generally, the pattern is as follows:

- 25% to/from the north (US 101, Cahuenga Boulevard, Bronson Avenue, Western Avenue)
- 10% to/from the east (Franklin Avenue, Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard)
- 45% to/from the south (US 101, Cahuenga Boulevard, Vine Street, Gower Street, Western Avenue)20% to/from the west (Franklin Avenue, Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard)

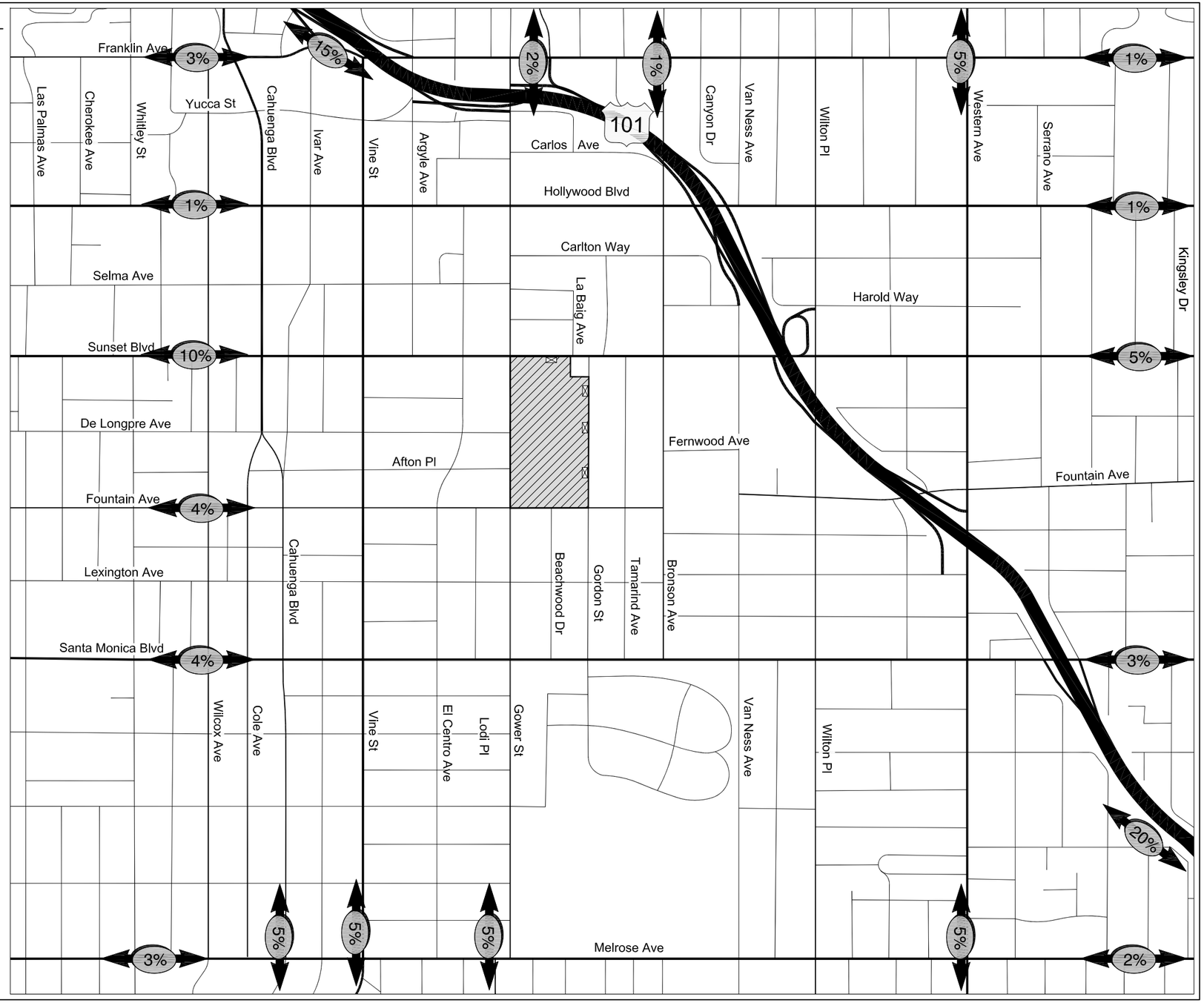
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 8 and the trip distribution pattern shown in Figure 8 were used to assign the Project-generated traffic through the study intersections. Figure 9 illustrates the combined Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.

LEGEND

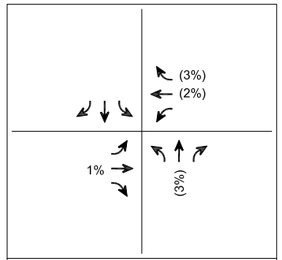
- Project Site
- Project Driveway
- % Trip Distribution

N
Not to Scale

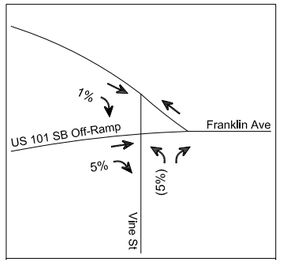


REGIONAL PROJECT TRIP DISTRIBUTION

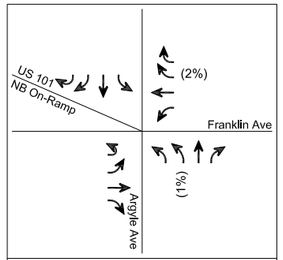
FIGURE
8A



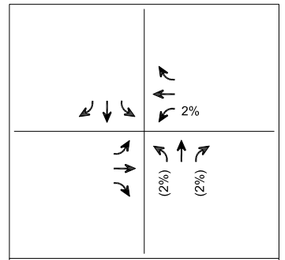
1. Cahuenga Blvd & Franklin Ave



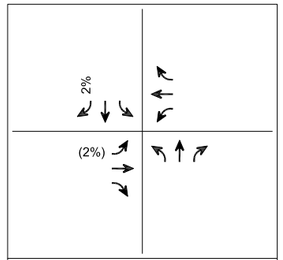
2. Vine St & Franklin Ave / US-101 SB Off-ramp



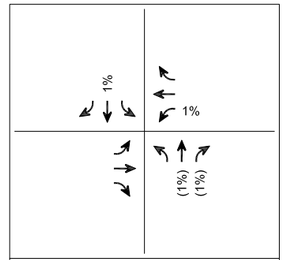
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



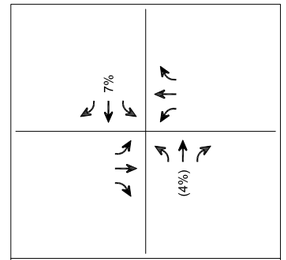
4. Gower St & Franklin Ave



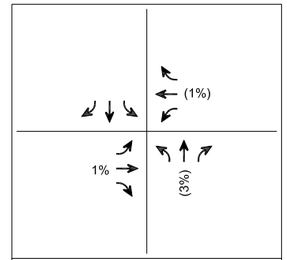
5. Beachwood Dr & Franklin Ave



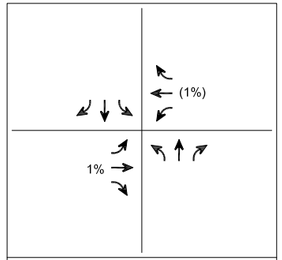
6. Bronson Ave & Franklin Ave



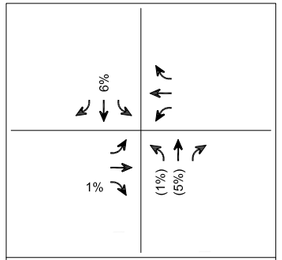
7. Gower St & Carlos Ave



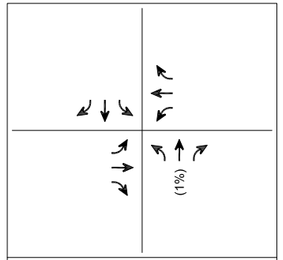
8. Cahuenga Blvd & Hollywood Blvd



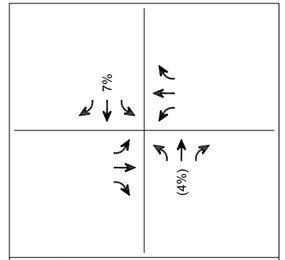
9. Ivar Avenue & Hollywood Blvd



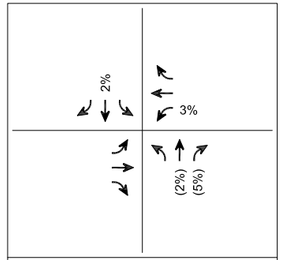
10. Vine Street & Hollywood Blvd



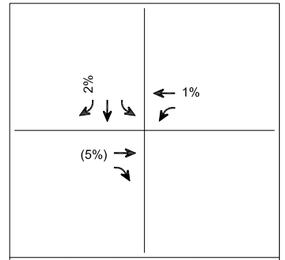
11. Argyle Avenue & Hollywood Boulevard



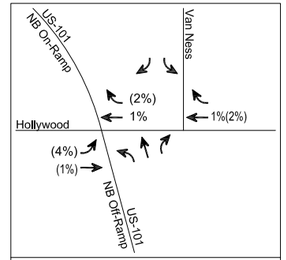
12. Gower Street & Hollywood Boulevard



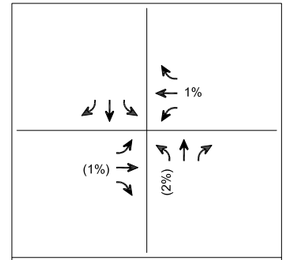
13. Bronson Avenue & Hollywood Boulevard



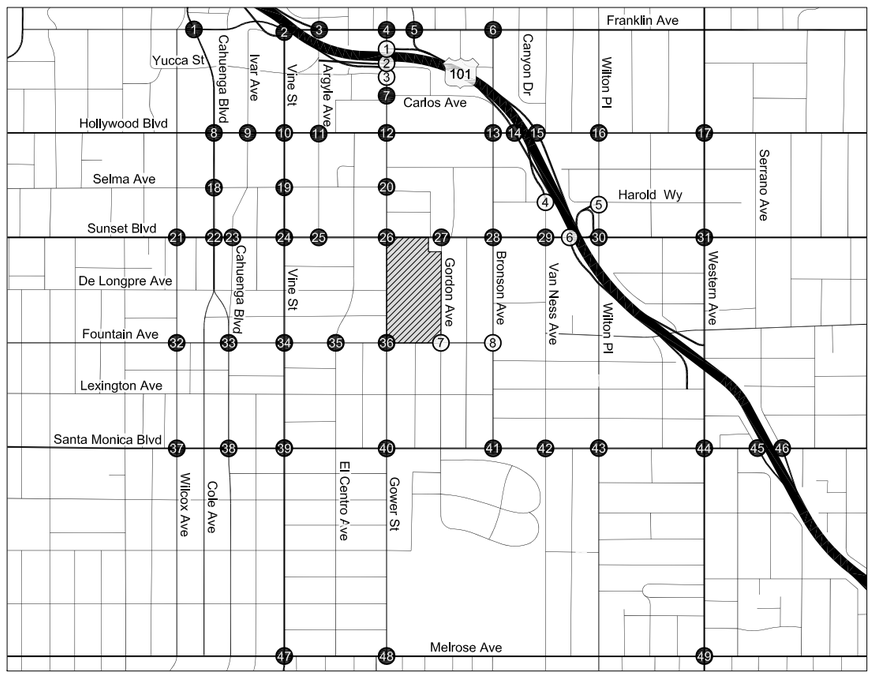
14. US-101 SB Ramps & Hollywood Boulevard

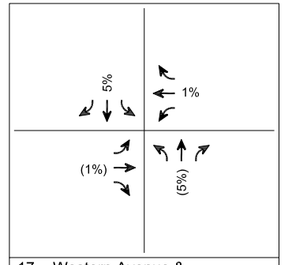


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

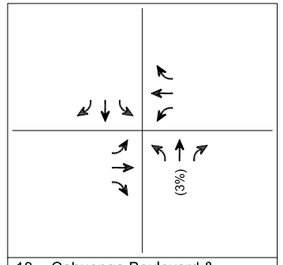


16. Wilton Place & Hollywood Boulevard

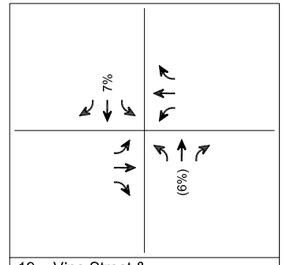




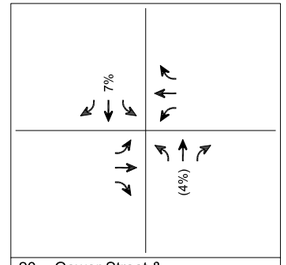
17. Western Avenue & Hollywood Boulevard



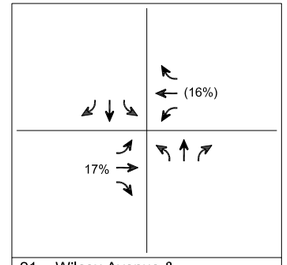
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

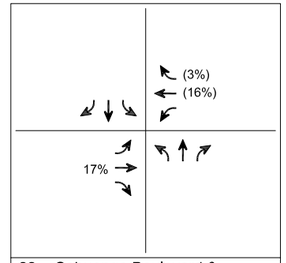


21. Wilcox Avenue & Sunset Boulevard

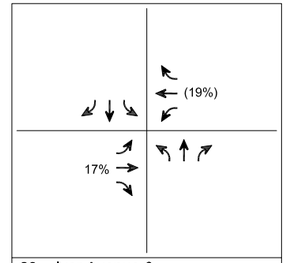
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- %(%) Inbound(Outbound) Trip Percentage

N
Not to Scale



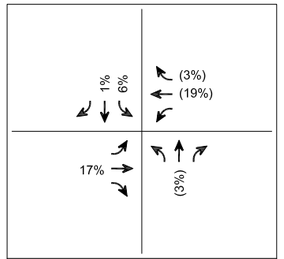
22. Cahuenga Boulevard & Sunset Boulevard



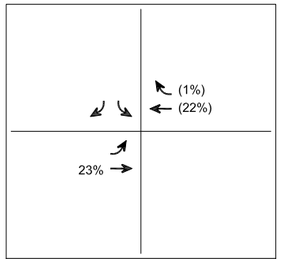
23. Ivar Avenue & Sunset Blvd

PROJECT TRIP DISTRIBUTION

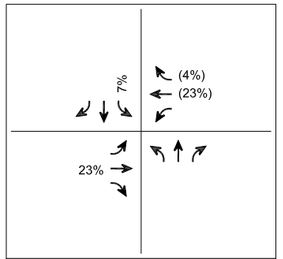
FIGURE 8B



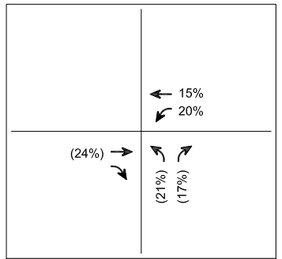
24. Vine Street & Sunset Boulevard



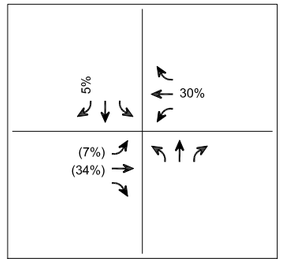
25. Argyle Avenue & Sunset Boulevard



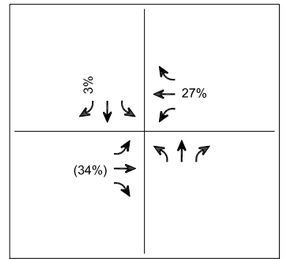
26. Gower Street & Sunset Boulevard



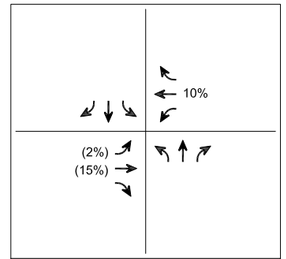
27. Gordon Street & Sunset Boulevard



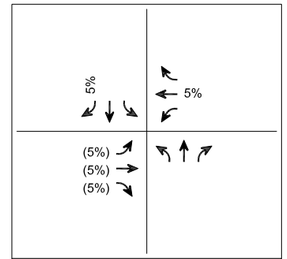
28. Bronson Avenue & Sunset Boulevard



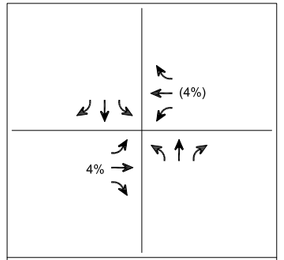
29. Van Ness Avenue & Sunset Boulevard



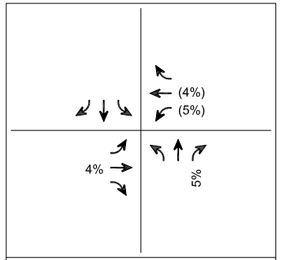
30. Wilton Place & Sunset Boulevard



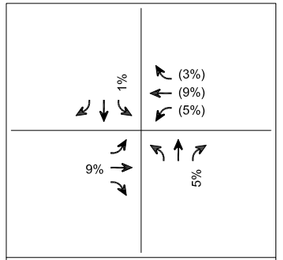
31. Western Avenue & Sunset Boulevard



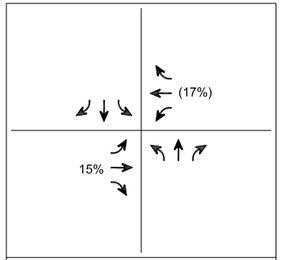
32. Wilcox Avenue & Sunset Boulevard



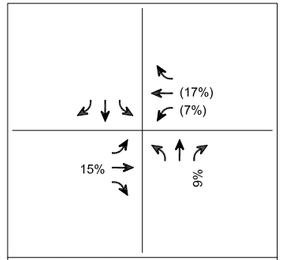
33. Cahuenga Boulevard & Fountain Avenue



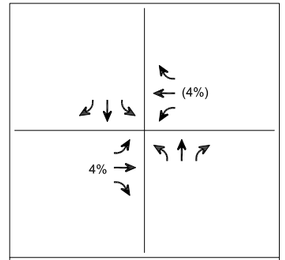
34. Vine Street & Fountain Avenue



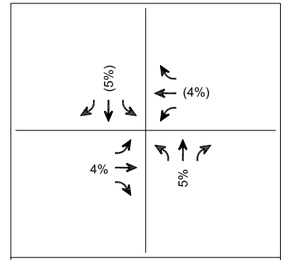
35. El Centro Avenue & Fountain Avenue



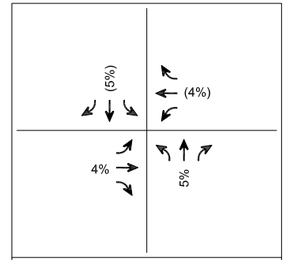
36. Gower Street & Fountain Avenue



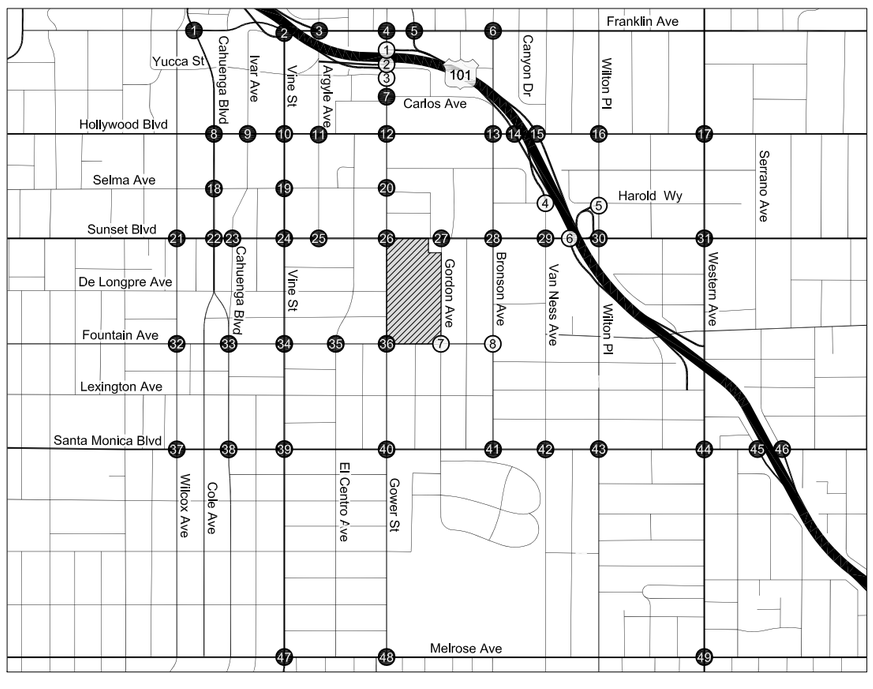
37. Wilcox Avenue & Santa Monica Boulevard

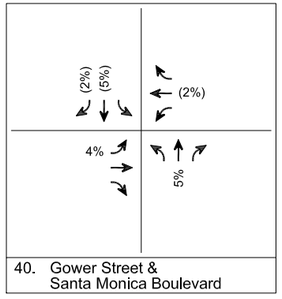


38. Cahuenga Boulevard & Santa Monica Boulevard

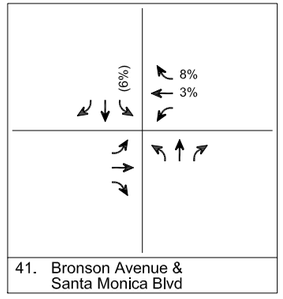


39. Vine Street & Santa Monica Blvd

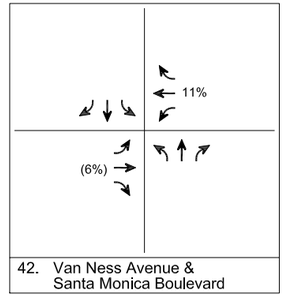




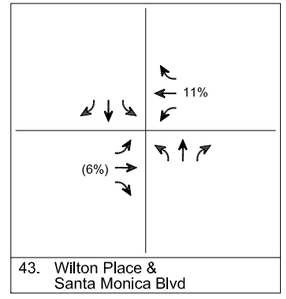
40. Gower Street & Santa Monica Boulevard



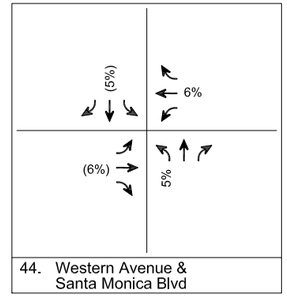
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

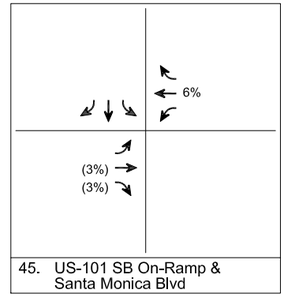


44. Western Avenue & Santa Monica Blvd

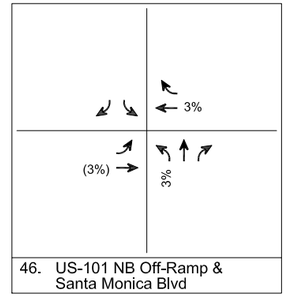
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- %(%) Inbound(Outbound) Trip Percentage

N
Not to Scale



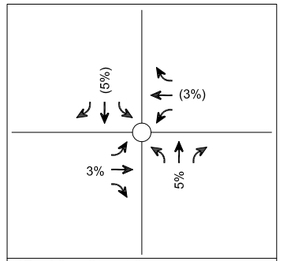
45. US-101 SB On-Ramp & Santa Monica Blvd



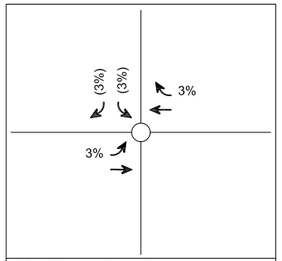
46. US-101 NB Off-Ramp & Santa Monica Blvd

PROJECT TRIP DISTRIBUTION

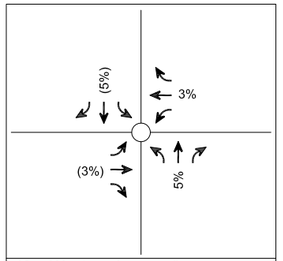
FIGURE 8B(CONT.)



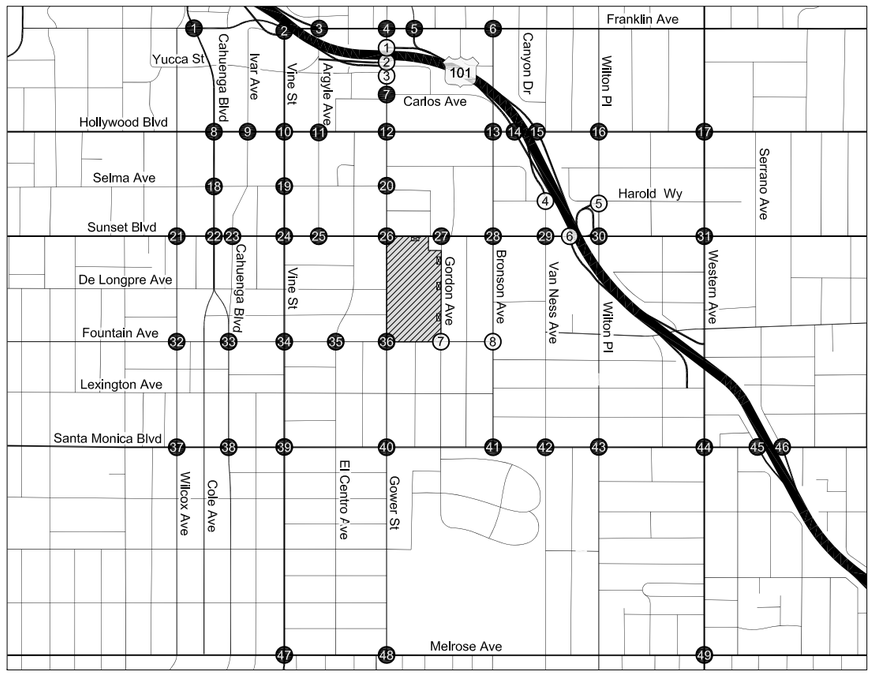
47. Vine Street & Melrose Avenue

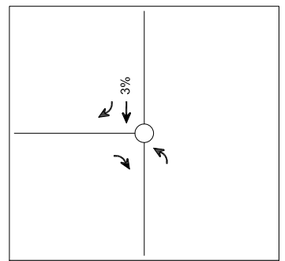


48. Gower Street & Melrose Avenue

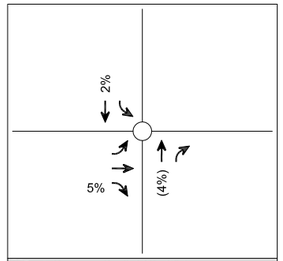


49. Western Avenue & Melrose Avenue

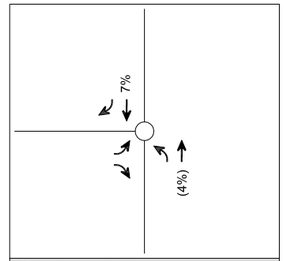




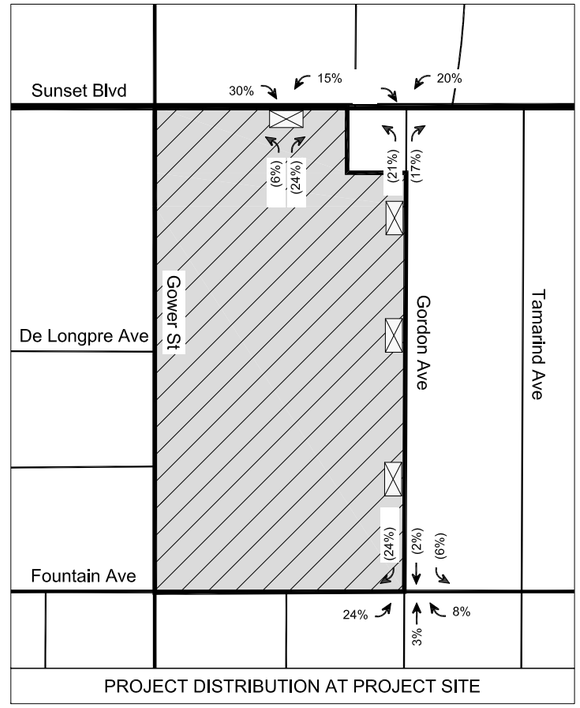
1. Gower St & US-101 NB Off-Ramp



2. Gower St & US-101 SB Off-Ramp / Yucca St

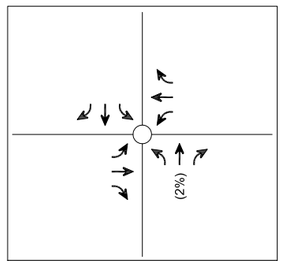


3. Gower St & Yucca St

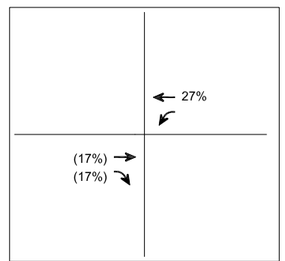


PROJECT DISTRIBUTION AT PROJECT SITE

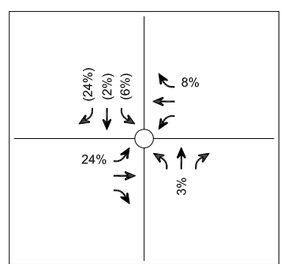
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



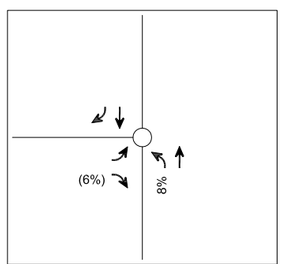
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

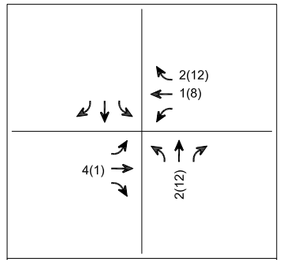
LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- %(%) Inbound(Outbound) Trip Percentage

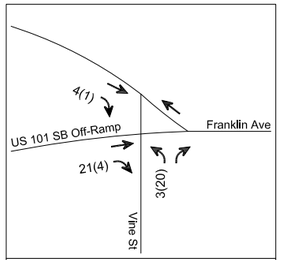
N
Not to Scale

PROJECT TRIP DISTRIBUTION

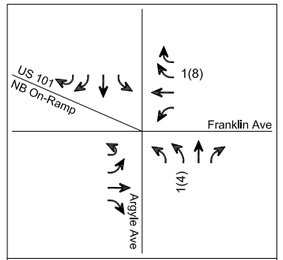
FIGURE 8B(CONT.)



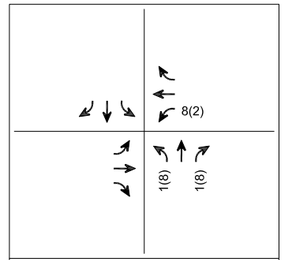
1. Cahuenga Blvd & Franklin Ave



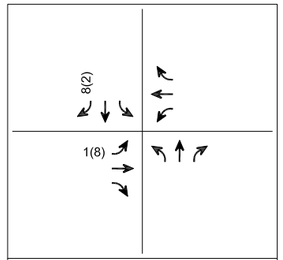
2. Vine St & Franklin Ave / US-101 SB Off-ramp



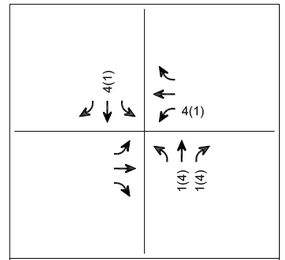
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



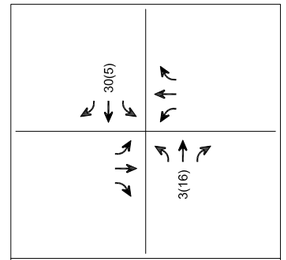
4. Gower St & Franklin Ave



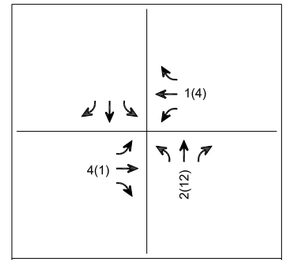
5. Beachwood Dr & Franklin Ave



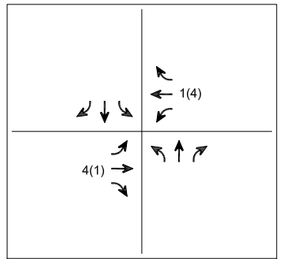
6. Bronson Ave & Franklin Ave



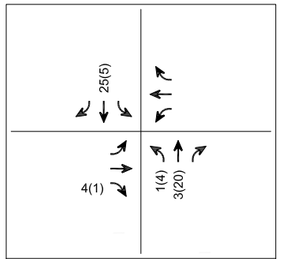
7. Gower St & Carlos Ave



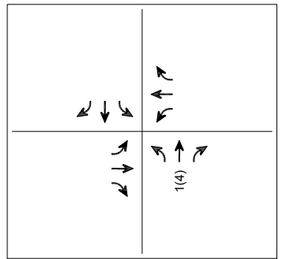
8. Cahuenga Blvd & Hollywood Blvd



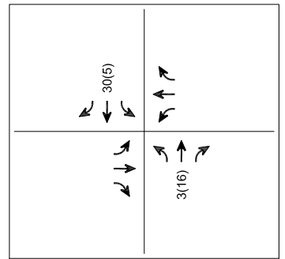
9. Ivar Avenue & Hollywood Blvd



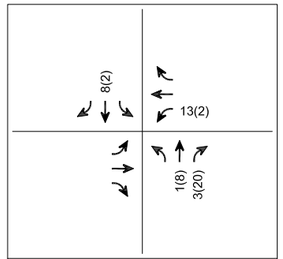
10. Vine Street & Hollywood Blvd



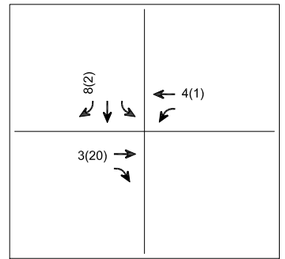
11. Argyle Avenue & Hollywood Boulevard



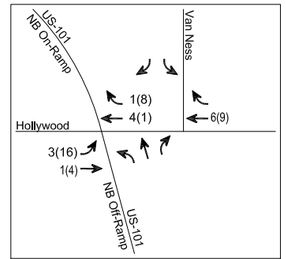
12. Gower Street & Hollywood Boulevard



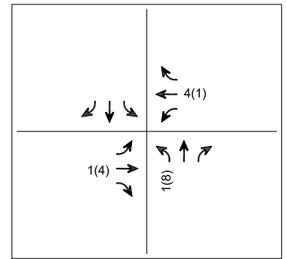
13. Bronson Avenue & Hollywood Boulevard



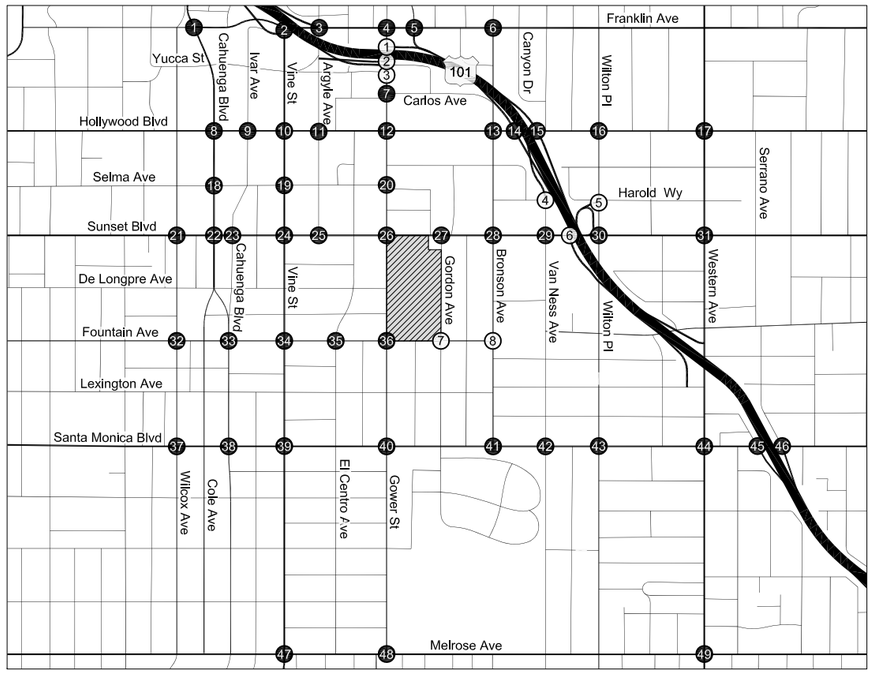
14. US-101 SB Ramps & Hollywood Boulevard

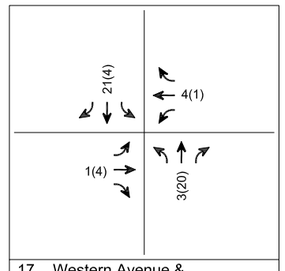


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

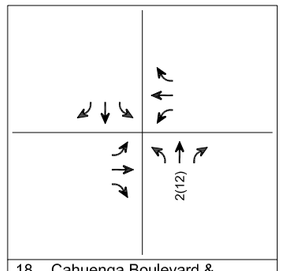


16. Wilton Place & Hollywood Boulevard

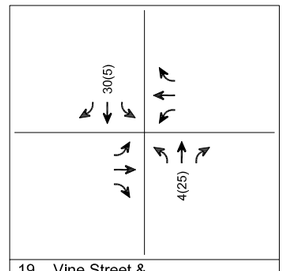




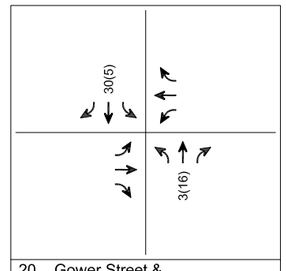
17. Western Avenue & Hollywood Boulevard



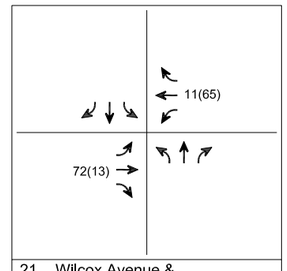
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

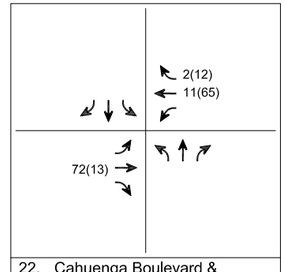


21. Wilcox Avenue & Sunset Boulevard

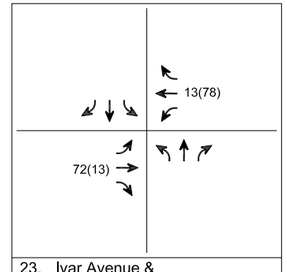
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



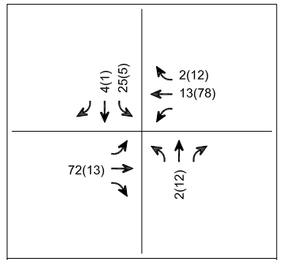
22. Cahuenga Boulevard & Sunset Boulevard



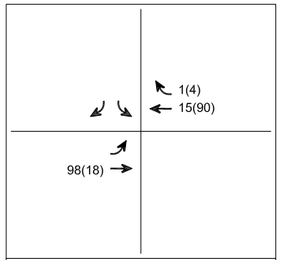
23. Ivar Avenue & Sunset Blvd

NET PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

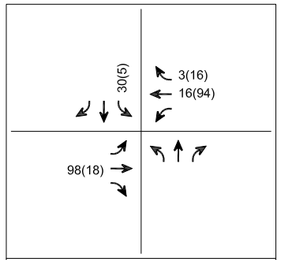
FIGURE
9



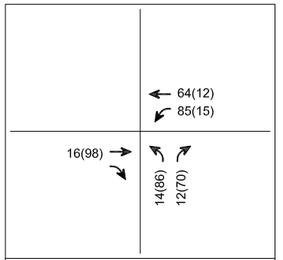
24. Vine Street & Sunset Boulevard



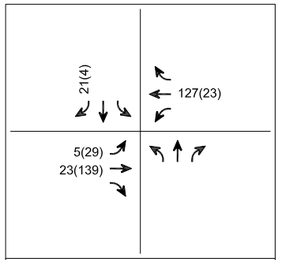
25. Argyle Avenue & Sunset Boulevard



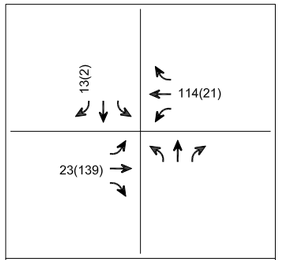
26. Gower Street & Sunset Boulevard



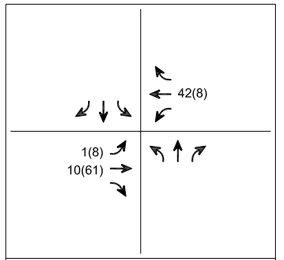
27. Gordon Street & Sunset Boulevard



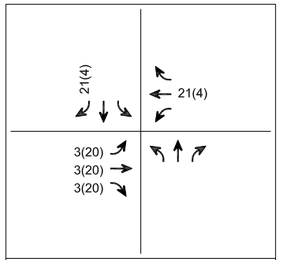
28. Bronson Avenue & Sunset Boulevard



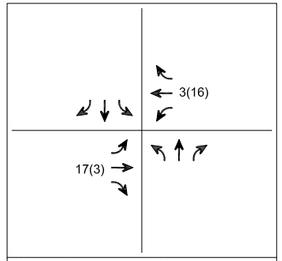
29. Van Ness Avenue & Sunset Boulevard



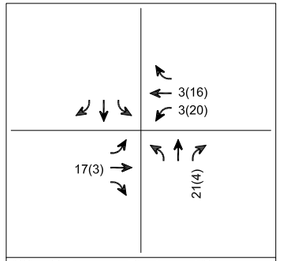
30. Wilton Place & Sunset Boulevard



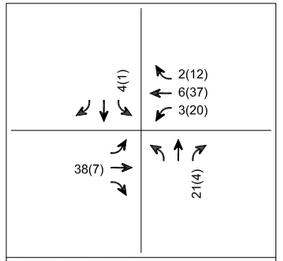
31. Western Avenue & Sunset Boulevard



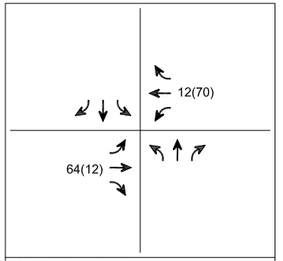
32. Wilcox Avenue & Sunset Boulevard



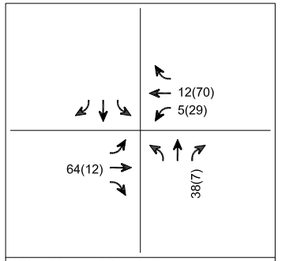
33. Cahuenga Boulevard & Fountain Avenue



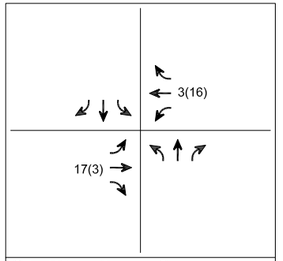
34. Vine Street & Fountain Avenue



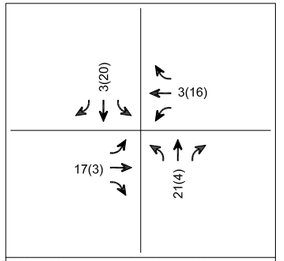
35. El Centro Avenue & Fountain Avenue



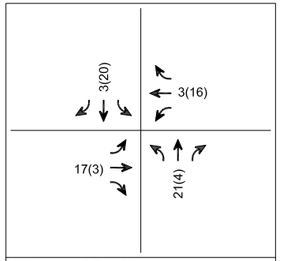
36. Gower Street & Fountain Avenue



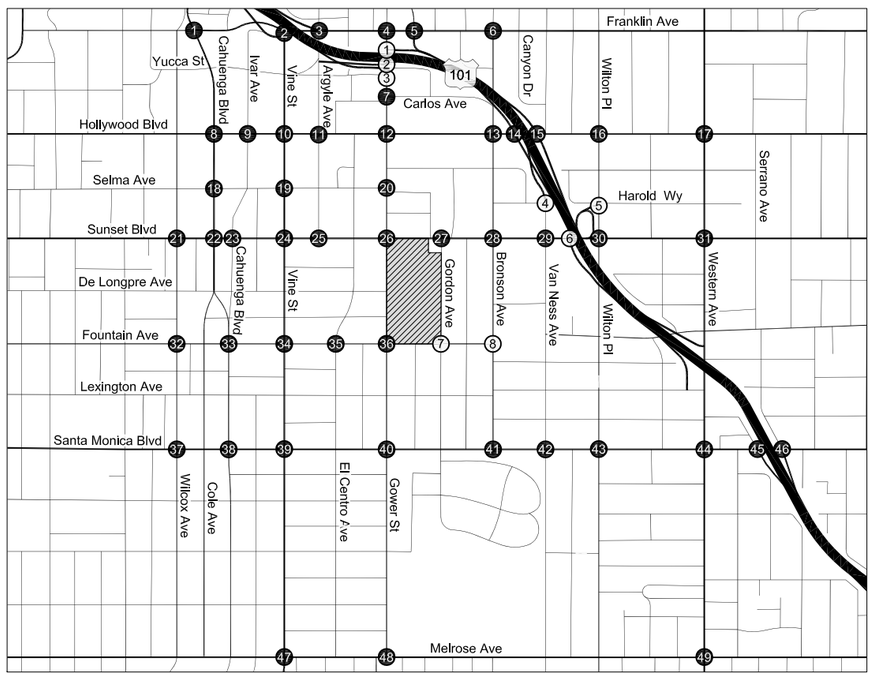
37. Wilcox Avenue & Santa Monica Boulevard

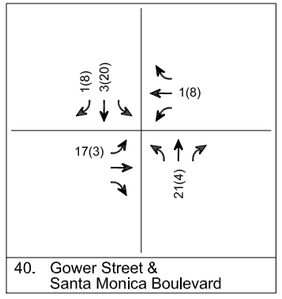


38. Cahuenga Boulevard & Santa Monica Boulevard

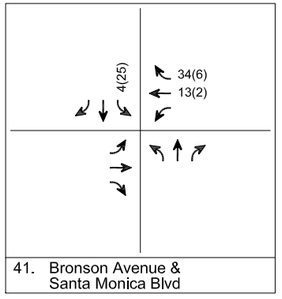


39. Vine Street & Santa Monica Blvd

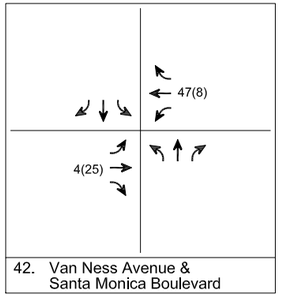




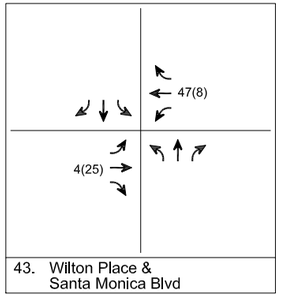
40. Gower Street & Santa Monica Boulevard



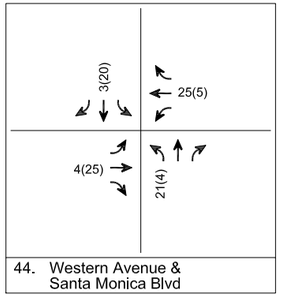
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

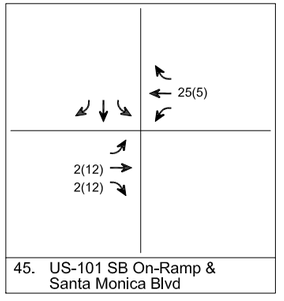


44. Western Avenue & Santa Monica Blvd

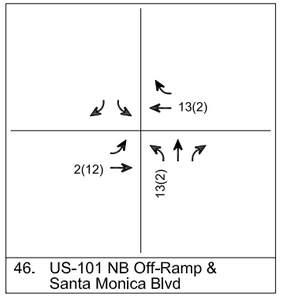
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



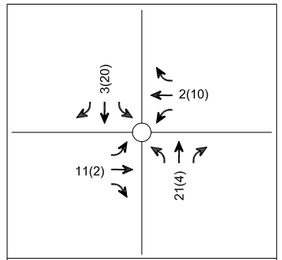
45. US-101 SB On-Ramp & Santa Monica Blvd



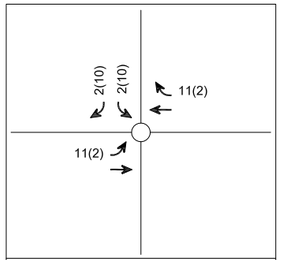
46. US-101 NB Off-Ramp & Santa Monica Blvd

NET PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

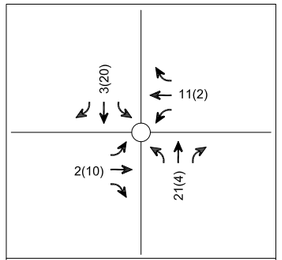
FIGURE
9(CONT.)



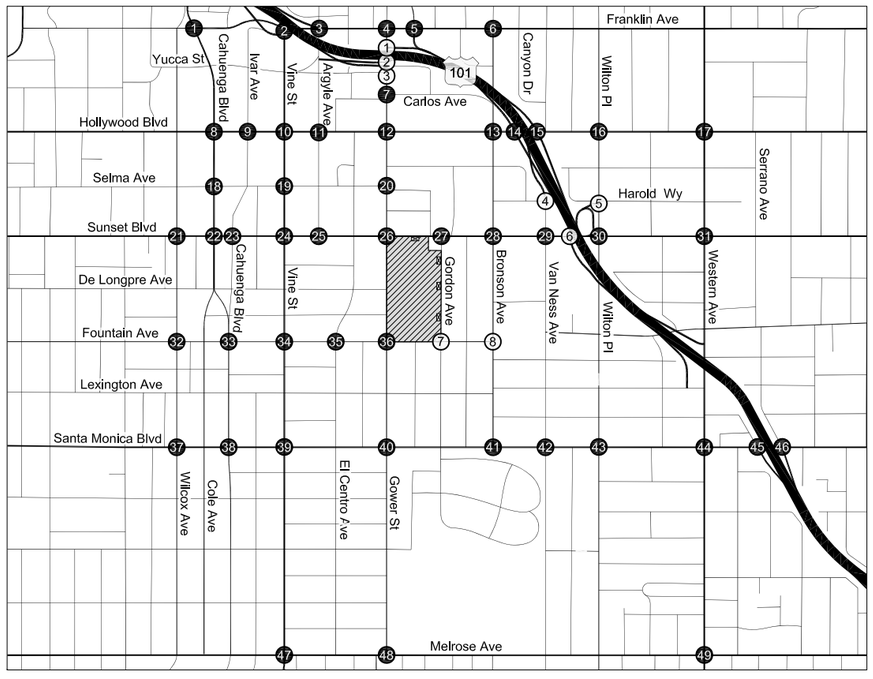
47. Vine Street & Melrose Avenue

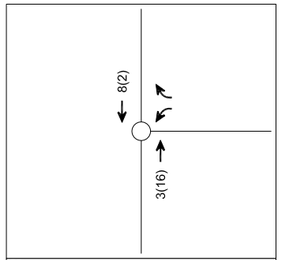


48. Gower Street & Melrose Avenue

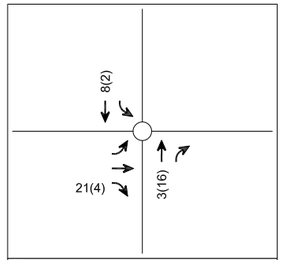


49. Western Avenue & Melrose Avenue

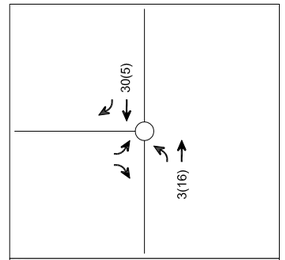




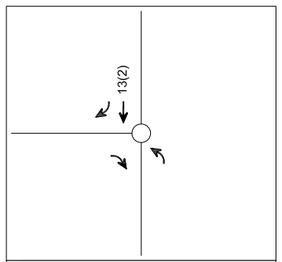
1. Gower St & US-101 NB Off-Ramp



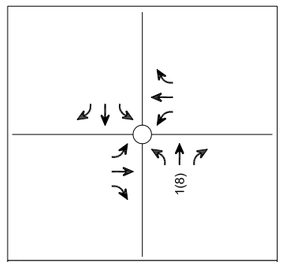
2. Gower St & US-101 SB Off-Ramp / Yucca St



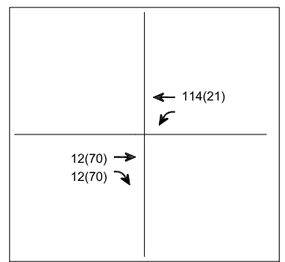
3. Gower St & Yucca St



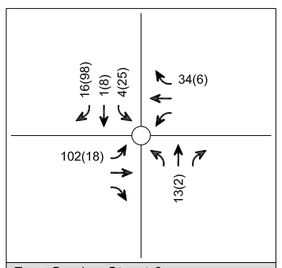
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



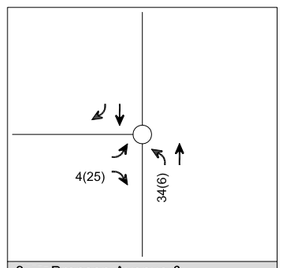
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard

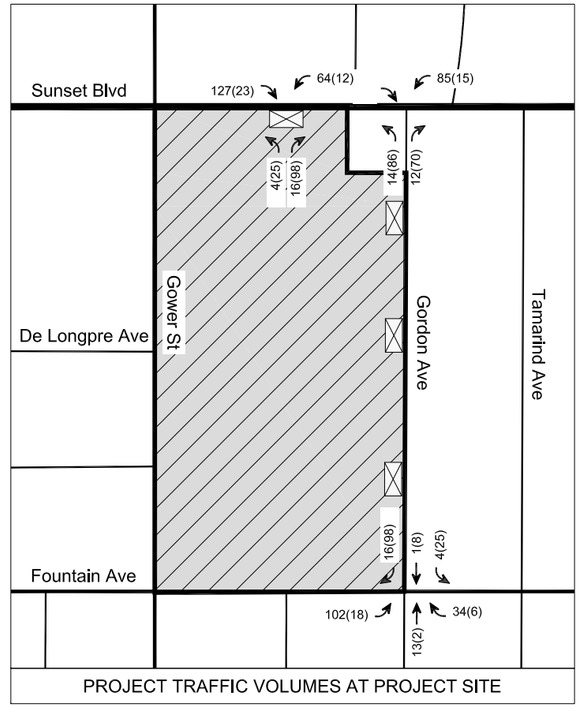


7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS



PROJECT TRAFFIC VOLUMES AT PROJECT SITE

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9(CONT.)

Chapter 5
Existing with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to Existing Conditions. The analysis corresponds with the Existing Conditions data and analysis presented in Chapter 2. The Existing with Project Conditions reflect Existing Conditions with the addition of Project traffic.

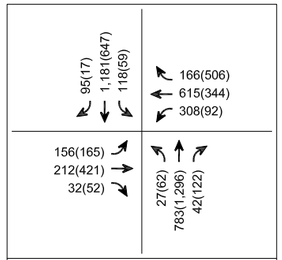
EXISTING WITH PROJECT TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 4. The resulting volumes are illustrated in Figure 10 and represent Existing with Project Conditions after development of the Project under Existing Conditions.

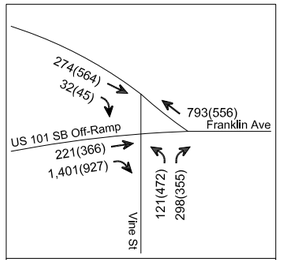
EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 9 summarizes the results of the Existing with Project Conditions during the weekday morning and afternoon peak hours for the 49 signalized study intersections. As shown in Table 9, 45 of the 49 signalized study intersections are expected to continue to operate at LOS D or better during both the morning and afternoon peak hours under Existing with Project Conditions. The following four signalized intersections currently operate at LOS E or F during at least one of the analyzed peak hours under Existing Conditions and are anticipated to continue to operate at LOS E or F under Existing with Project Conditions:

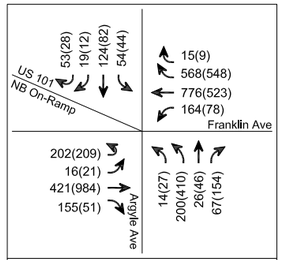
8. Cahuenga Boulevard & Hollywood Boulevard (morning and afternoon peak hours)
10. Vine Street & Hollywood Boulevard (morning and afternoon peak hours)



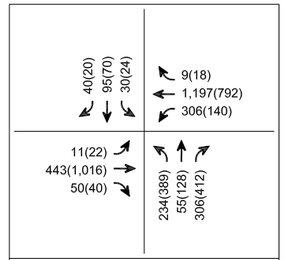
1. Cahuenga Blvd & Franklin Ave



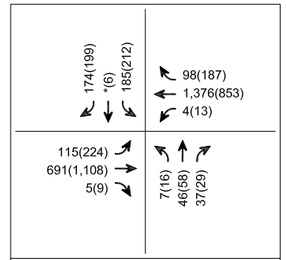
2. Vine St & Franklin Ave / US-101 SB Off-ramp



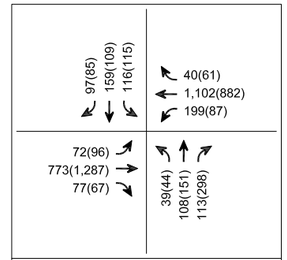
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



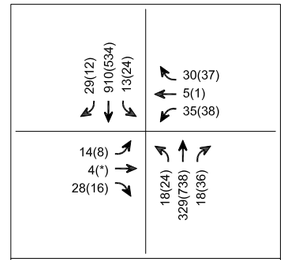
4. Gower St & Franklin Ave



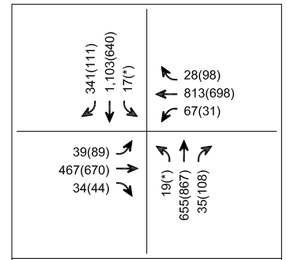
5. Beachwood Dr & Franklin Ave



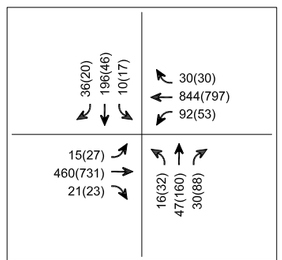
6. Bronson Ave & Franklin Ave



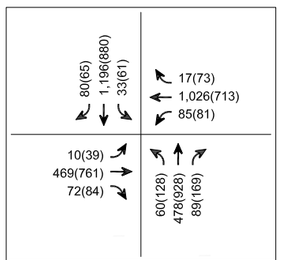
7. Gower St & Carlos Ave



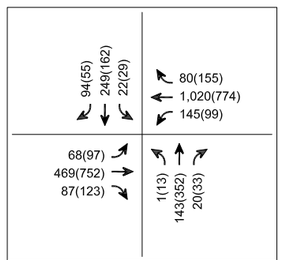
8. Cahuenga Blvd & Hollywood Blvd



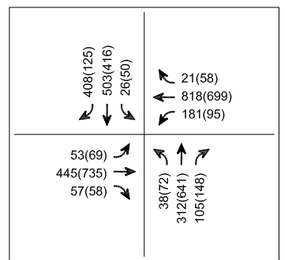
9. Ivar Avenue & Hollywood Blvd



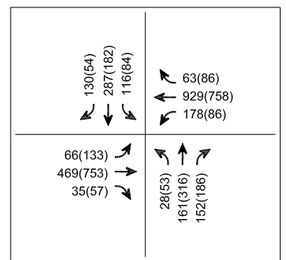
10. Vine Street & Hollywood Blvd



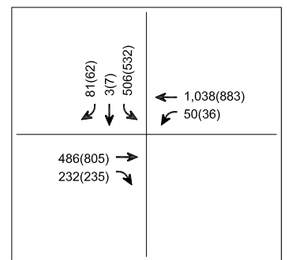
11. Argyle Avenue & Hollywood Boulevard



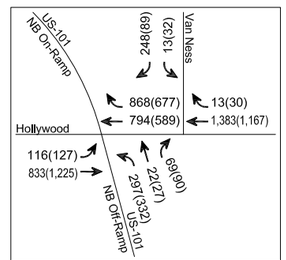
12. Gower Street & Hollywood Boulevard



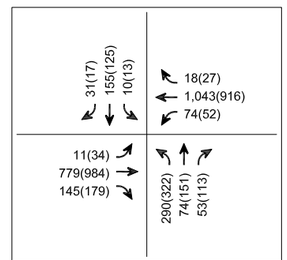
13. Bronson Avenue & Hollywood Boulevard



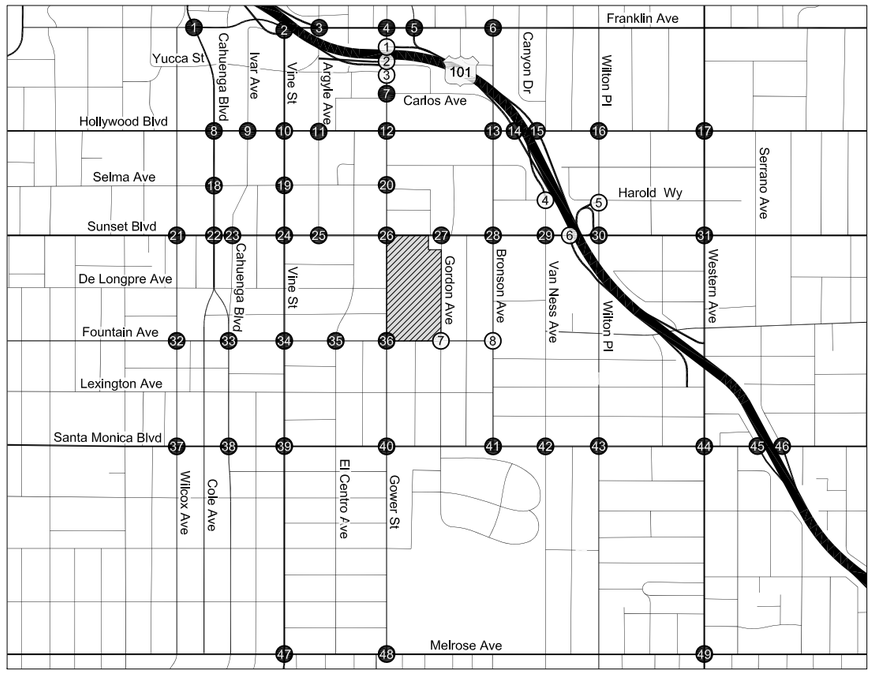
14. US-101 SB Ramps & Hollywood Boulevard

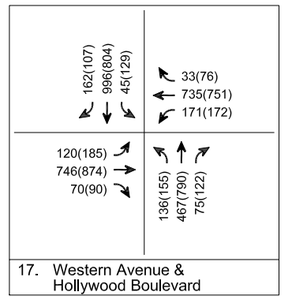


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

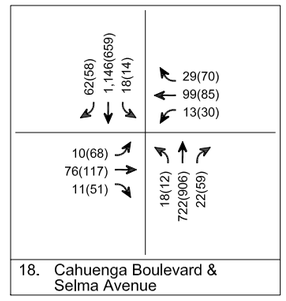


16. Wilton Place & Hollywood Boulevard

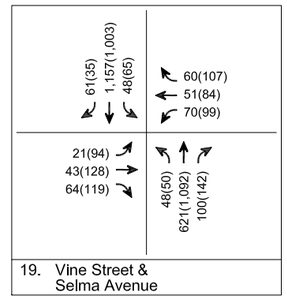




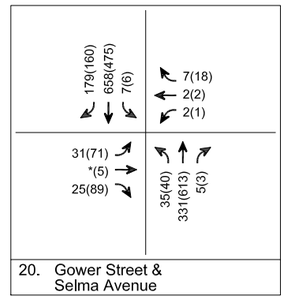
17. Western Avenue & Hollywood Boulevard



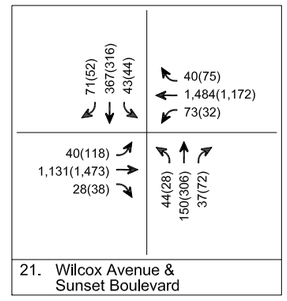
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

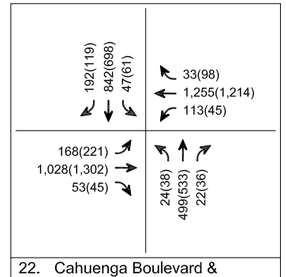


21. Wilcox Avenue & Sunset Boulevard

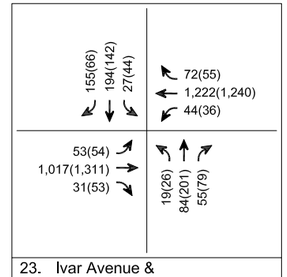
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



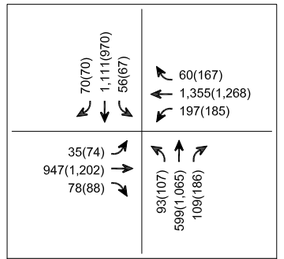
22. Cahuenga Boulevard & Sunset Boulevard



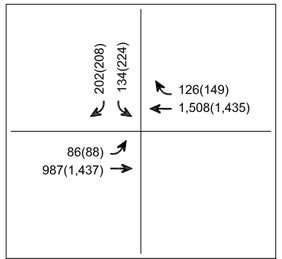
23. Ivar Avenue & Sunset Blvd

EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

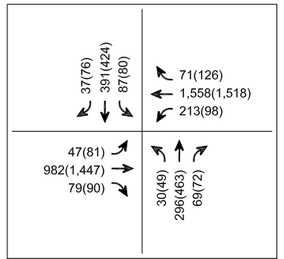
FIGURE 10



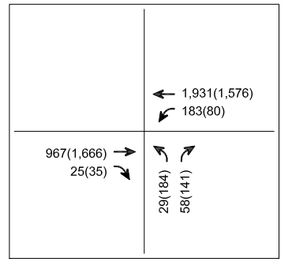
24. Vine Street & Sunset Boulevard



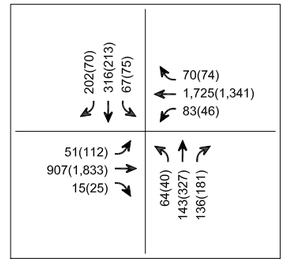
25. Argyle Avenue & Sunset Boulevard



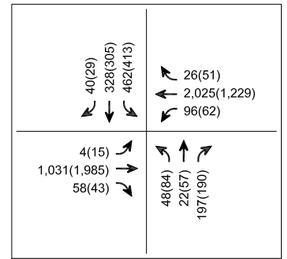
26. Gower Street & Sunset Boulevard



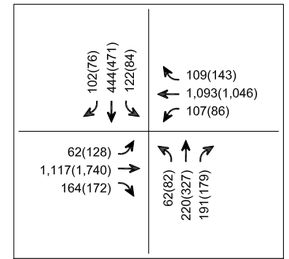
27. Gordon Street & Sunset Boulevard



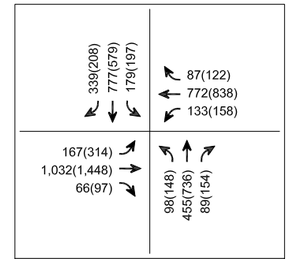
28. Bronson Avenue & Sunset Boulevard



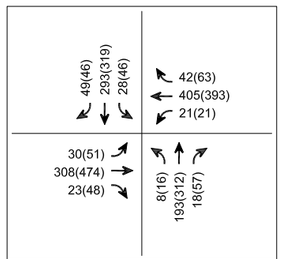
29. Van Ness Avenue & Sunset Boulevard



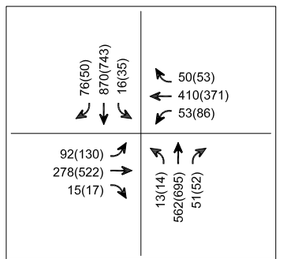
30. Wilton Place & Sunset Boulevard



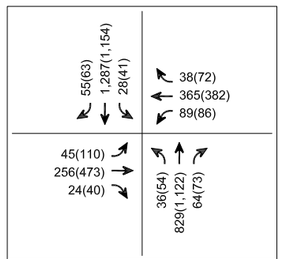
31. Western Avenue & Sunset Boulevard



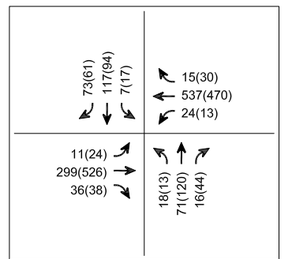
32. Wilcox Avenue & Sunset Boulevard



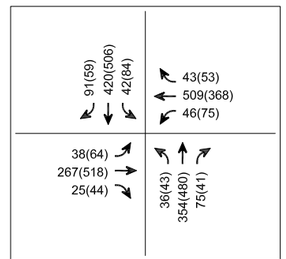
33. Cahuenga Boulevard & Fountain Avenue



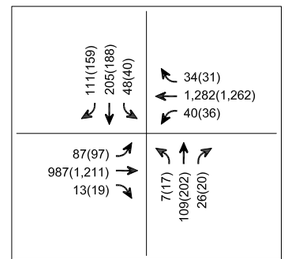
34. Vine Street & Fountain Avenue



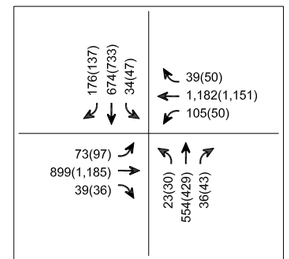
35. El Centro Avenue & Fountain Avenue



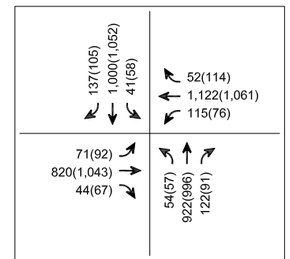
36. Gower Street & Fountain Avenue



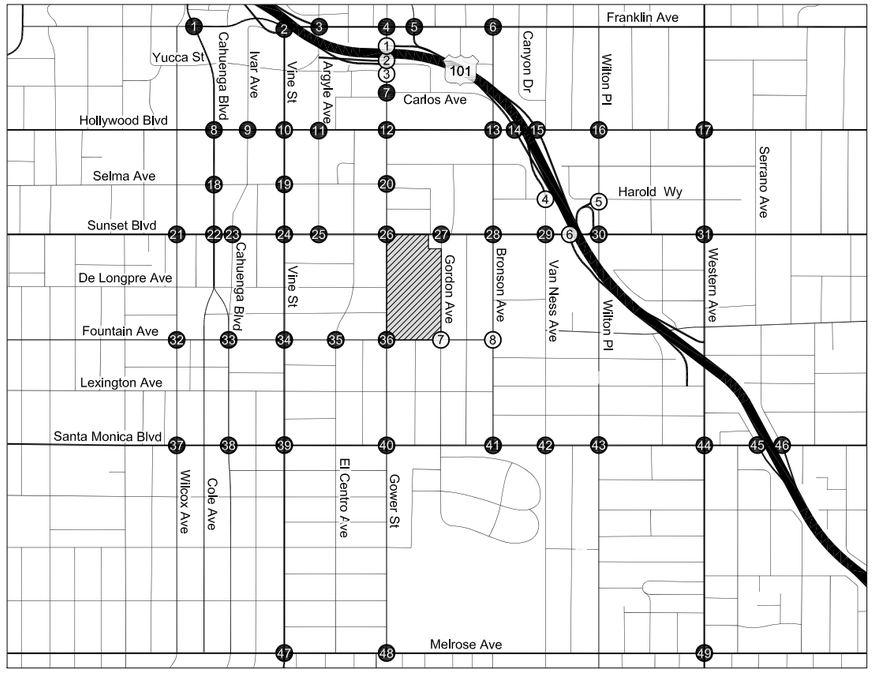
37. Wilcox Avenue & Santa Monica Boulevard

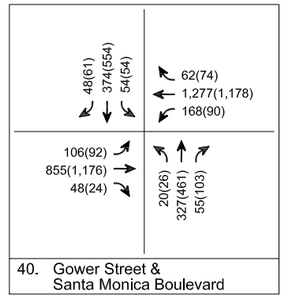


38. Cahuenga Boulevard & Santa Monica Boulevard

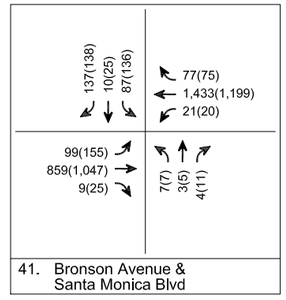


39. Vine Street & Santa Monica Blvd

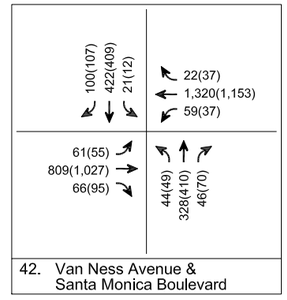




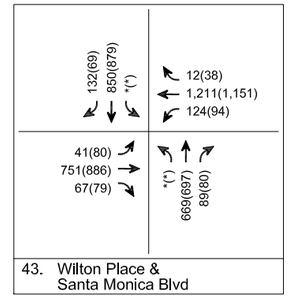
40. Gower Street & Santa Monica Boulevard



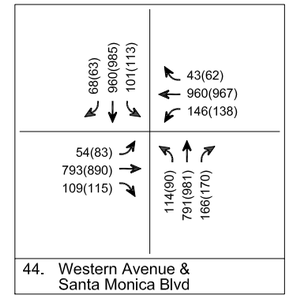
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

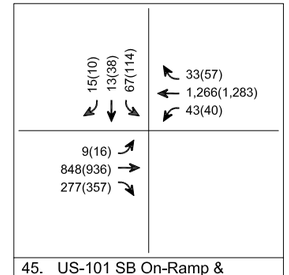


44. Western Avenue & Santa Monica Blvd

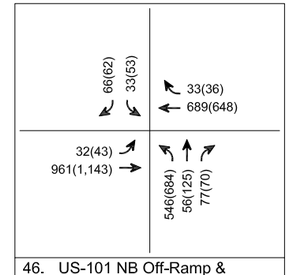
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



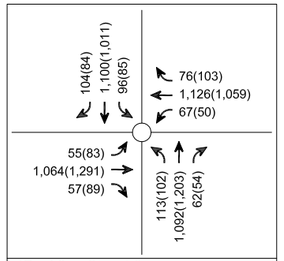
45. US-101 SB On-Ramp & Santa Monica Blvd



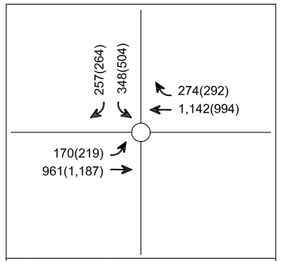
46. US-101 NB Off-Ramp & Santa Monica Blvd

EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

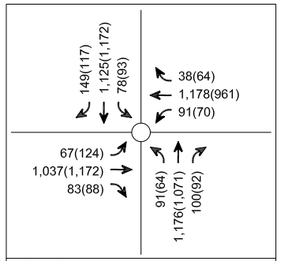
FIGURE 10(CONT.)



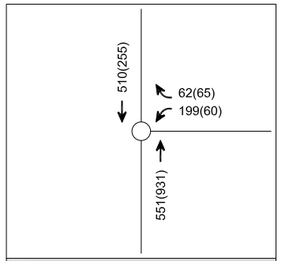
47. Vine Street & Melrose Avenue



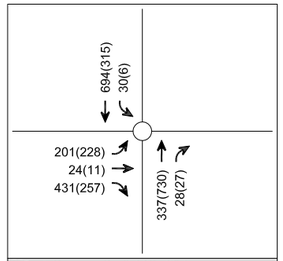
48. Gower Street & Melrose Avenue



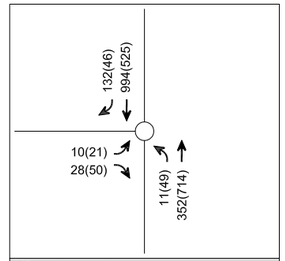
49. Western Avenue & Melrose Avenue



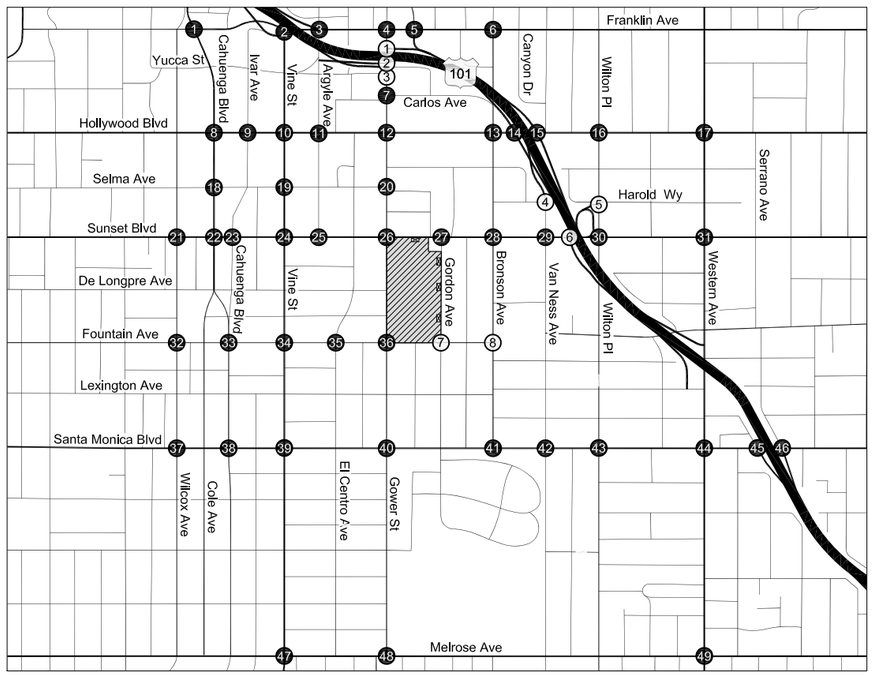
1. Gower St & US-101 NB Off-Ramp

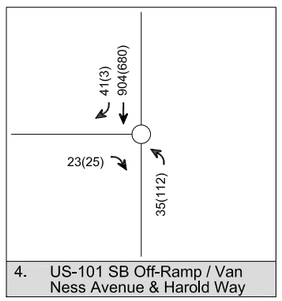


2. Gower St & US-101 SB Off-Ramp / Yucca St

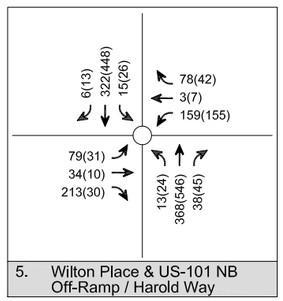


3. Gower St & Yucca St

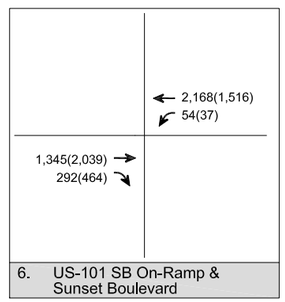




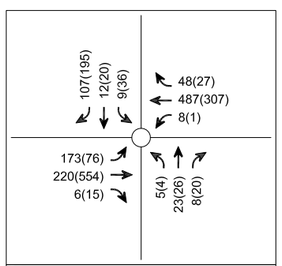
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



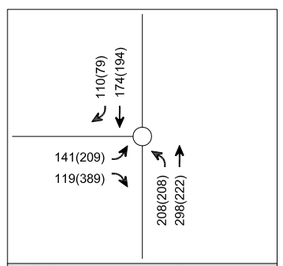
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 10(CONT.)

TABLE 9
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd &	AM	0.825	D	0.826	D	0.001	NO
	Franklin Ave	PM	0.787	C	0.799	C	0.012	NO
2.	Vine St &	AM	0.303	A	0.305	A	0.002	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.413	A	0.420	A	0.007	NO
3.	Argyle Ave / US-101 NB On-ramp &	AM	0.711	C	0.712	C	0.001	NO
	Franklin Ave	PM	0.685	B	0.693	B	0.008	NO
4.	Gower St &	AM	0.571	A	0.572	A	0.001	NO
	Franklin Ave	PM	0.661	B	0.667	B	0.006	NO
5.	Beachwood Dr &	AM	0.690	B	0.691	B	0.001	NO
	Franklin Ave	PM	0.638	B	0.643	B	0.005	NO
6.	Bronson Ave &	AM	0.600	A	0.603	B	0.003	NO
	Franklin Ave	PM	0.809	D	0.815	D	0.006	NO
7.	Gower St &	AM	0.322	A	0.333	A	0.011	NO
	Carlos Ave	PM	0.253	A	0.259	A	0.006	NO
8.	Cahuenga Blvd &	AM	0.713	F *	0.714	F *	0.001	NO
	Hollywood Blvd	PM	0.512	F *	0.517	F *	0.005	NO
9.	Ivar Ave &	AM	0.373	A	0.373	A	0.000	NO
	Hollywood Blvd	PM	0.391	A	0.392	A	0.001	NO
10.	Vine St &	AM	0.785	F *	0.795	F *	0.010	**YES**
	Hollywood Blvd	PM	0.668	F *	0.673	F *	0.005	NO
11.	Argyle Ave &	AM	0.479	A	0.479	A	0.000	NO
	Hollywood Blvd	PM	0.526	A	0.529	A	0.003	NO
12.	Gower St &	AM	0.556	A	0.576	A	0.020	NO
	Hollywood Blvd	PM	0.550	A	0.553	A	0.003	NO
13.	Bronson Ave &	AM	0.643	B	0.649	B	0.006	NO
	Hollywood Blvd	PM	0.642	B	0.661	B	0.019	NO
14.	US 101 SB Ramps &	AM	0.467	A	0.471	A	0.004	NO
	Hollywood Blvd	PM	0.420	A	0.421	A	0.001	NO
15.	US 101 NB Ramps / Van Ness Ave &	AM	0.876	D	0.879	D	0.003	NO
	Hollywood Blvd	PM	0.638	B	0.655	B	0.017	NO
16.	Wilton Pl &	AM	0.671	B	0.673	B	0.002	NO
	Hollywood Blvd	PM	0.715	C	0.722	C	0.007	NO
17.	Western Ave &	AM	0.834	D	0.841	D	0.007	NO
	Hollywood Blvd	PM	0.817	D	0.820	D	0.003	NO
18.	Cahuenga Blvd &	AM	0.439	A	0.439	A	0.000	NO
	Selma Ave	PM	0.395	A	0.399	A	0.004	NO
19.	Vine St &	AM	0.446	A	0.456	A	0.010	NO
	Selma Ave	PM	0.530	A	0.538	A	0.008	NO
20.	Gower St &	AM	0.561	A	0.583	A	0.022	NO
	Selma Ave	PM	0.523	A	0.526	A	0.003	NO
21.	Wilcox Ave &	AM	0.584	A	0.587	A	0.003	NO
	Sunset Blvd	PM	0.535	A	0.539	A	0.004	NO
22.	Cahuenga Blvd &	AM	0.696	F *	0.699	F *	0.003	NO
	Sunset Blvd	PM	0.658	F *	0.675	F *	0.017	**YES**
23.	Ivar Ave &	AM	0.465	A	0.468	A	0.003	NO
	Sunset Blvd	PM	0.457	A	0.461	A	0.004	NO
24.	Vine St &	AM	0.771	F *	0.789	F *	0.018	**YES**
	Sunset Blvd	PM	0.800	F *	0.803	F *	0.003	NO
25.	Argyle Ave &	AM	0.541	A	0.545	A	0.004	NO
	Sunset Blvd	PM	0.578	A	0.599	A	0.021	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 9 (CONTINUED)
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St & Sunset Blvd	AM PM	0.631 0.752	B C	0.635 0.773	B C	0.004 0.021	NO NO
27.	Gordon St & Sunset Blvd	AM PM	0.355 0.412	A A	0.387 0.548	A A	0.032 0.136	NO NO
28.	Bronson Ave & Sunset Blvd	AM PM	0.716 0.744	C C	0.764 0.776	C C	0.048 0.032	**YES** NO
29.	Van Ness Ave & Sunset Blvd	AM PM	0.787 0.801	C D	0.813 0.832	D D	0.026 0.031	**YES** **YES**
30.	Wilton Pl & Sunset Blvd	AM PM	0.515 0.606	A B	0.529 0.619	A B	0.014 0.013	NO NO
31.	Western Ave & Sunset Blvd	AM PM	0.731 0.791	C C	0.740 0.800	C C	0.009 0.009	NO NO
32.	Wilcox Ave & Fountain Ave	AM PM	0.463 0.539	A A	0.465 0.541	A A	0.002 0.002	NO NO
33.	Cahuenga Blvd & Fountain Ave	AM PM	0.634 0.709	B C	0.649 0.724	B C	0.015 0.015	NO NO
34.	Vine St & Fountain Ave	AM PM	0.665 0.723	B C	0.670 0.741	B C	0.005 0.018	NO NO
35.	El Centro Ave & Fountain Ave	AM PM	0.427 0.422	A A	0.435 0.430	A A	0.008 0.008	NO NO
36.	Gower St & Fountain Ave	AM PM	0.677 0.745	B C	0.689 0.773	B C	0.012 0.028	NO NO
37.	Wilcox Ave & Santa Monica Blvd	AM PM	0.643 0.660	B B	0.644 0.665	B B	0.001 0.005	NO NO
38.	Cahuenga Blvd & Santa Monica Blvd	AM PM	0.675 0.695	B B	0.677 0.707	B C	0.002 0.012	NO NO
39.	Vine St & Santa Monica Blvd	AM PM	0.752 0.765	C C	0.754 0.777	C C	0.002 0.012	NO NO
40.	Gower St & Santa Monica Blvd	AM PM	0.697 0.783	B C	0.712 0.806	C D	0.015 0.023	NO **YES**
41.	Bronson Ave & Santa Monica Blvd	AM PM	0.557 0.539	A A	0.572 0.541	A A	0.015 0.002	NO NO
42.	Van Ness Ave & Santa Monica Blvd	AM PM	0.764 0.715	C C	0.779 0.718	C C	0.015 0.003	NO NO
43.	Wilton Pl & Santa Monica Blvd	AM PM	0.647 0.663	B B	0.663 0.666	B B	0.016 0.003	NO NO
44.	Western Ave & Santa Monica Blvd	AM PM	0.736 0.772	C C	0.761 0.781	C C	0.025 0.009	NO NO
45.	US-101 SB On-ramp & Santa Monica Blvd	AM PM	0.394 0.464	A A	0.403 0.465	A A	0.009 0.001	NO NO
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM PM	0.540 0.686	A B	0.546 0.691	A B	0.006 0.005	NO NO
47.	Vine St & Melrose Ave	AM PM	0.813 0.867	D D	0.814 0.869	D D	0.001 0.002	NO NO
48.	Gower St & Melrose Ave	AM PM	0.748 0.849	C D	0.760 0.859	C D	0.012 0.010	NO NO
49.	Western Ave & Melrose Ave	AM PM	0.831 0.829	D D	0.835 0.839	D D	0.004 0.010	NO NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

22. Cahuenga Boulevard & Sunset Boulevard (morning and afternoon peak hours)
24. Vine Street & Sunset Boulevard (morning and afternoon peak hours)

The detailed analysis of the eight unsignalized study intersections is provided in Chapter 9.

Chapter 6
Future with Project Conditions

This chapter describes the results of the analysis of intersection operating conditions associated with the Project when compared to future cumulative (Future without Project) conditions. The analysis year of 2028 corresponds to the anticipated buildout year of the Project. All future cumulative traffic growth (i.e., ambient and related project traffic growth) and transportation infrastructure improvements described in Chapter 3 are incorporated into this analysis.

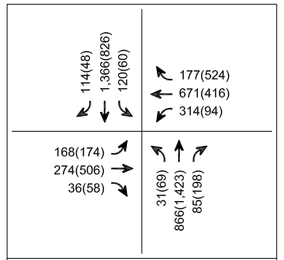
FUTURE WITH PROJECT TRAFFIC VOLUMES

The Project-only morning and afternoon peak hour traffic volumes described in Chapter 4 and shown in Figure 9 were added to the Future without Project morning and afternoon peak hour traffic volumes shown in Figure 7. The resulting volumes are illustrated in Figure 11 and represent Future with Project Conditions after development of the Project in the Year 2028.

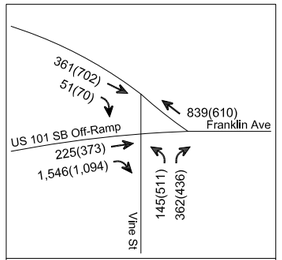
FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE

Table 10 summarizes the results of the Future with Project Conditions during the weekday morning and afternoon peak hours for the 49 signalized study intersections. As shown in Table 10, 35 of the 49 signalized study intersections continue to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions. The following 14 signalized intersections are anticipated operate at LOS E or F during at least one of the analyzed peak hours under Future without Project Conditions and are anticipated to continue to operate at LOS E or F under Future with Project Conditions:

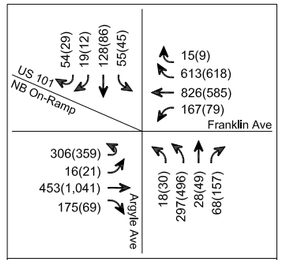
1. Cahuenga Boulevard & Franklin Avenue (morning peak hour)
8. Cahuenga Boulevard & Hollywood Boulevard (morning and afternoon peak hours)



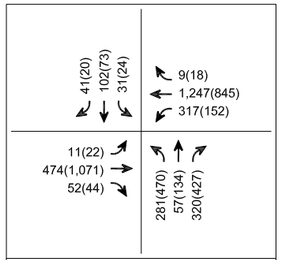
1. Cahuenga Blvd & Franklin Ave



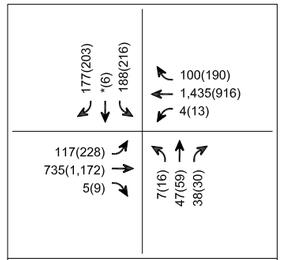
2. Vine St & Franklin Ave / US-101 SB Off-ramp



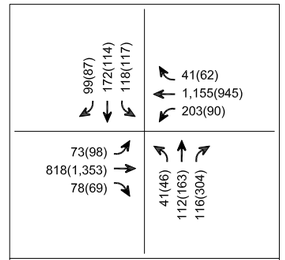
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



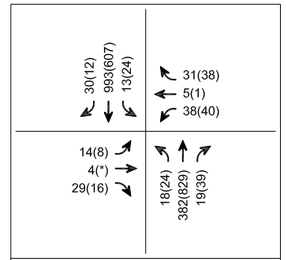
4. Gower St & Franklin Ave



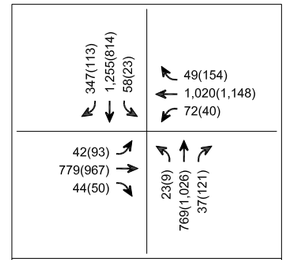
5. Beachwood Dr & Franklin Ave



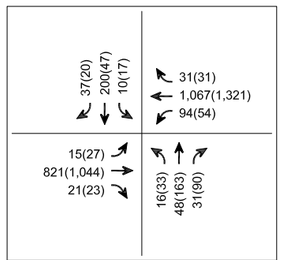
6. Bronson Ave & Franklin Ave



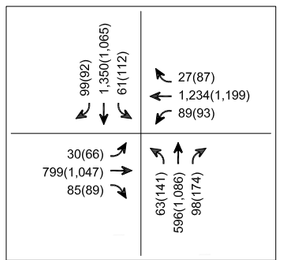
7. Gower St & Carlos Ave



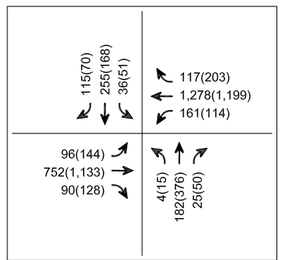
8. Cahuenga Blvd & Hollywood Blvd



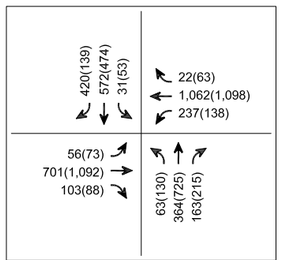
9. Ivar Avenue & Hollywood Blvd



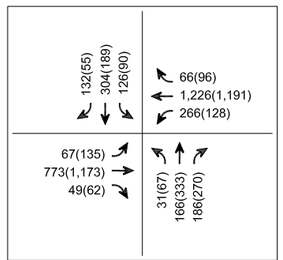
10. Vine Street & Hollywood Blvd



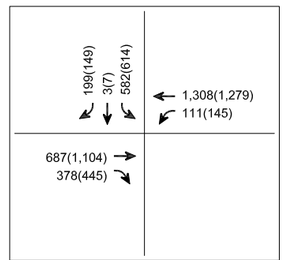
11. Argyle Avenue & Hollywood Boulevard



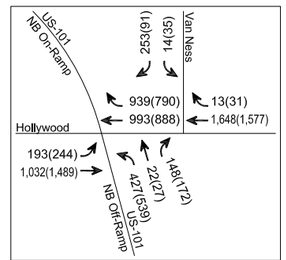
12. Gower Street & Hollywood Boulevard



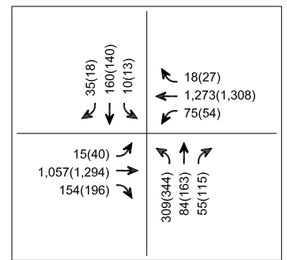
13. Bronson Avenue & Hollywood Boulevard



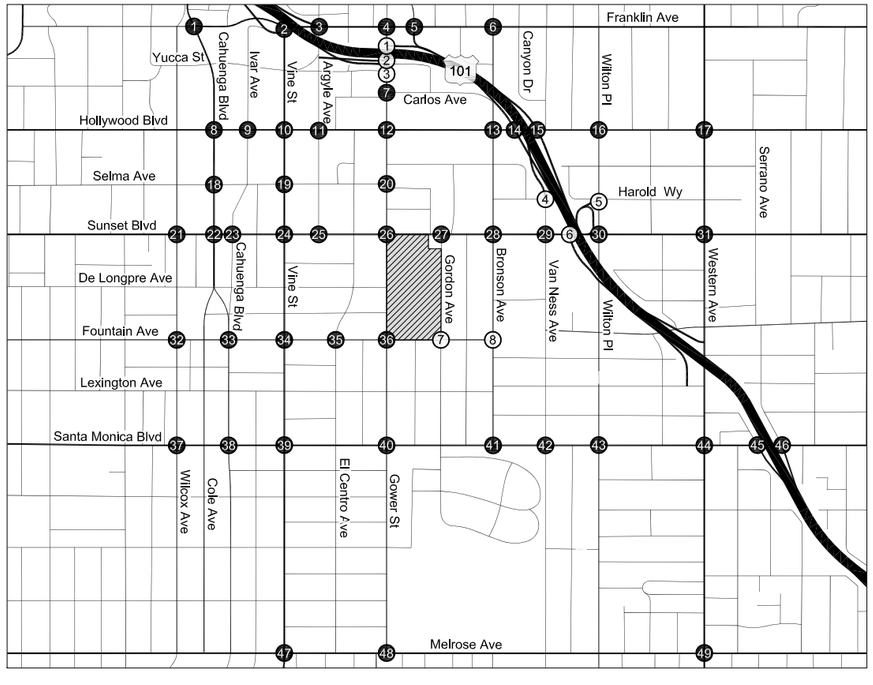
14. US-101 SB Ramps & Hollywood Boulevard

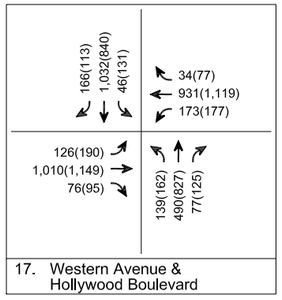


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

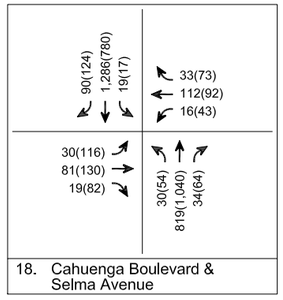


16. Wilton Place & Hollywood Boulevard

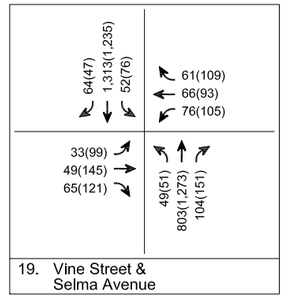




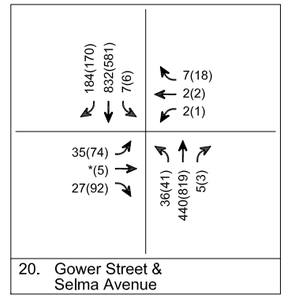
17. Western Avenue & Hollywood Boulevard



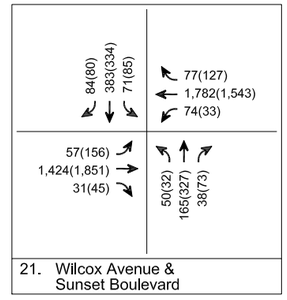
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

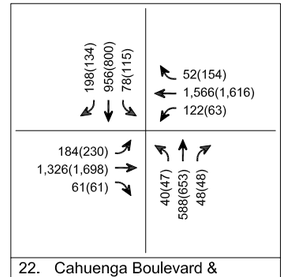


21. Wilcox Avenue & Sunset Boulevard

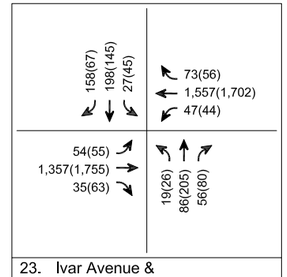
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



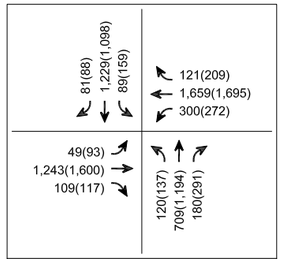
22. Cahuenga Boulevard & Sunset Boulevard



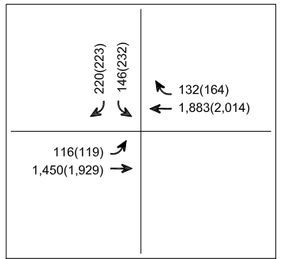
23. Ivar Avenue & Sunset Blvd

FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

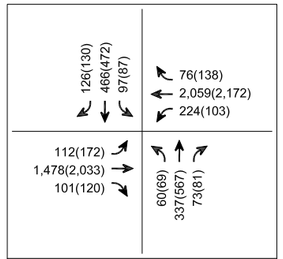
FIGURE 11



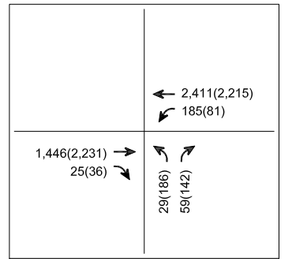
24. Vine Street & Sunset Boulevard



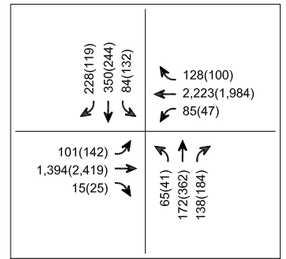
25. Argyle Avenue & Sunset Boulevard



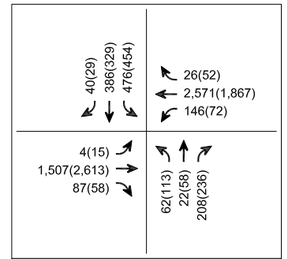
26. Gower Street & Sunset Boulevard



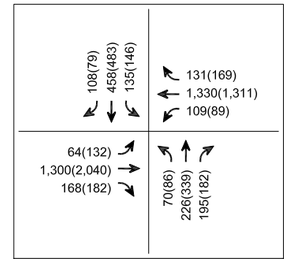
27. Gordon Street & Sunset Boulevard



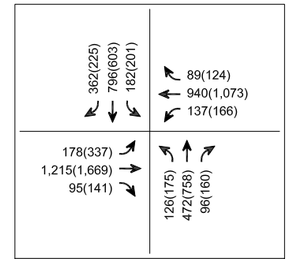
28. Bronson Avenue & Sunset Boulevard



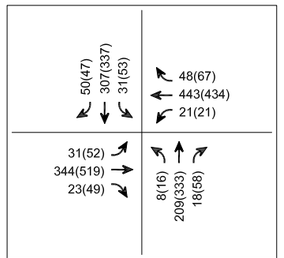
29. Van Ness Avenue & Sunset Boulevard



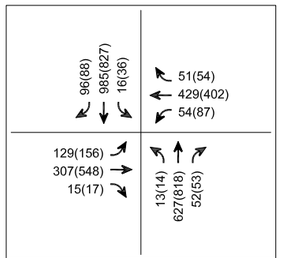
30. Wilton Place & Sunset Boulevard



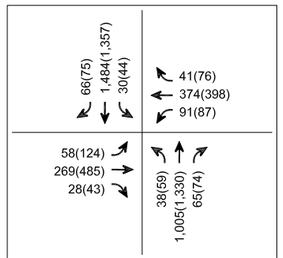
31. Western Avenue & Sunset Boulevard



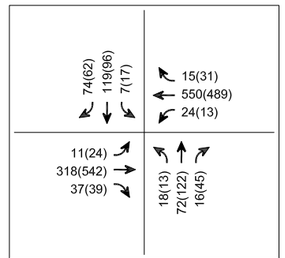
32. Wilcox Avenue & Sunset Boulevard



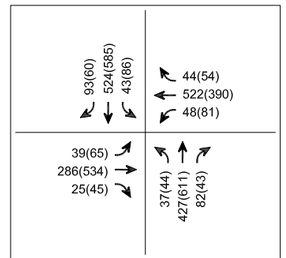
33. Cahuenga Boulevard & Fountain Avenue



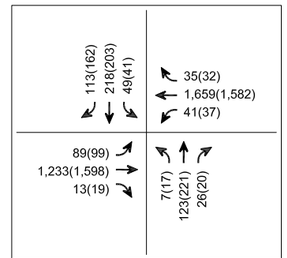
34. Vine Street & Fountain Avenue



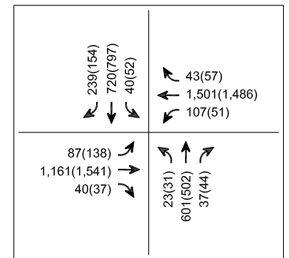
35. El Centro Avenue & Fountain Avenue



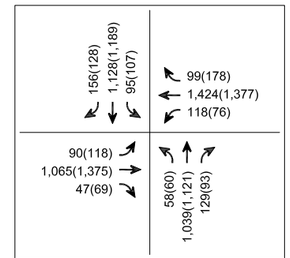
36. Gower Street & Fountain Avenue



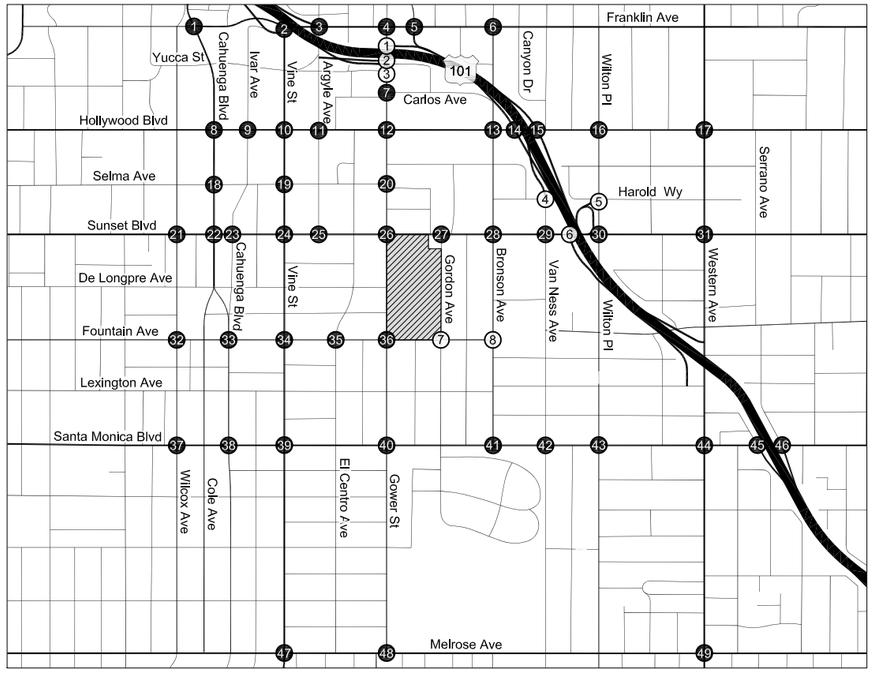
37. Wilcox Avenue & Santa Monica Boulevard

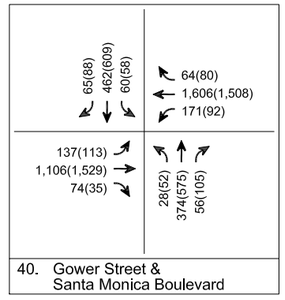


38. Cahuenga Boulevard & Santa Monica Boulevard

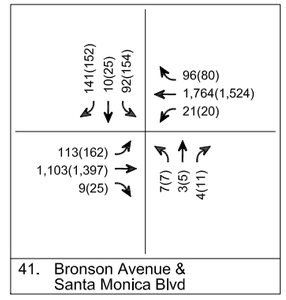


39. Vine Street & Santa Monica Blvd

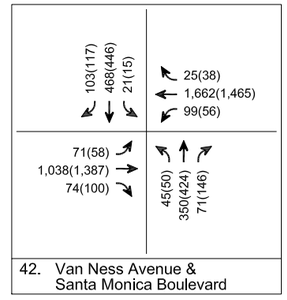




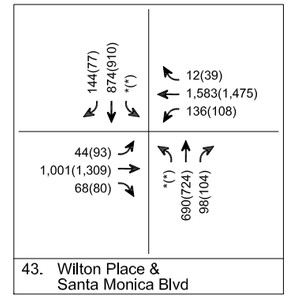
40. Gower Street & Santa Monica Boulevard



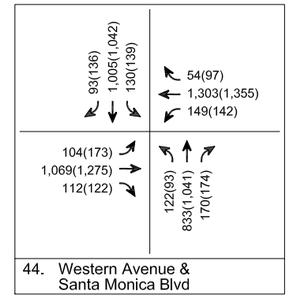
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

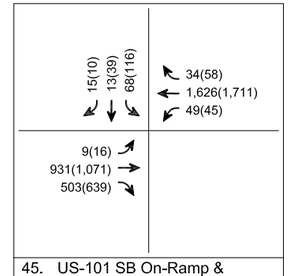


44. Western Avenue & Santa Monica Blvd

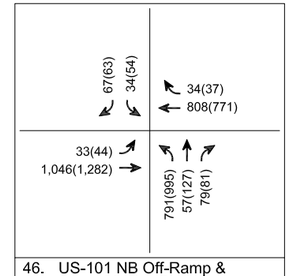
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



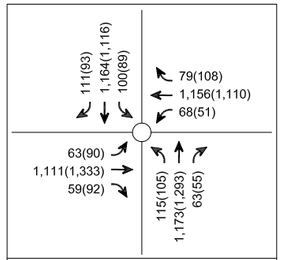
45. US-101 SB On-Ramp & Santa Monica Blvd



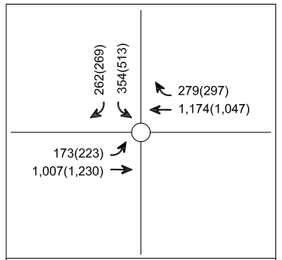
46. US-101 NB Off-Ramp & Santa Monica Blvd

FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

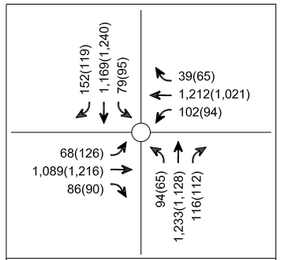
FIGURE 11(CONT.)



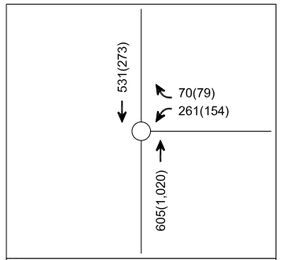
47. Vine Street & Melrose Avenue



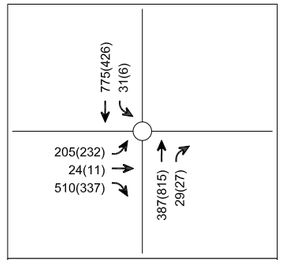
48. Gower Street & Melrose Avenue



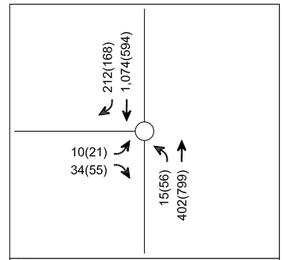
49. Western Avenue & Melrose Avenue



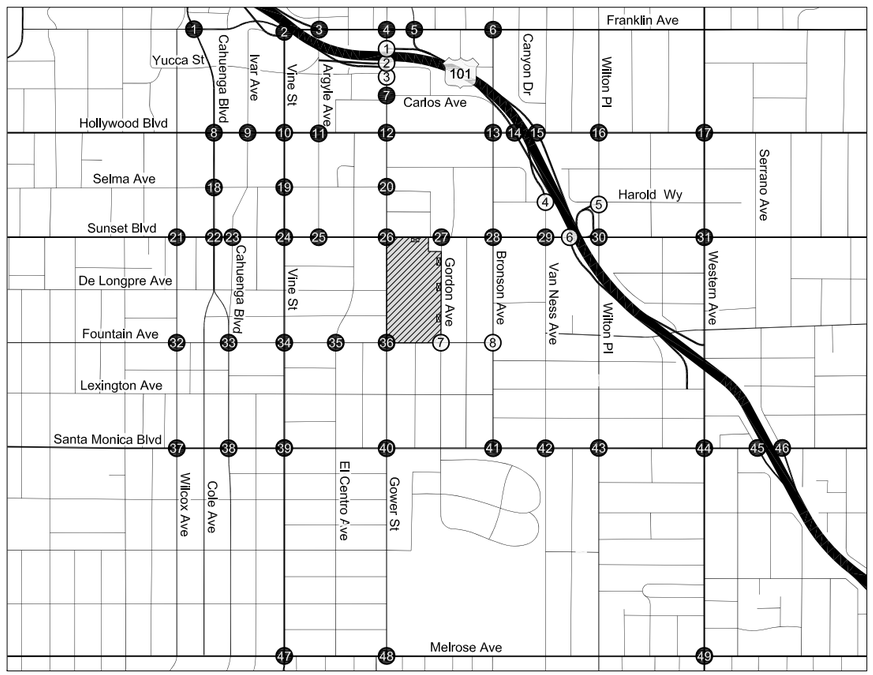
1. Gower St & US-101 NB Off-Ramp

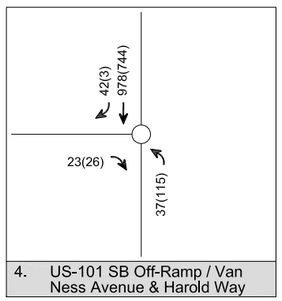


2. Gower St & US-101 SB Off-Ramp / Yucca St

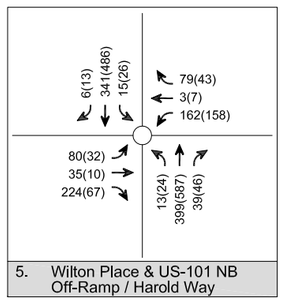


3. Gower St & Yucca St

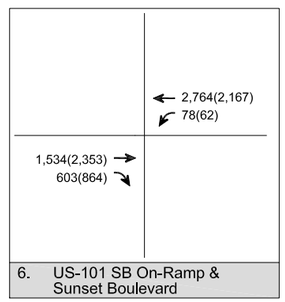




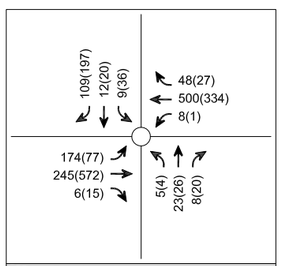
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



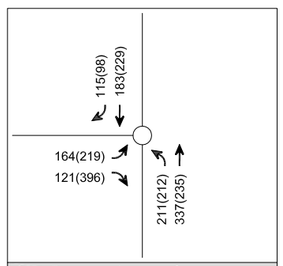
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11(CONT.)

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd & Franklin Ave	AM	0.935	E	0.935	E	0.000	NO
		PM	0.848	D	0.860	D	0.012	NO
2.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM	0.348	A	0.349	A	0.001	NO
		PM	0.458	A	0.465	A	0.007	NO
3.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM	0.861	D	0.861	D	0.000	NO
		PM	0.881	D	0.888	D	0.007	NO
4.	Gower St & Franklin Ave	AM	0.614	B	0.614	B	0.000	NO
		PM	0.717	C	0.721	C	0.004	NO
5.	Beachwood Dr & Franklin Ave	AM	0.717	C	0.718	C	0.001	NO
		PM	0.668	B	0.673	B	0.005	NO
6.	Bronson Ave & Franklin Ave	AM	0.631	B	0.634	B	0.003	NO
		PM	0.848	D	0.854	D	0.006	NO
7.	Gower St & Carlos Ave	AM	0.355	A	0.366	A	0.011	NO
		PM	0.288	A	0.294	A	0.006	NO
8.	Cahuenga Blvd & Hollywood Blvd	AM	0.895	F *	0.895	F *	0.000	NO
		PM	0.722	F *	0.727	F *	0.005	NO
9.	Ivar Ave & Hollywood Blvd	AM	0.451	A	0.451	A	0.000	NO
		PM	0.569	A	0.571	A	0.002	NO
10.	Vine St & Hollywood Blvd	AM	0.944	F *	0.954	F *	0.010	**YES**
		PM	0.934	F *	0.939	F *	0.005	NO
11.	Argyle Ave & Hollywood Blvd	AM	0.602	B	0.602	B	0.000	NO
		PM	0.745	C	0.748	C	0.003	NO
12.	Gower St & Hollywood Blvd	AM	0.729	C	0.749	C	0.020	NO
		PM	0.785	C	0.788	C	0.003	NO
13.	Bronson Ave & Hollywood Blvd	AM	0.681	B	0.687	B	0.006	NO
		PM	0.696	B	0.701	C	0.005	NO
14.	US 101 SB Ramps & Hollywood Blvd	AM	0.630	B	0.634	B	0.004	NO
		PM	0.652	B	0.659	B	0.007	NO
15.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	1.034	F	1.037	F	0.003	NO
		PM	0.880	D	0.897	D	0.017	NO
16.	Wilton Pl & Hollywood Blvd	AM	0.781	C	0.784	C	0.003	NO
		PM	0.866	D	0.873	D	0.007	NO
17.	Western Ave & Hollywood Blvd	AM	0.950	E	0.957	E	0.007	NO
		PM	0.943	E	0.946	E	0.003	NO
18.	Cahuenga Blvd & Selma Ave	AM	0.531	A	0.531	A	0.000	NO
		PM	0.511	A	0.515	A	0.004	NO
19.	Vine St & Selma Ave	AM	0.509	A	0.519	A	0.010	NO
		PM	0.614	B	0.623	B	0.009	NO
20.	Gower St & Selma Ave	AM	0.696	B	0.718	C	0.022	NO
		PM	0.612	B	0.616	B	0.004	NO
21.	Wilcox Ave & Sunset Blvd	AM	0.693	B	0.696	B	0.003	NO
		PM	0.684	B	0.699	B	0.015	NO
22.	Cahuenga Blvd & Sunset Blvd	AM	0.838	F *	0.840	F *	0.002	NO
		PM	0.818	F *	0.836	F *	0.018	**YES**
23.	Ivar Ave & Sunset Blvd	AM	0.545	A	0.548	A	0.003	NO
		PM	0.568	A	0.571	A	0.003	NO
24.	Vine St & Sunset Blvd	AM	0.991	F *	1.010	F *	0.019	**YES**
		PM	1.053	F *	1.064	F *	0.011	**YES**
25.	Argyle Ave & Sunset Blvd	AM	0.665	B	0.669	B	0.004	NO
		PM	0.746	C	0.767	C	0.021	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 10 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St & Sunset Blvd	AM	0.931	E	0.936	E	0.005	NO
		PM	1.047	F	1.077	F	0.030	**YES**
27.	Gordon St & Sunset Blvd	AM	0.463	A	0.495	A	0.032	NO
		PM	0.541	A	0.677	B	0.136	NO
28.	Bronson Ave & Sunset Blvd	AM	0.779	C	0.812	D	0.033	**YES**
		PM	0.819	D	0.852	D	0.033	**YES**
29.	Van Ness Ave & Sunset Blvd	AM	0.925	E	0.951	E	0.026	**YES**
		PM	1.009	F	1.040	F	0.031	**YES**
30.	Wilton Pl & Sunset Blvd	AM	0.607	B	0.621	B	0.014	NO
		PM	0.711	C	0.725	C	0.014	NO
31.	Western Ave & Sunset Blvd	AM	0.697	B	0.699	B	0.002	NO
		PM	0.872	D	0.881	D	0.009	NO
32.	Wilcox Ave & Fountain Ave	AM	0.503	A	0.505	A	0.002	NO
		PM	0.589	A	0.591	A	0.002	NO
33.	Cahuenga Blvd & Fountain Ave	AM	0.729	C	0.733	C	0.004	NO
		PM	0.786	C	0.801	D	0.015	NO
34.	Vine St & Fountain Ave	AM	0.752	C	0.757	C	0.005	NO
		PM	0.809	D	0.827	D	0.018	NO
35.	El Centro Ave & Fountain Ave	AM	0.437	A	0.445	A	0.008	NO
		PM	0.435	A	0.443	A	0.008	NO
36.	Gower St & Fountain Ave	AM	0.760	C	0.771	C	0.011	NO
		PM	0.845	D	0.877	D	0.032	**YES**
37.	Wilcox Ave & Santa Monica Blvd	AM	0.781	C	0.782	C	0.001	NO
		PM	0.781	C	0.786	C	0.005	NO
38.	Cahuenga Blvd & Santa Monica Blvd	AM	0.859	D	0.861	D	0.002	NO
		PM	0.867	D	0.879	D	0.012	NO
39.	Vine St & Santa Monica Blvd	AM	0.933	E	0.935	E	0.002	NO
		PM	0.965	E	0.977	E	0.012	**YES**
40.	Gower St & Santa Monica Blvd	AM	0.904	E	0.918	E	0.014	**YES**
		PM	0.989	E	1.004	F	0.015	**YES**
41.	Bronson Ave & Santa Monica Blvd	AM	0.685	B	0.701	C	0.016	NO
		PM	0.663	B	0.665	B	0.002	NO
42.	Van Ness Ave & Santa Monica Blvd	AM	0.919	E	0.935	E	0.016	**YES**
		PM	0.861	D	0.863	D	0.002	NO
43.	Wilton Pl & Santa Monica Blvd	AM	0.785	C	0.801	D	0.016	NO
		PM	0.793	C	0.796	C	0.003	NO
44.	Western Ave & Santa Monica Blvd	AM	0.932	E	0.957	E	0.025	**YES**
		PM	1.038	F	1.050	F	0.012	**YES**
45.	US-101 SB On-ramp & Santa Monica Blvd	AM	0.515	A	0.523	A	0.008	NO
		PM	0.609	B	0.611	B	0.002	NO
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM	0.658	B	0.664	B	0.006	NO
		PM	0.849	D	0.854	D	0.005	NO
47.	Vine St & Melrose Ave	AM	0.854	D	0.856	D	0.002	NO
		PM	0.916	E	0.918	E	0.002	NO
48.	Gower St & Melrose Ave	AM	0.767	C	0.780	C	0.013	NO
		PM	0.879	D	0.888	D	0.009	NO
49.	Western Ave & Melrose Ave	AM	0.861	D	0.866	D	0.005	NO
		PM	0.885	D	0.895	D	0.010	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

10. Vine Street & Hollywood Boulevard (morning and afternoon peak hours)

15. US 101 Southbound Ramps / Van Ness Avenue & Hollywood Boulevard (morning peak hour)

17. Western Avenue & Hollywood Boulevard (morning and afternoon peak hours)

22. Cahuenga Boulevard & Sunset Boulevard (morning and afternoon peak hours)

24. Vine Street & Sunset Boulevard (morning and afternoon peak hours)

26. Gower Street & Sunset Boulevard (morning and afternoon peak hours)

29. Van Ness Avenue & Sunset Boulevard (morning and afternoon peak hours)

39. Vine Street & Santa Monica Boulevard (morning and afternoon peak hours)

40. Gower Street & Santa Monica Boulevard (morning and afternoon peak hours)

42. Van Ness Avenue & Santa Monica Boulevard (morning peak hour)

44. Western Avenue & Santa Monica Boulevard (morning and afternoon peak hours)

47. Vine Street & Melrose Avenue (afternoon peak hour)

The detailed analysis of the eight unsignalized study intersections is provided in Chapter 9.

Chapter 7

Transportation Impact Analysis

The relative impact of the added Project traffic volumes during the peak hours was evaluated based on analysis of both existing and future operating conditions at the study intersections without and with the Project. The previously discussed significance criteria and thresholds summarized in Chapter 1 were then used to determine the significance of a transportation impact caused by the Project on the study intersection, prior to any Project mitigation or trip reduction measures.

EXISTING WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Existing with Project Conditions during the weekday morning and afternoon peak hours are shown in Table 9. Of the 49 signalized study intersections, the Project is expected to result in significant impacts at five intersections in Year 2018 prior to Project mitigation. The incremental increases in V/C ratios at the remaining 43 intersections would be less than significant under Existing with Project Conditions. The six significantly impacted locations and affected peak hours are:

10. Vine Street & Hollywood Boulevard (morning peak hour)
22. Cahuenga Boulevard & Sunset Boulevard (afternoon peak hour)
24. Vine Street & Sunset Boulevard (morning peak hour)
28. Bronson Avenue & Sunset Boulevard (morning peak hour)
29. Van Ness Avenue & Sunset Boulevard (morning and afternoon peak hours)
40. Gower Street & Santa Monica Boulevard (afternoon peak hour)

FUTURE WITH PROJECT SIGNIFICANT IMPACTS, BEFORE MITIGATION

The Future with Project Conditions during the weekday morning and afternoon peak hours are shown in Table 10. Of the 49 signalized study intersections, the Project is expected to result in significant impacts at 11 intersections in Year 2028 prior to Project mitigation. The incremental increases in V/C ratios at the remaining 38 intersections would be less than significant during the peak hours by Project traffic under Future with Project Conditions.

The 11 impacted locations and affected peak hours are:

10. Vine Street & Hollywood Boulevard (morning peak hour)
22. Cahuenga Boulevard & Sunset Boulevard (afternoon peak hour)
24. Vine Street & Sunset Boulevard (morning and afternoon peak hours)
26. Gower Street & Sunset Boulevard (afternoon peak hour)
28. Bronson Avenue & Sunset Boulevard (morning and afternoon peak hours)
29. Van Ness Avenue & Sunset Boulevard (morning and afternoon peak hours)
36. Gower Street & Fountain Avenue (afternoon peak hour)
39. Vine Street & Santa Monica Boulevard (afternoon peak hour)
40. Gower Street & Santa Monica Boulevard (morning and afternoon peak hours)
42. Van Ness Avenue & Santa Monica Boulevard (morning peak hour)
44. Western Avenue & Santa Monica Boulevard (morning and afternoon peak hours)

Chapter 8

Transportation Mitigation Program

This chapter describes the transportation mitigation measures that have been considered in order to mitigate the significant transportation impacts at study intersections associated with construction of the Project and to improve transportation operations in the Project vicinity. The various guidelines, methods, and assumptions mandated by LADOT, wherever applicable, have been used in the preparation of this analysis.

The various mitigation measures described in this chapter relate to the significant traffic impacts previously described with respect to both the Existing with Project (Year 2018) and the Future with Project (Year 2028) analyses presented in Chapter 7. Under the Existing with Project Conditions, before mitigation, the Project is expected to result in significant traffic impacts at the following six signalized intersections:

10. Vine Street & Hollywood Boulevard (morning peak hour)
22. Cahuenga Boulevard & Sunset Boulevard (afternoon peak hour)
24. Vine Street & Sunset Boulevard (morning peak hour)
28. Bronson Avenue & Sunset Boulevard (morning peak hour)
29. Van Ness Avenue & Sunset Boulevard (morning and afternoon peak hours)
40. Gower Street & Santa Monica Boulevard (afternoon peak hour)

The Project is expected to result in significant traffic impacts in the Future with Project Conditions, before mitigation, at the following 11 signalized intersections:

10. Vine Street & Hollywood Boulevard (morning peak hour)
22. Cahuenga Boulevard & Sunset Boulevard (afternoon peak hour)
24. Vine Street & Sunset Boulevard (morning and afternoon peak hours)
26. Gower Street & Sunset Boulevard (afternoon peak hour)
28. Bronson Avenue & Sunset Boulevard (morning and afternoon peak hours)

29. Van Ness Avenue & Sunset Boulevard (morning and afternoon peak hours)
36. Gower Street & Fountain Avenue (afternoon peak hour)
39. Vine Street & Santa Monica Boulevard (afternoon peak hour)
40. Gower Street & Santa Monica Boulevard (morning and afternoon peak hours)
42. Van Ness Avenue & Santa Monica Boulevard (morning peak hour)
44. Western Avenue & Santa Monica Boulevard (morning and afternoon peak hours)

TRANSPORTATION MITIGATION MEASURES

The mitigation program for the Project includes implementation of the following major components:

1. Implementation of a TDM program for the Project Site to promote peak period trip reduction.
2. Transportation Systems Management (TSM) improvements, including signal controller updates and installation of closed circuit television (CCTV) at key intersections within the Study Area
3. Specific intersection improvements, including physical mitigations and signal phasing enhancements

These mitigation measures are consistent with the City's policies and procedures that support improvements that reduce greenhouse gas emissions by reducing the use of single-occupant vehicle trips, encourage developers to construct transit and pedestrian-friendly projects with safe and walkable sidewalks, and promote other modes of travel.

TDM PROGRAM

The TDM program outlined below details a set of strategies proposed for the Project designed to reduce peak hour vehicular traffic to and from the Project Site. It is a comprehensive program of design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic from residents, employees and visitors to the Project Site during the most congested time periods of the day. The Project shall develop and implement a TDM program to promote non-automobile travel, reduce the use of single-occupant vehicle trips,

etc. The TDM program would be subject to review and approval by the City (Department of City Planning and LADOT). The strategies in the TDM program can include, but are not necessarily limited to, the following:

- Transportation Information Center, educational programs, kiosks and/or other measures
- Promotion and support of carpools and rideshare
- Bicycle amenities such as racks and showers
- Incentives for using alternative travel modes
- Parking incentives and support for formation of carpools/vanpools
- On-site TDM coordinator
- Mobility hub support
- Contribution to the City's Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area
- Participation as a member in the future Hollywood Community TMO, when operational

TDM Program Strategies

The following provides further information and description of the TDM program strategies.

Educational Programs. A key component of a successful TDM program is to make employers and employees at the Project Site aware of the various programs offered. To this end, a transportation management coordinator (TMC) on the building management staff would reach out to employers and employees directly to promote the benefits of TDM.

In addition to the various TDM programs described below, the TMC would reach out to employers to promote flexible or alternative work schedules and telecommuting options with statistics and examples of businesses that have successfully implemented such programs. These programs have the ability to reduce peak hour trip generation by allowing employees to arrive for and leave from work outside of the typical morning and afternoon peak commuting hours.

Transportation Information Center. A Transportation Information Center is a centrally-located commuter information center where project employees and patrons can obtain information

regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. A Transportation Information Center would support orientation for employees and provide information about transit schedules, commute planning, rideshare, and bicycle and pedestrian plans.

Project Design Features to Promote Bicycling and Walking. A significant and growing number of people in the City prefer to ride bicycles or walk to their employment given sufficient facilities to make the commute feel safe and convenient. The Project would incorporate features for bicyclists and pedestrians, such as exclusive access points and secured bicycle parking facilities with restrooms and showers. Additionally, the Project Site would be designed to be a friendly and convenient environment for pedestrians.

It should be noted that the 2010 Bicycle Plan and the Mobility Plan identify numerous streets within the Study Area as sites for future bicycle lanes and bicycle routes as described in Chapter 3. The Project would contribute a one-time fixed fee to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the Hollywood area.

Short-Term Car Rentals. The Project would partner with short-term car rental services such as Zip-Car or Car-to-Go, which would provide vehicles available to users for hourly rentals at strategic locations within the Hollywood area. This service offers assurance to users of alternative modes of transit that they have options should the need arise to leave at an unscheduled time. Short-term car rentals can be used to travel to business meetings, lunch, or in emergencies.

Incentives for Using Alternative Travel Modes. The TMC would incorporate various incentives for use of the programs. For example, eligible employees could be provided with discounted monthly transit passes for Metro rail and bus service. Carpool and vanpool users could be offered preferential load/unload areas or convenient designated parking spaces. Those who choose not to drive their own cars and park them at the Project Site could receive a "parking cash-out" subsidy.

Mobility Hub Support Opportunities. The Project would support existing and/or future efforts by LADOT to provide first-mile and last-mile service for transit users through the mobility hub program. Mobility hubs, typically located at or near public transit centers, would provide

amenities such as, but not limited to, bicycle parking and rentals, shared vehicle rentals (e.g., Zip-Car), and transit information. The Project would provide space for similar amenities at the Project Site to complement future mobility hubs in the Study Area.

Bikeway Improvements. The Project would contribute a one-time fixed fee to be deposited into the Bicycle Plan Trust Fund to implement bicycle improvements in the Hollywood area under the 2010 Bicycle Plan and the Mobility Plan.

Hollywood Community TMO. The Hollywood community is a strong candidate for alternative modes of transportation, including convenient walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. At present, there is no organization in operation to administrate these options to the public. A TMO is an organization that helps to promote these services to a community by providing information about available public transportation options and matching people into ridesharing services. The developers of various approved projects in the Hollywood Area, along with LADOT and stakeholders, have proposed to initiate a Hollywood TMO. Many of the strategies described above could be enhanced through participation in the Hollywood TMO. Should the Hollywood TMO become operational, the Project would become a member of and participate in the TMO. The Hollywood TMO's services could replace some of the in-house TDM services where applicable, such as matching services for multi-employer carpools and vanpools (for example, ridesharing registries through which users can find people to share in a carpool or vanpool are much more effective with a larger pool of potential candidates).

Project Trip Reduction from the TDM Program

The combined effect of the various strategies implemented as part of the TDM program would result in a reduction in peak hour trip generation by offering services, actions, specific facilities, etc., aimed at encouraging use of alternative transportation modes (e.g., transit, bus, walking, bicycling, carpool, etc.) *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers, September 2017) provides a summary of research of TDM programs at many different employers. At places that had the most comprehensive programs, including both economic incentives (e.g., transit passes, etc.) and support services, the programs resulting in

an average 24% reduction in commuter vehicles. Thus, as an achievable but conservative estimate, an overall TDM trip reduction credit of 15% was assumed for the Project.

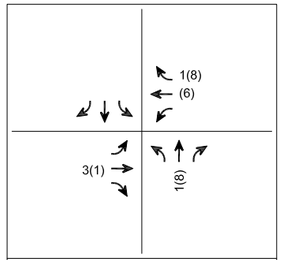
Table 11 summarizes the estimated trip reduction during the peak hours. As shown, the TDM program is expected to result in a reduction of 1,384 daily trips, including 150 morning peak hour trips and 155 afternoon peak hour trips. The Project, when fully built and occupied and with implementation of the TDM program, would generate a total of 2,726 daily trips, including 342 during the morning peak hour (299 inbound, 43 outbound) and 333 during the afternoon peak hour (45 inbound, 288 outbound). The trip generation estimates with peak hour trip reductions from the TDM program were assigned through the study intersections using the trip distribution pattern illustrated in Figure 8. The Project-only morning and afternoon peak hour traffic volumes, after implementation of the TDM program as part of the Project's mitigation, are shown in Figure 12.

TSM IMPROVEMENTS

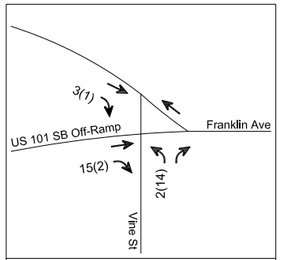
As part of the mitigation program, the Project would contribute toward TSM improvements within the Hollywood-Wilshire District that would better accommodate traffic operations throughout the Study Area. The TSM improvements would target the Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard corridors. To account for the TSM improvements, LADOT has determined that a 0.01 improvement in V/C ratio could be applied to the intersections along the targeted corridors. Potential TSM improvements are detailed in Appendix E and may include the following:

Signal Controller Upgrades

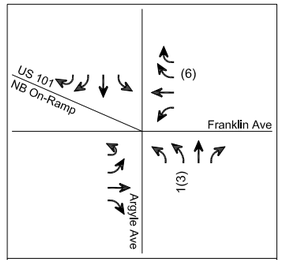
Many study intersections within the City currently operate with the Type 170 signal controller and newer controllers (Type 2070) provide for enhanced and real-time operation of traffic signal timing. LADOT recommends traffic signal controller upgrades to a Type 2070 Controller, as well as 322 cabinets to replace the existing aging cabinets, to provide system-wide benefits.



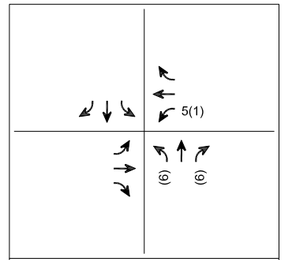
1. Cahuenga Blvd & Franklin Ave



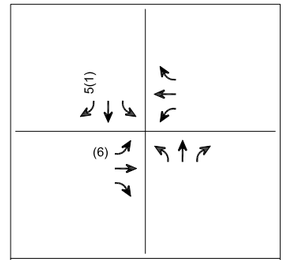
2. Vine St & Franklin Ave / US-101 SB Off-ramp



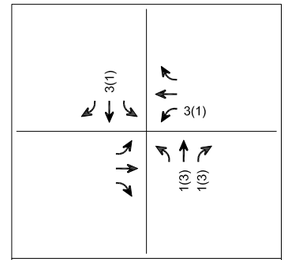
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



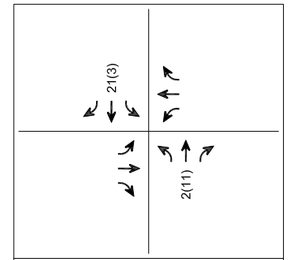
4. Gower St & Franklin Ave



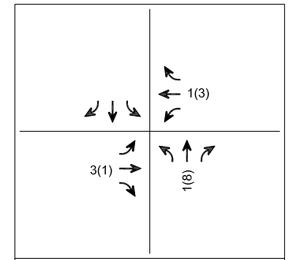
5. Beachwood Dr & Franklin Ave



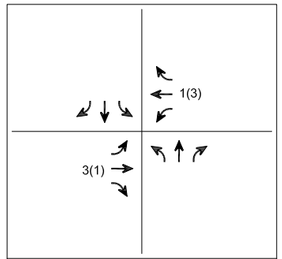
6. Bronson Ave & Franklin Ave



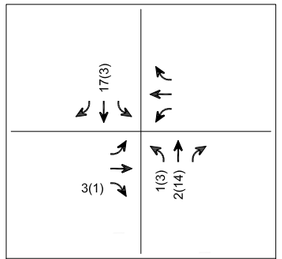
7. Gower St & Carlos Ave



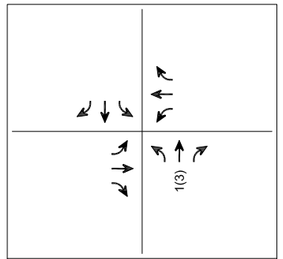
8. Cahuenga Blvd & Hollywood Blvd



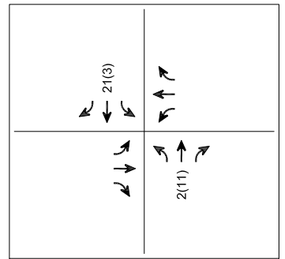
9. Ivar Avenue & Hollywood Blvd



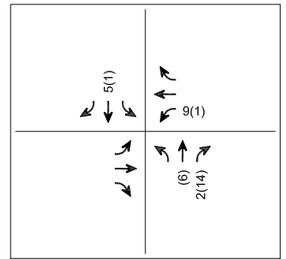
10. Vine Street & Hollywood Blvd



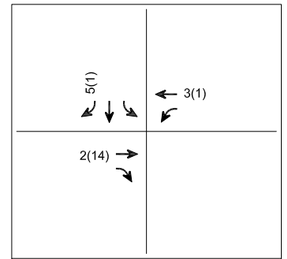
11. Argyle Avenue & Hollywood Boulevard



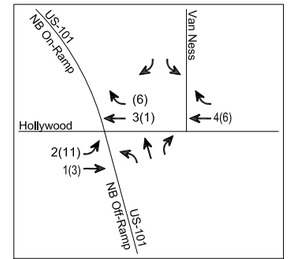
12. Gower Street & Hollywood Boulevard



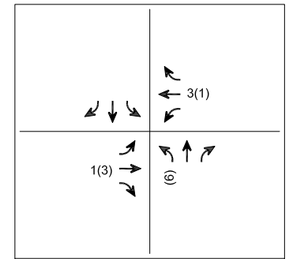
13. Bronson Avenue & Hollywood Boulevard



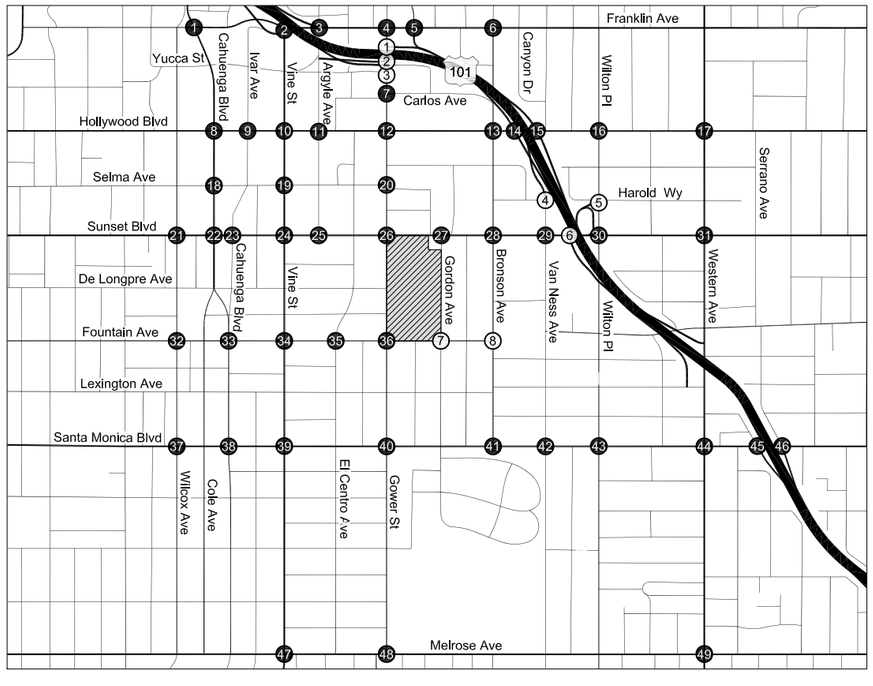
14. US-101 SB Ramps & Hollywood Boulevard

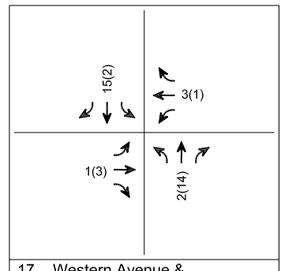


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

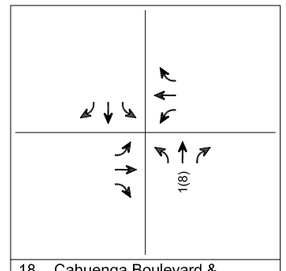


16. Wilton Place & Hollywood Boulevard

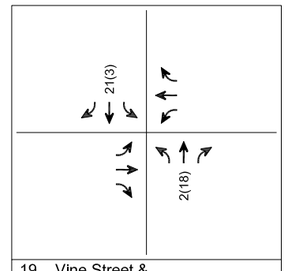




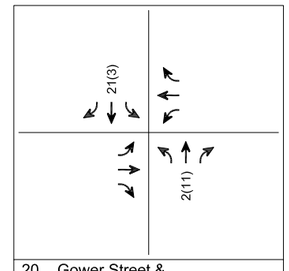
17. Western Avenue & Hollywood Boulevard



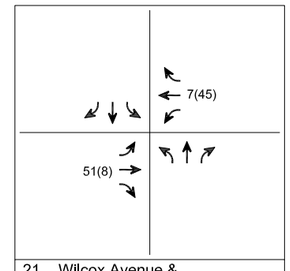
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

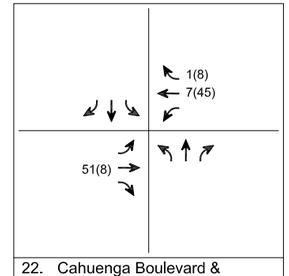


21. Wilcox Avenue & Sunset Boulevard

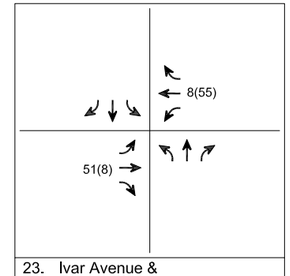
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



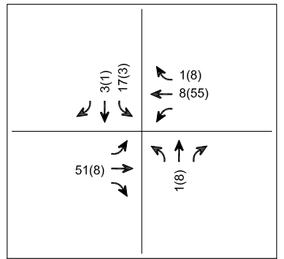
22. Cahuenga Boulevard & Sunset Boulevard



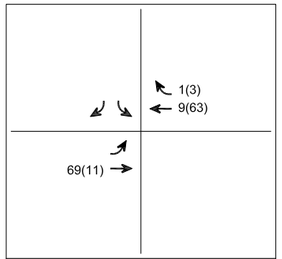
23. Ivar Avenue & Sunset Blvd

NET PROJECT-ONLY WITH MITIGATION CONDITIONS
PEAK HOUR TRAFFIC VOLUMES

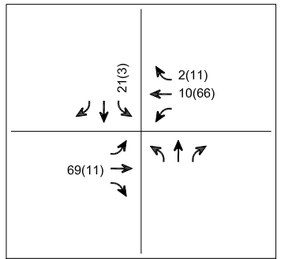
FIGURE 12



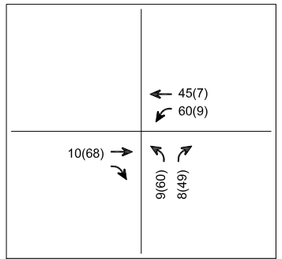
24. Vine Street & Sunset Boulevard



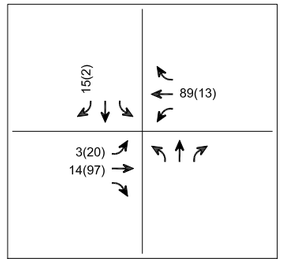
25. Argyle Avenue & Sunset Boulevard



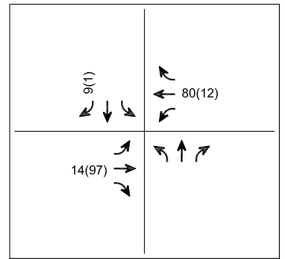
26. Gower Street & Sunset Boulevard



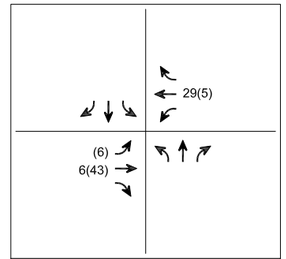
27. Gordon Street & Sunset Boulevard



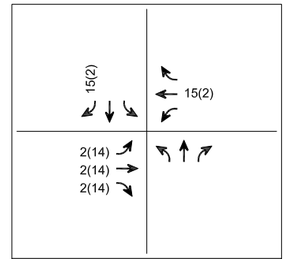
28. Bronson Avenue & Sunset Boulevard



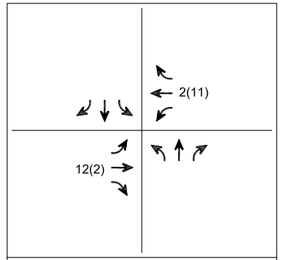
29. Van Ness Avenue & Sunset Boulevard



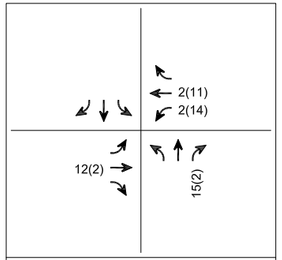
30. Wilton Place & Sunset Boulevard



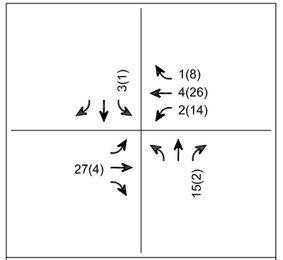
31. Western Avenue & Sunset Boulevard



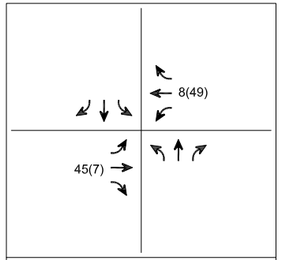
32. Wilcox Avenue & Sunset Boulevard



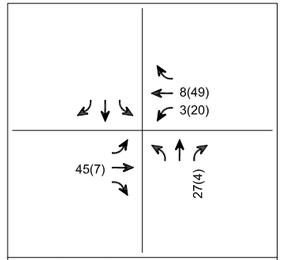
33. Cahuenga Boulevard & Fountain Avenue



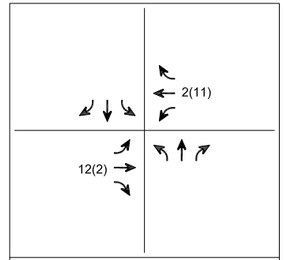
34. Vine Street & Fountain Avenue



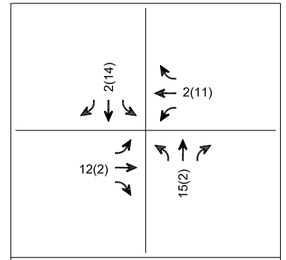
35. El Centro Avenue & Fountain Avenue



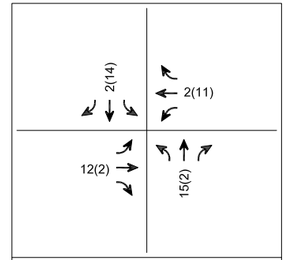
36. Gower Street & Fountain Avenue



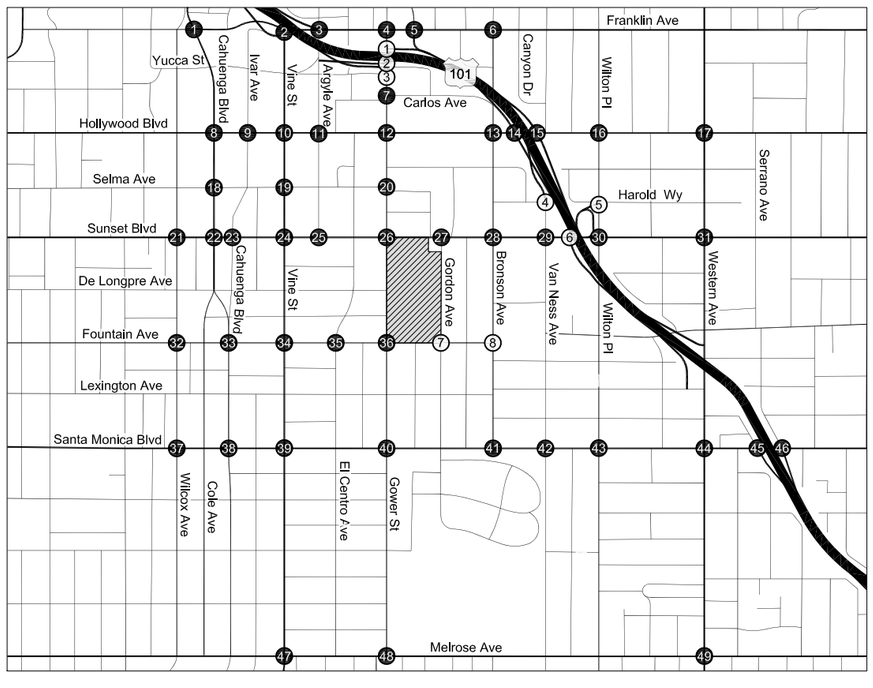
37. Wilcox Avenue & Santa Monica Boulevard

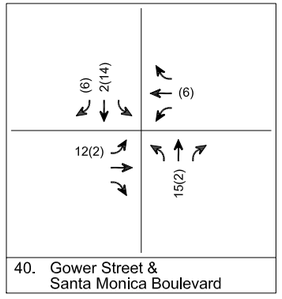


38. Cahuenga Boulevard & Santa Monica Boulevard

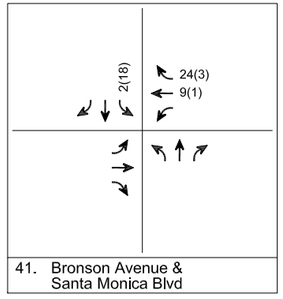


39. Vine Street & Santa Monica Blvd

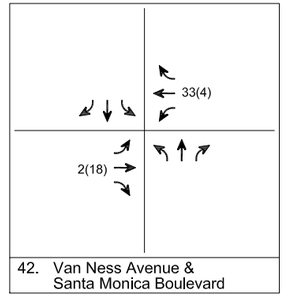




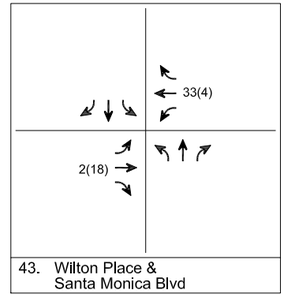
40. Gower Street & Santa Monica Boulevard



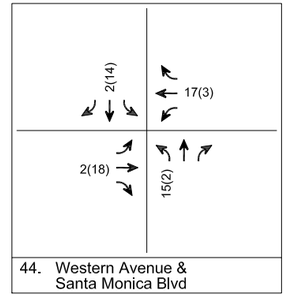
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

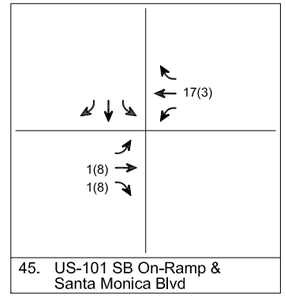


44. Western Avenue & Santa Monica Blvd

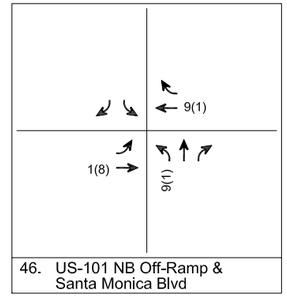
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



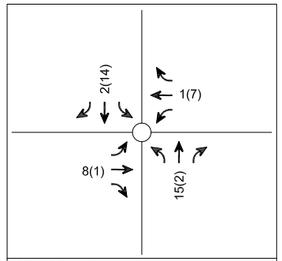
45. US-101 SB On-Ramp & Santa Monica Blvd



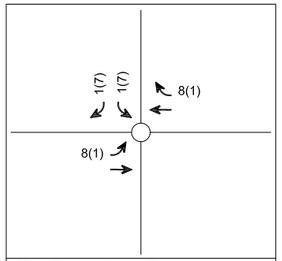
46. US-101 NB Off-Ramp & Santa Monica Blvd

NET PROJECT-ONLY WITH MITIGATION CONDITIONS
PEAK HOUR TRAFFIC VOLUMES

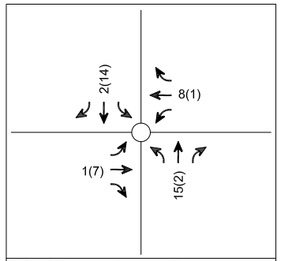
FIGURE 12(CONT.)



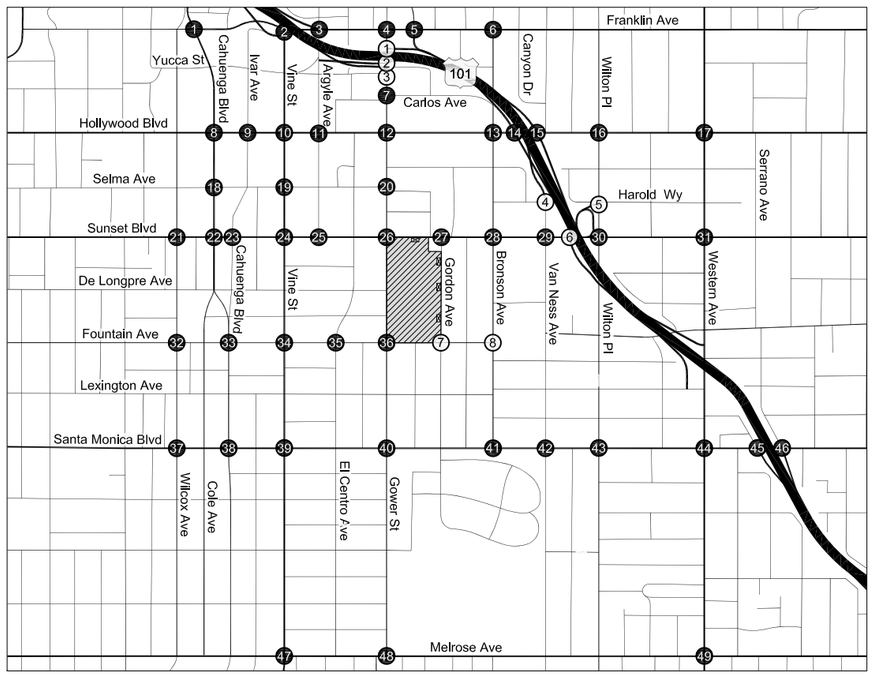
47. Vine Street & Melrose Avenue



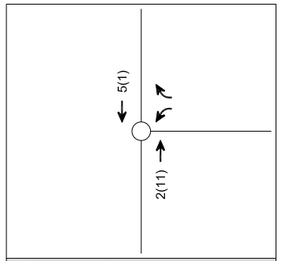
48. Gower Street & Melrose Avenue



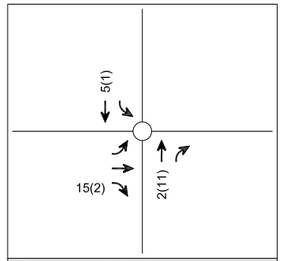
49. Western Avenue & Melrose Avenue



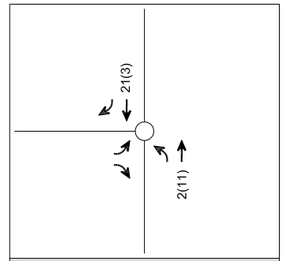
1. Gower St & US-101 NB Off-Ramp



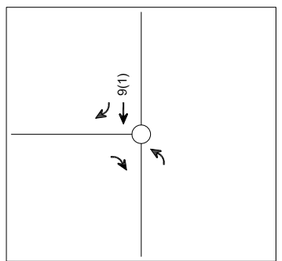
2. Gower St & US-101 SB Off-Ramp / Yucca St



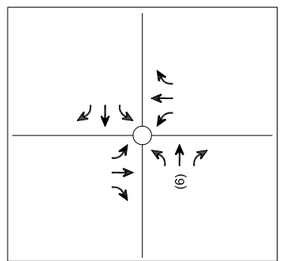
3. Gower St & Yucca St



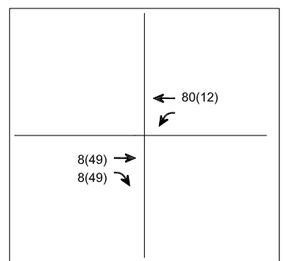
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



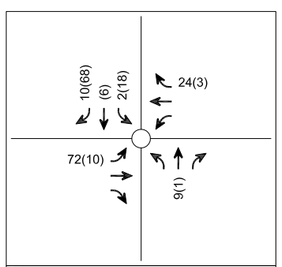
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



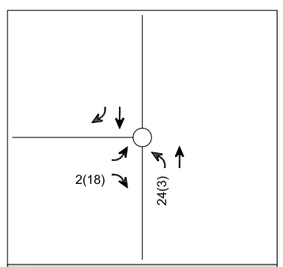
6. US-101 SB On-Ramp & Sunset Boulevard



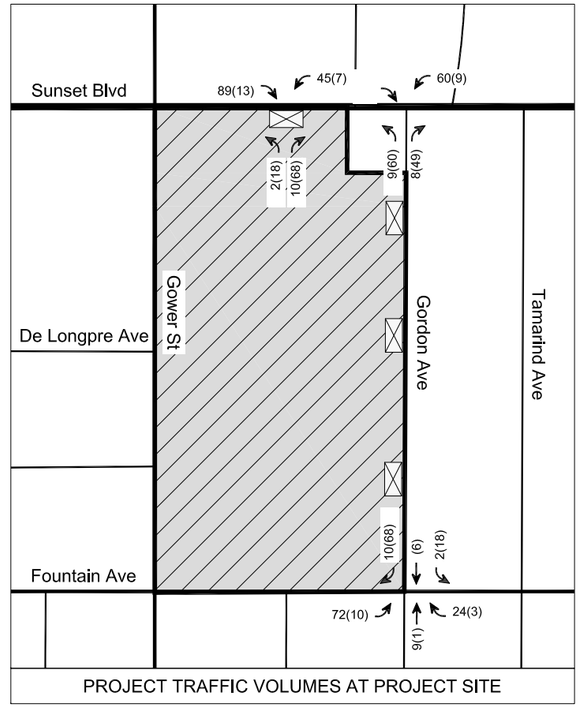
7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue



UNSIGNALIZED INTERSECTIONS



PROJECT TRAFFIC VOLUMES AT PROJECT SITE

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

NET NEW PROJECT-ONLY WITH MITIGATION CONDITIONS
PEAK HOUR TRAFFIC VOLUMES

FIGURE
12(CONT.)

TABLE 11
PROJECT TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	169.4 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.8 ksf	223	21	12	33	14	17	31
Office	710	852.8 ksf	8,306	851	138	989	157	824	981
Transit Adjustment [c] *10%*			*-831*	*-85*	*-14*	*-99*	*-16*	*-82*	*-98*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT			**9,225**	**834**	**169**	**1,003**	**213**	**820**	**1,033**
TDM REDUCTION PROGRAM - 15%			**(1,384)**	**(125)**	**(25)**	**(150)**	**(32)**	**(123)**	**(155)**
Existing Project Site									
Sound Stage	[b]	175.1 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.1 ksf	232	22	12	34	14	18	32
Office	710	379.0 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS			**4,110**	**424**	**68**	**492**	**77**	**411**	**488**
TOTAL - NET NEW TRIPS WITH TDM REDUCTION PROGRAM			**2,726**	**299**	**43**	**342**	**45**	**288**	**333**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Closed Circuit Television Cameras/Video Detection Systems

The TSM improvements may include funding for the installation of CCTV cameras and the necessary infrastructure (including fiber optic and interconnect tubes) and/or installation of video detection systems. An integral part of the real-time operation of the traffic signal timings, the strategic placement of CCTV cameras/video detection systems at key intersections provides LADOT with the ability to monitor traffic operations and respond instantly to incidents that delay vehicles and transit service.

System Loops

The potential TSM improvements include funding the installation of system loops at signalized intersections within the identified corridors. A system loop is an advance detector loop that is embedded in the street pavement. These loops identify traffic volume and lane occupancy and are used to determine the appropriate signal timing parameters. These loops give LADOT the ability to extend the green time for an approach so that groups of vehicles generally do not have to stop when travelling along synchronized-signal corridors. They are located at an appropriate distance from the intersection so that a vehicle just upstream of the loop can comfortably decelerate to a stop when the yellow signal is displayed.

SPECIFIC INTERSECTION IMPROVEMENT MEASURES

Intersection improvements designed to alleviate the significant impacts of the Project consist of physical improvements, such as widening or restriping. Widening and/or other improvements to the intersections would be designed to meet the requirements of LADOT and the City of Los Angeles Bureau of Engineering.

The intersection improvement discussed below was considered at study intersections where the Project would result in a significant transportation impact that would not be mitigated to a level of insignificance with the implementation of the TDM program and TSM improvements.

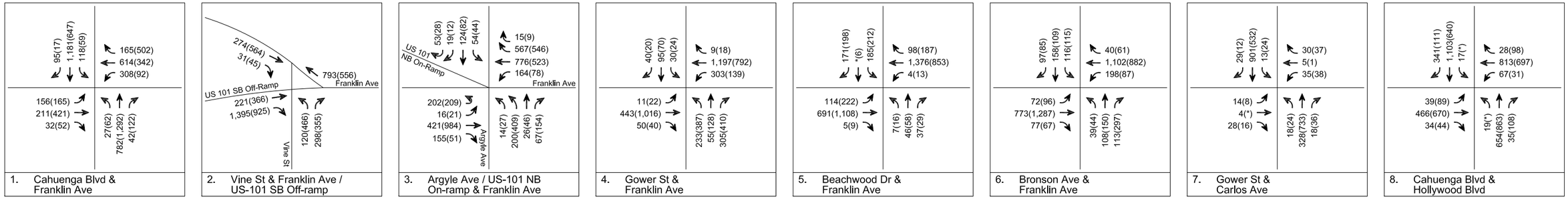
Proposed Physical Improvement Measures

29. Van Ness Avenue & Sunset Boulevard. Although implementation of the TDM program and TSM improvements would reduce the transportation impact identified at this intersection, the impact would still remain significant without additional physical improvement measures. The significant transportation impact at this intersection could be mitigated and reduced to less than significant levels by providing an additional southbound left-turn lane. In order to accommodate dual left-turn lanes, the traffic signal would be required to provide protected southbound left-turn phasing. The physical improvement could be accommodated within the existing right-of-way. Excess width exists on the eastern half of Van Ness Avenue at this location, so the additional left-turn lane could be installed by shifting the centerline to the east, north of Sunset Boulevard. Approximately seven unmetered on-street parking spaces on the east side of Van Ness Avenue would need to be removed. The conceptual plan for this improvement was originally proposed for Sunset/Western Mixed-Use Development and approved in *Transportation Impact Assessment for the Sunset/Western Mixed-Use Development Located at 5420 West Sunset Boulevard (ENV-201-1084-EIR/ZA-2017-1083-MCUP-SPP-SPR* (LADOT, August 8, 2018). This improvement could reduce the significant transportation impact to less than significant levels and mitigate both the approved Sunset/Western Mixed-Use Development and the Project. The conceptual plan of the improvement is provided in Appendix E.

MITIGATION EFFECTIVENESS

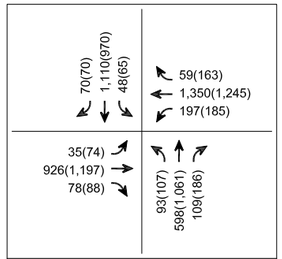
The components of the Project's mitigation program described above would result in peak hour trip reductions from the implementation of the TDM program, operational improvements (0.01% V/C ratio improvement) as a result of the TSM improvements, and operational improvements as a result of the specific intersection improvement. The effectiveness of the proposed transportation mitigation program was analyzed by applying the appropriate trip generation reductions and capacity enhancements from the implementation of the mitigation program that collectively comprise the mitigation measures. This results in the Existing with Project with Mitigation and Future with Project with Mitigation Conditions. The intersections were analyzed using the methodology described in Chapter 1.

The Project-only with Mitigation traffic volumes illustrated in Figure 12 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 4, resulting in the Existing with Project with Mitigation Conditions traffic volumes, illustrated in Figure 13. The Project-only with Mitigation traffic volumes illustrated in Figure 12 were added to the Future without Project morning and afternoon peak hour traffic volumes shown in Figure 7, resulting in the Future with Project with Mitigation Conditions (Year 2028) traffic volumes, illustrated in Figure 14.

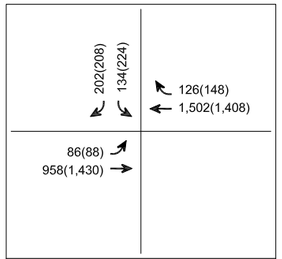


EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

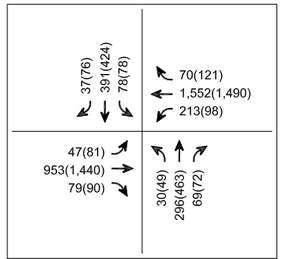
FIGURE 13



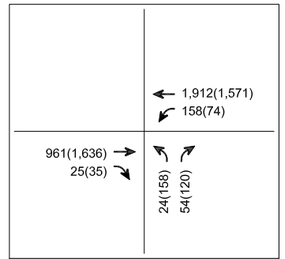
24. Vine Street & Sunset Boulevard



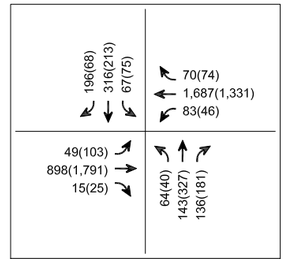
25. Argyle Avenue & Sunset Boulevard



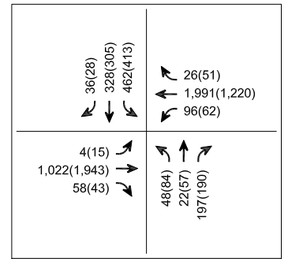
26. Gower Street & Sunset Boulevard



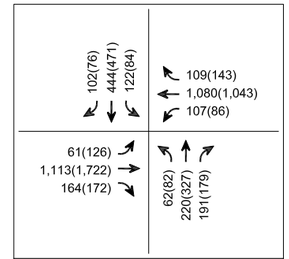
27. Gordon Street & Sunset Boulevard



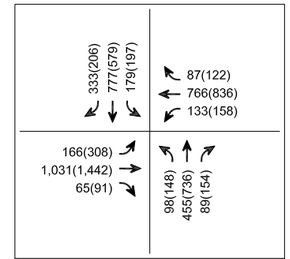
28. Bronson Avenue & Sunset Boulevard



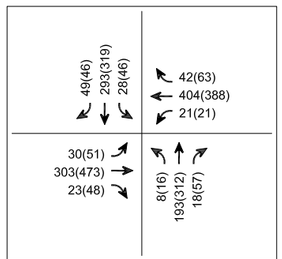
29. Van Ness Avenue & Sunset Boulevard



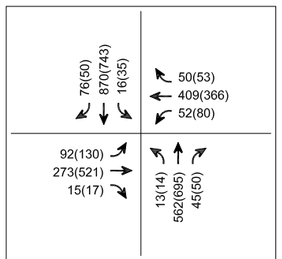
30. Wilton Place & Sunset Boulevard



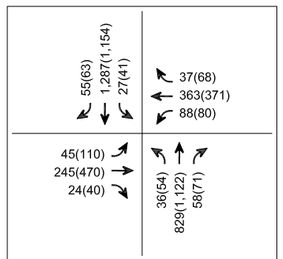
31. Western Avenue & Sunset Boulevard



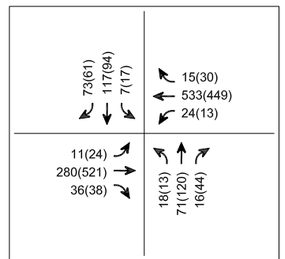
32. Wilcox Avenue & Sunset Boulevard



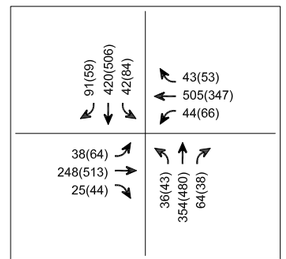
33. Cahuenga Boulevard & Fountain Avenue



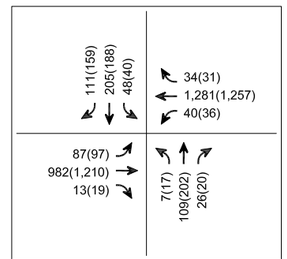
34. Vine Street & Fountain Avenue



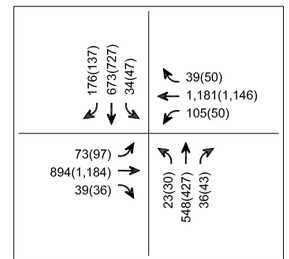
35. El Centro Avenue & Fountain Avenue



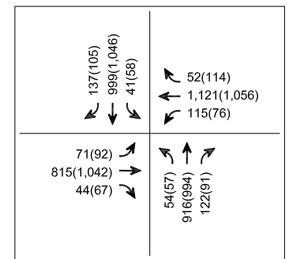
36. Gower Street & Fountain Avenue



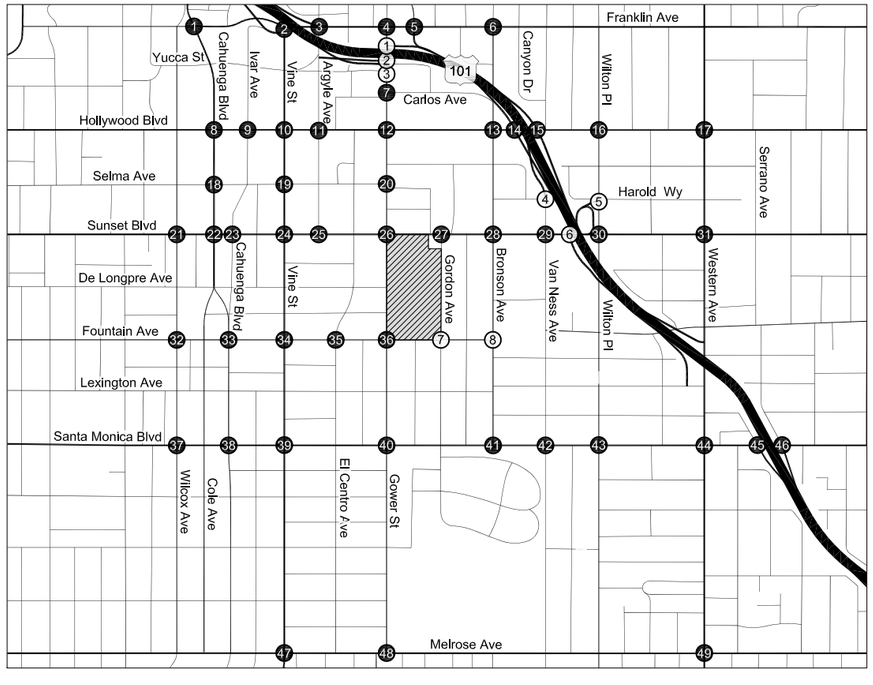
37. Wilcox Avenue & Santa Monica Boulevard

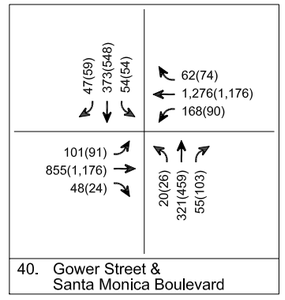


38. Cahuenga Boulevard & Santa Monica Boulevard

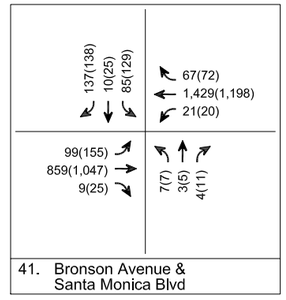


39. Vine Street & Santa Monica Blvd

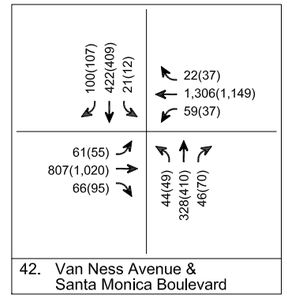




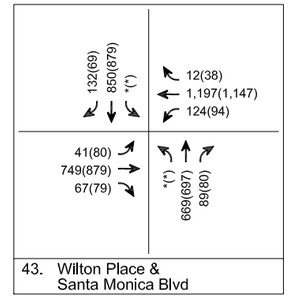
40. Gower Street & Santa Monica Boulevard



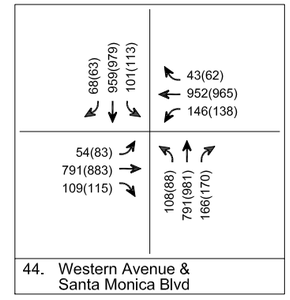
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

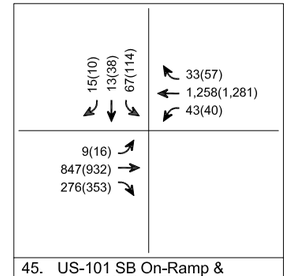


44. Western Avenue & Santa Monica Blvd

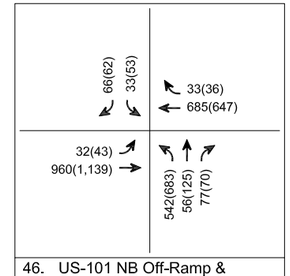
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



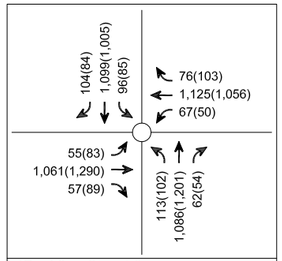
45. US-101 SB On-Ramp & Santa Monica Blvd



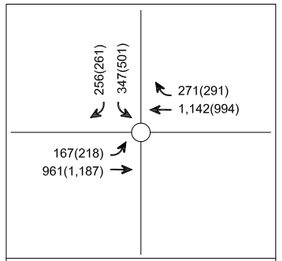
46. US-101 NB Off-Ramp & Santa Monica Blvd

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

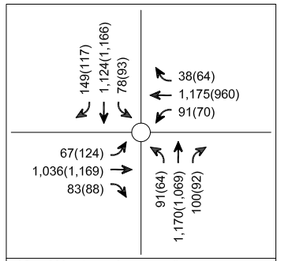
FIGURE 13(CONT.)



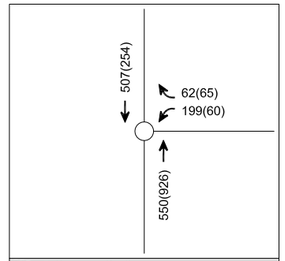
47. Vine Street & Melrose Avenue



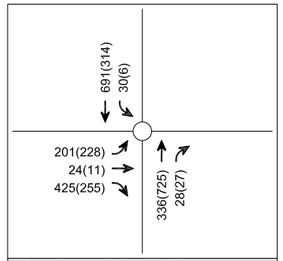
48. Gower Street & Melrose Avenue



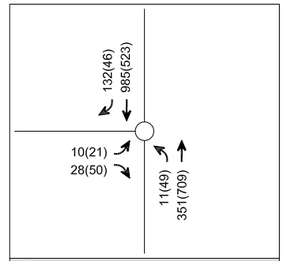
49. Western Avenue & Melrose Avenue



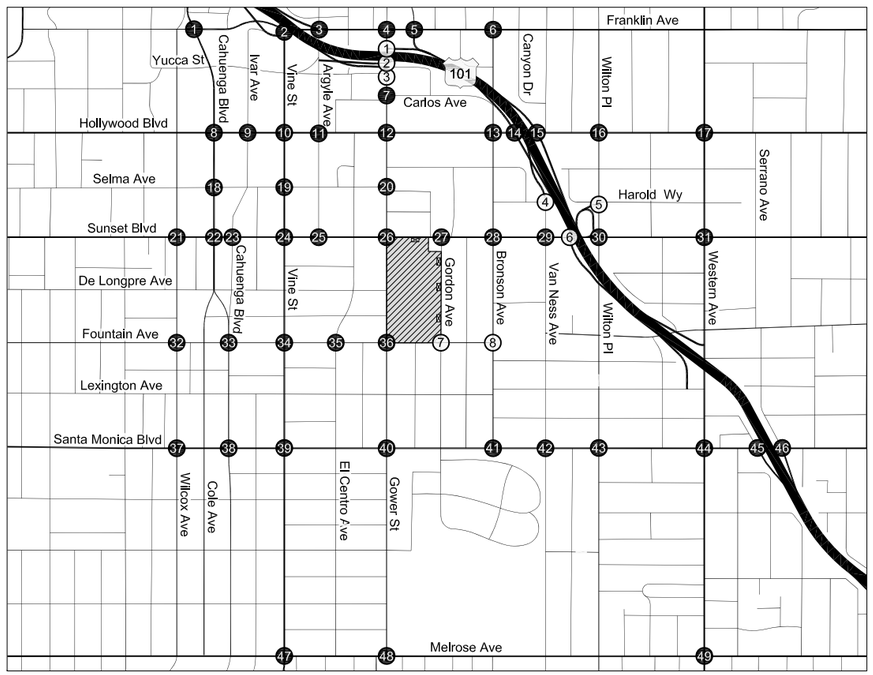
1. Gower St & US-101 NB Off-Ramp

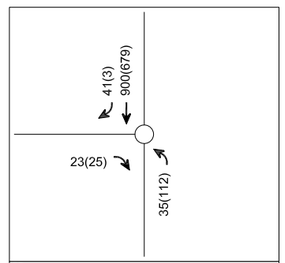


2. Gower St & US-101 SB Off-Ramp / Yucca St

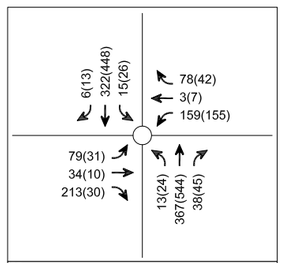


3. Gower St & Yucca St

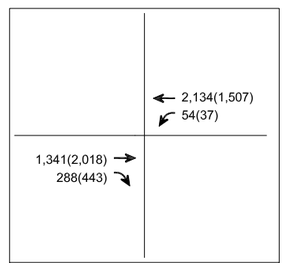




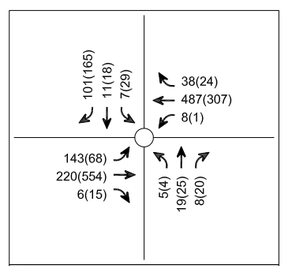
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



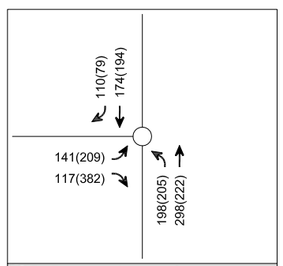
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

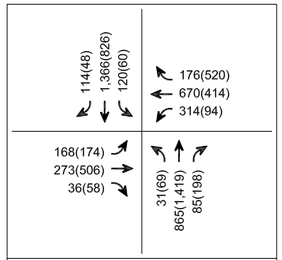
LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

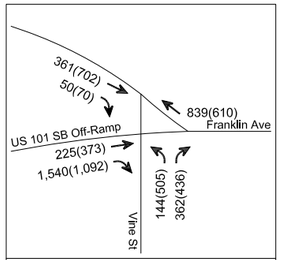
N
Not to Scale

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

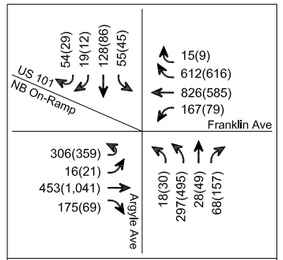
FIGURE 13(CONT.)



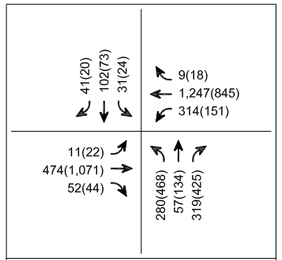
1. Cahuenga Blvd & Franklin Ave



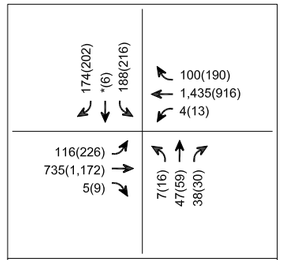
2. Vine St & Franklin Ave / US-101 SB Off-ramp



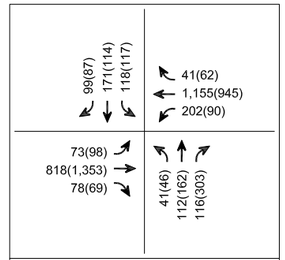
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



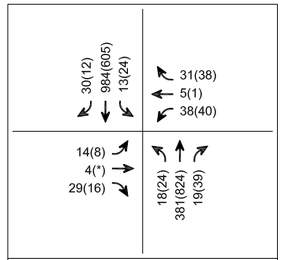
4. Gower St & Franklin Ave



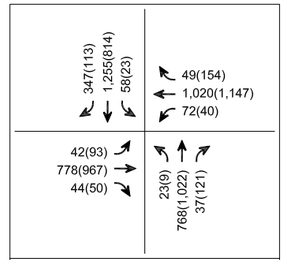
5. Beachwood Dr & Franklin Ave



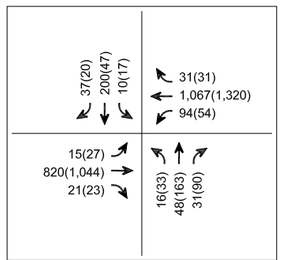
6. Bronson Ave & Franklin Ave



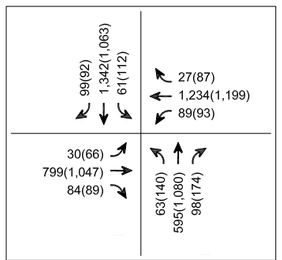
7. Gower St & Carlos Ave



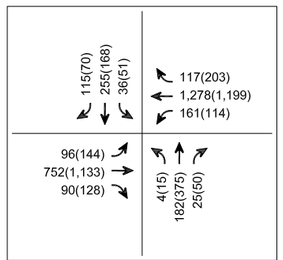
8. Cahuenga Blvd & Hollywood Blvd



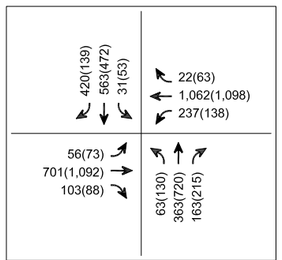
9. Ivar Avenue & Hollywood Blvd



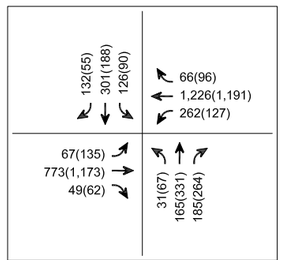
10. Vine Street & Hollywood Blvd



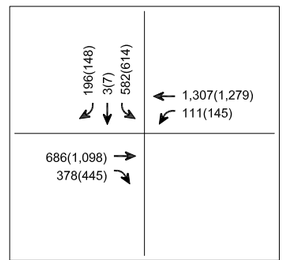
11. Argyle Avenue & Hollywood Boulevard



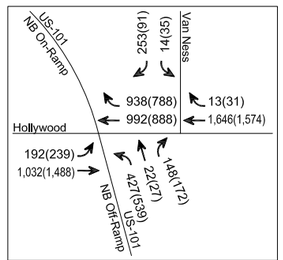
12. Gower Street & Hollywood Boulevard



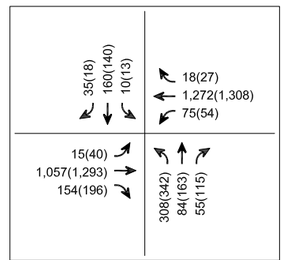
13. Bronson Avenue & Hollywood Boulevard



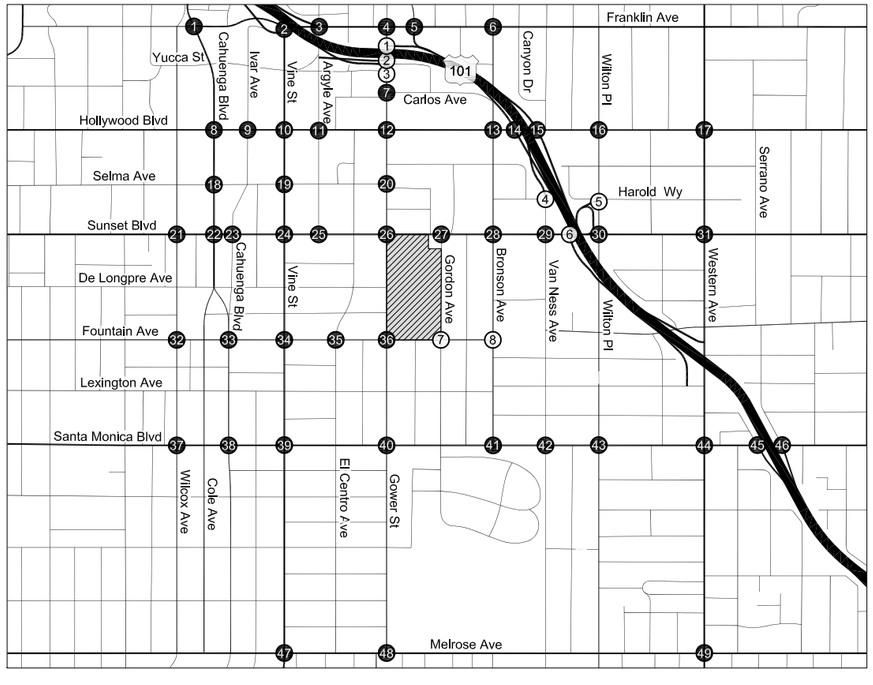
14. US-101 SB Ramps & Hollywood Boulevard

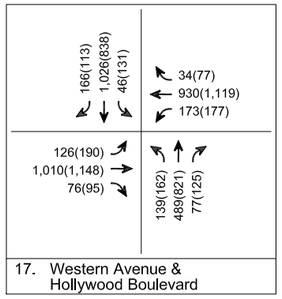


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

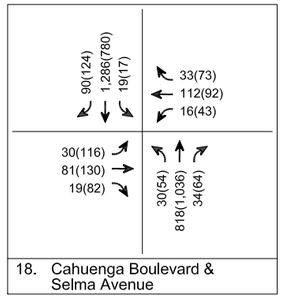


16. Wilton Place & Hollywood Boulevard

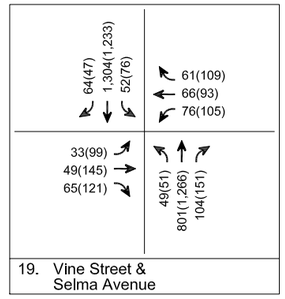




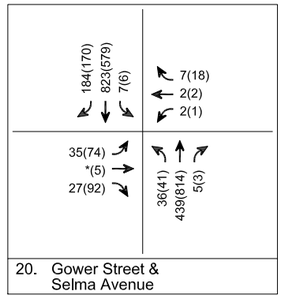
17. Western Avenue & Hollywood Boulevard



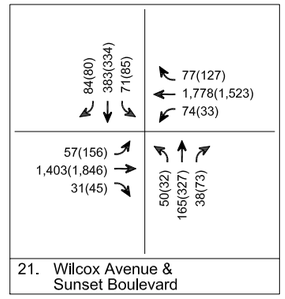
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

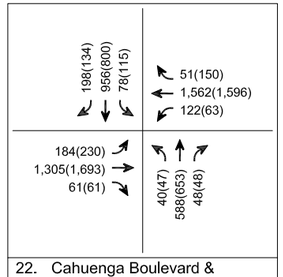


21. Wilcox Avenue & Sunset Boulevard

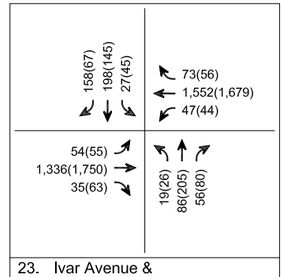
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



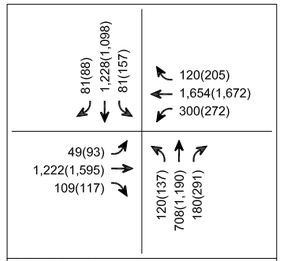
22. Cahuenga Boulevard & Sunset Boulevard



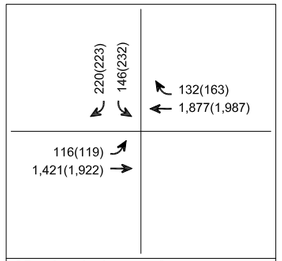
23. Ivar Avenue & Sunset Blvd

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

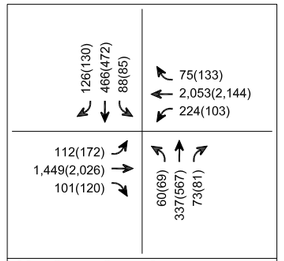
FIGURE 14



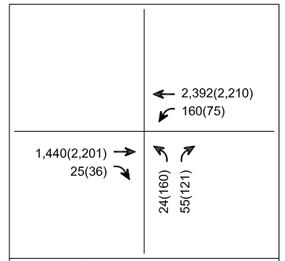
24. Vine Street & Sunset Boulevard



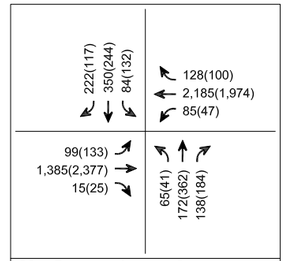
25. Argyle Avenue & Sunset Boulevard



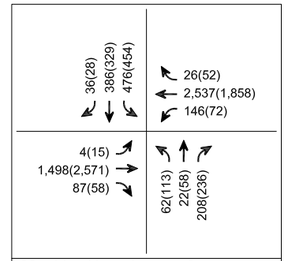
26. Gower Street & Sunset Boulevard



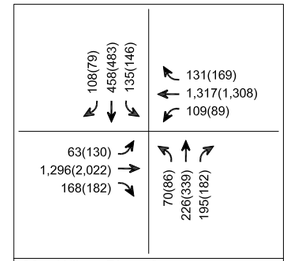
27. Gordon Street & Sunset Boulevard



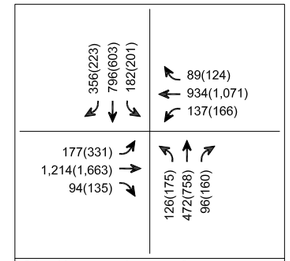
28. Bronson Avenue & Sunset Boulevard



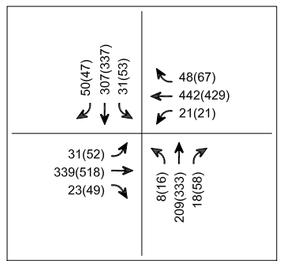
29. Van Ness Avenue & Sunset Boulevard



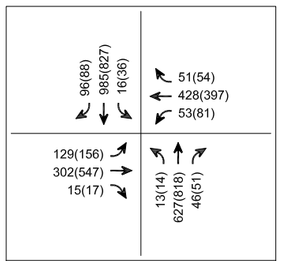
30. Wilton Place & Sunset Boulevard



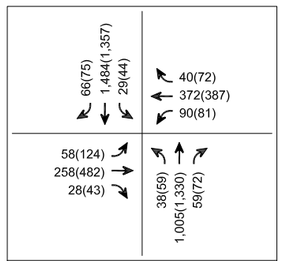
31. Western Avenue & Sunset Boulevard



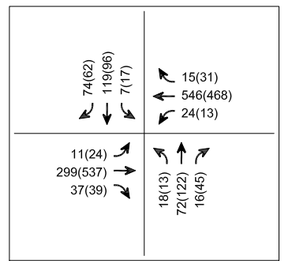
32. Wilcox Avenue & Sunset Boulevard



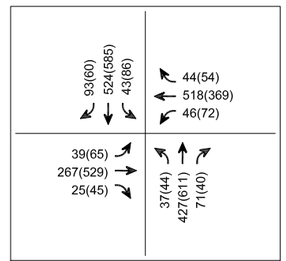
33. Cahuenga Boulevard & Fountain Avenue



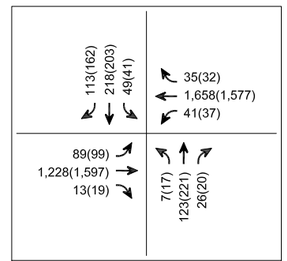
34. Vine Street & Fountain Avenue



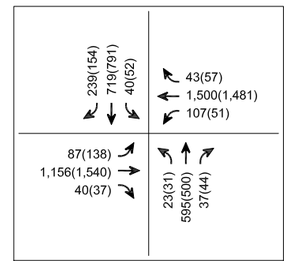
35. El Centro Avenue & Fountain Avenue



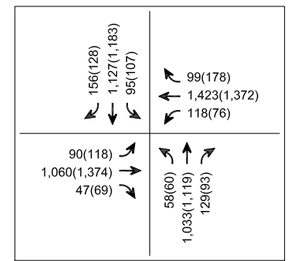
36. Gower Street & Fountain Avenue



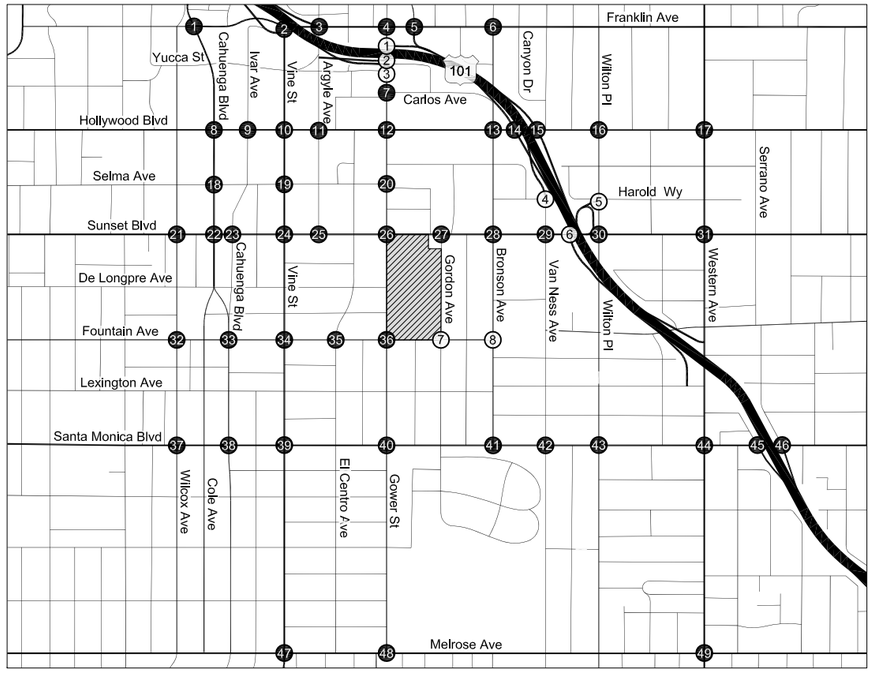
37. Wilcox Avenue & Santa Monica Boulevard

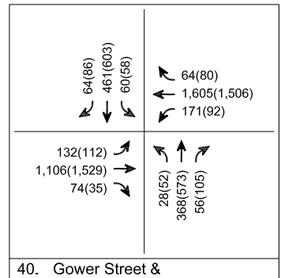


38. Cahuenga Boulevard & Santa Monica Boulevard

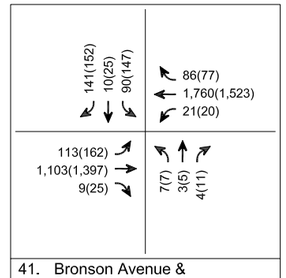


39. Vine Street & Santa Monica Blvd

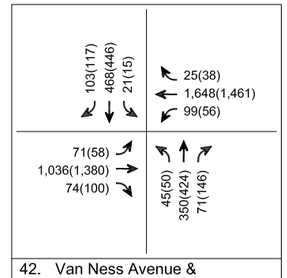




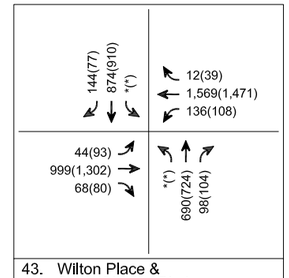
40. Gower Street & Santa Monica Boulevard



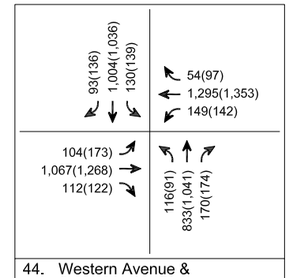
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

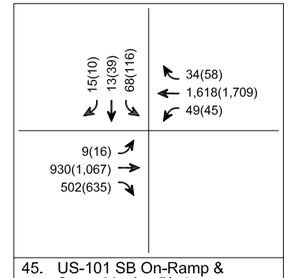


44. Western Avenue & Santa Monica Blvd

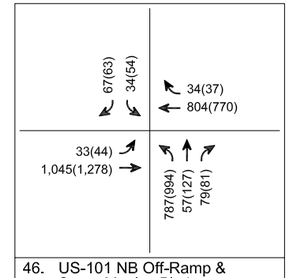
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale



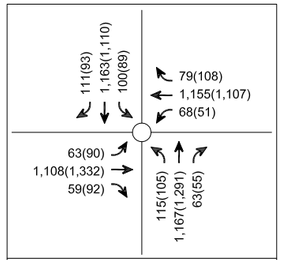
45. US-101 SB On-Ramp & Santa Monica Blvd



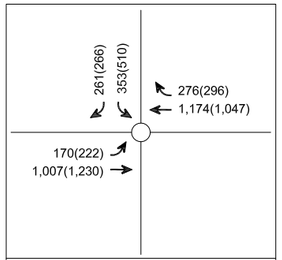
46. US-101 NB Off-Ramp & Santa Monica Blvd

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

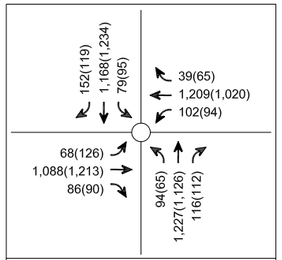
FIGURE 14(CONT.)



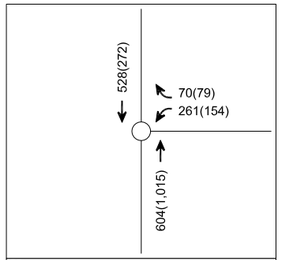
47. Vine Street & Melrose Avenue



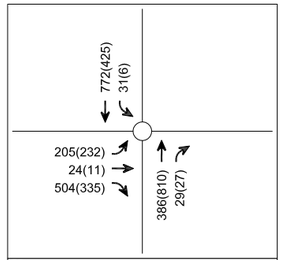
48. Gower Street & Melrose Avenue



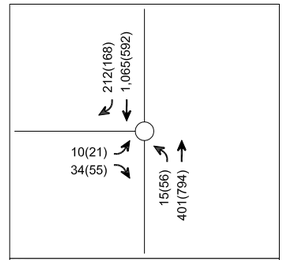
49. Western Avenue & Melrose Avenue



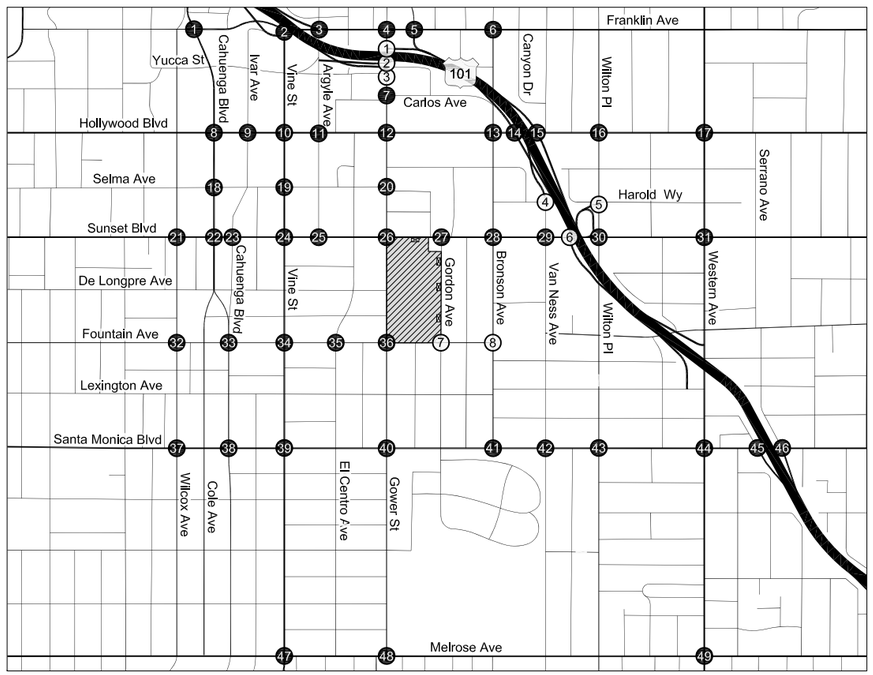
1. Gower St & US-101 NB Off-Ramp

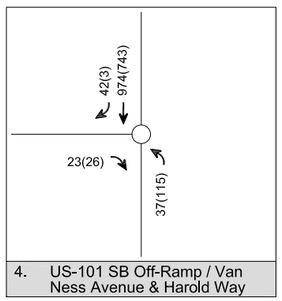


2. Gower St & US-101 SB Off-Ramp / Yucca St

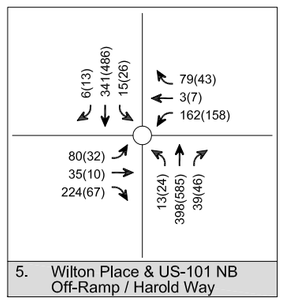


3. Gower St & Yucca St

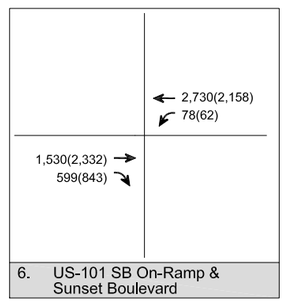




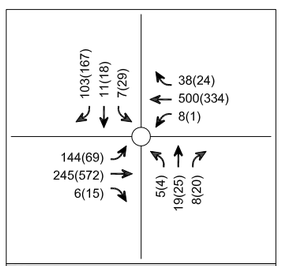
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



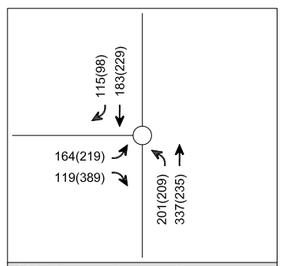
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes
- * Negligible Volume

N
Not to Scale

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 14(CONT.)

EXISTING WITH PROJECT WITH MITIGATION CONDITIONS

Table 12 summarizes the results of the Existing with Project with Mitigation Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 12, the impacts at the six signalized study intersections would be reduced to less than significant levels with implementation of the mitigation program. No significant impacts would remain under Existing with Project with Mitigation Conditions.

FUTURE WITH PROJECT WITH MITIGATION CONDITIONS

Table 13 summarizes the results of the Future with Project with Mitigation Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 13, the impacts at the 11 signalized study intersections would be reduced to less than significant levels with implementation of the mitigation program. No significant impacts would remain under Future with Project with Mitigation Conditions.

TABLE 12
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd &	AM	0.825	D	0.826	D	0.001	NO	0.825	D	0.000	NO
	Franklin Ave	PM	0.787	C	0.799	C	0.012	NO	0.795	C	0.008	NO
2.	Vine St &	AM	0.303	A	0.305	A	0.002	NO	0.304	A	0.001	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.413	A	0.420	A	0.007	NO	0.418	A	0.005	NO
3.	Argyle Ave / US-101 NB On-ramp &	AM	0.711	C	0.712	C	0.001	NO	0.711	C	0.000	NO
	Franklin Ave	PM	0.685	B	0.693	B	0.008	NO	0.691	B	0.006	NO
4.	Gower St &	AM	0.571	A	0.572	A	0.001	NO	0.571	A	0.000	NO
	Franklin Ave	PM	0.661	B	0.667	B	0.006	NO	0.665	B	0.004	NO
5.	Beachwood Dr &	AM	0.690	B	0.691	B	0.001	NO	0.690	B	0.000	NO
	Franklin Ave	PM	0.638	B	0.643	B	0.005	NO	0.642	B	0.004	NO
6.	Bronson Ave &	AM	0.600	A	0.603	B	0.003	NO	0.602	B	0.002	NO
	Franklin Ave	PM	0.809	D	0.815	D	0.006	NO	0.813	D	0.004	NO
7.	Gower St &	AM	0.322	A	0.333	A	0.011	NO	0.329	A	0.007	NO
	Carlos Ave	PM	0.253	A	0.259	A	0.006	NO	0.257	A	0.004	NO
8.	Cahuenga Blvd &	AM	0.713	F *	0.714	F *	0.001	NO	0.704	F *	-0.009	NO
	Hollywood Blvd	PM	0.512	F *	0.517	F *	0.005	NO	0.506	F *	-0.006	NO
9.	Ivar Ave &	AM	0.373	A	0.373	A	0.000	NO	0.363	A	-0.010	NO
	Hollywood Blvd	PM	0.391	A	0.392	A	0.001	NO	0.381	A	-0.010	NO
10.	Vine St &	AM	0.785	F *	0.795	F *	0.010	**YES**	0.782	F *	-0.003	NO
	Hollywood Blvd	PM	0.668	F *	0.673	F *	0.005	NO	0.662	F *	-0.006	NO
11.	Argyle Ave &	AM	0.479	A	0.479	A	0.000	NO	0.469	A	-0.010	NO
	Hollywood Blvd	PM	0.526	A	0.529	A	0.003	NO	0.518	A	-0.008	NO
12.	Gower St &	AM	0.556	A	0.576	A	0.020	NO	0.560	A	0.004	NO
	Hollywood Blvd	PM	0.550	A	0.553	A	0.003	NO	0.542	A	-0.008	NO
13.	Bronson Ave &	AM	0.643	B	0.649	B	0.006	NO	0.637	B	-0.006	NO
	Hollywood Blvd	PM	0.642	B	0.661	B	0.019	NO	0.645	B	0.003	NO
14.	US 101 SB Ramps &	AM	0.467	A	0.471	A	0.004	NO	0.461	A	-0.006	NO
	Hollywood Blvd	PM	0.420	A	0.421	A	0.001	NO	0.411	A	-0.009	NO
15.	US 101 NB Ramps / Van Ness Ave &	AM	0.876	D	0.879	D	0.003	NO	0.868	D	-0.008	NO
	Hollywood Blvd	PM	0.638	B	0.655	B	0.017	NO	0.640	B	0.002	NO
16.	Wilton Pl &	AM	0.671	B	0.673	B	0.002	NO	0.662	B	-0.009	NO
	Hollywood Blvd	PM	0.715	C	0.722	C	0.007	NO	0.711	C	-0.004	NO
17.	Western Ave &	AM	0.834	D	0.841	D	0.007	NO	0.829	D	-0.005	NO
	Hollywood Blvd	PM	0.817	D	0.820	D	0.003	NO	0.809	D	-0.008	NO
18.	Cahuenga Blvd &	AM	0.439	A	0.439	A	0.000	NO	0.439	A	0.000	NO
	Selma Ave	PM	0.395	A	0.399	A	0.004	NO	0.398	A	0.003	NO
19.	Vine St &	AM	0.446	A	0.456	A	0.010	NO	0.453	A	0.007	NO
	Selma Ave	PM	0.530	A	0.538	A	0.008	NO	0.536	A	0.006	NO
20.	Gower St &	AM	0.561	A	0.583	A	0.022	NO	0.576	A	0.015	NO
	Selma Ave	PM	0.523	A	0.526	A	0.003	NO	0.525	A	0.002	NO
21.	Wilcox Ave &	AM	0.584	A	0.587	A	0.003	NO	0.576	A	-0.008	NO
	Sunset Blvd	PM	0.535	A	0.539	A	0.004	NO	0.527	A	-0.008	NO
22.	Cahuenga Blvd &	AM	0.696	F *	0.699	F *	0.003	NO	0.688	F *	-0.008	NO
	Sunset Blvd	PM	0.658	F *	0.675	F *	0.017	**YES**	0.660	F *	0.002	NO
23.	Ivar Ave &	AM	0.465	A	0.468	A	0.003	NO	0.457	A	-0.008	NO
	Sunset Blvd	PM	0.457	A	0.461	A	0.004	NO	0.449	A	-0.008	NO
24.	Vine St &	AM	0.771	F *	0.789	F *	0.018	**YES**	0.774	F *	0.003	NO
	Sunset Blvd	PM	0.800	F *	0.803	F *	0.003	NO	0.792	F *	-0.008	NO
25.	Argyle Ave &	AM	0.541	A	0.545	A	0.004	NO	0.533	A	-0.008	NO
	Sunset Blvd	PM	0.578	A	0.599	A	0.021	NO	0.583	A	0.005	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 12 (CONTINUED)
EXISTING WITH PROJECT WITH MITIGATION CONDITIONS
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St &	AM	0.631	B	0.635	B	0.004	NO	0.624	B	-0.007	NO
	Sunset Blvd	PM	0.752	C	0.773	C	0.021	NO	0.709	C	-0.043	NO
27.	Gordon St &	AM	0.355	A	0.387	A	0.032	NO	0.367	A	0.012	NO
	Sunset Blvd	PM	0.412	A	0.548	A	0.136	NO	0.496	A	0.084	NO
28.	Bronson Ave &	AM	0.716	C	0.764	C	0.048	**YES**	0.740	C	0.024	NO
	Sunset Blvd	PM	0.744	C	0.776	C	0.032	NO	0.756	C	0.012	NO
29.	Van Ness Ave &	AM	0.787	C	0.813	D	0.026	**YES**	0.696	B	-0.091	NO
	Sunset Blvd	PM	0.801	D	0.832	D	0.031	**YES**	0.731	C	-0.070	NO
30.	Wilton Pl &	AM	0.515	A	0.529	A	0.014	NO	0.514	A	-0.001	NO
	Sunset Blvd	PM	0.606	B	0.619	B	0.013	NO	0.605	B	-0.001	NO
31.	Western Ave &	AM	0.731	C	0.740	C	0.009	NO	0.727	C	-0.004	NO
	Sunset Blvd	PM	0.791	C	0.800	C	0.009	NO	0.787	C	-0.004	NO
32.	Wilcox Ave &	AM	0.463	A	0.465	A	0.002	NO	0.455	A	-0.008	NO
	Fountain Ave	PM	0.539	A	0.541	A	0.002	NO	0.530	A	-0.009	NO
33.	Cahuenga Blvd &	AM	0.634	B	0.649	B	0.015	NO	0.637	B	0.003	NO
	Fountain Ave	PM	0.709	C	0.724	C	0.015	NO	0.709	C	0.000	NO
34.	Vine St &	AM	0.665	B	0.670	B	0.005	NO	0.658	B	-0.007	NO
	Fountain Ave	PM	0.723	C	0.741	C	0.018	NO	0.725	C	0.002	NO
35.	El Centro Ave &	AM	0.427	A	0.435	A	0.008	NO	0.422	A	-0.005	NO
	Fountain Ave	PM	0.422	A	0.430	A	0.008	NO	0.417	A	-0.005	NO
36.	Gower St &	AM	0.677	B	0.689	B	0.012	NO	0.675	B	-0.002	NO
	Fountain Ave	PM	0.745	C	0.773	C	0.028	NO	0.753	C	0.008	NO
37.	Wilcox Ave &	AM	0.643	B	0.644	B	0.001	NO	0.634	B	-0.009	NO
	Santa Monica Blvd	PM	0.660	B	0.665	B	0.005	NO	0.653	B	-0.007	NO
38.	Cahuenga Blvd &	AM	0.675	B	0.677	B	0.002	NO	0.667	B	-0.008	NO
	Santa Monica Blvd	PM	0.695	B	0.707	C	0.012	NO	0.693	B	-0.002	NO
39.	Vine St &	AM	0.752	C	0.754	C	0.002	NO	0.743	C	-0.009	NO
	Santa Monica Blvd	PM	0.765	C	0.777	C	0.012	NO	0.763	C	-0.002	NO
40.	Gower St &	AM	0.697	B	0.712	C	0.015	NO	0.697	B	0.000	NO
	Santa Monica Blvd	PM	0.783	C	0.806	D	0.023	**YES**	0.789	C	0.006	NO
41.	Bronson Ave &	AM	0.557	A	0.572	A	0.015	NO	0.557	A	0.000	NO
	Santa Monica Blvd	PM	0.539	A	0.541	A	0.002	NO	0.530	A	-0.009	NO
42.	Van Ness Ave &	AM	0.764	C	0.779	C	0.015	NO	0.765	C	0.001	NO
	Santa Monica Blvd	PM	0.715	C	0.718	C	0.003	NO	0.707	C	-0.008	NO
43.	Wilton Pl &	AM	0.647	B	0.663	B	0.016	NO	0.648	B	0.001	NO
	Santa Monica Blvd	PM	0.663	B	0.666	B	0.003	NO	0.655	B	-0.008	NO
44.	Western Ave &	AM	0.736	C	0.761	C	0.025	NO	0.744	C	0.008	NO
	Santa Monica Blvd	PM	0.772	C	0.781	C	0.009	NO	0.767	C	-0.005	NO
45.	US-101 SB On-ramp &	AM	0.394	A	0.403	A	0.009	NO	0.390	A	-0.004	NO
	Santa Monica Blvd	PM	0.464	A	0.465	A	0.001	NO	0.455	A	-0.009	NO
46.	US-101 NB Off-ramp / Serrano Ave &	AM	0.540	A	0.546	A	0.006	NO	0.534	A	-0.006	NO
	Santa Monica Blvd	PM	0.686	B	0.691	B	0.005	NO	0.679	B	-0.007	NO
47.	Vine St &	AM	0.813	D	0.814	D	0.001	NO	0.814	D	0.001	NO
	Melrose Ave	PM	0.867	D	0.869	D	0.002	NO	0.869	D	0.002	NO
48.	Gower St &	AM	0.748	C	0.760	C	0.012	NO	0.757	C	0.009	NO
	Melrose Ave	PM	0.849	D	0.859	D	0.010	NO	0.856	D	0.007	NO
49.	Western Ave &	AM	0.831	D	0.835	D	0.004	NO	0.835	D	0.004	NO
	Melrose Ave	PM	0.829	D	0.839	D	0.010	NO	0.837	D	0.008	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd &	AM	0.935	E	0.935	E	0.000	NO	0.935	E	0.000	NO
	Franklin Ave	PM	0.848	D	0.860	D	0.012	NO	0.856	D	0.008	NO
2.	Vine St &	AM	0.348	A	0.349	A	0.001	NO	0.349	A	0.001	NO
	Franklin Ave / US-101 SB Off-ramp	PM	0.458	A	0.465	A	0.007	NO	0.463	A	0.005	NO
3.	Argyle Ave / US-101 NB On-ramp &	AM	0.861	D	0.861	D	0.000	NO	0.861	D	0.000	NO
	Franklin Ave	PM	0.881	D	0.888	D	0.007	NO	0.886	D	0.005	NO
4.	Gower St &	AM	0.614	B	0.614	B	0.000	NO	0.614	B	0.000	NO
	Franklin Ave	PM	0.717	C	0.721	C	0.004	NO	0.720	C	0.003	NO
5.	Beachwood Dr &	AM	0.717	C	0.718	C	0.001	NO	0.717	C	0.000	NO
	Franklin Ave	PM	0.668	B	0.673	B	0.005	NO	0.672	B	0.004	NO
6.	Bronson Ave &	AM	0.631	B	0.634	B	0.003	NO	0.633	B	0.002	NO
	Franklin Ave	PM	0.848	D	0.854	D	0.006	NO	0.853	D	0.005	NO
7.	Gower St &	AM	0.355	A	0.366	A	0.011	NO	0.362	A	0.007	NO
	Carlos Ave	PM	0.288	A	0.294	A	0.006	NO	0.292	A	0.004	NO
8.	Cahuenga Blvd &	AM	0.895	F *	0.895	F *	0.000	NO	0.885	F *	-0.010	NO
	Hollywood Blvd	PM	0.722	F *	0.727	F *	0.005	NO	0.716	F *	-0.006	NO
9.	Ivar Ave &	AM	0.451	A	0.451	A	0.000	NO	0.441	A	-0.010	NO
	Hollywood Blvd	PM	0.569	A	0.571	A	0.002	NO	0.561	A	-0.008	NO
10.	Vine St &	AM	0.944	F *	0.954	F *	0.010	**YES**	0.941	F *	-0.003	NO
	Hollywood Blvd	PM	0.934	F *	0.939	F *	0.005	NO	0.928	F *	-0.006	NO
11.	Argyle Ave &	AM	0.602	B	0.602	B	0.000	NO	0.592	A	-0.010	NO
	Hollywood Blvd	PM	0.745	C	0.748	C	0.003	NO	0.737	C	-0.008	NO
12.	Gower St &	AM	0.729	C	0.749	C	0.020	NO	0.733	C	0.004	NO
	Hollywood Blvd	PM	0.785	C	0.788	C	0.003	NO	0.777	C	-0.008	NO
13.	Bronson Ave &	AM	0.681	B	0.687	B	0.006	NO	0.675	B	-0.006	NO
	Hollywood Blvd	PM	0.696	B	0.701	C	0.005	NO	0.690	B	-0.006	NO
14.	US 101 SB Ramps &	AM	0.630	B	0.634	B	0.004	NO	0.623	B	-0.007	NO
	Hollywood Blvd	PM	0.652	B	0.659	B	0.007	NO	0.647	B	-0.005	NO
15.	US 101 NB Ramps / Van Ness Ave &	AM	1.034	F	1.037	F	0.003	NO	1.025	F	-0.009	NO
	Hollywood Blvd	PM	0.880	D	0.897	D	0.017	NO	0.882	D	0.002	NO
16.	Wilton Pl &	AM	0.781	C	0.784	C	0.003	NO	0.772	C	-0.009	NO
	Hollywood Blvd	PM	0.866	D	0.873	D	0.007	NO	0.861	D	-0.005	NO
17.	Western Ave &	AM	0.950	E	0.957	E	0.007	NO	0.945	E	-0.005	NO
	Hollywood Blvd	PM	0.943	E	0.946	E	0.003	NO	0.935	E	-0.008	NO
18.	Cahuenga Blvd &	AM	0.531	A	0.531	A	0.000	NO	0.531	A	0.000	NO
	Selma Ave	PM	0.511	A	0.515	A	0.004	NO	0.514	A	0.003	NO
19.	Vine St &	AM	0.509	A	0.519	A	0.010	NO	0.515	A	0.006	NO
	Selma Ave	PM	0.614	B	0.623	B	0.009	NO	0.620	B	0.006	NO
20.	Gower St &	AM	0.696	B	0.718	C	0.022	NO	0.712	C	0.016	NO
	Selma Ave	PM	0.612	B	0.616	B	0.004	NO	0.614	B	0.002	NO
21.	Wilcox Ave &	AM	0.693	B	0.696	B	0.003	NO	0.685	B	-0.008	NO
	Sunset Blvd	PM	0.684	B	0.699	B	0.015	NO	0.684	B	0.000	NO
22.	Cahuenga Blvd &	AM	0.838	F *	0.840	F *	0.002	NO	0.830	F *	-0.008	NO
	Sunset Blvd	PM	0.818	F *	0.836	F *	0.018	**YES**	0.821	F *	0.003	NO
23.	Ivar Ave &	AM	0.545	A	0.548	A	0.003	NO	0.537	A	-0.008	NO
	Sunset Blvd	PM	0.568	A	0.571	A	0.003	NO	0.559	A	-0.009	NO
24.	Vine St &	AM	0.991	F *	1.010	F *	0.019	**YES**	0.995	F *	0.004	NO
	Sunset Blvd	PM	1.053	F *	1.064	F *	0.011	**YES**	1.050	F *	-0.003	NO
25.	Argyle Ave &	AM	0.665	B	0.669	B	0.004	NO	0.658	B	-0.007	NO
	Sunset Blvd	PM	0.746	C	0.767	C	0.021	NO	0.751	C	0.005	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St &	AM	0.931	E	0.936	E	0.005	NO	0.924	E	-0.007	NO
	Sunset Blvd	PM	1.047	F	1.077	F	0.030	**YES**	1.014	F	-0.033	NO
27.	Gordon St &	AM	0.463	A	0.495	A	0.032	NO	0.474	A	0.011	NO
	Sunset Blvd	PM	0.541	A	0.677	B	0.136	NO	0.625	B	0.084	NO
28.	Bronson Ave &	AM	0.779	C	0.812	D	0.033	**YES**	0.792	C	0.013	NO
	Sunset Blvd	PM	0.819	D	0.852	D	0.033	**YES**	0.832	D	0.013	NO
29.	Van Ness Ave &	AM	0.925	E	0.951	E	0.026	**YES**	0.837	D	-0.088	NO
	Sunset Blvd	PM	1.009	F	1.040	F	0.031	**YES**	0.937	E	-0.072	NO
30.	Wilton Pl &	AM	0.607	B	0.621	B	0.014	NO	0.607	B	0.000	NO
	Sunset Blvd	PM	0.711	C	0.725	C	0.014	NO	0.711	C	0.000	NO
31.	Western Ave &	AM	0.697	B	0.699	B	0.002	NO	0.688	B	-0.009	NO
	Sunset Blvd	PM	0.872	D	0.881	D	0.009	NO	0.868	D	-0.004	NO
32.	Wilcox Ave &	AM	0.503	A	0.505	A	0.002	NO	0.495	A	-0.008	NO
	Fountain Ave	PM	0.589	A	0.591	A	0.002	NO	0.580	A	-0.009	NO
33.	Cahuenga Blvd &	AM	0.729	C	0.733	C	0.004	NO	0.721	C	-0.008	NO
	Fountain Ave	PM	0.786	C	0.801	D	0.015	NO	0.787	C	0.001	NO
34.	Vine St &	AM	0.752	C	0.757	C	0.005	NO	0.745	C	-0.007	NO
	Fountain Ave	PM	0.809	D	0.827	D	0.018	NO	0.811	D	0.002	NO
35.	El Centro Ave &	AM	0.437	A	0.445	A	0.008	NO	0.433	A	-0.004	NO
	Fountain Ave	PM	0.435	A	0.443	A	0.008	NO	0.430	A	-0.005	NO
36.	Gower St &	AM	0.760	C	0.771	C	0.011	NO	0.757	C	-0.003	NO
	Fountain Ave	PM	0.845	D	0.877	D	0.032	**YES**	0.855	D	0.010	NO
37.	Wilcox Ave &	AM	0.781	C	0.782	C	0.001	NO	0.772	C	-0.009	NO
	Santa Monica Blvd	PM	0.781	C	0.786	C	0.005	NO	0.775	C	-0.006	NO
38.	Cahuenga Blvd &	AM	0.859	D	0.861	D	0.002	NO	0.851	D	-0.008	NO
	Santa Monica Blvd	PM	0.867	D	0.879	D	0.012	NO	0.865	D	-0.002	NO
39.	Vine St &	AM	0.933	E	0.935	E	0.002	NO	0.924	E	-0.009	NO
	Santa Monica Blvd	PM	0.965	E	0.977	E	0.012	**YES**	0.963	E	-0.002	NO
40.	Gower St &	AM	0.904	E	0.918	E	0.014	**YES**	0.903	E	-0.001	NO
	Santa Monica Blvd	PM	0.989	E	1.004	F	0.015	**YES**	0.987	E	-0.002	NO
41.	Bronson Ave &	AM	0.685	B	0.701	C	0.016	NO	0.686	B	0.001	NO
	Santa Monica Blvd	PM	0.663	B	0.665	B	0.002	NO	0.654	B	-0.009	NO
42.	Van Ness Ave &	AM	0.919	E	0.935	E	0.016	**YES**	0.920	E	0.001	NO
	Santa Monica Blvd	PM	0.861	D	0.863	D	0.002	NO	0.852	D	-0.009	NO
43.	Wilton Pl &	AM	0.785	C	0.801	D	0.016	NO	0.786	C	0.001	NO
	Santa Monica Blvd	PM	0.793	C	0.796	C	0.003	NO	0.785	C	-0.008	NO
44.	Western Ave &	AM	0.932	E	0.957	E	0.025	**YES**	0.940	E	0.008	NO
	Santa Monica Blvd	PM	1.038	F	1.050	F	0.012	**YES**	1.035	F	-0.003	NO
45.	US-101 SB On-ramp &	AM	0.515	A	0.523	A	0.008	NO	0.511	A	-0.004	NO
	Santa Monica Blvd	PM	0.609	B	0.611	B	0.002	NO	0.600	A	-0.009	NO
46.	US-101 NB Off-ramp / Serrano Ave &	AM	0.658	B	0.664	B	0.006	NO	0.652	B	-0.006	NO
	Santa Monica Blvd	PM	0.849	D	0.854	D	0.005	NO	0.842	D	-0.007	NO
47.	Vine St &	AM	0.854	D	0.856	D	0.002	NO	0.855	D	0.001	NO
	Melrose Ave	PM	0.916	E	0.918	E	0.002	NO	0.917	E	0.001	NO
48.	Gower St &	AM	0.767	C	0.780	C	0.013	NO	0.776	C	0.009	NO
	Melrose Ave	PM	0.879	D	0.888	D	0.009	NO	0.885	D	0.006	NO
49.	Western Ave &	AM	0.861	D	0.866	D	0.005	NO	0.864	D	0.003	NO
	Melrose Ave	PM	0.885	D	0.895	D	0.010	NO	0.892	D	0.007	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

Chapter 9

Unsignalized Intersection Analysis

As described in Chapter 1, based on *Transportation Impact Study Guidelines,* unsignalized intersections should be selected for evaluation if the intersection is located adjacent to the Project Site or is integral to the Project's site access and circulation plan. Although eight unsignalized study intersections were selected for evaluation in this study, only two unsignalized intersections provide direct access to the Project Site. The remaining six unsignalized intersections were considered due to the access provided to Caltrans facilities.

The eight unsignalized study intersections were analyzed using the HCM methodology to determine the overall intersection delay under both Existing and Future Conditions. Based on *Transportation Impact Study Guidelines,* if based on the estimated overall intersection delay, the unsignalized intersection is projected to operate at LOS E or F under Future with Project Conditions, a signal warrant analysis should be conducted to evaluate for the potential installation of a new traffic signal. The signal warrant analysis, if necessary, would follow the guidelines set forth in *Manual of Policies and Procedures* (LADOT, December 2008) and *California Manual on Uniform Traffic Control Devices* (Caltrans, 2012) (California MUTCD).

INTERSECTION LEVELS OF SERVICE

Tables 14 and 15 summarize the weekday morning and afternoon peak hour delay and corresponding LOS for the eight unsignalized intersections under Existing and Future Conditions.

As shown in Table 14, two of the eight unsignalized study intersections already operate at LOS E or F during at least one of the analyzed peak hours under Existing Conditions, without the addition of any Project-related traffic. Three of the eight unsignalized study intersections are

TABLE 14
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Gower Street & US 101 NB Off-Ramp	AM PM	32.5 26.7	D D	33.2 27.4	D D
2.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	114.0 46.5	F E	119.6 48.5	F E
3.	Gower Street & Yucca Street	AM PM	28.0 22.3	D C	29.2 22.7	D C
4.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	AM PM	13.3 10.4	B B	13.5 10.4	B B
5.	Wilton Place & US 101 NB Off-Ramp/Harold Way	AM PM	12.2 16.6	B C	12.2 16.7	B C
6. [a]	US 101 SB On-Ramp & Sunset Boulevard	AM PM	30.2 81.6	D F	31.2 106.1	D F
7.	Gordon Street & Fountain Avenue	AM PM	24.9 30.0	C D	41.4 40.9	E E
8.	Bronson Avenue & Fountain Avenue	AM PM	12.2 24.8	B C	12.5 28.3	B D

Note:
[a] Intersection is uncontrolled.

TABLE 15
FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Gower Street & US 101 NB Off-Ramp	AM PM	66.6 70.3	F F	68.9 75.0	F F
2.	Gower Street & US 101 SB Off-Ramp/Yucca Street	AM PM	201.4 97.4	F F	209.9 102.8	F F
3.	Gower Street & Yucca Street	AM PM	34.8 29.1	D D	36.3 29.6	E D
4.	US 101 SB Off-Ramp/Van Ness Avenue & Harold Way	AM PM	14.6 11.0	B B	14.8 11.0	B B
5.	Wilton Place & US 101 NB Off-Ramp/Harold Way	AM PM	12.8 19.0	B C	12.8 19.2	B C
6. [a]	US 101 SB On-Ramp & Sunset Boulevard	AM PM	94.5 631.5	F F	100.1 814.6	F F
7.	Gordon Street & Fountain Avenue	AM PM	26.5 32.5	D D	44.9 45.0	E E
8.	Bronson Avenue & Fountain Avenue	AM PM	13.4 31.4	B D	13.7 36.6	B E

Note:
[a] Intersection is uncontrolled.

anticipated to operate at LOS E or F during at least one of the analyzed peak hours under Existing with Project Conditions. Therefore, further traffic signal warrant analyses were conducted.

As shown in Table 15, three of the eight unsignalized study intersections are anticipated to operate at LOS F during both of the analyzed peak hours under Future without Project Conditions, without the addition of any Project-related traffic. Six of the eight unsignalized intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours under Future with Project Conditions. Therefore, further traffic signal warrant analyses were conducted.

SIGNAL WARRANT ANALYSIS

Of the eight unsignalized study intersections, the following six intersections are anticipated to operate at LOS E or F during at least one of the analyzed peak hours under Future with Project Conditions and were, therefore, subject to a signal warrant analysis to determine whether the projected volumes at the intersection warrant the installation of a traffic signal control:

1. Gower Street & US 101 Northbound Off-Ramp
2. Gower Street & US 101 Southbound Off-Ramp/Yucca Street
3. Gower Street & Yucca Street
6. US 101 Southbound On-Ramp & Sunset Boulevard
7. Gordon Street & Fountain Avenue
8. Bronson Avenue & Fountain Avenue

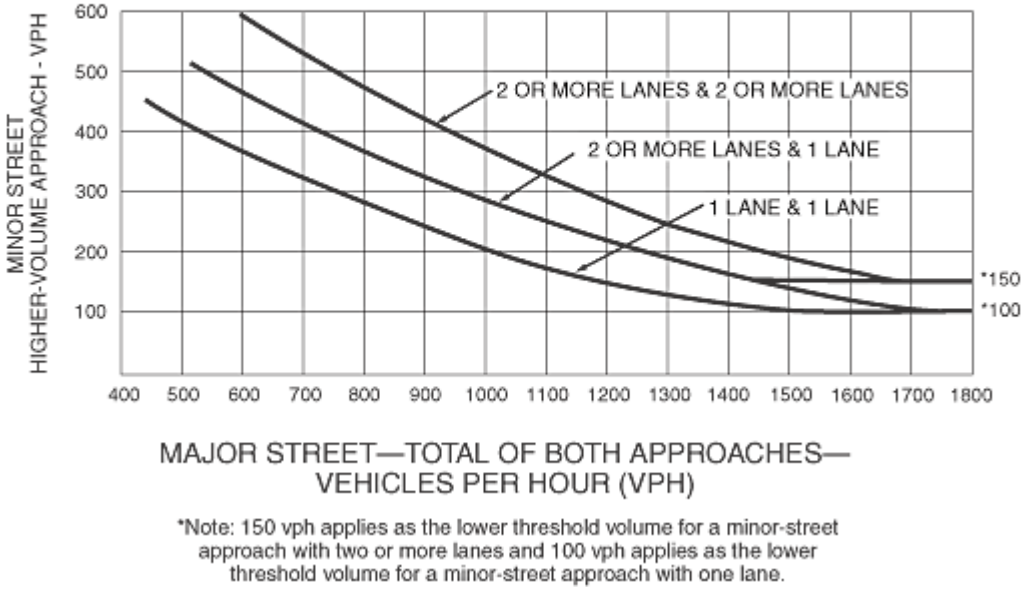
The intersections were analyzed according to Warrant 3 (peak hour). The following methodologies, as quoted from the California MUTCD, were used to evaluate signal warrants at the intersection:

Warrant 3, Peak-Hour Vehicular Volume Warrant

Signal Warrant 3 is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay

when entering or crossing the major street. Combined volumes for both approaches of the major street are included while only the volume from the higher minor street approach is included. At an intersection with a high volume of left-turn traffic from the major street, the analysis may include the major street left-turn volumes plus the minor street approach volume as the total "minor street" volume. The warrant is satisfied if traffic volumes for any one hour of an average day exceed the plotted lines shown in the following figure.

Figure 4C-3. Warrant 3, Peak Hour



*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.

As summarized in Table 16, the six unsignalized intersections do not meet the minimum peak hour traffic volume threshold of Warrant 3 under Existing, Existing with Project, Future without Project, or Future with Project Conditions.

Detailed signal warrant worksheets are provided in Appendix F.

TABLE 16
SIGNAL WARRANT ANALYSIS

No.	Intersection	Peak Hour Warrant Met			
		Existing Conditions	Existing with Project Conditions	Future without Project Conditions	Future with Project Conditions
1.	Gower Street & US 101 NB Off-Ramp	NO	NO	NO	NO
2.	Gower Street & US 101 SB Off-Ramp/Yucca Street	NO	NO	NO	NO
3.	Gower Street & Yucca Street	NO	NO	NO	NO
6. [a]	US 101 SB On-Ramp & Sunset Boulevard	NO	NO	NO	NO
7.	Gordon Street & Fountain Avenue	NO	NO	NO	NO
8.	Bronson Avenue & Fountain Avenue	NO	NO	NO	NO

Note:
[a] Intersection is uncontrolled.

Chapter 10

Congestion Management Program Analysis

This chapter presents an analysis of the regional transportation facilities in the vicinity of the Project Site, in accordance with the procedures outlined in the CMP.

TIA GUIDELINES

The CMP requires that TIAs be performed on three types of facilities:

- Arterial Intersections
- Mainline Freeway Segments
- The Public Transit System

The CMP identifies specific arterial and freeway mainline locations for analysis.

Arterial Monitoring Intersection TIA Guidelines

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 50 trips to an arterial monitoring intersection. The CMP analysis uses the same CMA methodology as used in earlier chapters for City intersections to determine intersection V/C ratio and LOS. A significant impact requiring mitigation occurs if project traffic causes an incremental increase in intersection V/C ratio of 0.02 or greater to a facility projected to operate at LOS F (V/C > 1.00) after the addition of project traffic.

Mainline Freeway Monitoring Location TIA Guidelines

The CMP requires that a TIA be performed for all CMP mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the weekday morning or afternoon peak hours. A detailed analysis is not required if the project adds fewer than 150 trips to a mainline freeway monitoring location (in either direction) during either the weekday morning or afternoon peak hour. The CMP analysis uses a demand-to-capacity (D/C) ratio to determine facility LOS based on capacity identified in Appendix A of the CMP. Similar to arterial monitoring intersections, a significant impact requiring mitigation occurs if project traffic causes an incremental increase in freeway segment D/C ratio of 0.02 or greater to a facility projected to operate at LOS F (D/C > 1.00) after the addition of project traffic.

Transit Impact Review Guidelines

The CMP requires that a transit system analysis be performed to determine whether a project would increase transit ridership beyond the current capacity of the transit system.

ARTERIAL MONITORING STATION ANALYSIS

The CMP identifies the intersection of Western Avenue & Santa Monica Boulevard (Intersection #44) as an arterial monitoring intersection within the Study Area. As shown in Figure 9, the Project would add more than 50 peak hour trips at the arterial monitoring intersection during both morning and afternoon peak hours. Therefore, further analysis of the CMP arterial monitoring intersection at Western Avenue & Santa Monica Boulevard is required.

As shown in Table 17, the arterial monitoring intersection currently operates at LOS C during the morning and afternoon peak hours under Existing and Existing with Project Conditions. Although the intersection of Western Avenue & Santa Monica Boulevard operates at LOS F during the afternoon peak hour under Future with Project Conditions, as shown in Table 17, the addition of Project traffic would not result in an increase in V/C ratio of 0.02 or more. Therefore, the intersection would not be significantly impacted based on CMP criteria.

TABLE 17
CMP ARTERIAL MONITORING INTERSECTION
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions				Existing with Project with TDM Conditions				Existing with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
44.	Western Ave & Santa Monica Blvd	AM	0.736	C	0.761	C	0.025	NO	0.754	C	0.018	NO	0.744	C	0.008	NO
		PM	0.772	C	0.781	C	0.009	NO	0.777	C	0.005	NO	0.767	C	-0.005	NO
No.	**Intersection**	**Peak Hour**	**Future without Project Conditions**		**Future with Project Conditions**				**Future with Project with TDM Conditions**				**Future with Project with Full Mitigation Conditions**			
			V/C	**LOS**	**V/C**	**LOS**	**Change in V/C**	**Significant Impact**	**V/C**	**LOS**	**Change in V/C**	**Significant Impact**	**V/C**	**LOS**	**Change in V/C**	**Significant Impact**
44.	Western Ave & Santa Monica Blvd	AM	0.932	E	0.957	E	0.025	NO	0.950	E	0.018	NO	0.940	E	0.008	NO
		PM	1.038	F	1.050	F	0.012	NO	1.045	F	0.007	NO	1.035	F	-0.003	NO

The CMP also identifies one arterial monitoring intersection location outside the boundaries of the Study Area, at the intersection of Highland Avenue & Santa Monica Boulevard, approximately 1.0 miles southwest of the Project Site. The Project trips at this location were calculated based on the number of trips entering and leaving the Study Area (based on Figure 9) in the direction of the outlying CMP arterial monitoring intersection, conservatively assuming there would be no diverging trips. Based on this methodology, fewer than 50 peak hour trips are expected at this arterial monitoring intersection. Therefore, no further analysis of the CMP arterial monitoring intersection at Highland Avenue & Santa Monica Boulevard is required.

FREEWAY SEGMENT ANALYSIS

The CMP identifies one mainline freeway monitoring location on US 101 south of Santa Monica Boulevard, approximately 1.0 miles southeast of the Project Site. At this location, the Project is projected to add a total of 85 northbound trips and 14 southbound trips during the morning peak hour and 15 northbound trips and 82 southbound trips during the afternoon peak hour. Although the Project would not add 150 trips in either direction during either peak hour to the CMP mainline freeway monitoring location, further CMP freeway segment analysis was conducted.

As shown in Tables 18 and 19, the addition of Project traffic would not cause the D/C ratio to increase by 0.02. Therefore, the Project would not result in a significant impact on US 101 south of Santa Monica Boulevard based on CMP criteria regardless of the freeway mainline LOS.

REGIONAL TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 in order to estimate the number of person trips to and from the Project and guidance regarding the percentage of Project person trips may use public transit to travel to and from the Project Site depending on the mix of uses and proximity to public transit. Based on the assumptions in the trip generation estimates shown in Table 8, a transit/walk-in adjustment of up to 10% was applied to account

TABLE 18
CMP FREEWAY SEGMENT ANALYSIS
EXISTING WITH PROJECT OPERATING CONDITIONS (YEAR 2018)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing Volume [c]	Existing D/C Ratio	Level of Service	Project Traffic	Existing with Project Volume [d]	Existing with Project D/C Ratio	Level of Service	Change in D/C [e]	Significant Impact? [f]
AM Peak Hour												
US 101 south of	NB	4	8,000	6,148	0.77	C	85	6,233	0.78	C	0.011	NO
Santa Monica Boulevard	SB	4	8,000	4,079	0.51	A	14	4,093	0.51	A	0.002	NO
PM Peak Hour												
US 101 south of	NB	4	8,000	5,149	0.64	B	15	5,164	0.65	B	0.002	NO
Santa Monica Boulevard	SB	4	8,000	3,633	0.45	A	82	3,715	0.46	A	0.010	NO

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Capacity reflects a lane capacity is 2,000 vehicles per hour per lane.

[c] Traffic volumes based on average January and February 2018 weekday traffic data from Caltrans' Performance Measurement System

[d] Existing with Project traffic volumes reflect Existing traffic volumes plus the Project traffic volume.

[e] Change in demand to capacity (D/C) ratio based on Existing with Project D/C ratio - Existing D/C ratio.

[f] Significant impact based on freeway segment analysis as outlined in Appendix D, subsection D.8.3 and corresponding significance thresholds outlined in subsection D.9.1 of 2010 Congestion Management Program, (Metro, 2010). As described therein, an impact if deemed significant if the change in D/C ratio >= 0.02, causing or worsening LOS F (D/C >= 1.0). The Project would not cause the D/C ratio to increase by 0.02 or more change, thus, th Project would not result in a signfiicant impact regardless of the freeway mainline LOS

TABLE 19
CMP FREEWAY SEGMENT ANALYSIS
FUTURE WITH PROJECT OPERATING CONDITIONS (YEAR 2028)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Existing Year Volume [c]	Related Projects Traffic	Future without Project Volume [c]	Future without Project D/C Ratio	Level of Service	Project Traffic	Future with Project Volume [d]	Future with Project D/C Ratio	Level of Service	Change in D/C [e]	Significant Impact? [f]
AM Peak Hour														
US 101 south of	NB	4	8,000	6,148	872	7,131	0.89	D	85	7,216	0.90	E	0.011	NO
Santa Monica Boulevard	SB	4	8,000	4,079	836	4,989	0.62	B	14	5,003	0.63	B	0.002	NO
PM Peak Hour														
US 101 south of	NB	4	8,000	5,149	1141	6,383	0.80	C	15	6,398	0.80	C	0.002	NO
Santa Monica Boulevard	SB	4	8,000	3,633	1100	4,799	0.60	A	82	4,881	0.61	B	0.010	NO

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Capacity reflects a lane capacity is 2,000 vehicles per hour per lane.

[c] Future without Project traffic volumes reflect the Existing traffic volumes (Table 18) added to ambient traffic growth and Related Projects traffic growth

[d] Future with Project traffic volumes reflect Future Without Project traffic volumes plus the Project traffic volume.

[e] Change in demand to capacity (D/C) ratio based on Future With Project D/C ratio - Future Without Project D/C ratio.

[f] Significant impact based on freeway segment analysis as outlined in Appendix D, subsection D.8.3 and corresponding significance thresholds outlined in subsection D.9.1 of 2010 Congestion Management Program, (Metro, 2010). As described therein, an impact if deemed significant if the change in D/C ratio >= 0.02, causing or worsening LOS F (D/C >= 1.0). The Project would not cause the D/C ratio to increase by 0.02 or more change, thus, the Project would not result in a signfiicant impact regardless of the freeway mainline LOS

for the use of non-auto travel modes (e.g., rail, bus, bicycle, walk, etc.) For the purposes of this analysis, all non-auto trips were conservatively assumed to travel via public transit.

As shown in Table 8, prior to the application of transit reductions, the Project is anticipated to generate approximately 547 morning peak hour trips and 542 afternoon peak hour trips. Assuming an AVO of 1.4, the Project's vehicle trips result in an estimated increase of 766 person trips during the morning peak hour and 759 person trips during the afternoon peak hour. Using the 10% mode split, the Project would generate approximately 77 net new transit trips in the morning peak hour and 76 net new transit trips in the afternoon peak hour.

As detailed in Chapter 2, the Study Area is served by numerous established transit routes. The total residual capacity of the analyzed transit lines within the Study Area during the morning and afternoon peak hours is approximately 1,062 and 901 trips, respectively. The Project's morning and afternoon peak hour person trips by transit are projected at 77 and 76 trips, respectively, or approximately less than 8% of the available capacity during the morning or afternoon peak.

As detailed in Table 3, the Project Site is served by numerous bus lines, as well as the Metro Red Line. Although the Project (and other Related Projects) will cumulatively add transit ridership, the Project Site, Hollywood, and the Study Area are served by a vast amount of transit service. Overall, the total transit capacity along those routes can accommodate the Project's transit trips during both the morning and afternoon peak hours. Therefore, the Project is not anticipated to result in material regional transit impacts.

Furthermore, Los Angeles County voters approved Measure R, a half-cent sales tax increase for transportation, which has allowed Metro to develop projects to improve the existing transportation system. *2009 Long Range Transportation Plan* (Metro, Adopted 2009) (2009 LRTP), which outlined a range of transit and highway projects throughout Los Angeles County that were aimed to improve mobility and address future growth, is currently in the process of an update to address transportation issues and projects identified by local jurisdictions, Councils of Governments, and transportation agencies. *2014 Short Range Transportation Plan* (Metro, Adopted 2014) identifies projects and programs that will be implemented in accordance with the Project priorities and funding schedules of the 2009 LRTP. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service in order to accommodate cumulative demand in the region. Although the Project (and other related

projects) will cumulatively add transit ridership, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region; therefore, cumulative impacts on public transit are considered to be less than significant.

Chapter 11
Caltrans Analysis

This chapter presents an analysis of Caltrans facilities, including freeway mainline segments, Caltrans intersections, and off-ramp queuing. The City's continued reliance on the Caltrans Agreement is based upon verbal direction from Caltrans that the Caltrans Agreement will remain in effect until such time as the City formally implements a VMT methodology. As detailed in the MOU, the Project meets the screening criteria identified in the Caltrans Agreement at freeway off-ramps. Thus, analyses of Caltrans facilities were conducted. The screening analysis is included in the MOU provided in Appendix A.

VMT

As previously noted, under SB 743, the focus of transportation analysis will shift from driver delay to reduction of GHG, creation of multimodal networks and promotion of mixed-use developments. To better align with the State's multimodal transportation and environmental action goals, Caltrans is pursuing VMT as a metric of Project impacts, as outlined in *Local Development – Intergovernmental Review Program Interim Guide* (Caltrans, Approved September 2016). This interim guidance will remain in effect until superseded by new Caltrans transportation impact study guidelines, which are currently under development.

The Project characteristics (e.g., its location, proximity to transit, access to other nearby destinations, pedestrian connections, bicycle amenities, etc.) would encourage non-auto modes of transportation such as walking, bicycling, carpool, vanpool, transit, etc. and would, therefore, reduce VMT to the Project Site and associated transportation-related GHG emissions. The Project Site is located adjacent to and within walking distance of numerous transit line bus stops. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT. Further, the Project would be located within an area that offers access to other nearby retail and entertainment destinations. The combined effects of these factors would reduce the Project's anticipated vehicle trips and VMT and encourage walking and non-auto forms

of transportation and transit ridership, which results in corresponding reductions in transportation-related emissions.

ANALYZED FACILITIES

The analyses conducted on Caltrans facilities included freeway mainline segments, signalized and unsignalized ramp intersections, and off-ramp queuing.

Six freeway mainline segments on US 101 were analyzed using HCM methodology to determine density, speed, and LOS. Six signalized and five unsignalized intersections located at freeway ramps and under partial Caltrans jurisdiction and eight intersections along Santa Monica Boulevard under Caltrans jurisdiction were analyzed using HCM methodology to identify average vehicle delay and LOS. Four freeway off-ramps were analyzed for ramp queue lengths using the Vistro software to estimate queues.

The technical analyses of Caltrans facilities, along with LOS worksheets for each type of analysis, are provided in Appendix G.

Chapter 12
Site Access and Internal Circulation

This chapter summarizes the site access and internal circulation of the Project Site.

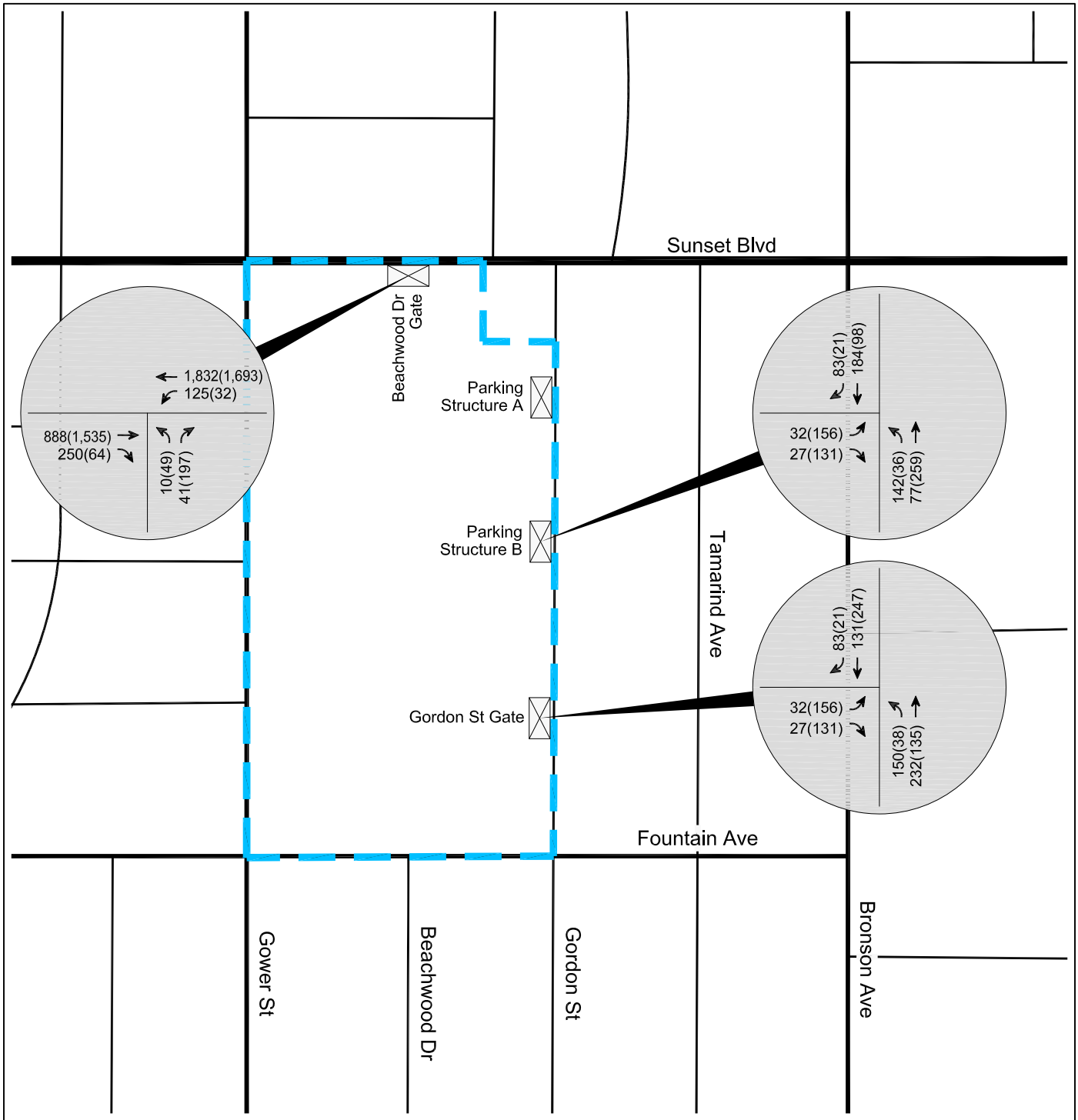
VEHICULAR ACCESS AND CIRCULATION

Vehicular access to the Project Site would be maintained at the existing full-access driveway along Sunset Boulevard at Beachwood Drive and the existing full-access driveways along Gordon Street. The driveways would provide access to the existing on-site parking garages, in addition to the new parking structures and subterranean levels.

DRIVEWAY OPERATIONAL ANALYSIS

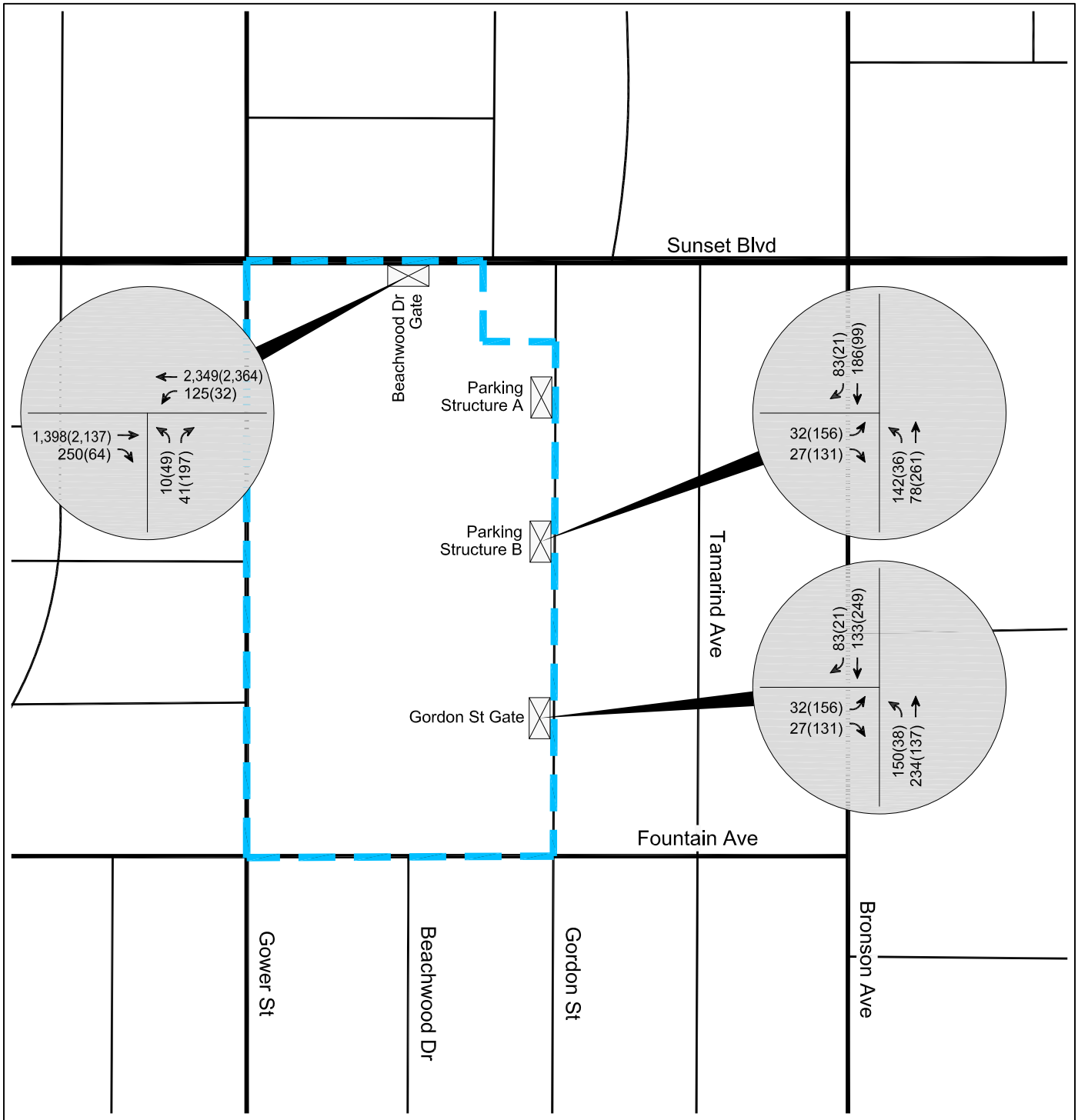
An analysis of anticipated driveway operating conditions and queue lengths for the major Project driveways were conducted for all "with Project" scenarios. The driveway operational analysis utilized the traffic volumes for Existing with Project Conditions Year 2018 and Future with Project Conditions Year 2028 and is shown in Figures 15A and 15B, respectively. The driveway queues were calculated using the HCM methodology. Tables 20 and 21 present the 95th percentile queue lengths, expressed in feet, at the major driveways and analyzed peak periods. For the purposes of a conservative analysis, driveway queues were assessed based on full Project trip generation without consideration of the TDM program. The queue worksheets for the driveway operational analysis are provided in Appendix H.

As summarized in Table 20, under Existing with Project Conditions, the queues for the right and left turns into the Project Site during morning and afternoon peak hours are anticipated to reach up to 42 feet in length (two vehicles), 19 feet in length (one vehicle) and 29 feet in length (two



EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
PEAK HOUR DRIVEWAY VOLUMES

FIGURE 15A



FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
PEAK HOUR DRIVEWAY VOLUMES

FIGURE 15B

TABLE 20
DRIVEWAY OPERATIONAL QUEUE ANALYSIS
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)

No.	Driveway	SBR	SBL	WBR	WBL	NBR	NBL	EBR	EBL
Morning Peak Hour									
1.	Beachwood Drive Gate & Sunset Boulevard	--	--	--	42	9	20	0	--
2.	Parking Structure B Gate & Gordon Street	0	--	--	--	--	15	10	10
3.	Gordon Street Gate & Gordon Street	0	--	--	--	--	29	10	10
Afternoon Peak Hour									
1.	Beachwood Drive Gate & Sunset Boulevard	--	--	--	14	120	100	0	--
2.	Parking Structure B Gate & Gordon Street	0	--	--	--	--	19	52	52
3.	Gordon Street Gate & Gordon Street	0	--	--	--	--	12	60	60

Notes

95th Percentile queue results per Vistro 5 (HCM 6th Edition Methodology) and expressed in feet.

TABLE 21
DRIVEWAY OPERATIONAL QUEUE ANALYSIS
FUTURE WITH PROJECT CONDITIONS (YEAR 2028)

No.	Driveway	SBR	SBL	WBR	WBL	NBR	NBL	EBR	EBL
Morning Peak Hour									
1.	Beachwood Drive Gate & Sunset Boulevard	--	--	--	99	13	51	0	--
2.	Parking Structure B Gate & Gordon Street	0	--	--	--	--	15	9	9
3.	Gordon Street Gate & Gordon Street	0	--	--	--	--	30	10	10
Afternoon Peak Hour									
1.	Beachwood Drive Gate & Sunset Boulevard	--	--	--	31	247	185	0	--
2.	Parking Structure B Gate & Gordon Street	0	--	--	--	--	19	52	52
3.	Gordon Street Gate & Gordon Street	0	--	--	--	--	12	61	61

Notes

95th Percentile queue results per Vistro 5 (HCM 6th Edition Methodology) and expressed in feet.

vehicles) at the Beachwood Drive Gate, Parking Structure B Gate, and Gordon Street Gate driveways, respectively.

As summarized in Table 21, under Future with Project Conditions, the queues for the right and left turns into the Project Site during morning and afternoon peak hours are anticipated to reach up to 99 feet in length (four vehicles), 19 feet in length (one vehicle) and 30 feet in length (one vehicle) at the Beachwood Drive Gate, Parking Structure B Gate, and Gordon Street Gate driveways, respectively. The Project driveways would adequately serve Project traffic without causing excessive congestion on adjacent streets.

PEDESTRIAN ACCESS AND CIRCULATION

Pedestrian access to the Project Site would be provided via the sidewalks along Sunset Boulevard and Gordon Street, as well as a pedestrian-only access along Gower Street. The Project would not mix pedestrian and automobile traffic and, therefore, no pedestrian impacts would occur. No new curb cuts or driveways are proposed as part of the Project.

BICYCLE ACCESS AND CIRCULATION

Visitors and employees arriving by bicycle would have the same access opportunities as pedestrians and vehicles. In order to facilitate bicycle use, bicycle parking spaces would be provided on-site, consistent with the Bicycle Parking Ordinance, *Los Angeles Municipal Code* (City of Los Angeles) (LAMC) Section 12.21 A16(a)(2).

Chapter 13

Residential Street Segment Analysis

This section presents an analysis of potential residential street segment impacts in the vicinity of the Project, in accordance with the methodology and guidelines identified in the *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* ("*L.A. CEQA Thresholds Guide*") (City of Los Angeles, 2006) and *Transportation Impact Study Guidelines*.

RESIDENTIAL STREET SEGMENT SELECTION CRITERIA

L.A. CEQA Thresholds Guide identifies significance thresholds with regard to neighborhood intrusion/residential street segment impacts based on the increase in project trips on a local residential street. *L.A. CEQA Thresholds Guide* offers recommended thresholds for neighborhood intrusion impacts based on the addition of project traffic on the future traffic conditions of neighborhood streets, as follows:

> *A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:*
>
> - *ADT increase $\geq$ 16% if final ADT < 1,000*
> - *ADT increase $\geq$ 12% if final ADT $\geq$ 1,000 and < 2,000*
> - *ADT increase $\geq$ 10% if final ADT $\geq$ 2,000 and < 3,000*
> - *ADT increase $\geq$ 8% if final ADT $\geq$ 3,000*
>
> *"Final ADT" is defined as total projected future daily volume including project, ambient, and related project growth.*

Transportation Impact Study Guidelines provides a more stringent significance threshold of 120 project trips, as outlined below, and was used for this analysis. Hence, for any street segment in which traffic could be increased by 120 trips per day or more on any local residential streets, a potentially significant impact by the Project, prior to mitigation, is identified.

Based upon discussion with LADOT during the MOU process, and as shown in Figure 2, the following residential streets were identified for analysis:

1. Beachwood Drive between Fountain Avenue and Lexington Avenue
2. Gordon Street between Fountain Avenue and Lexington Avenue
3. Tamarind Avenue between Sunset Boulevard and Fountain Avenue
4. Tamarind Avenue between Fountain Avenue and Lexington Avenue
5. De Longpre Avenue between El Centro Avenue and Gower Street
6. Afton Place between El Centro Avenue and Gower Street

METHODOLOGY FOR DETERMINATION OF IMPACT

Transportation Impact Study Guidelines identifies an analysis methodology and threshold criteria for potential neighborhood traffic intrusion impacts, based on the addition of project traffic on the future traffic conditions of neighborhood streets. Four conditions must be met to create the conditions under which there could be a significant impact on local streets in a neighborhood:

1. The proposed project is a non-residential development and not a school.

2. The arterial is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street; the congestion level of the arterial can be determined based on the estimated LOS under project conditions of the study intersections; LOS E and F are considered to represent congested conditions.

3. The project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route; project traffic would need to exceed the daily minimum significance thresholds below under “Project-Related Increase in ADT”.

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

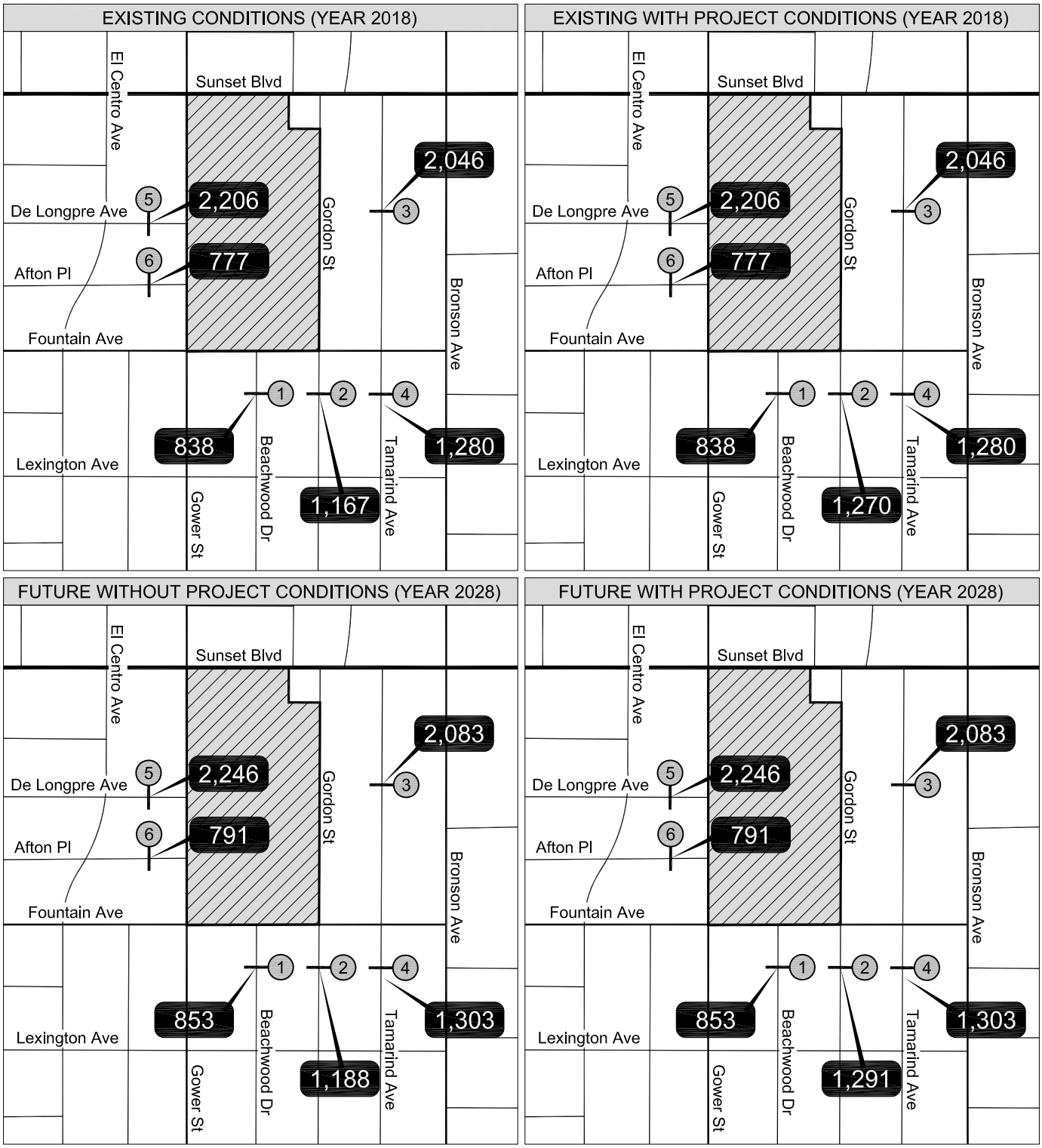
4. The local residential street(s) provides motorists with a viable alternative route.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

RESIDENTIAL STREET SEGMENT ANALYSIS

The residential street impact analysis was conducted for the Existing with Project (Year 2018) and Future with Project (Year 2028) Conditions. Existing ADT traffic volumes were conducted in May and June 2018. Future without Project traffic volumes were developed by factoring up the existing traffic volumes by an ambient growth rate of 0.18% per year and traffic generated by related projects within the Study Area. Figure 16 illustrates the ADT volumes under all conditions. It should be noted that the Project would implement the TDM program described in Chapter 8 as part of the project design features, which reduces Project trip generation. However, to maintain a conservative analysis, potential residential street impacts were assessed based on full Project trip generation without consideration of the TDM program.

As shown in Tables 22 and 23, based on the Project's traffic distribution patterns shown in Figure 8B, approximately 103 net new Project daily vehicle trips may utilize Gordon Street, which provides direct access to the Project Site. This is less than the minimum level of significance threshold set forth by LADOT guidelines. Project traffic is not anticipated to utilize the remaining five residential street segments as they do not provide direct access to the Project Site and use of those segments would require multiple turns to and from surrounding adjacent arterial roadways, some of which are unsignalized locations. Further, even if a nominal portion of Project-related traffic were assumed to utilize those remaining five street segments in an amount equal to or less than that anticipated on the Gordon Street segment (which provides direct connection with the site from Santa Monica Boulevard), the net increase in ADT volume due to the Project would not exceed the significance criteria. Therefore, impacts at the study street segments under both Existing and Future with Project Conditions were considered to be less than significant.



STREET SEGMENT AVERAGE DAILY TRAFFIC VOLUMES

FIGURE 16

TABLE 22
STREET SEGMENT ANALYSIS
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)

No.	Street Segment	Average Daily Traffic Volumes			Change in ADT	Impact [b]
		Existing	Project Only [a]	Existing with Project		
1.	Beachwood Drive between Fountain Avenue and Lexington Avenue	838	0	838	0.0%	NO
2.	Gordon Street between Fountain Avenue and Lexington Avenue	1,167	103	1,270	8.8%	NO
3.	Tamarind Avenue between Sunset Boulevard and Fountain Avenue	2,046	0	2,046	0.0%	NO
4.	Tamarind Avenue between Fountain Avenue and Lexington Avenue	1,280	0	1,280	0.0%	NO
5.	De Longpre Avenue between El Centro Avenue and Gower Street	2,206	0	2,206	0.0%	NO
6.	Afton Place between El Centro Avenue and Gower Street	777	0	777	0.0%	NO

Notes

[a] Based on current traffic patterns, it was observed that Project traffic would travel along Gordon Street, which provides direct access to the Project Site. Although Project traffic is not anticipated to travel along the remaining residential street segments, Project traffic at any street segments would not result in a significant impact under the LADOT guidelines as detailed below.

[b] Based on *Transportation Impact Study Guidelines* (LADOT, December 2016), a local residential street shall be deemed significantly impacted based on an increase in the projected ADT volumes as follows:

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

TABLE 23
STREET SEGMENT ANALYSIS
FUTURE WITH PROJECT CONDITIONS (YEAR 2028)

No.	Street Segment	Average Daily Traffic Volumes					Change in ADT	Impact [b]
		Existing	Traffic Growth	Future without Project	Project Only [a]	Future with Project		
1.	Beachwood Drive between Fountain Avenue and Lexington Avenue	838	15	853	0	853	0.0%	NO
2.	Gordon Street between Fountain Avenue and Lexington Avenue	1,167	21	1,188	103	1,291	8.7%	NO
3.	Tamarind Avenue between Sunset Boulevard and Fountain Avenue	2,046	37	2,083	0	2,083	0.0%	NO
4.	Tamarind Avenue between Fountain Avenue and Lexington Avenue	1,280	23	1,303	0	1,303	0.0%	NO
5.	De Longpre Avenue between El Centro Avenue and Gower Street	2,206	40	2,246	0	2,246	0.0%	NO
6.	Afton Place between El Centro Avenue and Gower Street	777	14	791	0	791	0.0%	NO

Notes

[a] Based on current traffic patterns, it was observed that Project traffic would travel along Gordon Street, which provides direct access to the Project Site. Although Project traffic is not anticipated to travel along the remaining residential street segments, Project traffic at any street segments would not result in a significant impact under the LADOT guidelines as detailed below.

[b] Based on *Transportation Impact Study Guidelines* (LADOT, December 2016), a local residential street shall be deemed significantly impacted based on an increase in the projected ADT volumes as follows:

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

Chapter 14

Construction Impact Analysis

This chapter summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts, and was performed in accordance with *L.A. CEQA Thresholds Guide*

TYPES OF CONSTRUCTION IMPACTS

L.A. CEQA Thresholds Guide identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts – potential impacts on vehicular travelers on roadways
2. Temporary loss of access – potential impacts on vehicular and pedestrian access
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers
4. Temporary loss of on-street parking – potential impacts on parkers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities could occur as a result of the following types of activities:

- Increases in truck traffic associated with export or import of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the Project Site

- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking existing vehicle or pedestrian access to other parcels fronting streets

The impact of construction traffic (including haul trucks) would be a lessening of the capacities of access streets and haul routes due to slower movements and larger turning radii of trucks.

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed in phases over a period of approximately 62 months, with completion anticipated in the Year 2028. Typical construction activity would occur between 7:00 AM and 7:00 PM on weekdays. However, haul truck activity for developments in Hollywood have standard restrictions to the hours of 9:00 AM to 3:00 PM. The Applicant will seek approval for haul truck activity to be restricted to the hours of 7:00 AM to 3:00 PM. The vast majority of construction workers will arrive before the morning peak hour and depart before the afternoon peak hour as per typical construction day schedules. Peak haul truck activity occurs during excavation and peak worker activity occurs during building construction. These two phases of construction were studied in greater detail.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction would occur during excavation and grading of the Project Site. Based on projections compiled for the Project, approximately 280,000 cubic yards (CY) of material would be excavated and removed from the Project Site over a 127 work day period. It is anticipated that a maximum of 157 trucks per work day, based on an anticipated haul truck capacity of 14 CY, would be required during this phase. Thus, up to 314 daily truck trips (157 inbound, 157 outbound) are forecast to occur during the excavation and grading period, with approximately 40 trips per hour (20 inbound, 20 outbound) uniformly over a typical eight-hour workday.

Excavation Phase Trip Generation

Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up the majority of the vehicles on the roads, they have an effect on traffic that is greater than a passenger vehicle's effect. *Transportation Research Circular No. 212* defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 22.11 of the HCM suggest a PCE of 2.0 for trucks. Assuming a PCE factor of 2.0, the 314 daily truck trips would be equivalent to 628 daily PCE trips. The 40 hourly truck trips would be equivalent to approximately 80 PCE trips per hour (40 inbound, 40 outbound).

Consistent with the construction data assumptions in the other environmental analyses (e.g., air and noise studies), it is also anticipated that a maximum of 60 vehicle trips per day related to construction workers would occur during the excavation and grading period. Although the hours of construction are expected to be from 7:00 AM to 3:00 PM, the vast majority of workers would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour.

Haul Route

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US 101, haul trucks arriving and departing the Project Site are likely to access US 101 via Sunset Boulevard. Arriving haul trucks would exit US 101 Northbound Off-ramp at Sunset Boulevard and travel westbound toward Gordon Street to the Project Site. Departing haul trucks would turn onto Gordon Street, travel north to Sunset Boulevard, and travel eastbound to access US 110 Southbound on-ramp and continue to the Chiquita Canyon Landfill via SR 170, I-5, Newhall Ranch Road, and Henry Mayo Drive.

Temporary Impact Analysis

As summarized above, haul truck trips would not occur during the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation and grading phase of construction.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. According to construction projections prepared for the Project, it is anticipated that a maximum of 800 vehicle trips per day related to construction workers would occur at one time during the building construction phase. In general, the hours of construction typically require workers to be onsite before the weekday morning commuter peak period and allow them to leave before the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 3:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in the vicinity of the Project Site. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan, described below.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the

specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Sunset Boulevard and Gordon Street, to ensure traffic safety on public rights-of-way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours (after 7:00 AM or before 3:00 PM) to the extent feasible.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.

- Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.

- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The parking lane on Gordon Street, adjacent to the Project Site, would be used intermittently throughout the construction period for equipment staging, concrete pumping, etc. Temporary traffic controls would be provided to direct traffic around any closures as required in the Construction Management Plan. The use of the public right-of-way along Gordon Street would require temporary rerouting of pedestrian traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian safety along the affected sidewalks and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

There are existing bus stops located along Sunset Boulevard and Gower Street, adjacent to the Project Site; however, temporary relocations to the bus stops are not anticipated to result. Parking with and without peak hour restrictions is allowed adjacent to the Project Site on Sunset Boulevard, Gordon Street, Fountain Avenue, and Gower Street. However, construction fences would only encroach along Gordon Street, where they could result in the temporary loss of unmetered parking spaces along the west side of the street.

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than

significant, and the implementation of the Construction Management Plan described above would further reduce those impacts.

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Appendix A

Memorandum of Understanding

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Sunset Gower Studios Enhancement Plan

Project Address: 6010, 6050 and 6060 Sunset Blvd., 1455 N Beachwood Dr., 1455 Gordon St., and 1438 and 1440 N Gower St., Hollywood, CA 90028

Project Description: The Project proposes to construct 627 ksf of new floor area, including creative office, production support and sound stage, and demolish approximately 160.6 ksf of existing floor area for a net increase of approximately 467.5 ksf of floor area to the Sunset Gower Studios campus.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25.00 % S 45.00 % E 10.00 % W 20.00 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	☐	■
Pass-By Trip	☐	■

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: ITE 10th Edition & NBCU EIR (GTC, 2010)

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	424	68	492
PM Trips	77	409	486

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2028 Ambient or CMP Growth Rate: 0.18 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ■ Yes ☐ No

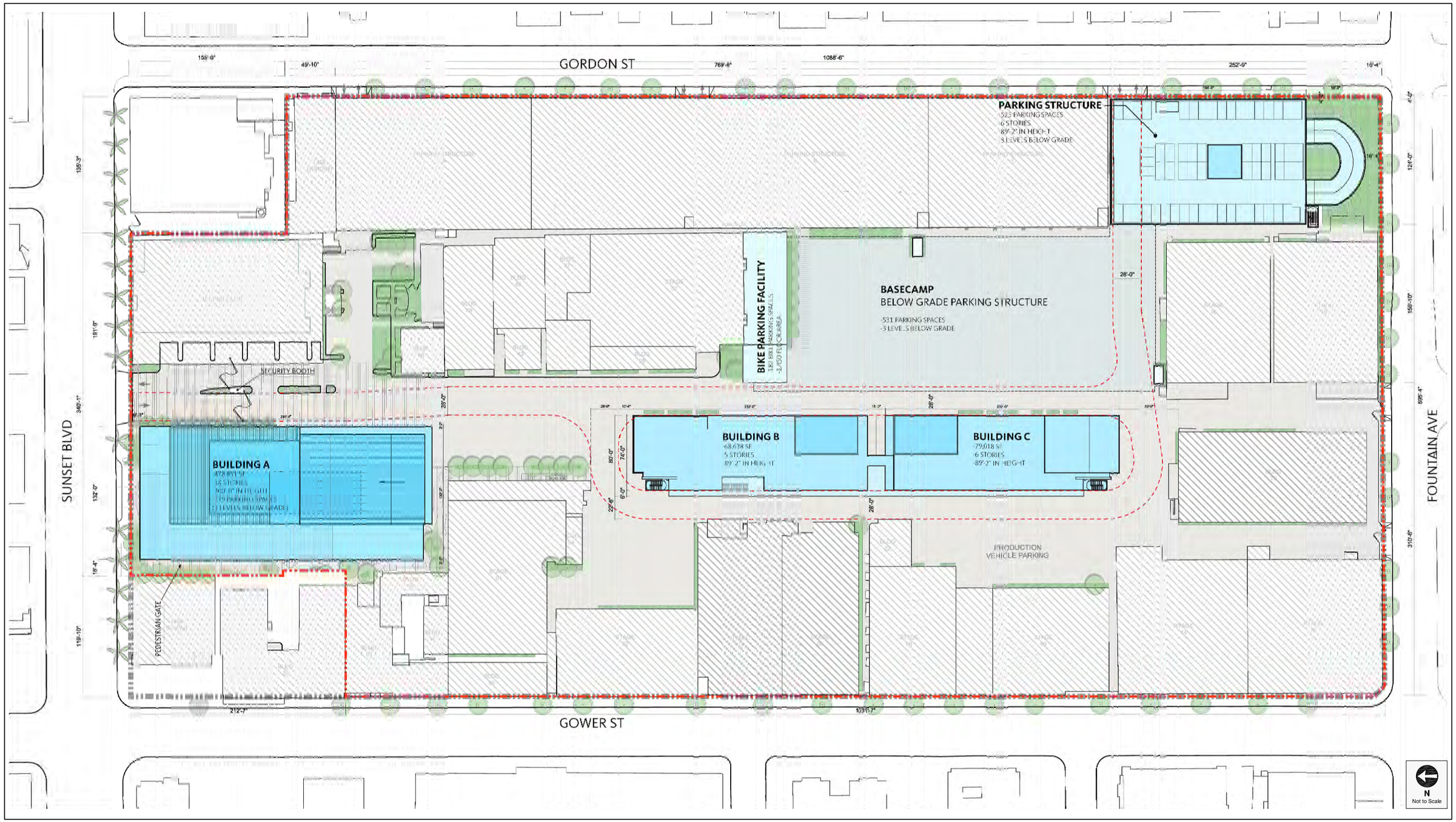
Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

Is this Project located on a street within the High Injury Network? ■ Yes ☐ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Hudson Pacific Properties
Address:	555 W. 5th Street, Suite 3375, Los Angeles, CA 90013	11601 Wilshire Boulevard, 9th Fl., Los Angeles, CA 90025
Phone Number:	(213) 683-0088	(310) 445-5700
E-Mail:	sdrobis@gibsontrans.com	mphillips@hudsonppi.com

Approved by:	x		5/21/18	x		5/23/18
		Consultant's Representative	Date		LADOT Representative	Date



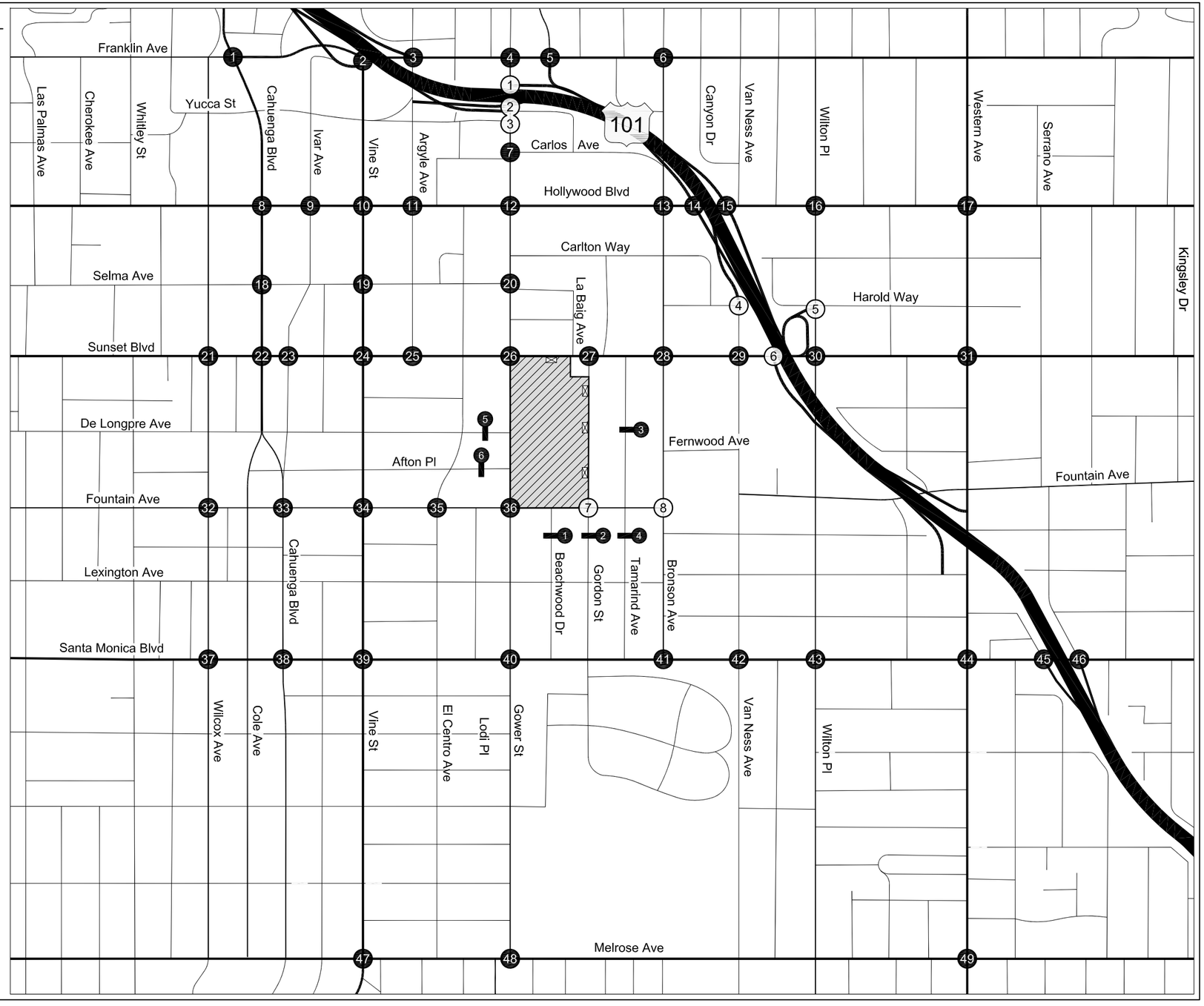
PROPOSED SITE PLAN

FIGURE
1

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- # Analyzed Intersection - Unsignalized
- # Analyzed Street Segment

N
Not to Scale



STUDY AREA AND ANALYZED LOCATIONS

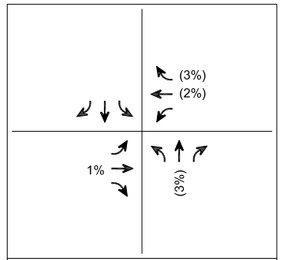
FIGURE 2

TABLE 1
ANALYZED STUDY INTERSECTIONS AND STREET SEGMENTS

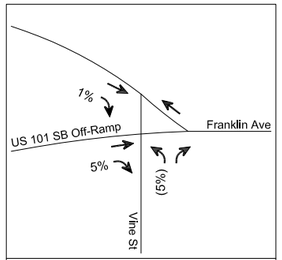
No	Intersection	Jurisdiction
Signalized Intersection		
1.	Cahuenga Blvd & Franklin Ave	City of Los Angeles
2.	Vine St & Franklin Ave / US-101 SB Off-Ramp	City of Los Angeles/Caltrans
3.	Argyle Ave / US-101 NB On-Ramp & Franklin Ave	City of Los Angeles/Caltrans
4.	Gower St & Franklin Ave	City of Los Angeles
5.	Beachwood Dr & Franklin Ave	City of Los Angeles
6.	Bronson Ave & Franklin Ave	City of Los Angeles
7.	Gower St & Carlos Ave	City of Los Angeles
8.	Cahuenga Blvd & Hollywood Blvd	City of Los Angeles
9.	Ivar Ave & Hollywood Blvd	City of Los Angeles
10.	Vine St & Hollywood Blvd	City of Los Angeles
11.	Argyle Ave & Hollywood Blvd	City of Los Angeles
12.	Gower St & Hollywood Blvd	City of Los Angeles
13.	Bronson Ave & Hollywood Blvd	City of Los Angeles
14.	US-101 SB Ramps & Hollywood Blvd	City of Los Angeles/Caltrans
15.	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	City of Los Angeles/Caltrans
16.	Wilton Pl & Hollywood Blvd	City of Los Angeles
17.	Western Ave & Hollywood Blvd	City of Los Angeles
18.	Cahuenga Blvd & Selma Ave	City of Los Angeles
19.	Vine St & Selma Ave	City of Los Angeles
20.	Gower St & Selma Ave	City of Los Angeles
21.	Wilcox Ave & Sunset Blvd	City of Los Angeles
22.	Cahuenga Blvd & Sunset Blvd	City of Los Angeles
23.	Ivar Ave & Sunset Blvd	City of Los Angeles
24.	Vine St & Sunset Blvd	City of Los Angeles
25.	Argyle Ave & Sunset Blvd	City of Los Angeles
26.	Gower St & Sunset Blvd	City of Los Angeles
27.	Gordon St & Sunset Blvd	City of Los Angeles
28.	Bronson Ave & Sunset Blvd	City of Los Angeles
29.	Van Ness Ave & Sunset Blvd	City of Los Angeles
30.	Wilton Pl & Sunset Blvd	City of Los Angeles
31.	Western Ave & Sunset Blvd	City of Los Angeles
32.	Wilcox Ave & Fountain Ave	City of Los Angeles
33.	Cahuenga Blvd & Fountain Ave	City of Los Angeles
34.	Vine St & Fountain Ave	City of Los Angeles
35.	El Centro Ave & Fountain Ave	City of Los Angeles
36.	Gower St & Fountain Ave	City of Los Angeles
37.	Wilcox Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
38.	Cahuenga Blvd & Santa Monica Blvd	City of Los Angeles/Caltrans
39.	Vine St & Santa Monica Blvd	City of Los Angeles/Caltrans
40.	Gower St & Santa Monica Blvd	City of Los Angeles/Caltrans
41.	Bronson Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
42.	Van Ness Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
43.	Wilton Pl & Santa Monica Blvd	City of Los Angeles/Caltrans
44.	Western Ave & Santa Monica Blvd	City of Los Angeles/Caltrans
45.	US-101 SB On-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
46.	US-101 NB Off-Ramp & Santa Monica Blvd	City of Los Angeles/Caltrans
47.	Vine St & Melrose Ave	City of Los Angeles
48.	Gower St & Melrose Ave	City of Los Angeles
49.	Western Ave & Melrose Ave	City of Los Angeles
Unsignalized Intersection		
1.	Gower St & US-101 NB Off-Ramp	City of Los Angeles/Caltrans
2.	Gower St & US-101 SB Off-Ramp / Yucca St	City of Los Angeles/Caltrans
3.	Gower St & Yucca St	City of Los Angeles
4.	US 101 SB Off-ramp / Van Ness Ave & Harold Way	City of Los Angeles/Caltrans
5.	Wilton Pl & US-101 NB Off-Ramp / Harold Way	City of Los Angeles/Caltrans
6.	US 101 SB On-Ramp & Sunset Blvd	City of Los Angeles/Caltrans

TABLE 1 (CONT.)
ANALYZED STUDY INTERSECTIONS AND STREET SEGMENTS

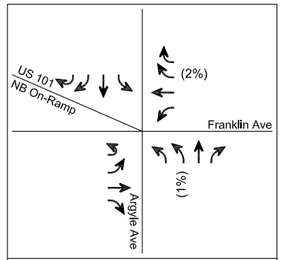
No	Intersection	Jurisdiction
Unsignalized Intersection		
7.	Gordon St & Fountain Ave	City of Los Angeles
8.	Bronson Ave & Fountain Ave	City of Los Angeles
No	**Street Segments**	
1.	Beachwood Drive between Fountain Avenue and Lexington Avenue	
2.	Gordon Street between Fountain Avenue and Lexington Avenue	
3.	Tamarind Avenue between Sunset Boulevard and Fountain Avenue	
4.	Tamarind Avenue between Fountain Avenue and Lexington Avenue	
5.	De Longpre Avenue between El Centro Avenue and Gower Street	
6.	Afton Place between El Centro Avenue and Gower Street	



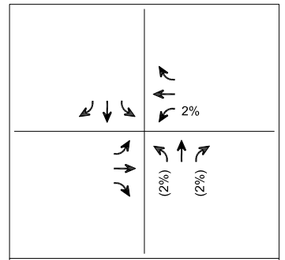
1. Cahuenga Blvd & Franklin Ave



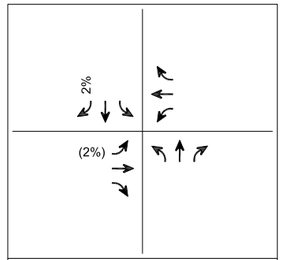
2. Vine St & Franklin Ave / US-101 SB Off-ramp



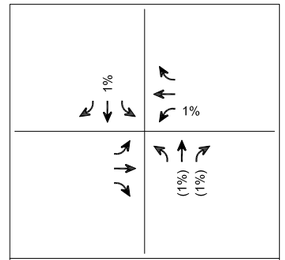
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



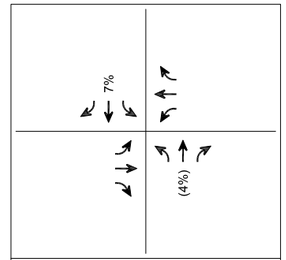
4. Gower St & Franklin Ave



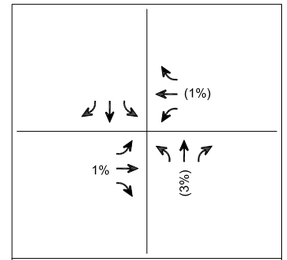
5. Beachwood Dr & Franklin Ave



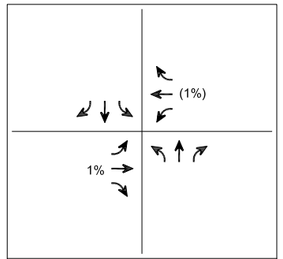
6. Bronson Ave & Franklin Ave



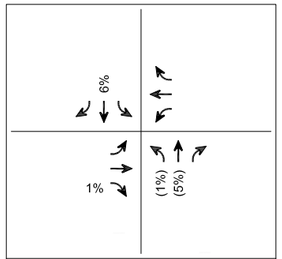
7. Gower St & Carlos Ave



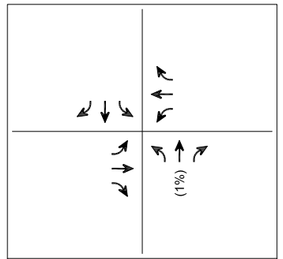
8. Cahuenga Blvd & Hollywood Blvd



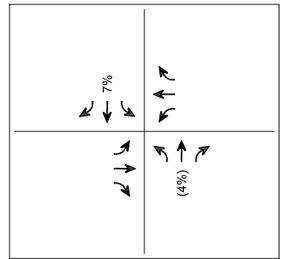
9. Ivar Avenue & Hollywood Blvd



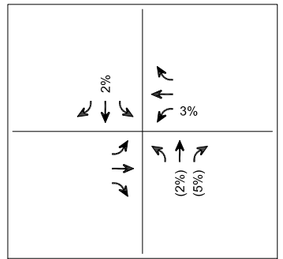
10. Vine Street & Hollywood Blvd



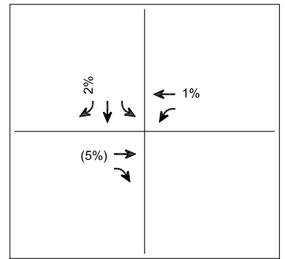
11. Argyle Avenue & Hollywood Boulevard



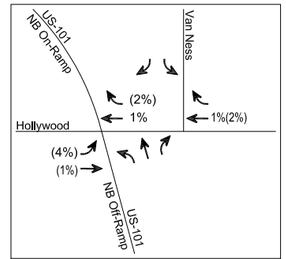
12. Gower Street & Hollywood Boulevard



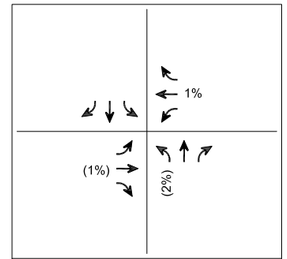
13. Bronson Avenue & Hollywood Boulevard



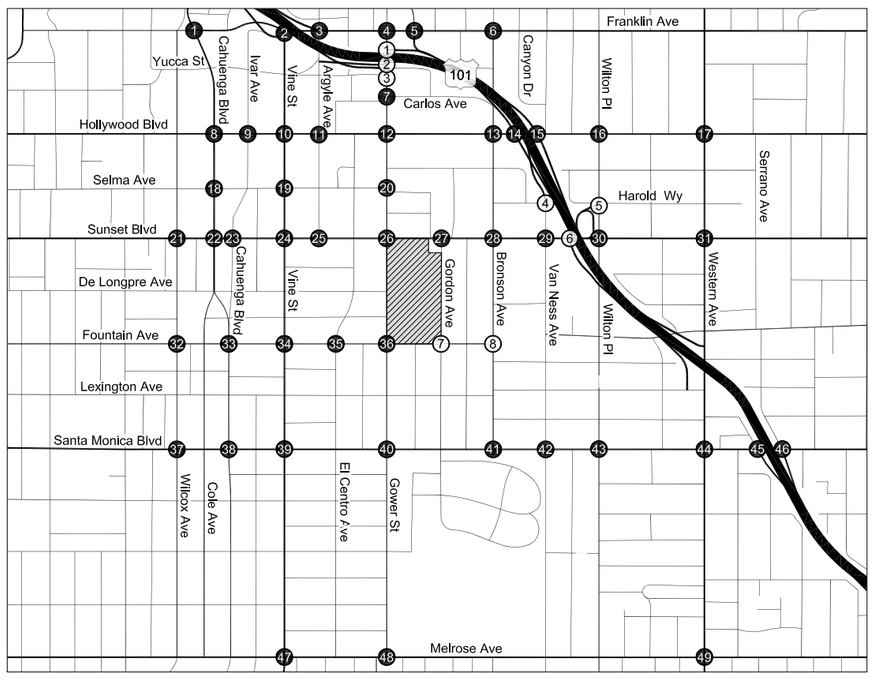
14. US-101 SB Ramps & Hollywood Boulevard

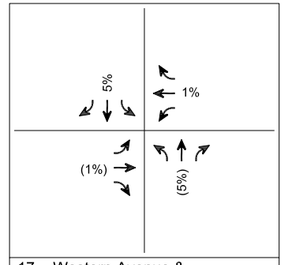


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

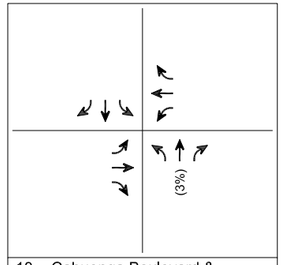


16. Wilton Place & Hollywood Boulevard

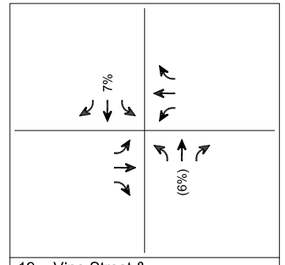




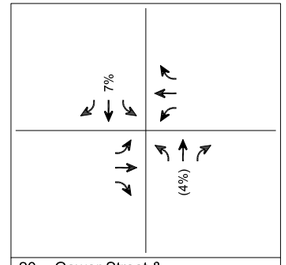
17. Western Avenue & Hollywood Boulevard



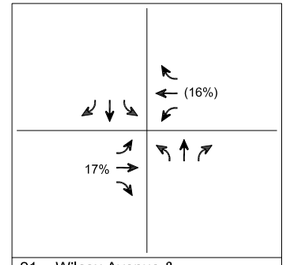
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

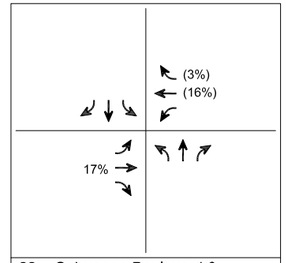


21. Wilcox Avenue & Sunset Boulevard

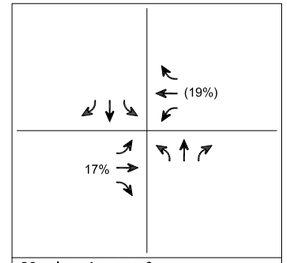
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- %(%) Inbound(Outbound) Trip Percentage

N
Not to Scale



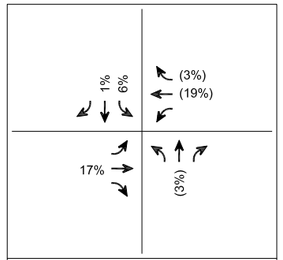
22. Cahuenga Boulevard & Sunset Boulevard



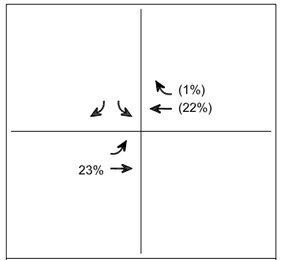
23. Ivar Avenue & Sunset Blvd

PROJECT TRIP DISTRIBUTION

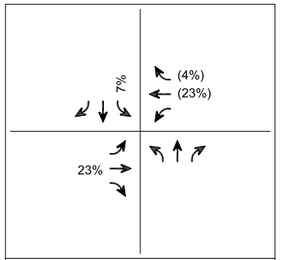
FIGURE 3



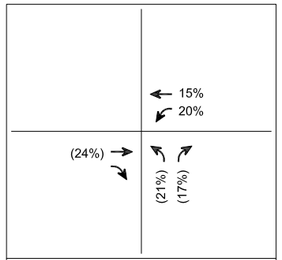
24. Vine Street & Sunset Boulevard



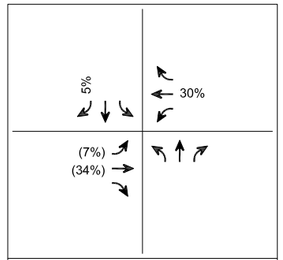
25. Argyle Avenue & Sunset Boulevard



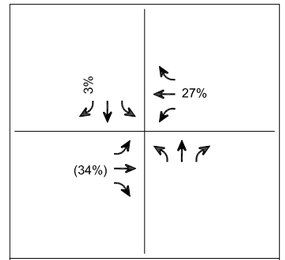
26. Gower Street & Sunset Boulevard



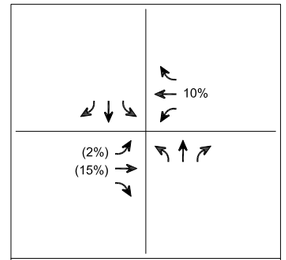
27. Gordon Street & Sunset Boulevard



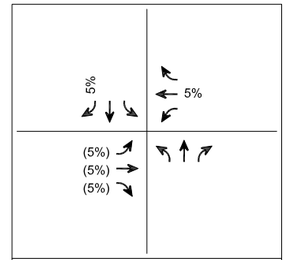
28. Bronson Avenue & Sunset Boulevard



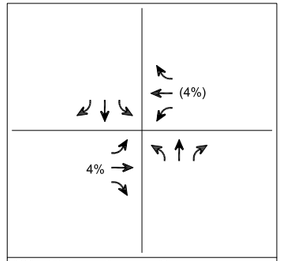
29. Van Ness Avenue & Sunset Boulevard



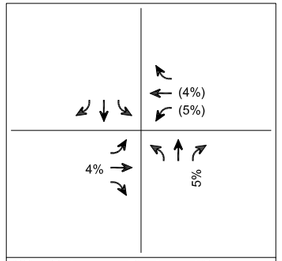
30. Wilton Place & Sunset Boulevard



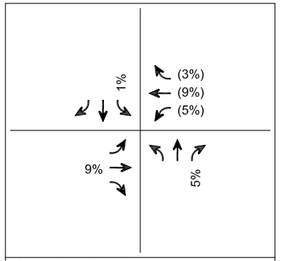
31. Western Avenue & Sunset Boulevard



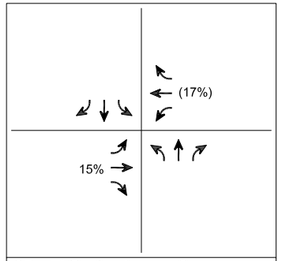
32. Wilcox Avenue & Sunset Boulevard



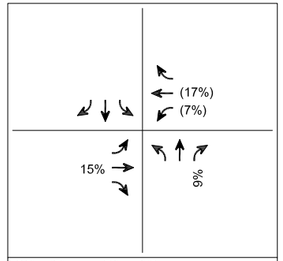
33. Cahuenga Boulevard & Fountain Avenue



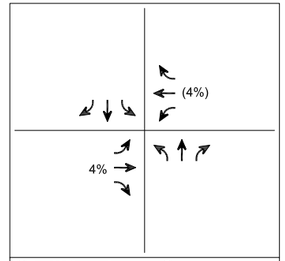
34. Vine Street & Fountain Avenue



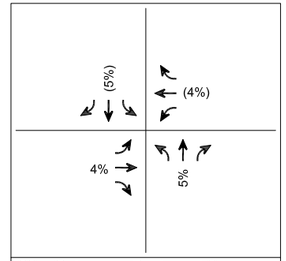
35. El Centro Avenue & Fountain Avenue



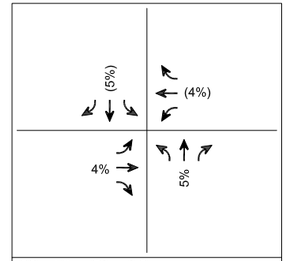
36. Gower Street & Fountain Avenue



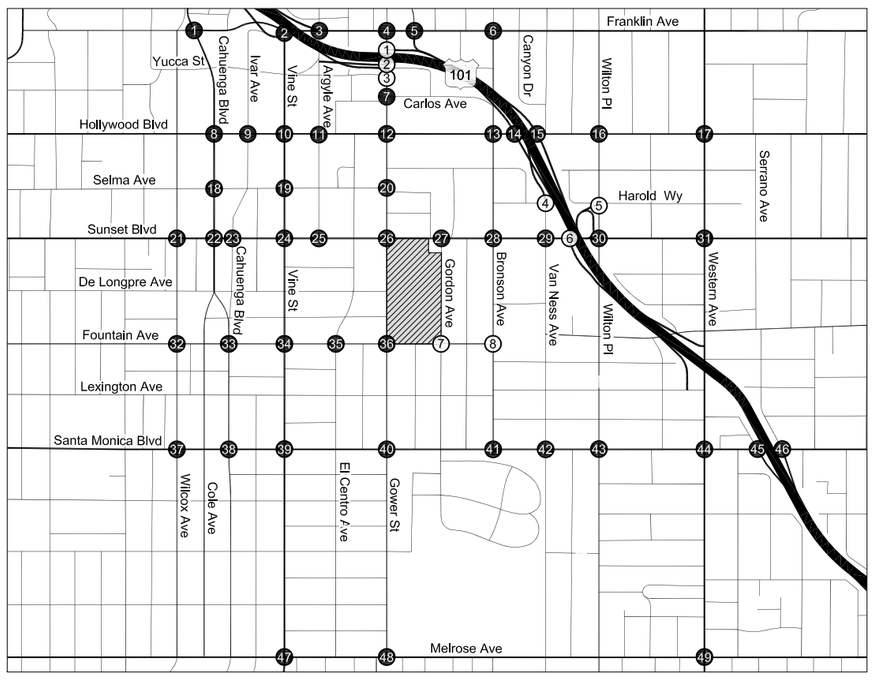
37. Wilcox Avenue & Santa Monica Boulevard

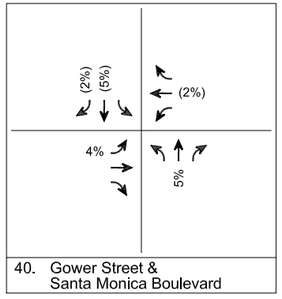


38. Cahuenga Boulevard & Santa Monica Boulevard

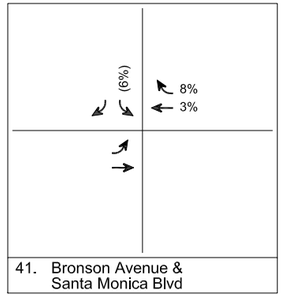


39. Vine Street & Santa Monica Blvd

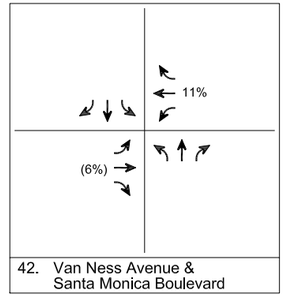




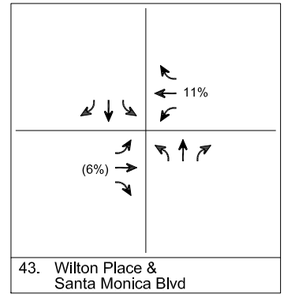
40. Gower Street & Santa Monica Boulevard



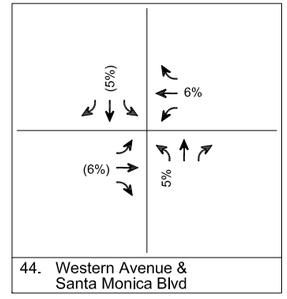
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

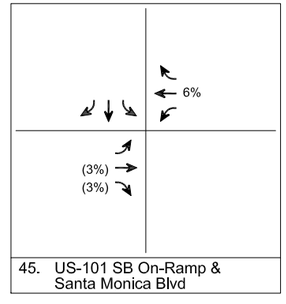


44. Western Avenue & Santa Monica Blvd

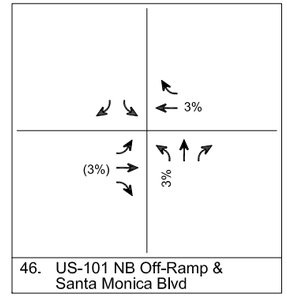
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- %(%) Inbound(Outbound) Trip Percentage

N
Not to Scale



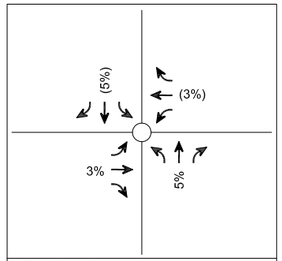
45. US-101 SB On-Ramp & Santa Monica Blvd



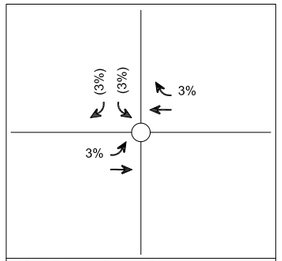
46. US-101 NB Off-Ramp & Santa Monica Blvd

PROJECT TRIP DISTRIBUTION

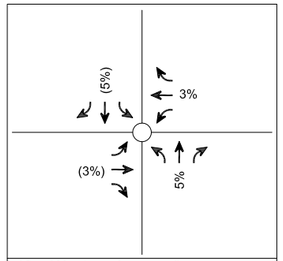
FIGURE 3(CONT.)



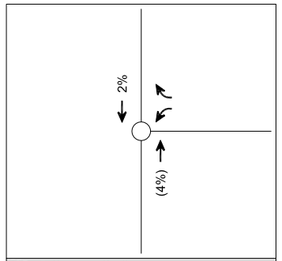
47. Vine Street & Melrose Avenue



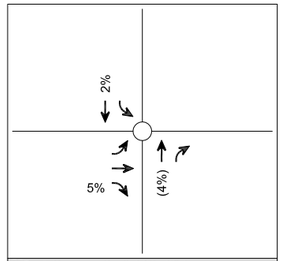
48. Gower Street & Melrose Avenue



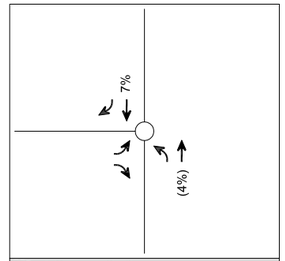
49. Western Avenue & Melrose Avenue



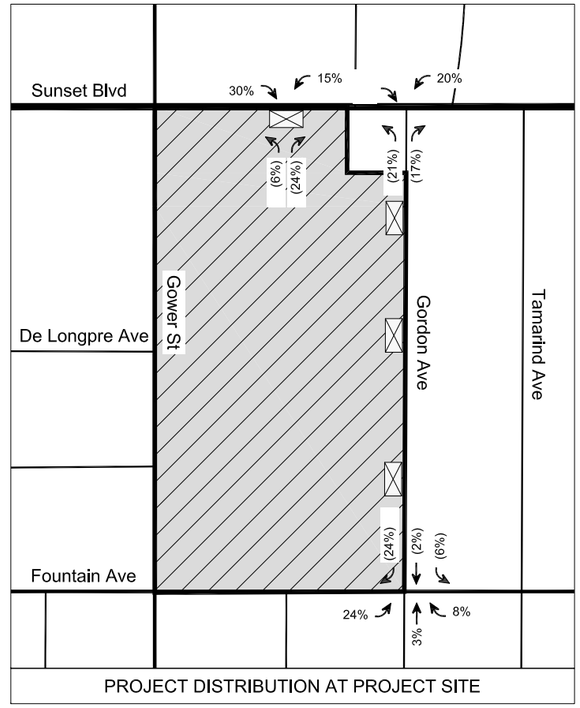
1. Gower St & US-101 NB Off-Ramp



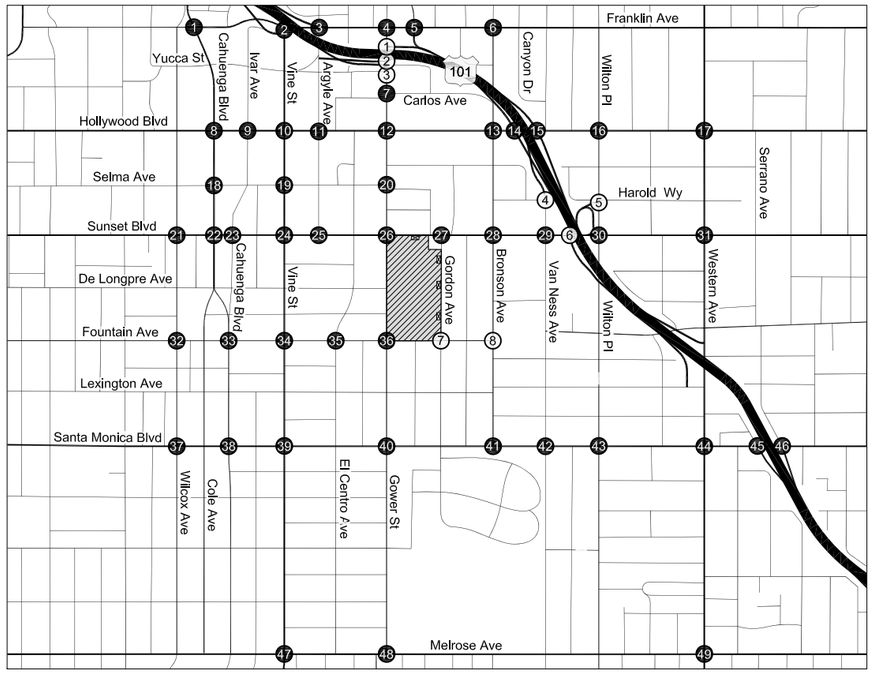
2. Gower St & US-101 SB Off-Ramp / Yucca St

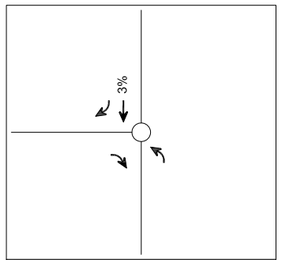


3. Gower St & Yucca St

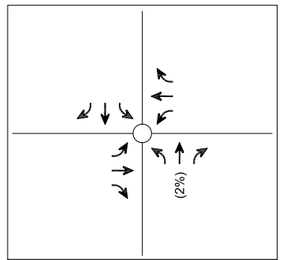


PROJECT DISTRIBUTION AT PROJECT SITE

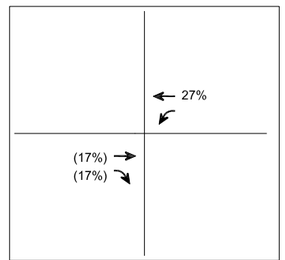




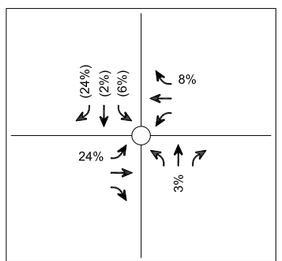
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



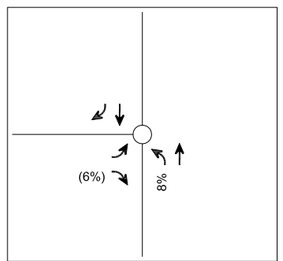
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard



7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS

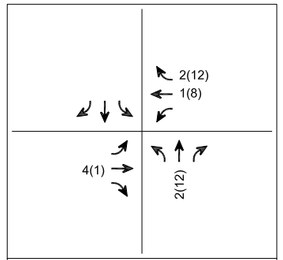
LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- %(%) Inbound(Outbound) Trip Percentage

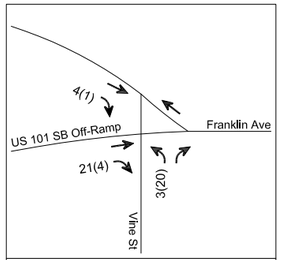
N
Not to Scale

PROJECT TRIP DISTRIBUTION

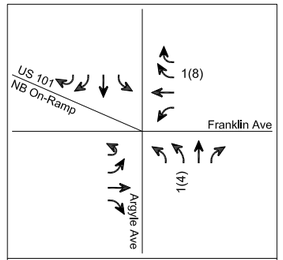
FIGURE 3(CONT.)



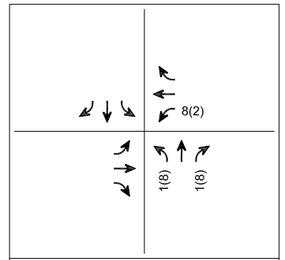
1. Cahuenga Blvd & Franklin Ave



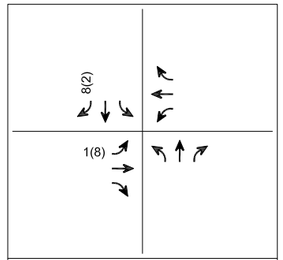
2. Vine St & Franklin Ave / US-101 SB Off-ramp



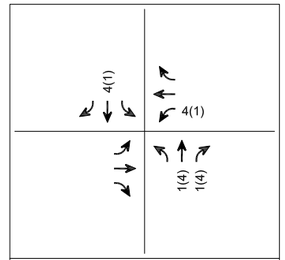
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave



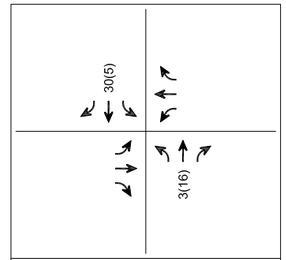
4. Gower St & Franklin Ave



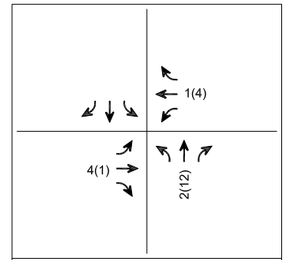
5. Beachwood Dr & Franklin Ave



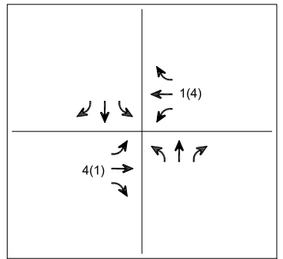
6. Bronson Ave & Franklin Ave



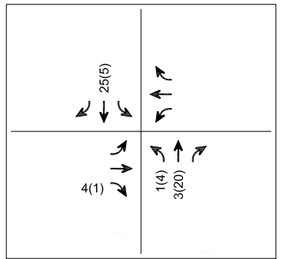
7. Gower St & Carlos Ave



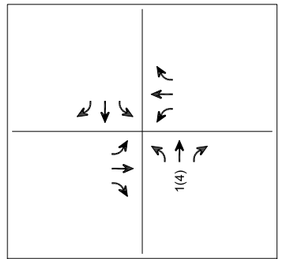
8. Cahuenga Blvd & Hollywood Blvd



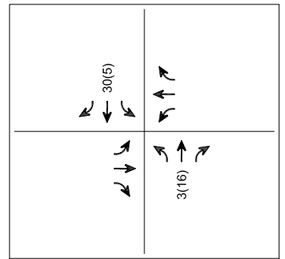
9. Ivar Avenue & Hollywood Blvd



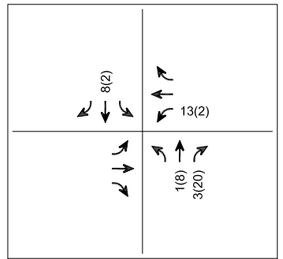
10. Vine Street & Hollywood Blvd



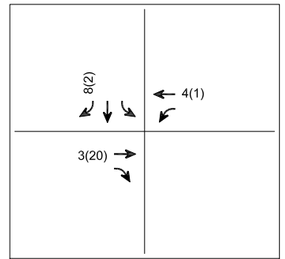
11. Argyle Avenue & Hollywood Boulevard



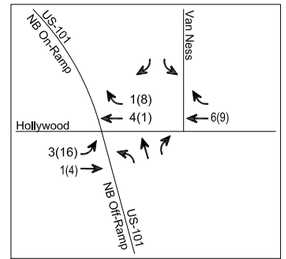
12. Gower Street & Hollywood Boulevard



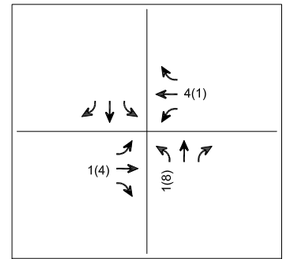
13. Bronson Avenue & Hollywood Boulevard



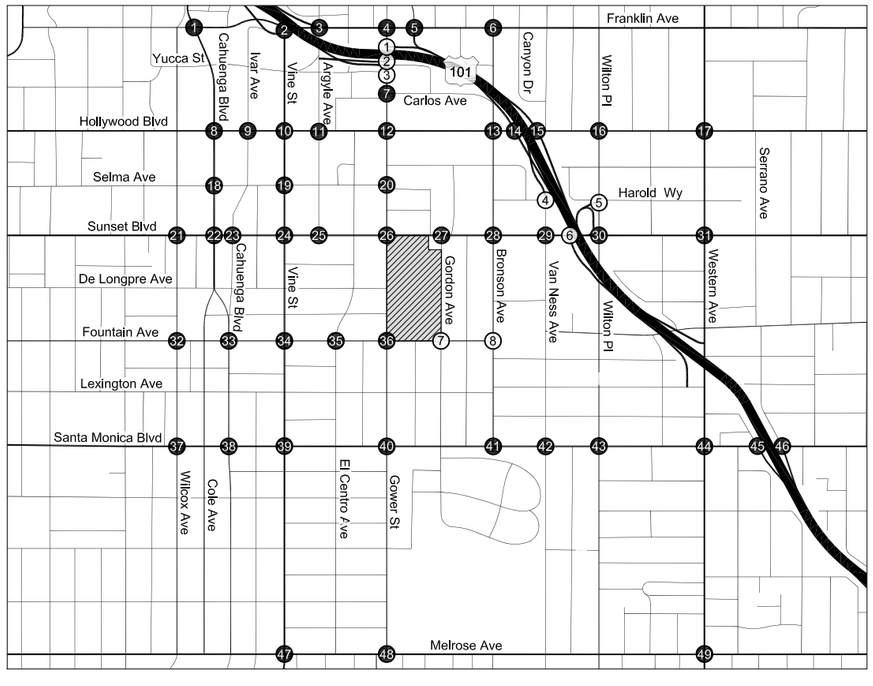
14. US-101 SB Ramps & Hollywood Boulevard

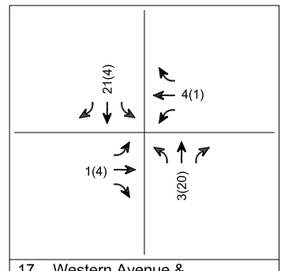


15. US-101 NB Ramps / Van Ness Avenue & Hollywood Blvd

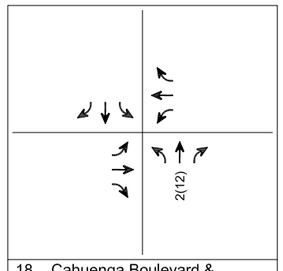


16. Wilton Place & Hollywood Boulevard

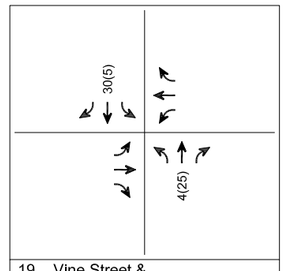




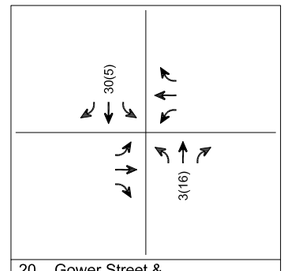
17. Western Avenue & Hollywood Boulevard



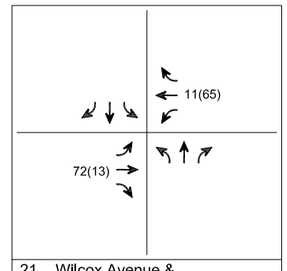
18. Cahuenga Boulevard & Selma Avenue



19. Vine Street & Selma Avenue



20. Gower Street & Selma Avenue

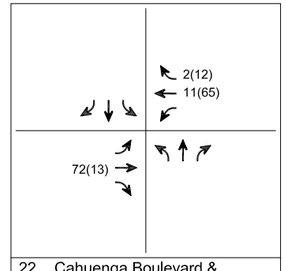


21. Wilcox Avenue & Sunset Boulevard

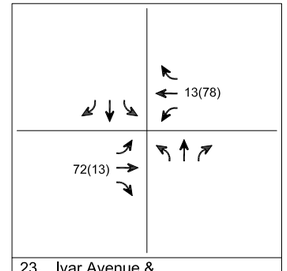
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



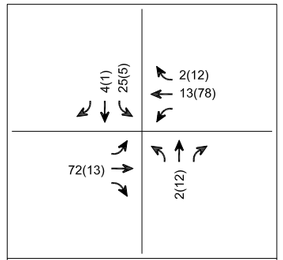
22. Cahuenga Boulevard & Sunset Boulevard



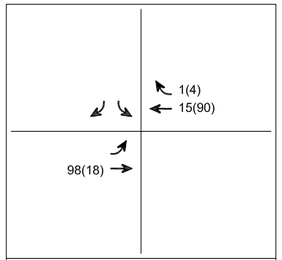
23. Ivar Avenue & Sunset Blvd

NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

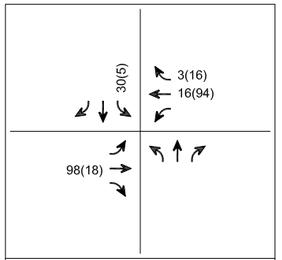
FIGURE
4



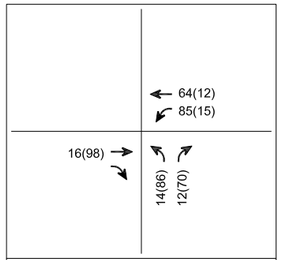
24. Vine Street & Sunset Boulevard



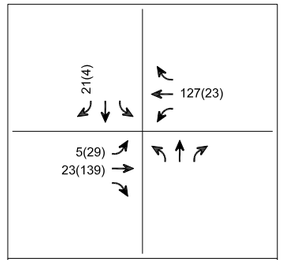
25. Argyle Avenue & Sunset Boulevard



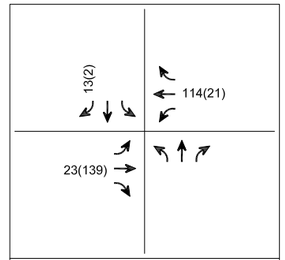
26. Gower Street & Sunset Boulevard



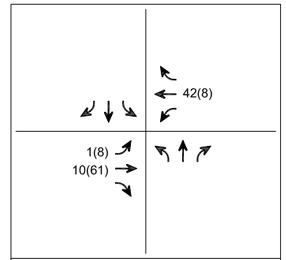
27. Gordon Street & Sunset Boulevard



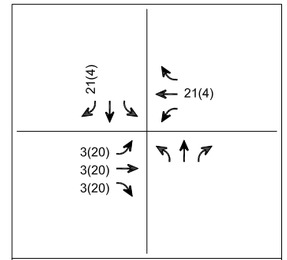
28. Bronson Avenue & Sunset Boulevard



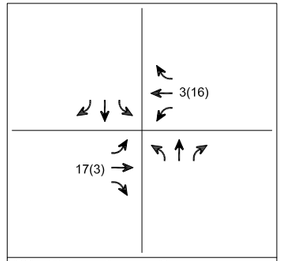
29. Van Ness Avenue & Sunset Boulevard



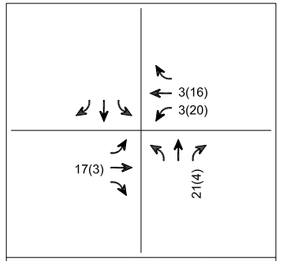
30. Wilton Place & Sunset Boulevard



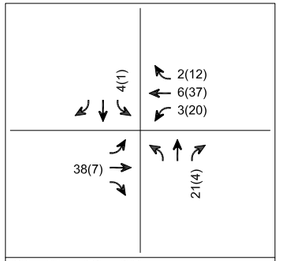
31. Western Avenue & Sunset Boulevard



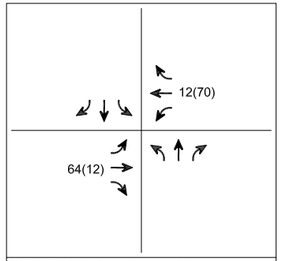
32. Wilcox Avenue & Sunset Boulevard



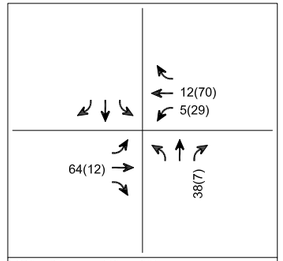
33. Cahuenga Boulevard & Fountain Avenue



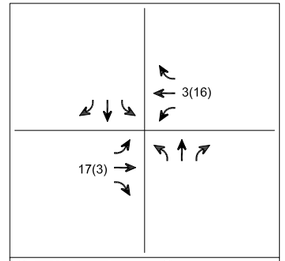
34. Vine Street & Fountain Avenue



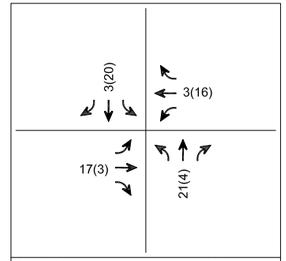
35. El Centro Avenue & Fountain Avenue



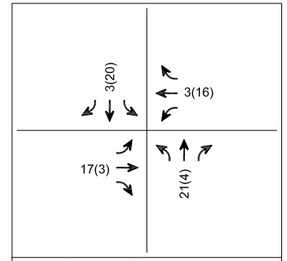
36. Gower Street & Fountain Avenue



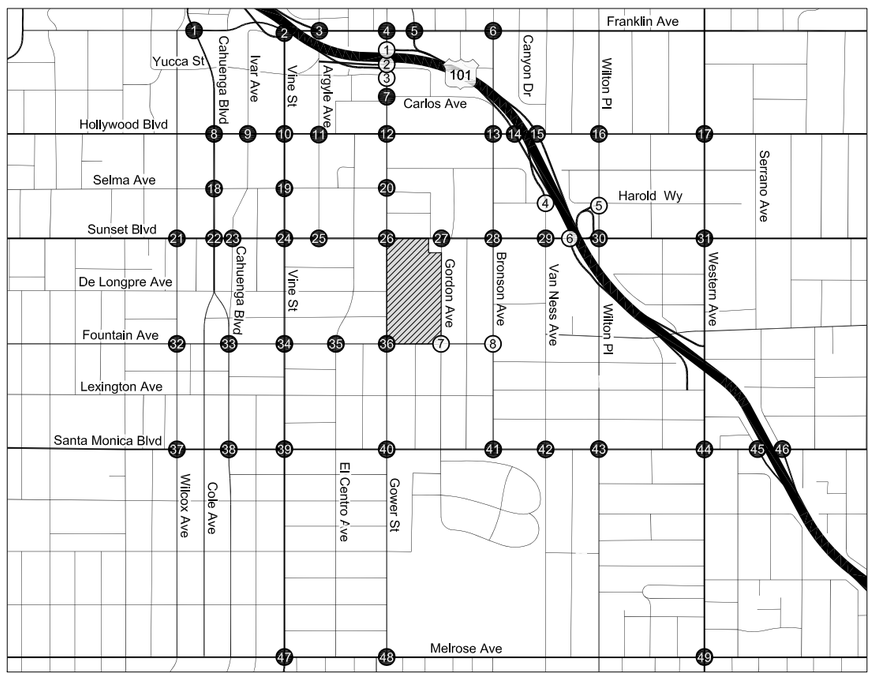
37. Wilcox Avenue & Santa Monica Boulevard

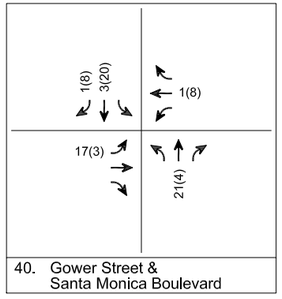


38. Cahuenga Boulevard & Santa Monica Boulevard

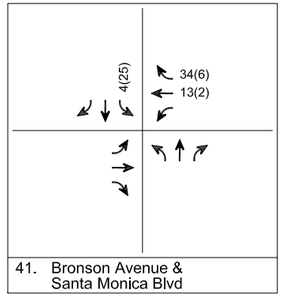


39. Vine Street & Santa Monica Blvd

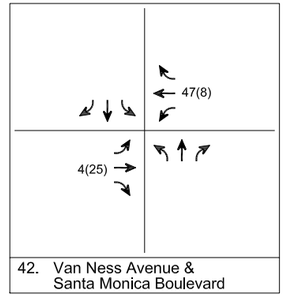




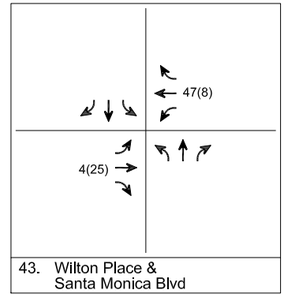
40. Gower Street & Santa Monica Boulevard



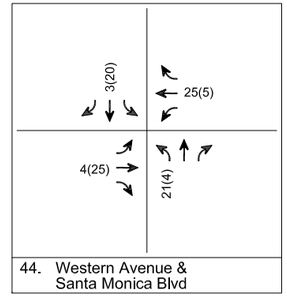
41. Bronson Avenue & Santa Monica Blvd



42. Van Ness Avenue & Santa Monica Boulevard



43. Wilton Place & Santa Monica Blvd

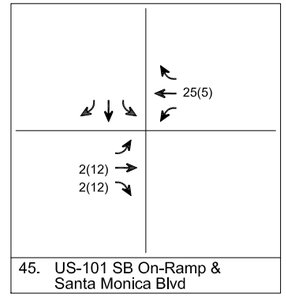


44. Western Avenue & Santa Monica Blvd

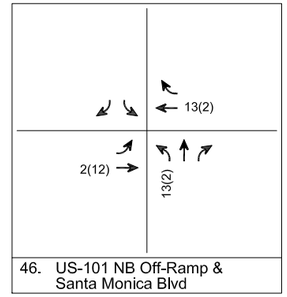
LEGEND

- Project Site
- (#) Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale



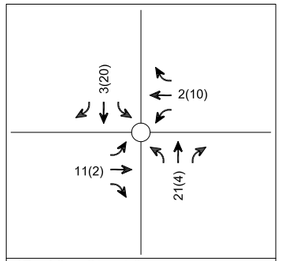
45. US-101 SB On-Ramp & Santa Monica Blvd



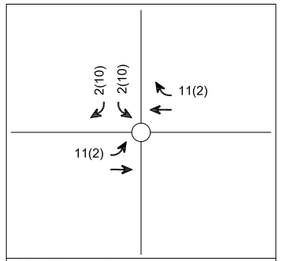
46. US-101 NB Off-Ramp & Santa Monica Blvd

NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

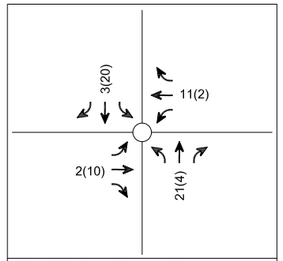
FIGURE
4(CONT.)



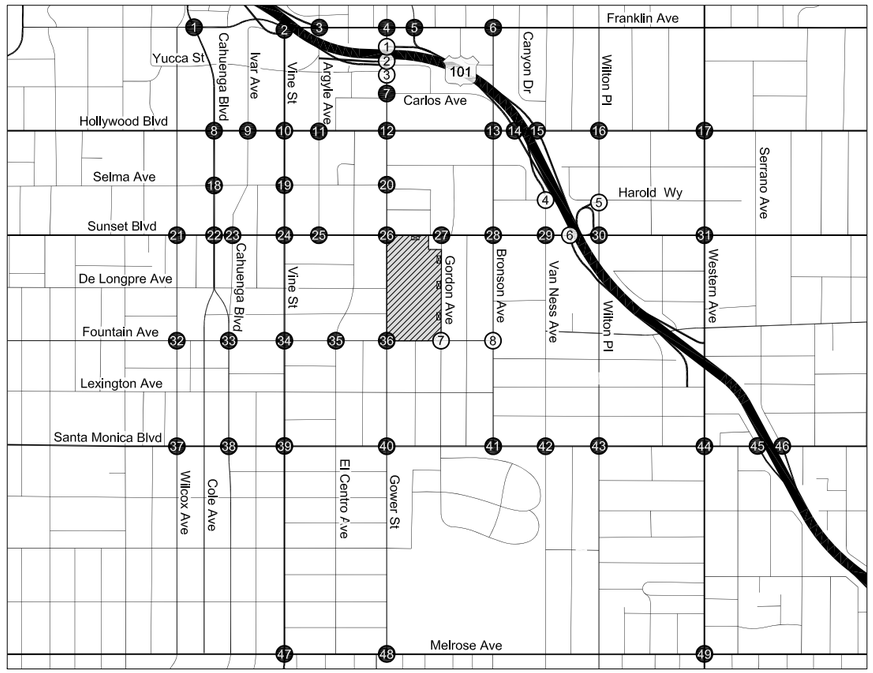
47. Vine Street & Melrose Avenue

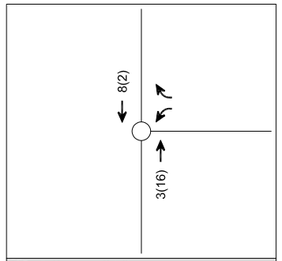


48. Gower Street & Melrose Avenue

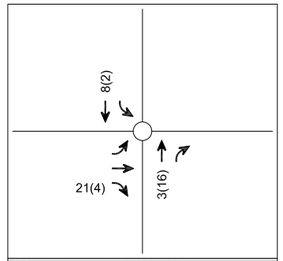


49. Western Avenue & Melrose Avenue

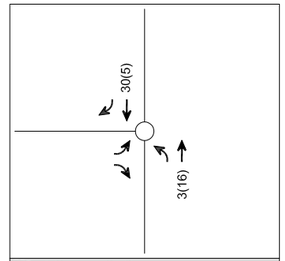




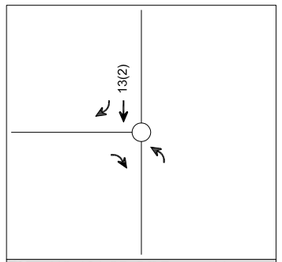
1. Gower St & US-101 NB Off-Ramp



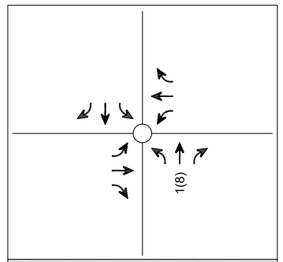
2. Gower St & US-101 SB Off-Ramp / Yucca St



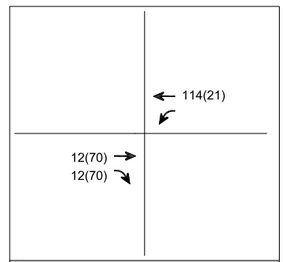
3. Gower St & Yucca St



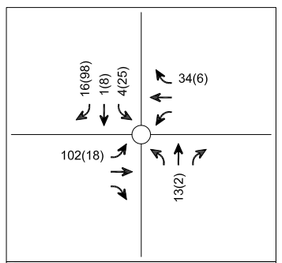
4. US-101 SB Off-Ramp / Van Ness Avenue & Harold Way



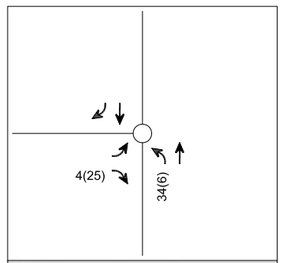
5. Wilton Place & US-101 NB Off-Ramp / Harold Way



6. US-101 SB On-Ramp & Sunset Boulevard

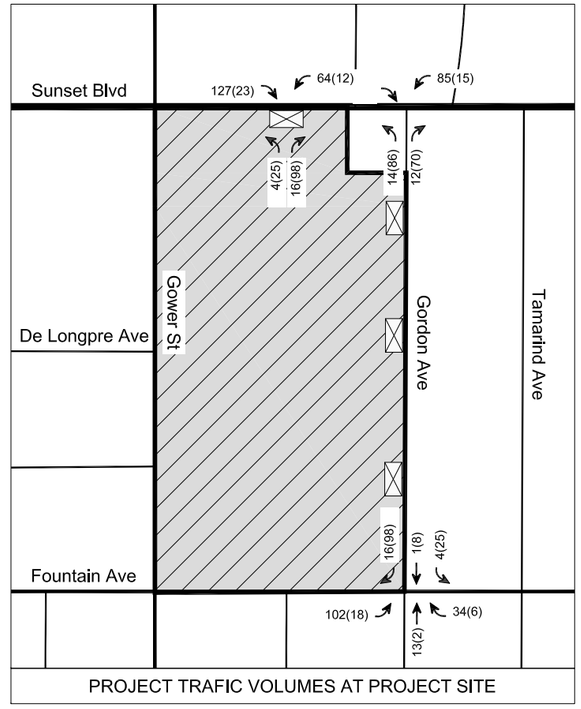


7. Gordon Street & Fountain Avenue



8. Bronson Avenue & Fountain Avenue

UNSIGNALIZED INTERSECTIONS



PROJECT TRAFIC VOLUMES AT PROJECT SITE

LEGEND

- Project Site
- Project Driveway
- # Analyzed Intersection - Signalized
- (#) Analyzed Intersection - Unsignalized
- #(#) AM(PM) Peak Hour Traffic Volumes

N
Not to Scale

NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

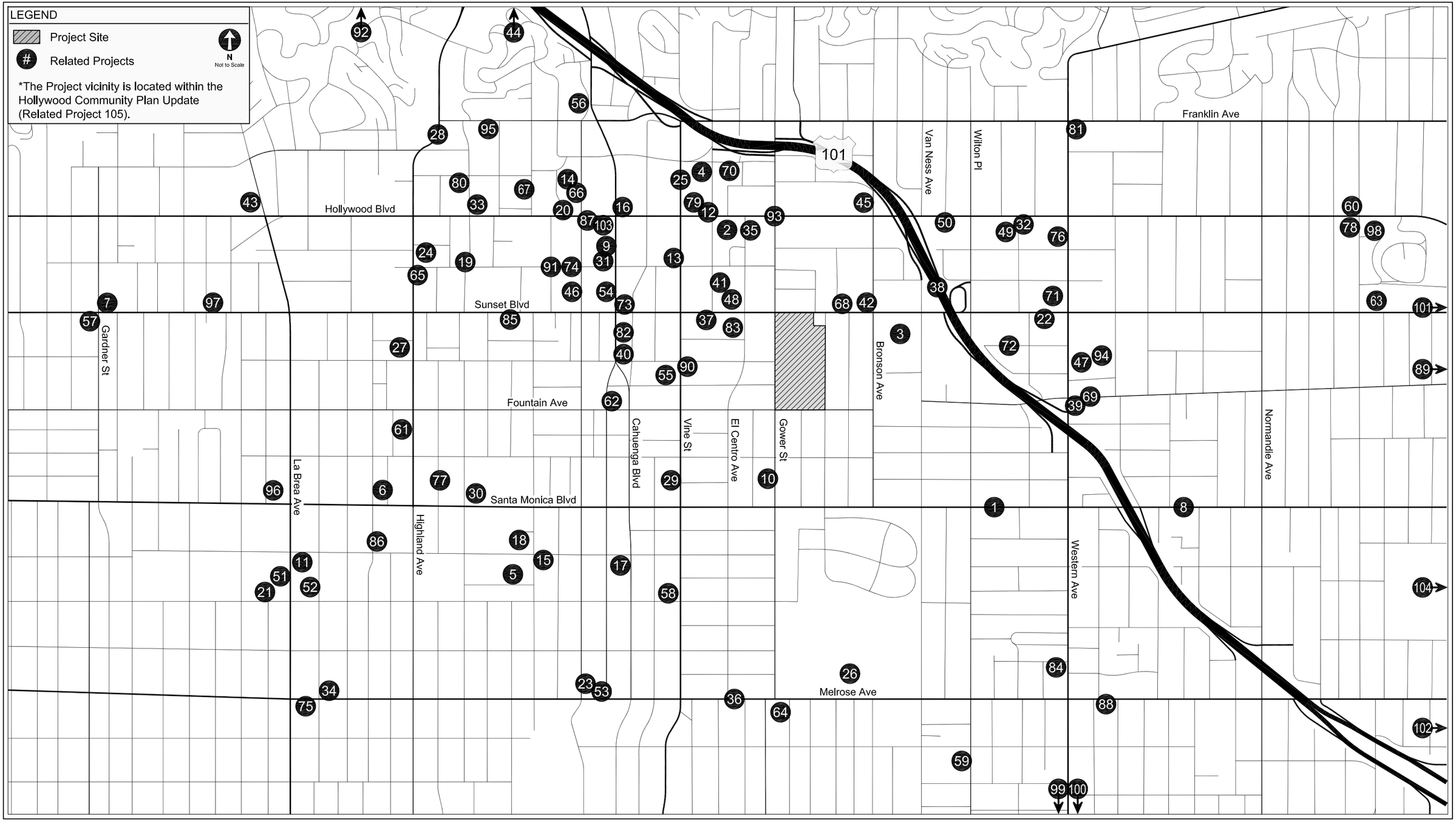
FIGURE
4(CONT.)

TABLE 2
PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per ksf	9.34	62%	38%	0.66	45%	55%	0.63
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	169.40 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	52.80 ksf	219	21	11	32	14	16	30
Office	710	852.83 ksf	8,307	851	138	989	157	824	981
Transit Adjustment [c] *10%*			*-831*	*-85*	*-14*	*-99*	*-16*	*-82*	*-98*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT			**9,222**	**834**	**168**	**1,002**	**213**	**819**	**1,032**
Existing Project Site									
Sound Stage	[b]	175.000 ksf	1,034	22	13	35	30	45	75
Production Support	[b]	56.00 ksf	232	22	12	34	14	18	32
Office	710	378.98 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,114**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS			**4,108**	**424**	**67**	**491**	**77**	**410**	**487**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 3
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Paseo Plaza Mixed-Use	5651 W Santa Monica Blvd	375 condominium units and 377,900 sf retail	6,831	50	200	250	419	225	644
2 [b]	BLVD 6200 Mixed-Use	6200 W Hollywood Blvd	28 JLWQ Units, 1,014 apartment units and 175,000 sf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
3	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
4	Yucca Street Condos	6230 W Yucca St	114 apartment units and 2,697 sf commercial	473	5	27	32	26	12	38
5	Hollywood 959	959 N Seward St	241,568 sf office	2,337	297	39	336	58	252	310
6	Archstone Hollywood Mixed-Use Project	6901-6911 W Santa Monica Blvd	231 apartments, 5,000 sf high-turnover restaurant and 10,000 sf retail	2,272	1	111	112	133	54	187
7	7445 Sunset Grocery	7445 W Sunset Blvd	32,416 sf specialty grocery store	3,314	68	42	110	157	150	307
8	Mixed-Use	5245 W Santa Monica Blvd	49 apartment units and 32,272 sf retail	857	3	29	32	45	28	73
9	Selma Hotel	6417 W Selma Ave	180 hotel rooms and 12,840 sf restaurant	1,849	6	4	10	61	59	120
10	Hollywood Production Center	1149 N Gower St	57 apartments units	735	6	23	29	23	12	35
11	Mixed-Use Office/Retail	936 N La Brea Ave	88,750 sf office and 12,000 sf retail	911	24	5	29	14	37	38
12	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
13 [b]	Selma & Vine Office Project	1601 N Vine St	100,386 sf office and 2,012 sf commercial	1,239	155	27	182	39	145	184
14	1723 N Wilcox Residential	1723 N Wilcox Ave	68 apartment units and 3,700 sf retail	537	16	28	44	29	18	47
15	Seward Street Office Project	956 N Seward St	126,980 sf office	1,240	165	21	186	29	151	180
16	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	-19	11	-8	62	4	66
17	Television Center (TVC Expansion)	6300 W Romaine St	114,725 sf office, 40,927 sf gym and 38,072 sf dance studio	1,596	199	27	226	20	17	37
18	Hollywood Center Studios Office	6601 W Romaine St	106,125 sf office	808	88	4	92	12	39	51
19	Apartments	1601 N Las Palmas Ave	86 apartment units	157	4	28	32	20	8	28
20	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office and 890 sf of storage	547	-16	-11	-27	32	4	36
21	La Brea Gateway	915 N La Brea Ave	33,500 sf supermarket and 179 apartment units	2,615	5	86	91	158	90	248
22	Target Retail Shopping Center Project	5520 W Sunset Blvd	163,862 sf discount store and 30,887 sf shopping center	4,903	52	21	73	211	211	422
23	Residential	712 N Wilcox Ave	103 apartment units	550	8	34	42	33	18	51
24	Mixed-Use	1600-1610 N Highland Ave	248 apartment units and 12,785 sf retail	1,805	22	90	112	96	54	150
25 [b]	Millennium Hollywood Mixed-Use Project	1740 N Vine St	492 apartment units, 200 hotel rooms, 100,000 sf office, 35,000 sf fitness club, 15,000 sf retail and 34,000 sf restaurant	9,922	321	253	574	486	438	924
26 [c]	Paramount Pictures	5555 W Melrose Ave	635,500 sf of production office, 638,100 sf of office, 89,200 sf of retail, 21,000 sf of stage and 1,900 sf of support uses	9,830	712	213	925	297	736	1033
27	Apartments	1411 N Highland Ave	76 apartment units and 2,500 sf commercial	823	23	43	66	45	26	71
28	Apartment Project	1824 N Highland Ave	118 apartment units	667	10	41	51	40	22	62
29	Hotel	1133 N Vine St	112 hotel rooms and 661 sf café	457	19	13	32	18	15	33
30	The Lexington Mixed-Use	6677 W Santa Monica Blvd	695 apartment units and 24,900 sf commercial	1,938	127	182	309	170	122	292
31	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
32	Mixed-Use (High Line West)	5550 W Hollywood Blvd	280 apartment units and 12,030 sf retail	1,267	-3	43	40	47	17	64
33	Las Palmas Residential (Hollywood Cherokee)	1718 N Las Palmas Ave	224 residential units and 985 sf retail	1,333	21	84	105	81	43	124
34	Mixed-Use	6915 Melrose Ave	13 condominium units and 6,250 sf retail	398	2	12	14	96	54	150
35	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
36	Condos & Retail	5663 Melrose Ave	96 condominium units and 3,350 sf retail	797	8	37	45	96	54	63
37	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,531	21	86	107	92	49	141
38	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204
39	1276 N Western Ave	1276 N Western Ave	75 apartment units	424	7	26	33	23	17	40
40	Godfrey Hotel	1400 N Cahuenga Blvd	221 hotel rooms and 3,000 sf restaurant	1,866	63	53	116	72	58	130

TABLE 3 (CONTINUED)
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
41	Modera Argyle	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
42	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,839	350	61	411	122	339	461
43	Mixed-Use	7107 Hollywood Blvd	410 apartment units, 5,000 sf restaurant and 5,000 sf retail	2,637	49	157	206	167	86	253
44 [b] [d]	John Anson Ford Theater	2580 Cahuenga Blvd East	311 net new theater seats, 5,400 sf restaurant and 30 office employees	610	34	1	35	18	43	61
45	1717 Bronson Avenue	1717 N Bronson Ave	89 apartment units	436	6	27	33	26	14	40
46	Sunset + Wilcox	1541 N Wilcox Ave	200 hotel rooms and 9,000 sf restaurant	3,359	103	80	183	147	114	261
47	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
48	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
49	5600 W Hollywood Boulevard	5600 W Hollywood Blvd	33 apartment units and 1,289 sf commercial	604	22	16	38	22	22	44
50	5750 Hollywood	5750 Hollywood Blvd	161 apartment units and 4,747 sf commercial	1,180	22	66	88	68	38	106
51	925 La Brea Avenue	925 La Brea Ave	16,360 sf retail and 45,432 sf office	810	66	11	77	24	71	95
52	904 La Brea Avenue	904 La Brea Ave	169 apartment units and 37,057 sf retail	2,072	25	68	93	106	80	186
53	2014 Residential	707 N Cole Ave	84 apartment units	398	6	25	31	24	12	36
54	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
55	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
56	Hotel	1921 Wilcox Ave	122 hotel rooms and 4,225 sf restaurant	1,233	34	26	60	51	40	91
57	Sunset Mixed-Use	7500-7510 W Sunset Blvd	219 apartment units, 10,000 sf restaurant and 20,000 sf retail	2,049	63	125	188	117	61	178
58	Mixed-Use	901 N Vine St	70 apartment units and 3,000 sf commercial	-32	4	26	30	-5	1	-4
59	Apartments	525 N Wilton Pl	88 apartment units	449	6	28	34	27	14	41
60	Hardware Store	4905 W Hollywood Blvd	36,600 sf retail	1,404	13	12	25	64	68	132
61	Mixed-Use	1233 N Highland Ave	72 apartment units and 12,160 sf commercial	714	11	27	38	38	28	66
62	Mixed-Use	1310 N Cole Ave	369 apartment units and 2,570 office	2,226	20	139	159	139	58	197
63	Kaiser Hospital Redevelopment	Various parcels near Vermont Ave & Sunset Blvd	211,992 sf hospital expansion	6,512	341	91	431	181	464	643
64	Melrose & Beachwood	5570 W Melrose Ave	52 apartment units and 5,500 sf commercial	430	-1	20	19	21	10	31
65	Hollywood Crossroads	1540-1552 Highland Ave	950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses	14,833	381	498	879	733	548	1281
66	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
67	1719 Whitley Hotel	1719 N Whitley Ave	156 hotel rooms	1,275	49	34	83	48	46	94
68	Mixed-Use	5939 W Sunset Blvd	299 apartment units, 38,440 sf office and 5,064 sf of restaurant and 3,739 sf retail	3,731	152	191	343	182	152	334
69	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
70	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
71	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	293 apartment units and 33,980 sf commercial	3,411	80	124	204	203	142	345
72	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	-31	25	-6	50	19	69
73	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
74	Selma Hotel	6516 W Selma Ave	212 rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
75	Melrose Crossing Mixed-Use	7000 Melrose Ave	40 apartment units and 6,634 sf retail	334	4	17	21	20	12	32
76	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
77	McCadden Campus (LGBT)	1118 N McCadden Pl	45 housing units, 50,325 sf social service support facility, 17,040 sf office, 1,885 sf commercial retail or restaurant and 100-bed temporary housing	1,346	49	31	80	53	56	109
78	4900 Hollywood Mixed-Use	4900 W Hollywood Blvd	150 apartment units and 13,813 sf retail	1,585	24	75	99	89	56	145
79	citizenM Hotel	1718 Vine St	216 hotel rooms and 4,354 sf restaurant	1,101	58	41	99	35	42	77
80	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail	147	2	9	11	9.1	4.9	14

TABLE 3 (CONTINUED)
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
81	Mixed-Use	1868 N Western Ave	96 apartment units and 5,546 sf retail	363	-5	18	13	20	7	27
82	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	-6	51
83	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
84	747 N Western Avenue	747 N Western Ave	44 apartment units and 7,700 sf retail	622	8	21	29	32	24	56
85	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
86	1001 N Orange Drive	1001 N Orange Dr	53,537 sf office	817	102	14	116	24	115	138
87	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
88	Mixed-Use	4914 W Melrose Ave	45 live/work units and 3,760 sf retail	460	7	20	27	25	17	42
89	Hospital Seismic Retrofit	1300 N Vermont Ave	Replace existing hospital and ancillary uses with 30,933 sf office	290	36	5	41	6	30	36
90	Onni Group Mixed-Use Development	1360 N Vine St	429 condominium units 55,000 sf grocery, 5,000 sf retail and 8,988 sf of restaurant	4,486	66	164	230	123	172	295
91	1600 Schrader	1600 Schrader Blvd	168-room hotel and 5,979 sf restaurant	1,666	58	40	98	80	63	143
92[e][f]	NBC Universal Evolution Plan	100 Universal City Plaza	Theme park, production studio, and entertainment district master plan	19,139	1,271	489	1,760	307	1391	1698
93	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
94	Sunset & Western	5420 W Sunset Blvd	735 apartment units and 59,100 sf supermarket and 36,720 sf retail	2,369	9	203	212	164	64	228
95	Montecito Senior Housing	6650 W Franklin Ave	68 senior apartments	234	5	9	14	9	8	17
96	Mixed-Use	7113 W Santa Monica Blvd	184 apartment units and 13,350 sf commercial retail uses	2,368	33	131	164	144	78	222
97	The Chaplin Hotel Project	7219 W Sunset Blvd	93 hotel rooms and 2,800 sf restaurant	761	27	18	45	27	29	56
98	Select @ Los Feliz (Mixed-Use)	4850 W Hollywood Blvd	101 apartment units and 10,000 sf restaurant	1,108	41	68	109	61	32	93
99	Restaurants	135 N Western Ave	4,066 sf restaurant addition to 7,838 sf existing restaurant	457	2	2	4	25	13	38
100	Western Galleria Market	100 N Western Ave	187 apartment units and 76,500 sf retail (including grocery store)	940	17	40	57	54	38	92
101	City Lights Mixed-Use	1515 N Hillhurst Ave	202 apartment units, 5,350 sf retail, 5,050 sf restaurant and 3,025 sf coffee/donut shop	1,664	43	92	134	111	73	183
102	Mixed-Use	600 N Vermont Ave	120 apartment units and 14,600 sf retail	320	8	46	54	12	18	30
103	Mixed-Use	6436 W Hollywood Ave	220 apartment units and 8,800 sf retail	1,486	22	78	100	85	52	137
104 [g]	Mixed-Use	900 S Vermont Ave	193 apartment units and 24,200 sf retail	1,642	24	65	89	79	55	134
105	Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and maps. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate and the Related Projects defined above. The Project Study Area is fully contained within the Community Plan Area.								

Notes

[a] Source: Related project information based on available information at the time of the NOP (February 26, 2018) provided by LADOT, Department of City Planning, and recent studies in the area.

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time of the NOP or when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

[c] Source: *Transportation Study for the Paramount Studios Master Plan* , Gibson Transportation Consulting, Inc., 2013. The anticipated buildout year is 2038 and substantial construction wil not be completed by the buildout year of the Project (Year 2028).

[d] Source: *Notice of Preparation of a Draft Environmental Impact Report The Ford Theaters Project,* 2014. Substantial construction is not completed.

[e] Source: *NBC Universal Evolution Plan Alternative 10 Transportation Analysis* ,Gibson Transportation Consulting, Inc., 2013. This is a master plan project that will be developed over time with anticipated buildout year of 2030. Substantial construction will not be completed by the buildout year of the Project (Year 2028).

[f] Related projects include developments within a 2-mile radius of the Project Site and large-scale developments along the periphery.

[g] Recent related project filed after the Project's NOP were reviewed and considered in the transportation analysis.

TABLE 4
FREEWAY SEGMENT SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2018)

Freeway Segment	Direction	Number of Lanes [a]	Capacity [b]	Volume [c]	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening Criteria? [d]
AM Peak Hour								
US 101 between Cahuenga Boulevard	NB	4	8,000	5,803	0.73	6	0.1%	NO
and Gower Street/Argyle Avenue	SB	4	8,000	8,157	1.02	63	0.8%	NO
US 101 between Gower Street/Argyle Avenue	NB	4	8,000	6,056	0.76	4	0.1%	NO
and Hollywood Boulevard	SB	4	8,000	5,636	0.70	21	0.3%	NO
US 101 between Hollywood Boulevard	NB	4	8,000	6,618	0.83	0	0.0%	NO
and Sunset Boulevard	SB	4	8,000	4,423	0.55	13	0.2%	NO
US 101 between Sunset Boulevard	NB	4	8,000	6,852	0.86	72	0.9%	NO
and Western Avenue	SB	4	8,000	4,727	0.59	12	0.2%	NO
US 101 between Western Avenue	NB	4	8,000	6,117	0.76	72	0.9%	NO
and Santa Monica Boulevard	SB	4	8,000	4,306	0.54	12	0.2%	NO
US 101 between Santa Monica Boulevard	NB	4	8,000	6,148	0.77	85	1.1%	YES
and Melrose Avenue	SB	4	8,000	4,079	0.51	14	0.2%	NO
PM Peak Hour								
US 101 between Cahuenga Boulevard	NB	4	8,000	4,921	0.62	37	0.5%	NO
and Gower Street/Argyle Avenue	SB	4	8,000	7,061	0.88	12	0.2%	NO
US 101 between Gower Street/Argyle Avenue	NB	4	8,000	4,993	0.62	25	0.3%	NO
and Hollywood Boulevard	SB	4	8,000	4,868	0.61	4	0.1%	NO
US 101 between Hollywood Boulevard	NB	4	8,000	5,230	0.65	0	0.0%	NO
and Sunset Boulevard	SB	4	8,000	3,687	0.46	2	0.0%	NO
US 101 between Sunset Boulevard	NB	4	8,000	5,421	0.68	13	0.2%	NO
and Western Avenue	SB	4	8,000	4,428	0.55	70	0.9%	NO
US 101 between Western Avenue	NB	4	8,000	4,782	0.60	13	0.2%	NO
and Santa Monica Boulevard	SB	4	8,000	3,731	0.47	70	0.9%	NO
US 101 between Santa Monica Boulevard	NB	4	8,000	5,149	0.64	15	0.2%	NO
and Melrose Avenue	SB	4	8,000	3,633	0.45	82	1.0%	YES

Notes

[a] Auxiliary lanes and high-occupancy vehicle (carpool) lanes are not counted toward number of lanes.

[b] Lane capacity is 2,000 vehicles per hour per lane based on specifications in the screening criteria.

[c] Traffic volumes based on average January and February 2018 weekday traffic data from Caltrans'*Performance Measurement System.*

[d] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015), further analysis of Caltrans facilities would be required if the freeway segment operates at LOS D and the project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity, or if the freeway segment operates at LOS E or F and the project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity. For the purposes of a conservative analysis, freeway mainline segments were evaulated assuming worst case conditions (LOS E or F).

TABLE 5
FREEWAY OFF-RAMP SCREENING PROCESS
EXISTING OPERATING CONDITIONS (YEAR 2018)

Freeway Off-ramp	Peak Hour	Number of Lanes	Capacity [a]	Volume [b]	V/C Ratio	Project Traffic	Percent of Capacity	Meets Screening Criteria? [d]
US 101 Southbound Off-ramps to Vine Street	AM	2	1,700	1,578	0.93	21	1.2%	YES
	PM	2	1,700	1,143	0.67	4	0.2%	NO
US 101 Northbound Off-ramps to Gower Street / Beachwood Drive	AM	2	1,700	370	0.22	0	0.0%	NO
	PM	2	1,700	230	0.14	0	0.0%	NO
US 101 Southbound Off-ramps to Gower Street	AM	1	850	792	0.93	21	2.5%	YES
	PM	1	850	563	0.66	4	0.5%	NO
US 101 Northbound Off-ramps to Hollywood Boulevard	AM	1	850	361	0.42	0	0.0%	NO
	PM	1	850	141	0.17	0	0.0%	NO
US 101 Southbound Off-ramps to Hollywood Boulevard	AM	1	850	652	0.77	8	0.9%	NO
	PM	1	850	592	0.70	2	0.2%	NO
US 101 Northbound Off-ramps to Sunset Boulevard / Wilton Place [c]	AM	1	850	803	0.94	72	8.5%	YES
	PM	1	850	814	0.96	13	1.5%	YES
US 101 Southbound Off-ramps to Sunset Boulevard	AM	1	850	923	1.09	13	1.5%	YES
	PM	1	850	674	0.79	2	0.2%	NO
US 101 Southbound Off-ramps to Western Avenue [c]	AM	1	850	592	0.70	0	0.0%	NO
	PM	1	850	600	0.71	0	0.0%	NO
US 101 Northbound Off-ramps to Santa Monica Boulevard	AM	1	850	536	0.63	13	1.5%	YES
	PM	1	850	682	0.80	2	0.2%	NO

Notes

[a] Off-ramp lane capacity is 850 vehicles per hour per lane based on specifications in the screening criteria.

[b] An ambient growth rate of 1% per year was applied to traffic count data conducted in year 2015 and 2016 to reflect Existing Year 2018 traffic conditions.

[c] An ambient growth rate of 1% per year was applied to the most recent traffic volume data from *2016 Traffic Volumes on California State Highways* (Caltrans, 2017) to reflect Existing Year 2018 traffic conditions.

[d] Based on the *First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures* (Caltrans & LADOT, December 2015), further analysis of Caltrans facilities would be required if the freeway off-ramp operates at LOS D and the project's peak hour trips would result in a 2% or more increase to the freeway off-ramp capacity, or if the freeway off-ramp operates at LOS E or F and the project's peak hour trips would result in a 1% or more increase to the freeway off-ramp capacity. For the purposes of a more conservative analysis, off-ramps were evaluated assuming worst case conditions (LOS E or F).

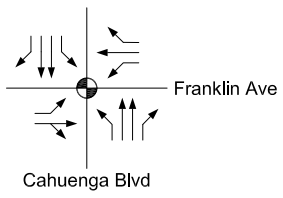
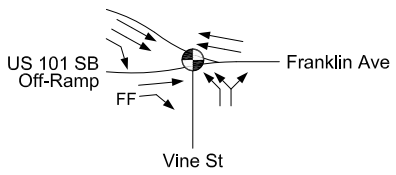
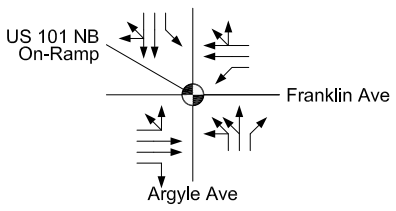
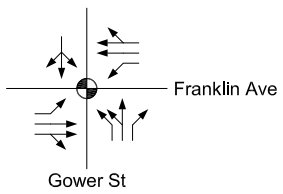
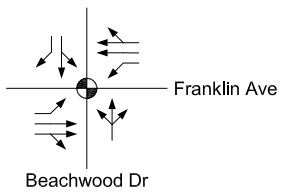
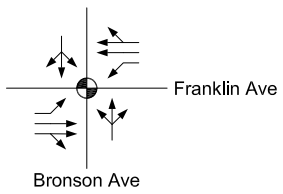
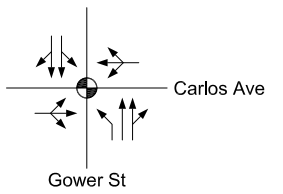
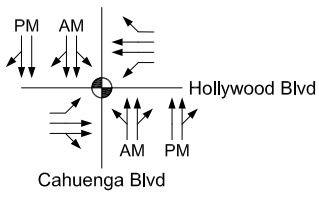
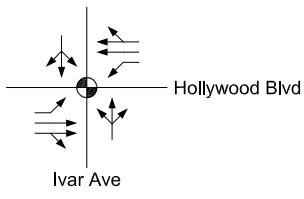
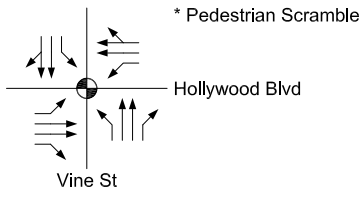
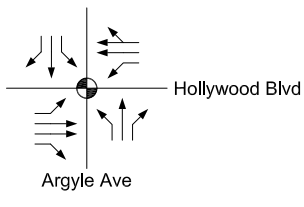
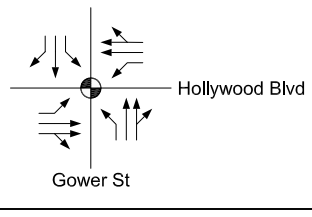
Appendix B

Intersection Lane Configurations

LEGEND

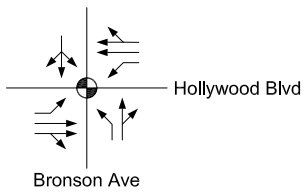
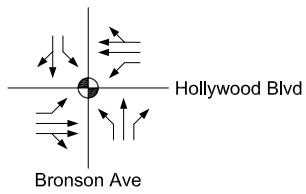
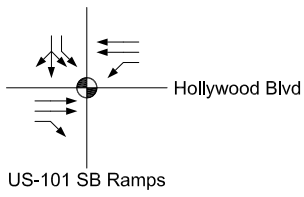
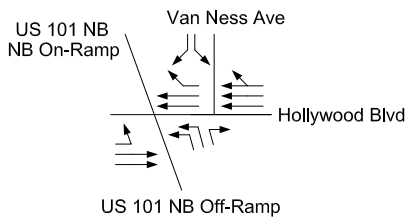
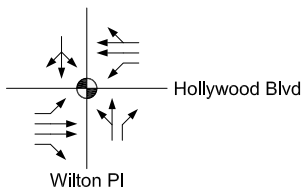
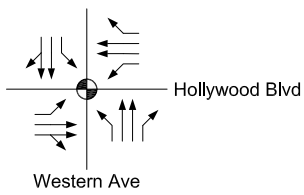
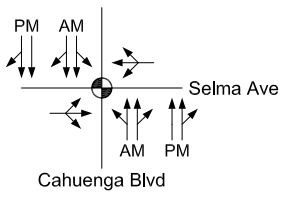
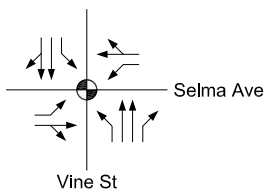
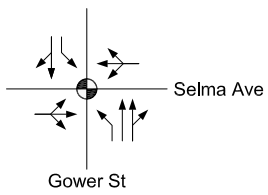
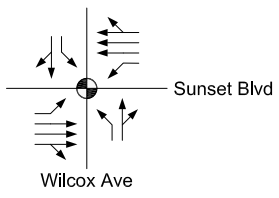
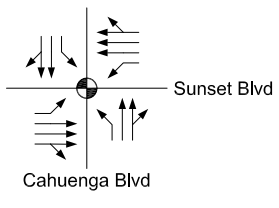
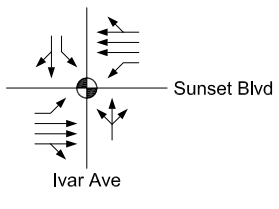
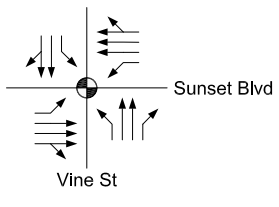
Traffic Signal

FF Free-Flow Right

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2028)
1. Cahuenga Blvd & Franklin Ave		Same as Existing Conditions
2. Vine St & Franklin Ave / US-101 SB Off-ramp		Same as Existing Conditions
3. Argyle Ave / US-101 NB On-ramp & Franklin Ave		Same as Existing Conditions
4. Gower St & Franklin Ave		Same as Existing Conditions
5. Beachwood Dr & Franklin Ave		Same as Existing Conditions
6. Bronson Ave & Franklin Ave		Same as Existing Conditions
7. Gower St & Carlos Ave		Same as Existing Conditions
8. Cahuenga Blvd & Hollywood Blvd		Same as Existing Conditions
9. Ivar Ave & Hollywood Blvd		Same as Existing Conditions
10. Vine St & Hollywood Blvd		Same as Existing Conditions
11. Argyle Ave & Hollywood Blvd		Same as Existing Conditions
12. Gower St & Hollywood Blvd		Same as Existing Conditions

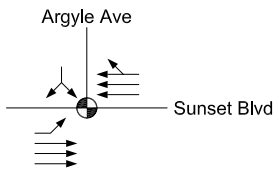
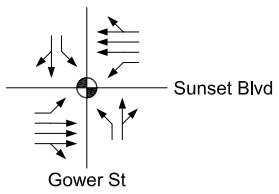
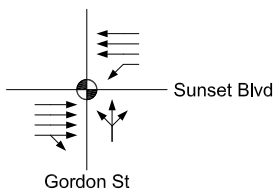
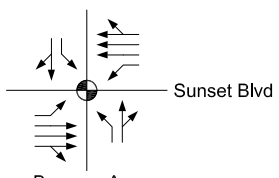
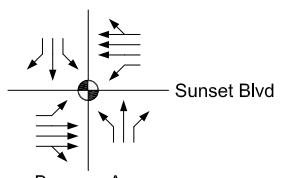
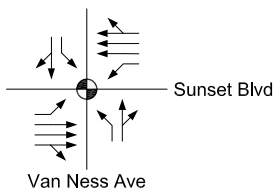
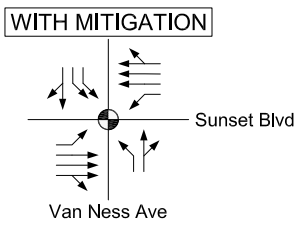
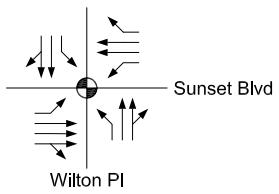
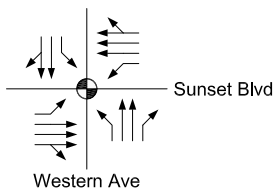
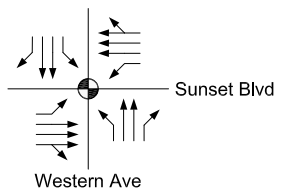
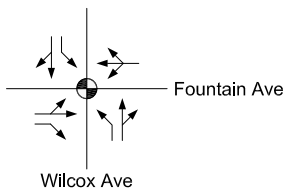
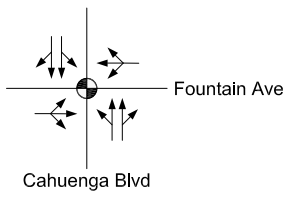
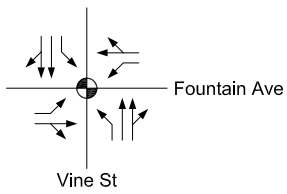
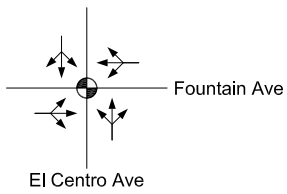
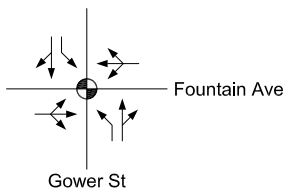
LEGEND

Traffic Signal

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2028)
13. Bronson Ave & Hollywood Blvd		
14. US-101 SB Ramps & Hollywood Blvd		Same as Existing Conditions
15. US-101 NB Ramps / Van Ness Ave & Hollywood Blvd		Same as Existing Conditions
16. Wilton Pl & Hollywood Blvd		Same as Existing Conditions
17. Western Ave & Hollywood Blvd		Same as Existing Conditions
18. Cahuenga Blvd & Selma Ave		Same as Existing Conditions
19. Vine St & Selma Ave		Same as Existing Conditions
20. Gower St & Selma Ave		Same as Existing Conditions
21. Wilcox Ave & Sunset Blvd		Same as Existing Conditions
22. Cahuenga Blvd & Sunset Blvd		Same as Existing Conditions
23. Ivar Ave & Sunset Blvd		Same as Existing Conditions
24. Vine St & Sunset Blvd		Same as Existing Conditions

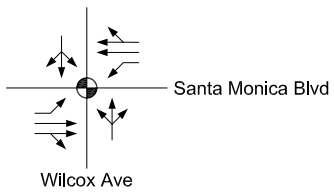
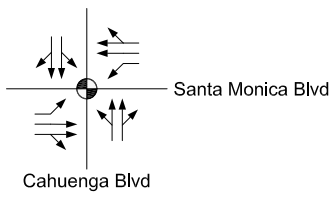
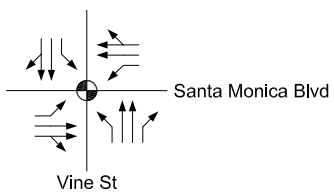
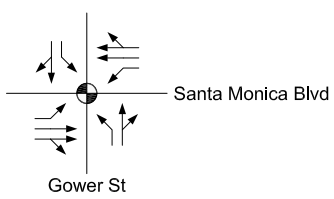
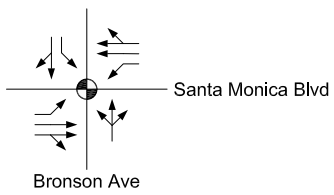
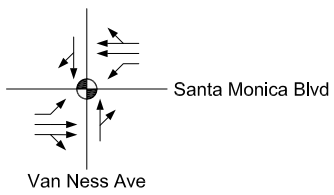
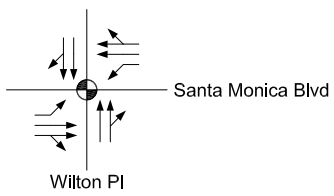
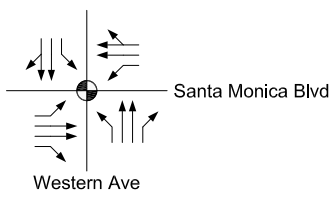
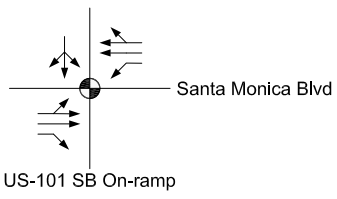
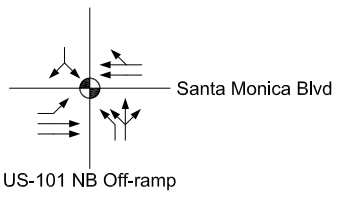
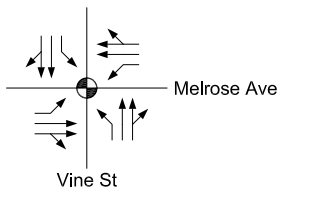
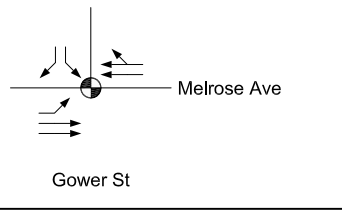
LEGEND

Traffic Signal

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2028)
25. Argyle Ave & Sunset Blvd		Same as Existing Conditions
26. Gower St & Sunset Blvd		Same as Existing Conditions
27. Gordon St & Sunset Blvd		Same as Existing Conditions
28. Bronson Ave & Sunset Blvd		
29. Van Ness Ave & Sunset Blvd		W/OUT MITIGATION: Same as Existing Conditions WITH MITIGATION: 
30. Wilton Pl & Sunset Blvd		Same as Existing Conditions
31. Western Ave & Sunset Blvd		
32. Wilcox Ave & Fountain Ave		Same as Existing Conditions
33. Cahuenga Blvd & Fountain Ave		Same as Existing Conditions
34. Vine Street & Fountain Ave		Same as Existing Conditions
35. El Centro Ave & Fountain Ave		Same as Existing Conditions
36. Gower St & Fountain Ave		Same as Existing Conditions

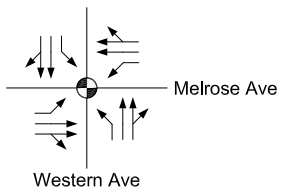
LEGEND

Traffic Signal

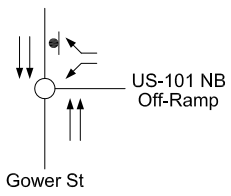
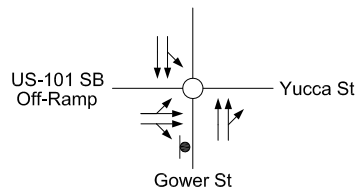
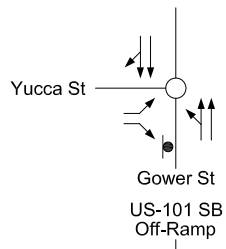
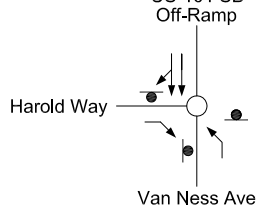
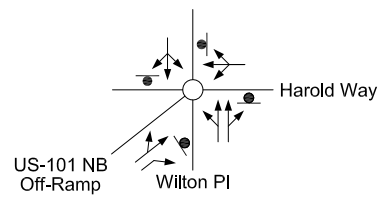
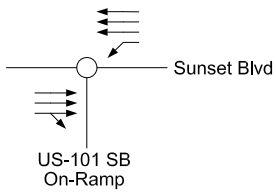
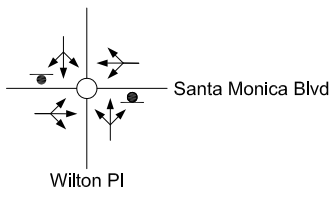
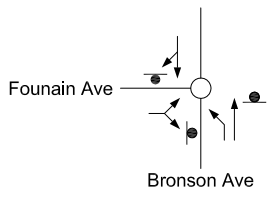
	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2028)
37. Wilcox Ave & Santa Monica Blvd		Same as Existing Conditions
38. Cahuenga Blvd & Santa Monica Blvd		Same as Existing Conditions
39. Vine Street Santa Monica Blvd		Same as Existing Conditions
40. Gower St & Santa Monica Blvd		Same as Existing Conditions
41. Bronson Ave & Santa Monica Blvd		Same as Existing Conditions
42. Van Ness Ave & Santa Monica Blvd		Same as Existing Conditions
43. Wilton Pl & Santa Monica Blvd		Same as Existing Conditions
44. Western Ave & Santa Monica Blvd		Same as Existing Conditions
45. US-101 SB On-ramp & Santa Monica Blvd		Same as Existing Conditions
46. US-101 NB Off-ramp & Santa Monica Blvd		Same as Existing Conditions
47. Vine St & Melrose Ave		Same as Existing Conditions
48. Gower St & Melrose Ave		Same as Existing Conditions

LEGEND

- Stop Sign
- Traffic Signal

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2028)
49. Western Ave & Melrose Ave		Same as Existing Conditions

UNSIGNALIZED INTERSECTIONS

1. Gower St & US-101 NB Off-Ramp		Same as Existing Conditions
2. Gower St & US-101 SB Off-Ramp / Yucca St		Same as Existing Conditions
3. Gower St & Yucca St		Same as Existing Conditions
4. US-110 SB Off-Ramp / Van Ness Ave & Harold Way		Same as Existing Conditions
5. Wilton Pl & US-101 NB Off-Ramp / Harold Way		Same as Existing Conditions
6. US-101 SB On-Ramp & Sunset Blvd		Same as Existing Conditions
7. Gordon St & Fountain Ave		Same as Existing Conditions
8. Bronson Ave & Fountain Ave		Same as Existing Conditions

Appendix C

Traffic Counts

Turning Movement Count Report AM

Location ID: 1
North/South: Cahuenga Blvd
East/West: Franklin Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	14	254	10	17	134	117	12	65	8	2	23	23	679
07:15	36	284	25	29	129	95	9	93	7	2	40	32	781
07:30	29	301	17	22	151	83	6	133	3	4	40	34	823
07:45	24	327	14	28	167	86	9	119	7	8	38	34	861
08:00	13	316	24	33	117	80	16	157	1	8	46	37	848
08:15	30	291	17	30	168	82	11	177	5	5	49	31	896
08:30	18	296	21	41	153	94	14	211	6	5	50	38	947
08:45	26	294	33	45	155	72	7	191	2	13	47	39	924
09:00	28	293	37	35	136	57	10	187	12	8	64	45	912
09:15	23	298	27	43	170	85	11	192	7	6	47	34	943
09:30	29	272	23	27	143	74	6	201	4	10	30	48	867
09:45	28	282	29	40	144	63	9	193	6	8	29	38	869

Total Volume:	298	3508	277	390	1767	988	120	1919	68	79	503	433	10350
Approach %	7%	86%	7%	12%	56%	31%	6%	91%	3%	8%	50%	43%	

Peak Hr Begin:	8:30												
PHV	95	1181	118	164	614	308	42	781	27	32	208	156	3726
PHF	0.973			0.911			0.920			0.846			0.984

Turning Movement Count Report PM

Location ID: 1
North/South: Cahuenga Blvd
East/West: Franklin Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	128	21	105	93	35	23	294	7	11	74	43	841
15:15	10	171	19	94	94	42	23	323	3	8	85	49	921
15:30	6	173	19	113	85	21	23	302	6	12	78	46	884
15:45	6	148	11	143	85	16	31	338	9	11	80	44	922
16:00	4	131	15	157	103	31	19	290	5	10	108	36	909
16:15	7	140	16	139	101	28	10	288	8	11	97	43	888
16:30	6	152	20	147	99	26	13	284	10	12	112	48	929
16:45	8	135	13	122	92	33	28	329	15	13	93	41	922
17:00	1	153	15	121	75	18	26	364	10	17	100	38	938
17:15	3	168	16	148	83	12	35	304	15	14	117	42	957
17:30	5	191	15	103	86	29	33	287	22	8	110	44	933
17:45	9	181	15	79	101	22	38	244	11	9	83	46	838

Total Volume:	72	1871	195	1471	1097	313	302	3647	121	136	1137	520	10882
Approach %	3%	88%	9%	51%	38%	11%	7%	90%	3%	8%	63%	29%	

Peak Hr Begin:	16:45												
PHV	17	647	59	494	336	92	122	1284	62	52	420	165	3750
PHF	0.857			0.933			0.918			0.921			0.980

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	3	0	1	0	2	0	1	0
07:15	5	1	4	1	5	0	3	0
07:30	1	0	4	0	6	0	2	0
07:45	2	0	3	0	6	0	5	0
08:00	1	0	3	0	7	0	6	0
08:15	3	1	4	0	12	0	8	0
08:30	5	0	4	0	10	0	5	0
08:45	4	0	5	1	8	0	4	0
09:00	6	0	4	0	3	0	7	0
09:15	7	0	1	0	5	0	9	0
09:30	3	1	3	0	5	1	5	0
09:45	11	0	4	0	5	0	7	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	8	0	9	0	12	0	9	0
15:15	5	0	6	0	7	0	10	0
15:30	6	0	10	0	10	0	6	0
15:45	4	1	7	0	7	1	3	0
16:00	7	0	6	0	10	0	2	0
16:15	4	1	5	0	8	0	1	0
16:30	13	1	6	0	8	0	0	0
16:45	4	0	9	0	9	0	2	0
17:00	7	0	6	0	8	0	4	0
17:15	11	0	4	0	12	0	6	0
17:30	6	0	6	0	6	0	4	0
17:45	2	0	9	0	16	0	5	0

Turning Movement Count Report AM

Location ID: 2
North/South: Vine Street
East/West: Franklin Avenue / US-101 Off-Ramp
Date: 5/2/2018
City: Los Angeles, CA

	WB	*Northbound*		*Eastbound*		*Eastbound*		
	A	**B**	**C**	**D**	**E**	**F**	**G**	Totals:
Movements:	T	R	L	R	T	R	T	
07:00	195	66	21	279	42	17	41	661
07:15	222	68	21	308	44	7	69	739
07:30	244	69	19	349	46	12	48	787
07:45	209	52	20	364	56	12	80	793
08:00	166	71	31	330	49	9	58	714
08:15	243	79	25	324	48	9	69	797
08:30	204	76	36	366	43	6	72	803
08:45	180	72	26	360	81	4	75	798
09:00	208	59	15	261	55	13	51	662
09:15	230	72	37	262	42	13	89	745
09:30	192	70	32	210	50	13	80	647
09:45	226	71	39	256	48	9	79	728

Total Volume:	2519	825	322	3669	604	124	811	8874
Approach %	100%	72%	28%	86%	14%	13%	87%	

Peak Hr Begin:	8:00							
PHV	793	298	118	1380	221	28	274	3112
PHF	0.815		0.928		0.907		0.955	0.968

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report AM

Location ID: 2
North/South: Vine Street
East/West: Franklin Avenue / US-101 Off-Ramp
Date: 5/2/2018
City: Los Angeles, CA

	WB	*Northbound*		*Eastbound*		*Eastbound*		
	A	**B**	**C**	**D**	**E**	**F**	**G**	Totals:
Movements:	T	R	L	R	T	R	T	
15:00	148	86	85	169	83	17	108	696
15:15	130	88	98	208	99	11	137	771
15:30	145	90	93	248	88	10	132	806
15:45	124	93	134	201	88	15	134	789
16:00	164	84	119	204	71	17	119	778
16:15	139	82	132	238	77	13	118	799
16:30	142	92	101	218	98	6	137	794
16:45	152	103	126	238	83	8	159	869
17:00	130	90	91	227	85	17	119	759
17:15	132	70	134	240	100	13	149	838
17:30	142	84	135	211	72	11	125	780
17:45	130	105	91	231	83	12	127	779

Total Volume:	1678	1067	1339	2633	1027	150	1564	9458
Approach %	100%	44%	56%	72%	28%	9%	91%	

Peak Hr Begin:	16:30							
PHV	556	355	452	923	366	44	564	3260
PHF	0.914	0.881		0.947		0.910		0.937

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	0	0	3	0	2	1
07:15	0	0	0	0	2	0	1	0
07:30	0	0	0	0	5	0	2	0
07:45	0	0	0	0	6	0	4	1
08:00	0	0	0	0	2	0	4	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	4	0	3	0
08:45	0	0	0	0	3	0	1	0
09:00	0	0	0	0	2	2	3	0
09:15	0	0	0	0	3	0	3	0
09:30	0	0	0	0	3	0	2	0
09:45	0	0	0	0	4	0	2	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	2	0	1	0
15:15	0	0	0	0	1	0	2	0
15:30	0	0	0	0	3	0	2	0
15:45	0	0	0	0	2	0	1	0
16:00	0	0	0	0	1	1	3	1
16:15	0	0	0	0	3	0	4	0
16:30	0	0	0	0	1	0	0	0
16:45	0	0	0	0	1	0	3	0
17:00	0	0	0	1	3	0	1	0
17:15	0	0	0	0	11	0	10	0
17:30	0	0	0	0	5	0	2	0
17:45	0	0	1	0	4	0	2	1

Turning Movement Count Report AM

Location ID: 3
North/South: Argyle / US-101 On Ramp
East/West: Franklin Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound				*Westbound*				*Northbound*				*Eastbound*				
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	Totals:
Movements:	R	R	T	L	R	R	T	L	R	T	L	L	R	T	L	L	
07:00	9	2	22	11	4	89	200	29	14	1	19	1	14	96	2	50	563
07:15	9	5	12	16	1	103	201	23	6	1	44	1	10	104	3	47	586
07:30	6	4	19	13	2	137	251	38	19	4	32	1	28	100	1	40	695
07:45	9	3	25	25	6	125	189	35	20	4	43	3	26	102	3	50	668
08:00	14	5	36	6	1	178	177	45	13	4	48	2	41	101	3	48	722
08:15	18	5	29	9	7	124	209	33	22	9	65	3	19	103	2	55	712
08:30	12	4	34	11	3	166	203	33	12	5	56	5	43	109	3	60	759
08:45	13	5	31	13	4	126	154	46	16	7	59	1	38	115	4	55	687
09:00	10	2	28	12	4	141	221	35	16	4	39	3	32	98	4	37	686
09:15	18	8	31	18	4	134	198	50	23	10	45	5	42	99	5	50	740
09:30	17	6	29	11	7	162	187	39	18	4	45	4	20	129	3	59	740
09:45	12	8	24	21	4	139	198	35	19	6	40	1	26	108	6	53	700
Total Volume:	147	57	320	166	47	1624	2388	441	198	59	535	30	339	1264	39	604	8258
Approach %	21%	8%	46%	24%	1%	36%	53%	10%	24%	7%	65%	4%	15%	56%	2%	27%	
Peak Hr Begin:	8:30																
PHV	53	19	124	54	15	567	776	164	67	26	199	14	155	421	16	202	2872
PHF	0.833				0.940				0.923				0.904				0.946

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 3
North/South: Argyle / US-101 On Ramp
East/West: Franklin Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound				*Westbound*				*Northbound*				*Eastbound*				
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	Totals:
Movements:	R	R	T	L	R	R	T	L	R	T	L	L	R	T	L	L	
15:00	6	3	24	15	4	160	135	22	20	5	77	6	12	204	2	46	741
15:15	3	3	20	18	4	155	129	22	34	10	91	4	7	256	4	51	811
15:30	8	1	25	11	2	153	137	24	22	14	85	4	19	235	7	44	791
15:45	5	4	16	14	2	169	126	19	23	6	85	2	17	255	5	59	807
16:00	6	2	26	12	3	152	152	16	35	8	93	6	21	195	6	45	778
16:15	11	4	13	8	1	151	131	20	27	11	84	5	10	222	7	51	756
16:30	7	3	21	11	4	116	130	20	39	8	110	5	13	227	7	54	775
16:45	5	3	15	9	3	143	149	17	33	13	96	9	15	270	5	60	845
17:00	9	2	22	13	1	132	120	20	37	9	100	5	11	212	4	50	747
17:15	7	4	24	11	1	149	124	21	45	16	100	8	12	275	5	45	847
17:30	8	4	26	12	3	120	131	25	41	10	105	7	22	203	3	51	771
17:45	8	6	19	11	6	142	124	22	43	11	108	12	18	237	5	59	831
Total Volume:	83	39	251	145	34	1742	1588	248	399	121	1134	73	177	2791	60	615	9500
Approach %	16%	8%	48%	28%	1%	48%	44%	7%	23%	7%	66%	4%	5%	77%	2%	17%	
Peak Hr Begin:	16:30																
PHV	28	12	82	44	9	540	523	78	154	46	406	27	51	984	21	209	3214
PHF	0.902				0.921				0.936				0.904				0.949

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	1	0	2	0	2	1	1	1
07:15	0	0	7	0	4	0	0	0
07:30	1	0	11	0	10	0	0	0
07:45	2	0	12	0	3	1	0	0
08:00	0	1	6	0	6	1	0	0
08:15	0	0	5	0	3	0	0	0
08:30	0	0	1	0	4	0	0	0
08:45	0	0	2	0	6	0	0	0
09:00	0	0	1	0	2	0	0	0
09:15	0	0	1	0	7	0	0	1
09:30	0	0	1	0	5	0	0	0
09:45	2	0	1	0	5	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	1	0	11	0	1	0
15:15	0	0	2	1	4	0	0	0
15:30	0	0	0	0	5	0	0	0
15:45	0	0	1	0	8	0	1	0
16:00	0	0	1	0	6	1	2	0
16:15	1	0	1	0	5	0	0	1
16:30	1	1	1	0	5	0	0	0
16:45	0	3	0	0	4	0	0	0
17:00	0	1	0	0	7	0	0	0
17:15	1	0	0	0	12	0	0	1
17:30	0	0	2	0	5	0	0	0
17:45	0	0	0	0	5	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Gower Street
East/West: Franklin Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	7	14	3	2	281	48	53	13	28	9	85	2	545
07:15	5	14	1	0	265	69	61	7	31	10	108	2	573
07:30	5	28	11	2	318	72	72	12	43	9	121	0	693
07:45	5	19	10	2	282	79	78	14	51	12	121	1	674
08:00	9	17	4	0	303	91	83	11	52	14	109	2	695
08:15	8	23	9	1	307	51	74	15	69	10	97	4	668
08:30	10	30	6	3	309	81	76	10	61	11	123	2	722
08:45	13	25	11	5	278	75	72	19	51	15	114	3	681
09:00	9	35	3	1	279	91	62	16	47	16	121	3	683
09:15	11	19	4	1	289	53	74	20	66	14	101	1	653
09:30	6	25	6	3	305	53	67	18	44	17	104	4	652
09:45	13	21	8	5	261	51	79	14	63	13	85	5	618

Total Volume:	101	270	76	25	3477	814	851	169	606	150	1289	29	7857
Approach %	23%	60%	17%	1%	81%	19%	52%	10%	37%	10%	88%	2%	

Peak Hr Begin:	8:00												
PHV	40	95	30	9	1197	298	305	55	233	50	443	11	2766
PHF	0.842			0.954			0.938			0.926			0.958

Turning Movement Count Report PM

Location ID: 4
North/South: Gower Street
East/West: Franklin Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	13	4	8	219	55	102	21	92	15	203	5	744
15:15	7	20	10	3	234	36	107	26	80	13	220	5	761
15:30	3	17	2	3	229	42	90	15	72	16	243	4	736
15:45	8	14	7	7	211	36	103	32	85	11	202	7	723
16:00	7	19	5	8	210	43	98	29	86	13	237	6	761
16:15	7	14	10	8	215	45	109	33	90	14	197	2	744
16:30	6	23	8	5	206	34	96	24	92	6	292	6	798
16:45	2	17	7	4	198	33	106	44	87	15	219	5	737
17:00	5	15	5	6	213	34	87	25	84	10	260	7	751
17:15	7	15	4	3	175	37	115	35	118	9	245	4	767
17:30	5	15	4	6	183	42	102	31	95	7	270	3	763
17:45	6	17	2	7	166	46	110	25	114	11	261	5	770

Total Volume:	70	199	68	68	2459	483	1225	340	1095	140	2849	59	9055
Approach %	21%	59%	20%	2%	82%	16%	46%	13%	41%	5%	93%	2%	

Peak Hr Begin:	16:30												
PHV	20	70	24	18	792	138	404	128	381	40	1016	22	3053
PHF	0.770			0.937			0.852			0.887			0.956

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	4	0	1	0	2	0	0	0
07:15	3	0	4	0	2	0	0	0
07:30	6	1	4	0	4	0	0	0
07:45	5	0	6	1	12	0	0	0
08:00	4	0	4	0	7	0	0	0
08:15	13	1	12	0	4	0	0	0
08:30	9	0	5	0	6	1	0	0
08:45	8	1	8	0	12	0	0	0
09:00	4	0	9	0	10	0	0	0
09:15	12	0	20	0	9	0	0	0
09:30	8	0	8	0	9	0	6	0
09:45	8	1	3	0	10	0	0	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	9	1	6	0	7	0	0	0
15:15	4	0	9	0	6	2	0	0
15:30	8	0	12	1	7	1	0	0
15:45	9	0	7	0	16	0	1	0
16:00	11	0	7	0	10	0	0	0
16:15	4	0	8	0	5	0	0	0
16:30	9	0	3	0	8	0	0	0
16:45	12	0	12	0	7	0	0	0
17:00	10	0	7	0	11	0	0	0
17:15	8	0	7	0	9	0	0	0
17:30	16	1	10	0	11	0	0	0
17:45	12	0	23	0	13	0	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: Beachwood Drive
East/West: Franklin Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	32	0	31	14	302	0	4	8	2	0	114	22	529
07:15	33	0	28	26	308	0	9	8	1	0	150	32	595
07:30	27	0	51	24	380	0	7	8	4	2	183	22	708
07:45	40	0	48	29	344	1	7	16	0	2	191	30	708
08:00	59	0	40	21	300	1	11	6	1	0	163	39	641
08:15	40	0	46	24	352	2	12	16	2	1	154	23	672
08:30	50	0	56	20	316	2	8	19	6	0	180	36	693
08:45	37	0	51	31	334	3	9	14	1	0	148	34	662
09:00	58	0	50	16	288	1	10	9	2	1	160	40	635
09:15	47	0	35	32	329	0	9	8	1	1	142	37	641
09:30	49	0	54	33	285	0	3	9	3	0	140	37	613
09:45	43	0	47	41	282	4	3	13	3	0	134	37	607

Total Volume:	515	0	537	311	3820	14	92	134	26	7	1859	389	7704
Approach %	49%	0%	51%	8%	92%	0%	37%	53%	10%	0%	82%	17%	

Peak Hr Begin:	7:30												
PHV	166	0	185	98	1376	4	37	46	7	5	691	114	2729
PHF	0.886			0.915			0.750			0.908			0.964

Turning Movement Count Report PM

Location ID: 5
North/South: Beachwood Drive
East/West: Franklin Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	55	0	49	41	218	1	6	20	5	0	268	52	715
15:15	54	2	64	45	225	2	12	14	4	4	277	50	753
15:30	54	1	52	47	212	4	6	15	2	3	263	57	716
15:45	46	3	42	47	205	6	8	12	7	0	276	49	701
16:00	43	0	54	48	211	1	3	17	3	2	292	60	734
16:15	53	0	43	48	212	4	12	13	8	1	306	34	734
16:30	25	2	42	43	218	2	6	13	4	0	321	45	721
16:45	38	0	45	40	194	1	10	15	1	1	298	41	684
17:00	27	2	45	38	205	1	8	16	10	0	318	43	713
17:15	34	0	53	43	177	0	7	15	4	1	304	52	690
17:30	34	2	40	33	194	2	6	20	8	0	337	52	728
17:45	36	0	42	40	175	1	5	17	4	1	332	40	693
Total Volume:	499	12	571	513	2446	25	89	187	60	13	3592	575	8582
Approach %	46%	1%	53%	17%	82%	1%	26%	56%	18%	0%	86%	14%	
Peak Hr Begin:	15:15												
PHV	197	6	212	187	853	13	29	58	16	9	1108	216	2904
PHF	0.865			0.968			0.858			0.941			0.964

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	2	1	1	0	0	0	1	0
07:15	17	1	2	0	1	0	1	0
07:30	11	0	4	0	6	0	4	0
07:45	20	0	28	0	15	0	10	0
08:00	9	1	7	0	10	0	7	0
08:15	18	0	2	0	12	1	5	0
08:30	13	1	9	0	5	0	9	0
08:45	17	0	2	1	9	0	9	0
09:00	8	1	2	0	8	0	5	0
09:15	7	1	0	0	7	0	1	0
09:30	6	0	2	0	6	0	2	0
09:45	4	1	11	0	16	1	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	14	1	0	0	2	1	8	0
15:15	7	0	1	0	9	2	3	0
15:30	8	0	0	0	11	0	3	0
15:45	12	0	2	0	7	1	6	0
16:00	17	0	1	1	8	1	7	0
16:15	14	0	2	0	9	0	5	0
16:30	16	0	2	0	11	0	7	0
16:45	16	0	5	0	5	0	2	0
17:00	20	0	0	0	7	0	2	0
17:15	19	0	1	0	10	0	3	0
17:30	15	0	2	0	8	0	1	0
17:45	27	0	6	0	7	0	10	0

Turning Movement Count Report AM

Location ID: 6
North/South: Bronson Avenue
East/West: Franklin Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	15	14	5	3	257	20	7	8	6	11	104	10	460
07:15	11	15	11	2	282	21	13	13	5	15	148	17	553
07:30	24	26	32	10	321	33	22	19	6	7	203	12	715
07:45	29	38	28	18	275	39	20	51	9	15	204	21	747
08:00	18	49	39	7	290	46	27	16	13	28	170	14	717
08:15	28	38	21	2	274	61	26	30	5	14	175	17	691
08:30	22	30	28	13	263	49	39	10	12	20	224	20	730
08:45	30	42	31	8	247	52	34	25	9	14	187	17	696
09:00	20	30	23	4	275	45	36	19	11	28	170	28	689
09:15	29	30	28	5	282	46	33	13	11	18	169	20	684
09:30	29	33	19	2	276	45	26	20	12	20	193	26	701
09:45	20	28	23	10	293	53	24	20	9	20	146	23	669

Total Volume:	275	373	288	84	3335	510	307	244	108	210	2093	225	8052
Approach %	29%	40%	31%	2%	85%	13%	47%	37%	16%	8%	83%	9%	

Peak Hr Begin:	7:45												
PHV	97	155	116	40	1102	195	112	107	39	77	773	72	2885
PHF	0.868			0.974			0.806			0.873			0.966

Turning Movement Count Report PM

Location ID: 6
North/South: Bronson Avenue
East/West: Franklin Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	16	27	10	208	16	50	29	14	12	278	27	713
15:15	25	30	32	13	219	24	59	28	13	16	329	27	815
15:30	32	28	25	8	226	34	60	27	14	18	294	29	795
15:45	29	20	23	14	246	29	69	24	10	11	286	26	787
16:00	30	34	21	12	208	24	82	33	10	15	299	22	790
16:15	12	28	30	13	220	26	83	45	13	23	296	32	821
16:30	26	28	36	15	226	20	65	37	11	14	330	22	830
16:45	17	18	28	21	228	16	64	32	10	15	362	20	831
17:00	29	19	23	14	183	24	80	43	13	18	286	23	755
17:15	20	31	20	14	172	24	54	50	17	16	329	23	770
17:30	24	20	31	10	189	23	94	33	4	14	350	20	812
17:45	19	22	18	13	251	23	75	29	15	13	339	26	843

Total Volume:	289	294	314	157	2576	283	835	410	144	185	3778	297	9562
Approach %	32%	33%	35%	5%	85%	9%	60%	30%	10%	4%	89%	7%	

Peak Hr Begin:	16:00												
PHV	85	108	115	61	882	86	294	147	44	67	1287	96	3272
PHF	0.856			0.971			0.860			0.913			0.984

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	5	0	0	0	9	0	5	0
07:15	2	0	0	0	5	0	3	0
07:30	9	0	1	0	2	0	6	0
07:45	10	0	0	0	3	0	11	0
08:00	22	0	0	0	17	2	16	1
08:15	18	0	0	0	10	0	9	0
08:30	5	0	0	0	12	0	7	0
08:45	12	1	0	0	10	0	3	0
09:00	5	0	0	0	4	1	4	1
09:15	5	1	0	0	5	2	9	1
09:30	15	0	0	0	4	0	10	0
09:45	6	0	0	0	4	0	6	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	26	2	0	0	16	0	21	1
15:15	19	0	0	0	12	0	19	0
15:30	23	0	0	0	5	0	9	1
15:45	19	0	0	0	5	0	17	0
16:00	19	1	0	0	10	2	6	0
16:15	29	1	0	0	6	1	13	0
16:30	24	1	0	0	6	1	10	0
16:45	33	0	0	0	5	0	21	0
17:00	34	0	0	0	13	1	11	0
17:15	41	1	0	0	8	1	20	0
17:30	48	0	0	0	5	1	18	0
17:45	27	0	0	0	15	0	19	0

Turning Movement Count Report AM

Location ID: 7
North/South: Gower Street
East/West: Carlos Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	4	145	1	0	1	3	1	49	0	1	1	1	207
07:15	4	177	3	4	0	1	2	49	2	1	1	2	246
07:30	3	187	4	5	0	3	1	68	1	4	0	0	276
07:45	5	211	1	7	0	1	2	77	1	2	0	1	308
08:00	6	224	4	7	0	10	3	89	2	3	0	2	350
08:15	5	170	1	9	0	9	4	96	9	1	0	2	306
08:30	3	232	4	7	3	4	4	83	8	10	0	7	365
08:45	14	241	2	2	0	6	7	73	7	5	0	4	361
09:00	8	227	6	9	1	12	3	81	2	8	1	2	360
09:15	4	180	1	12	1	13	4	89	1	5	3	1	314
09:30	1	213	4	8	0	9	3	80	3	6	0	1	328
09:45	3	189	4	3	1	5	4	73	2	3	1	1	289

Total Volume:	60	2396	35	73	7	76	38	907	38	49	7	24	3710
Approach %	2%	96%	1%	47%	4%	49%	4%	92%	4%	61%	9%	30%	

Peak Hr Begin:	8:30												
PHV	29	880	13	30	5	35	18	326	18	28	4	14	1400
PHF	0.897			0.673			0.953			0.676			0.959

Turning Movement Count Report PM

Location ID: 7
North/South: Gower Street
East/West: Carlos Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	3	153	4	13	0	4	6	158	6	1	0	1	349
15:15	4	137	3	5	0	8	5	129	5	9	0	2	307
15:30	3	130	3	13	0	8	11	133	6	2	0	1	310
15:45	3	112	2	8	0	3	9	165	8	5	0	3	318
16:00	4	134	4	7	0	7	11	163	7	4	0	2	343
16:15	8	135	10	4	0	7	15	157	5	4	0	4	349
16:30	9	125	5	5	1	6	14	174	11	9	1	1	361
16:45	8	123	2	8	0	7	22	147	3	7	0	6	333
17:00	3	134	2	9	0	2	6	204	6	7	0	3	376
17:15	2	131	4	10	1	19	9	181	7	4	0	3	371
17:30	4	110	8	6	0	8	11	168	4	3	0	1	323
17:45	3	154	10	12	0	9	10	169	7	2	0	1	377
Total Volume:	54	1578	57	100	2	88	129	1948	75	57	1	28	4117
Approach %	3%	93%	3%	53%	1%	46%	6%	91%	3%	66%	1%	33%	
Peak Hr Begin:	17:00												
PHV	12	529	24	37	1	38	36	722	24	16	0	8	1447
PHF	0.846			0.633			0.905			0.600			0.960

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	2	1	2	0	5	0
07:15	0	0	3	2	3	0	4	0
07:30	0	0	12	0	2	0	2	0
07:45	0	0	13	0	3	0	8	0
08:00	1	0	9	0	1	0	0	0
08:15	3	0	9	1	5	0	4	0
08:30	2	0	4	1	0	0	6	1
08:45	6	0	8	0	0	0	3	0
09:00	1	1	13	0	2	0	0	1
09:15	2	0	26	0	4	0	3	0
09:30	2	1	3	0	3	0	7	0
09:45	0	0	14	0	3	0	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	6	2	0	0	4	0
15:15	3	0	15	0	4	0	6	0
15:30	2	0	15	0	3	0	6	0
15:45	2	0	9	0	1	0	3	2
16:00	2	0	9	1	5	0	8	1
16:15	5	0	11	0	5	0	5	1
16:30	0	0	4	1	0	0	4	0
16:45	1	0	15	0	2	0	4	0
17:00	2	0	7	0	3	0	4	0
17:15	2	0	11	0	5	0	7	0
17:30	6	0	13	0	3	0	10	0
17:45	6	0	16	1	6	0	5	0

Turning Movement Count Report AM

Location ID: 8
North/South: Cahuenga Blvd
East/West: Hollywood Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	72	272	6	6	146	10	4	79	0	2	59	7	663
07:15	69	303	9	2	177	15	11	94	3	5	74	2	764
07:30	83	304	4	3	233	16	7	104	0	2	89	6	851
07:45	73	268	6	6	204	18	8	120	1	6	106	12	828
08:00	74	249	4	7	210	23	8	141	1	11	150	9	887
08:15	89	274	1	8	203	13	11	171	5	11	110	10	906
08:30	92	290	6	8	212	19	10	175	8	6	106	9	941
08:45	86	290	6	5	187	12	6	166	5	6	97	11	877
09:00	89	277	8	5	121	13	6	159	1	8	104	8	799
09:15	102	277	7	6	112	5	11	164	2	4	109	12	811
09:30	99	243	10	7	153	8	4	143	4	7	95	12	785
09:45	97	228	8	5	155	14	8	135	5	6	105	15	781

Total Volume:	1025	3275	75	68	2113	166	94	1651	35	74	1204	113	9893
Approach %	23%	75%	2%	3%	90%	7%	5%	93%	2%	5%	87%	8%	

Peak Hr Begin:	8:00												
PHV	341	1103	17	28	812	67	35	653	19	34	463	39	3611
PHF	0.941			0.945			0.916			0.788			0.959

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 8
North/South: Cahuenga Blvd
East/West: Hollywood Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	28	141	8	15	126	7	13	269	1	9	151	21	789
15:15	31	145	9	17	123	6	17	267	5	6	150	23	799
15:30	31	155	2	26	152	16	5	214	5	14	157	24	801
15:45	25	154	2	34	178	8	20	236	7	15	151	29	859
16:00	24	122	2	23	171	13	8	232	1	13	167	25	801
16:15	23	161	2	28	154	8	14	225	1	8	144	22	790
16:30	20	163	2	22	153	12	15	200	0	13	146	15	761
16:45	21	167	2	24	163	6	24	242	0	9	168	20	846
17:00	30	161	3	18	155	8	19	253	2	13	155	22	839
17:15	21	165	2	27	181	9	32	175	0	9	192	21	834
17:30	39	147	1	29	195	8	33	185	1	13	154	26	831
17:45	37	169	3	20	164	11	23	195	0	11	161	18	812
Total Volume:	330	1850	38	283	1915	112	223	2693	23	133	1896	266	9762
Approach %	15%	83%	2%	12%	83%	5%	8%	92%	1%	6%	83%	12%	
Peak Hr Begin:	16:45												
PHV	111	640	8	98	694	31	108	855	3	44	669	89	3350
PHF	0.978			0.887			0.881			0.903			0.990

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	18	2	11	0	16	0	10	1
07:15	13	3	13	0	13	1	7	1
07:30	10	3	7	0	23	0	4	0
07:45	11	0	8	0	20	0	6	0
08:00	34	3	9	1	18	1	6	0
08:15	49	0	7	0	42	0	12	0
08:30	28	2	8	0	67	1	24	0
08:45	52	1	6	0	60	0	12	0
09:00	54	1	2	0	37	0	13	0
09:15	42	1	15	0	61	1	10	0
09:30	42	2	11	0	47	0	5	0
09:45	35	0	8	0	64	1	14	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	75	3	22	1	105	0	26	1
15:15	92	3	23	0	107	0	30	0
15:30	90	1	23	0	138	2	34	0
15:45	120	2	25	1	136	1	19	0
16:00	81	3	19	1	171	1	33	0
16:15	71	0	23	0	130	1	34	0
16:30	102	1	22	0	124	2	39	0
16:45	92	0	34	1	116	3	36	1
17:00	121	2	35	1	118	2	30	1
17:15	103	3	35	1	149	1	32	0
17:30	111	3	34	1	132	0	29	0
17:45	120	2	42	1	143	2	26	1

Turning Movement Count Report AM

Location ID: 9
North/South: Ivar Avenue
East/West: Hollywodd Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	4	6	2	1	166	13	2	2	1	3	65	2	267
07:15	5	10	0	3	176	6	4	1	1	2	82	0	290
07:30	3	21	0	6	252	11	2	6	2	3	97	2	405
07:45	10	46	1	10	220	15	3	5	3	4	112	3	432
08:00	8	38	3	6	214	26	10	7	6	3	137	2	460
08:15	3	38	0	4	207	20	10	18	2	6	109	4	421
08:30	12	47	5	9	226	25	6	10	3	6	106	2	457
08:45	13	73	2	11	196	21	4	12	5	6	104	7	454
09:00	11	66	3	13	134	18	8	14	5	3	111	1	387
09:15	9	66	5	13	109	18	10	7	0	5	100	4	346
09:30	6	36	2	9	153	5	5	16	6	12	90	4	344
09:45	6	47	6	8	168	15	6	9	4	7	107	5	388

Total Volume:	90	494	29	93	2221	193	70	107	38	60	1220	36	4651
Approach %	15%	81%	5%	4%	89%	8%	33%	50%	18%	5%	93%	3%	

Peak Hr Begin:	8:00												
PHV	36	196	10	30	843	92	30	47	16	21	456	15	1792
PHF	0.688			0.928			0.775			0.866			0.974

Turning Movement Count Report PM

Location ID: 9
North/South: Ivar Avenue
East/West: Hollywodd Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	12	5	4	134	11	13	26	6	5	148	3	373
15:15	4	5	2	2	125	15	12	26	6	5	163	7	372
15:30	2	7	5	11	170	8	24	37	14	3	157	5	443
15:45	8	10	4	5	201	9	7	35	9	7	166	8	469
16:00	5	10	5	6	193	18	17	28	14	4	167	5	472
16:15	9	9	5	7	176	10	14	37	12	7	152	4	442
16:30	5	6	4	8	164	20	31	32	12	7	130	5	424
16:45	6	8	4	5	184	12	20	48	10	7	177	7	488
17:00	6	11	4	8	173	17	27	38	7	5	161	9	466
17:15	2	7	3	6	228	14	17	30	6	8	210	6	537
17:30	6	20	6	11	208	10	24	44	9	3	182	5	528
17:45	8	12	2	10	169	11	29	53	11	13	165	5	488
Total Volume:	67	117	49	83	2125	155	235	434	116	74	1978	69	5502
Approach %	29%	50%	21%	4%	90%	7%	30%	55%	15%	3%	93%	3%	
Peak Hr Begin:	16:45												
PHV	20	46	17	30	793	53	88	160	32	23	730	27	2019
PHF	0.648			0.883			0.897			0.871			0.940

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	15	1	1	1	24	0	2	0
07:15	12	1	2	0	24	2	3	0
07:30	7	3	4	1	22	1	1	0
07:45	22	1	8	0	24	0	2	0
08:00	16	1	5	0	43	0	1	0
08:15	47	1	7	0	38	0	3	0
08:30	44	2	13	0	55	1	7	0
08:45	65	2	18	0	58	0	9	0
09:00	56	0	10	0	42	2	0	0
09:15	47	1	8	0	50	1	2	0
09:30	51	2	3	1	49	0	2	1
09:45	51	0	7	0	53	1	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	68	0	12	1	112	1	12	1
15:15	118	1	21	0	110	2	14	1
15:30	96	1	20	0	133	2	16	0
15:45	111	2	12	0	140	3	7	1
16:00	83	2	19	1	145	1	8	0
16:15	70	1	14	0	127	0	7	0
16:30	81	3	18	0	117	0	10	0
16:45	100	4	13	0	96	0	15	1
17:00	93	1	25	0	111	0	17	0
17:15	113	2	3	0	125	1	10	0
17:30	107	5	34	1	105	3	19	0
17:45	127	3	20	1	113	2	35	0

Turning Movement Count Report AM

Location ID: 10
North/South: Vine Street
East/West: Hollywood Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	7	256	11	4	195	19	11	83	12	14	70	3	685
07:15	7	279	7	1	256	36	17	115	13	18	80	5	834
07:30	17	315	6	4	257	18	18	122	19	22	96	4	898
07:45	10	297	7	2	263	24	25	108	13	18	121	2	890
08:00	27	272	8	2	264	24	25	120	12	13	120	1	888
08:15	26	287	12	9	242	19	21	125	15	15	132	3	906
08:30	28	248	8	7	205	26	28	120	25	12	120	1	828
08:45	15	289	11	9	202	30	18	144	39	16	127	2	902
09:00	17	231	6	10	200	15	29	112	20	12	113	5	770
09:15	20	181	8	5	205	29	27	120	26	9	124	5	759
09:30	26	197	15	5	207	28	31	146	18	10	116	4	803
09:45	21	145	14	14	227	28	30	102	20	15	99	5	720

Total Volume:	221	2997	113	72	2723	296	280	1417	232	174	1318	40	9883
Approach %	7%	90%	3%	2%	88%	10%	15%	73%	12%	11%	86%	3%	

Peak Hr Begin:	7:30												
PHV	80	1171	33	17	1026	85	89	475	59	68	469	10	3582
PHF	0.950			0.972			0.967			0.912			0.988

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 10
North/South: Vine Street
East/West: Hollywood Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	22	204	13	11	141	10	35	215	29	19	149	8	856
15:15	20	234	4	18	285	25	26	226	24	12	154	12	1040
15:30	9	222	12	12	186	19	28	230	44	34	160	14	970
15:45	12	251	9	17	186	18	31	228	24	26	141	8	951
16:00	8	180	10	9	175	17	43	235	32	21	185	4	919
16:15	4	228	10	16	147	21	41	268	34	21	148	8	946
16:30	9	262	18	14	139	19	43	243	24	15	133	5	924
16:45	23	248	17	16	166	18	42	216	33	18	147	8	952
17:00	22	195	18	15	175	16	51	225	37	19	181	8	962
17:15	9	212	11	22	166	24	39	219	27	19	205	7	960
17:30	12	232	14	20	181	21	40	251	31	31	195	12	1040
17:45	22	236	18	16	191	20	39	213	29	14	180	12	990
Total Volume:	172	2704	154	186	2138	228	458	2769	368	249	1978	106	11510
Approach %	6%	89%	5%	7%	84%	9%	13%	77%	10%	11%	85%	5%	
Peak Hr Begin:	17:00												
PHV	65	875	61	73	713	81	169	908	124	83	761	39	3952
PHF	0.907			0.955			0.932			0.928			0.950

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	15	0	16	0	62	1	19	0
07:15	20	0	26	1	74	1	15	0
07:30	27	1	24	1	74	1	18	0
07:45	56	0	44	0	72	0	24	0
08:00	31	0	38	0	80	0	34	0
08:15	50	3	49	0	96	0	35	0
08:30	38	1	48	0	65	0	61	0
08:45	67	0	71	1	68	2	42	0
09:00	45	0	56	0	63	1	32	0
09:15	56	1	51	1	54	1	35	0
09:30	59	1	69	0	73	0	45	0
09:45	60	0	62	0	108	0	48	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	96	1	74	1	114	0	56	2
15:15	104	0	78	0	122	2	84	1
15:30	115	0	77	0	118	1	76	1
15:45	89	1	113	0	130	1	69	0
16:00	116	0	91	0	139	0	69	0
16:15	86	0	69	0	139	1	67	2
16:30	210	2	154	0	164	0	125	1
16:45	192	2	113	2	164	0	126	3
17:00	169	0	86	1	179	1	119	0
17:15	104	2	90	1	143	0	89	1
17:30	114	1	105	0	166	0	97	0
17:45	154	0	142	4	154	1	124	2

Turning Movement Count Report AM

Location ID: 11
North/South: Argyle Blvd
East/West: Hollywood Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	13	24	3	24	205	20	0	13	0	9	84	13	408
07:15	20	26	1	5	227	29	6	24	2	21	75	13	449
07:30	24	34	2	5	264	41	3	30	0	8	115	9	535
07:45	36	64	6	16	265	32	2	38	0	19	98	11	587
08:00	18	64	0	15	283	35	4	32	1	22	133	15	622
08:15	29	56	9	33	251	47	6	36	0	25	114	25	631
08:30	11	65	7	16	221	31	8	36	0	21	124	17	557
08:45	22	61	2	18	225	60	2	41	1	26	107	16	581
09:00	17	80	7	18	213	55	13	31	2	38	104	16	594
09:15	14	68	8	27	210	47	6	47	0	28	107	18	580
09:30	29	71	6	15	214	41	10	44	1	24	130	27	612
09:45	19	51	2	17	272	59	7	31	2	19	102	24	605

Total Volume:	252	664	53	209	2850	497	67	403	9	260	1293	204	6761
Approach %	26%	69%	5%	6%	80%	14%	14%	84%	2%	15%	74%	12%	

Peak Hr Begin:	7:45												
PHV	94	249	22	80	1020	145	20	142	1	87	469	68	2397
PHF	0.861			0.935			0.926			0.918			0.950

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 11
North/South: Argyle Blvd
East/West: Hollywood Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	32	8	27	143	25	10	60	1	27	138	22	509
15:15	8	41	11	30	177	27	10	71	4	27	175	20	601
15:30	17	32	4	19	215	21	7	58	0	28	163	23	587
15:45	16	45	7	41	196	29	7	70	2	20	142	15	590
16:00	13	28	13	39	192	36	7	72	0	28	172	22	622
16:15	12	28	9	40	177	28	12	69	3	23	186	22	609
16:30	10	31	0	38	162	28	14	84	4	24	157	21	573
16:45	24	34	16	26	170	28	8	60	2	25	165	19	577
17:00	17	39	10	27	181	33	7	94	2	21	186	27	644
17:15	13	40	5	24	186	23	8	88	2	22	202	21	634
17:30	15	37	5	40	190	15	12	81	4	34	177	23	633
17:45	10	46	9	64	217	28	6	85	5	46	187	26	729
Total Volume:	171	433	97	415	2206	321	108	892	29	325	2050	261	7308
Approach %	24%	62%	14%	14%	75%	11%	10%	87%	3%	12%	78%	10%	
Peak Hr Begin:	17:00												
PHV	55	162	29	155	774	99	33	348	13	123	752	97	2640
PHF	0.932			0.832			0.956			0.938			0.905

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	27	0	22	0	25	1	26	0
07:15	30	1	15	0	39	1	16	0
07:30	33	1	27	0	49	1	24	0
07:45	51	1	21	0	43	1	34	1
08:00	47	1	35	0	59	0	37	1
08:15	69	1	21	0	57	0	21	0
08:30	48	5	18	0	46	0	48	0
08:45	55	0	14	0	73	1	33	0
09:00	49	0	12	1	54	0	27	0
09:15	67	1	15	0	60	1	35	2
09:30	77	0	10	0	59	0	30	2
09:45	81	2	8	0	55	0	25	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	109	3	9	0	80	0	39	1
15:15	106	1	15	1	109	4	42	1
15:30	86	2	16	0	83	1	33	0
15:45	91	0	8	0	67	1	47	1
16:00	96	2	20	0	89	1	78	0
16:15	96	1	13	2	87	0	42	0
16:30	98	1	9	0	73	0	80	1
16:45	345	0	10	0	150	2	341	0
17:00	134	0	9	0	117	0	81	1
17:15	112	2	5	0	123	1	47	0
17:30	104	2	8	0	92	2	48	0
17:45	140	1	8	0	90	3	83	1

Turning Movement Count Report AM

Location ID: 12
North/South: Gower Street
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	50	96	7	3	165	38	22	42	3	7	65	4	502
07:15	66	97	4	5	192	39	17	38	4	8	78	4	552
07:30	76	110	9	3	206	39	18	69	4	14	102	4	654
07:45	92	113	5	3	184	38	23	60	8	14	93	14	647
08:00	109	119	8	3	217	38	26	60	8	13	119	21	741
08:15	78	110	4	9	185	45	22	100	8	13	128	8	710
08:30	107	127	3	7	195	50	33	75	10	17	94	12	730
08:45	114	117	11	2	221	48	24	74	12	14	104	12	753
09:00	104	137	9	4	166	51	24	75	5	17	101	9	702
09:15	94	119	10	7	181	69	26	72	6	7	109	11	711
09:30	97	120	8	2	186	53	24	74	8	10	89	9	680
09:45	78	119	8	8	171	42	19	60	7	15	113	11	651
Total Volume:	1065	1384	86	56	2269	550	278	799	83	149	1195	119	8033
Approach %	42%	55%	3%	2%	79%	19%	24%	69%	7%	10%	82%	8%	
Peak Hr Begin:	8:00												
PHV	408	473	26	21	818	181	105	309	38	57	445	53	2934
PHF	0.937			0.941			0.869			0.907			0.974

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 12
North/South: Gower Street
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	33	100	18	15	160	25	33	133	15	21	163	16	732
15:15	46	105	9	5	144	33	29	115	24	14	178	30	732
15:30	30	90	12	15	176	30	35	114	16	15	169	16	718
15:45	22	99	9	14	161	26	24	138	12	13	179	18	715
16:00	37	85	16	20	143	24	22	146	13	17	175	16	714
16:15	44	100	16	18	170	17	39	143	13	16	171	16	763
16:30	38	80	16	17	159	28	39	147	18	15	167	24	748
16:45	33	102	5	15	133	21	27	142	8	11	174	27	698
17:00	29	112	9	17	177	23	36	154	22	14	178	22	793
17:15	32	115	12	14	154	24	33	158	21	17	190	13	783
17:30	35	74	12	12	188	25	43	152	23	16	189	19	788
17:45	29	110	17	15	180	23	36	161	6	11	178	15	781
Total Volume:	408	1172	151	177	1945	299	396	1703	191	180	2111	232	8965
Approach %	24%	68%	9%	7%	80%	12%	17%	74%	8%	7%	84%	9%	
Peak Hr Begin:	17:00												
PHV	125	411	50	58	699	95	148	625	72	58	735	69	3145
PHF	0.921			0.947			0.969			0.962			0.991

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	9	1	5	0	11	0	8	0
07:15	10	1	6	0	10	1	7	0
07:30	15	3	9	0	18	0	10	2
07:45	8	0	5	0	24	0	6	1
08:00	17	2	8	0	22	0	7	0
08:15	13	0	4	0	20	0	4	0
08:30	15	1	6	0	16	0	5	0
08:45	21	0	3	0	31	1	12	2
09:00	23	1	4	0	15	0	9	0
09:15	34	2	2	0	19	0	3	0
09:30	16	1	8	1	23	0	9	0
09:45	24	3	11	1	31	0	14	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	40	1	15	0	18	0	29	0
15:15	38	2	17	0	39	1	17	0
15:30	40	2	28	0	29	3	20	0
15:45	31	4	22	1	28	3	13	0
16:00	36	1	21	0	37	0	18	1
16:15	39	2	14	0	31	1	17	1
16:30	26	0	27	1	29	1	24	0
16:45	50	0	20	1	39	2	14	0
17:00	28	2	14	0	33	2	8	0
17:15	39	3	14	1	32	2	23	1
17:30	62	1	15	0	31	1	16	0
17:45	36	3	18	1	35	1	9	1

Turning Movement Count Report AM

Location ID: 13
North/South: Bronson Avenue
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	22	21	22	10	204	10	16	10	3	2	78	5	403
07:15	14	9	29	7	228	15	38	27	5	5	88	8	473
07:30	25	31	23	12	236	26	36	30	9	2	104	12	546
07:45	31	55	24	21	217	22	28	36	3	8	103	8	556
08:00	39	79	32	12	243	41	41	36	7	10	134	16	690
08:15	29	89	24	21	207	42	40	42	6	8	123	16	647
08:30	31	56	30	19	246	41	38	37	7	5	100	19	629
08:45	31	55	30	11	233	41	30	45	8	12	112	15	623
09:00	22	51	35	9	209	39	35	32	7	7	114	10	570
09:15	26	72	27	24	246	40	44	29	8	14	122	13	665
09:30	29	55	29	12	211	31	41	29	5	7	112	7	568
09:45	31	33	23	11	193	33	30	27	7	11	112	13	524

Total Volume:	330	606	328	169	2673	381	417	380	75	91	1302	142	6894
Approach %	26%	48%	26%	5%	83%	12%	48%	44%	9%	6%	85%	9%	

Peak Hr Begin:	8:00												
PHV	130	279	116	63	929	165	149	160	28	35	469	66	2589
PHF	0.875			0.945			0.957			0.891			0.938

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 13
North/South: Bronson Avenue
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	20	36	32	13	172	17	44	46	16	10	190	21	617
15:15	22	29	26	19	165	15	31	54	15	8	190	29	603
15:30	22	42	24	19	165	16	46	57	14	6	183	27	621
15:45	25	26	25	22	169	24	32	83	19	5	192	22	644
16:00	19	40	21	22	174	24	44	68	14	11	182	18	637
16:15	16	36	16	25	178	20	33	60	7	14	192	19	616
16:30	16	45	23	17	168	18	36	69	15	7	181	39	634
16:45	18	30	19	22	159	14	21	78	15	13	166	40	595
17:00	12	49	20	16	192	17	37	63	14	10	180	38	648
17:15	16	33	22	33	188	16	40	74	18	14	206	38	698
17:30	17	47	24	17	198	21	43	94	11	15	181	32	700
17:45	9	51	18	20	180	30	46	77	10	18	186	25	670

Total Volume:	212	464	270	245	2108	232	453	823	168	131	2229	348	7683
Approach %	22%	49%	29%	9%	82%	9%	31%	57%	12%	5%	82%	13%	

Peak Hr Begin:	17:00												
PHV	54	180	84	86	758	84	166	308	53	57	753	133	2716
PHF	0.903			0.979			0.890			0.914			0.970

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	12	0	2	1	0	0	2	0
07:15	2	0	1	1	1	1	7	0
07:30	6	3	5	1	0	0	7	0
07:45	9	0	7	0	1	1	8	0
08:00	8	1	2	0	0	0	4	0
08:15	15	2	4	0	2	1	1	1
08:30	7	0	6	0	0	0	7	0
08:45	21	1	8	0	2	0	0	0
09:00	10	3	5	1	0	0	7	0
09:15	11	1	9	2	0	0	10	0
09:30	17	4	6	0	0	0	8	0
09:45	13	3	2	0	1	0	7	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	18	0	1	0	2	1	10	0
15:15	9	2	5	1	1	0	17	0
15:30	11	1	15	0	0	1	7	0
15:45	19	1	5	1	1	1	11	0
16:00	21	3	7	0	0	1	5	1
16:15	20	0	12	1	2	1	7	0
16:30	14	0	5	0	1	0	9	0
16:45	27	3	9	0	2	0	11	1
17:00	23	0	6	1	0	1	11	0
17:15	23	2	10	0	1	1	15	0
17:30	13	3	10	0	0	2	18	2
17:45	23	3	8	1	1	2	21	0

Turning Movement Count Report AM

Location ID: 14
North/South: US-101 SB Ramps
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	9	1	70	0	228	23	0	0	0	49	74	0	454
07:15	9	0	96	0	234	11	0	0	0	62	95	0	507
07:30	8	1	126	0	268	14	0	0	0	51	111	0	579
07:45	10	0	135	0	249	8	0	0	0	46	117	0	565
08:00	23	1	137	0	281	17	0	0	0	70	128	0	657
08:15	32	1	108	0	236	11	0	0	0	65	127	0	580
08:30	35	0	87	0	257	12	0	0	0	59	107	0	557
08:45	35	0	103	0	244	7	0	0	0	58	114	0	561
09:00	45	2	82	0	229	12	0	0	0	66	127	0	563
09:15	62	0	92	0	253	15	0	0	0	76	116	0	614
09:30	38	1	73	0	212	11	0	0	0	64	133	0	532
09:45	26	2	88	0	218	14	0	0	0	50	119	0	517
Total Volume:	332	9	1197	0	2909	155	0	0	0	716	1368	0	6686
Approach %	22%	1%	78%	0%	95%	5%	0%	0%	0%	34%	66%	0%	
Peak Hr Begin:	7:30												
PHV	73	3	506	0	1034	50	0	0	0	232	483	0	2381
PHF	0.904			0.909			0.000			0.903			0.906

Turning Movement Count Report PM

Location ID: 14
North/South: US-101 SB Ramps
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	1	108	0	204	10	0	0	0	88	182	0	601
15:15	11	0	121	0	190	19	0	0	0	73	176	0	590
15:30	13	0	105	0	188	10	0	0	0	60	196	0	572
15:45	17	0	140	0	201	10	0	0	0	60	184	0	612
16:00	13	1	134	0	207	17	0	0	0	51	193	0	616
16:15	16	0	143	0	215	5	0	0	0	59	183	0	621
16:30	11	1	113	0	199	8	0	0	0	59	182	0	573
16:45	10	0	104	0	185	7	0	0	0	53	160	0	519
17:00	12	4	123	0	224	10	0	0	0	51	188	0	612
17:15	17	0	123	0	220	6	0	0	0	60	215	0	641
17:30	14	2	133	0	233	7	0	0	0	63	195	0	647
17:45	17	1	153	0	205	13	0	0	0	61	187	0	637
Total Volume:	159	10	1500	0	2471	122	0	0	0	738	2241	0	7241
Approach %	10%	1%	90%	0%	95%	5%	0%	0%	0%	25%	75%	0%	
Peak Hr Begin:	17:00												
PHV	60	7	532	0	882	36	0	0	0	235	785	0	2537
PHF	0.876			0.956			0.000			0.927			0.980

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	11	0	0	0	0	1	0	0
07:15	2	0	0	0	1	0	0	0
07:30	6	0	0	0	14	0	0	0
07:45	7	0	0	0	0	0	0	0
08:00	9	0	0	0	8	0	0	0
08:15	8	1	0	0	11	0	0	0
08:30	5	0	0	0	3	0	0	0
08:45	12	0	0	0	11	2	2	0
09:00	12	0	0	0	2	1	0	0
09:15	6	1	0	0	9	1	4	0
09:30	21	2	0	0	13	0	2	0
09:45	19	1	0	0	6	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	14	0	0	0	14	2	0	0
15:15	9	0	0	0	9	2	0	0
15:30	17	1	0	0	9	1	0	0
15:45	13	1	0	0	13	2	0	0
16:00	18	2	0	0	18	0	0	0
16:15	18	2	0	0	20	1	0	0
16:30	17	0	0	0	16	0	1	0
16:45	21	2	0	0	16	4	0	0
17:00	16	2	0	0	23	2	0	0
17:15	16	2	0	0	7	1	0	0
17:30	10	0	0	0	10	1	0	0
17:45	14	3	0	0	8	0	0	0

Turning Movement Count Report AM

Location ID: 15
North/South: US-101 NB Ramps / Van Ness Avenue
East/West: Hollywood Blvd
Date: 05/02/18
City: Los Angeles, CA

	Southbound		*Westbound*		*Westbound*		*Northbound*			*Eastbound*		
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	Totals:
Movements:	R	L	R	T	R	T	R	T	L	T	L	
07:00	22	3	153	170	0	279	16	2	82	131	13	871
07:15	34	0	142	178	2	299	23	5	68	166	27	944
07:30	45	3	190	225	1	367	18	8	57	212	23	1149
07:45	55	4	232	182	0	337	10	3	74	229	24	1150
08:00	79	3	195	218	3	350	23	4	76	230	32	1213
08:15	64	1	237	205	4	355	18	11	69	211	26	1201
08:30	50	5	203	185	6	335	18	4	78	162	31	1077
08:45	79	7	194	196	3	344	26	10	54	196	25	1134
09:00	64	7	174	170	7	241	15	5	75	178	27	963
09:15	72	4	190	200	5	315	19	5	67	175	29	1081
09:30	62	9	196	162	5	321	22	2	53	159	43	1034
09:45	53	3	178	181	4	301	20	8	59	190	25	1022
Total Volume:	679	49	2284	2272	40	3844	228	67	812	2239	325	12839
Approach %	13%	1%	50%	50%	1%	99%	21%	6%	73%	87%	13%	
Peak Hr Begin:	7:45											
PHV	248	13	867	790	13	1377	69	22	297	832	113	4641
PHF	0.795		0.937		0.941		0.901			0.902		0.956

Turning Movement Count Report PM

Location ID: 15
North/South: US-101 NB Ramps / Van Ness Avenue
East/West: Hollywood Blvd
Date: 05/02/18
City: Los Angeles, CA

	Southbound		*Westbound*		*Westbound*		*Northbound*			*Eastbound*		
	A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	Totals:
Movements:	R	L	R	T	R	T	R	T	L	T	L	
15:00	47	7	180	151	6	273	21	4	63	256	26	1034
15:15	39	8	168	150	5	270	20	7	60	278	27	1032
15:30	20	4	189	140	7	289	20	11	62	268	33	1043
15:45	16	3	176	152	3	340	19	5	52	297	16	1079
16:00	17	5	155	140	10	278	12	7	78	287	30	1019
16:15	20	4	193	146	4	316	17	6	76	328	13	1123
16:30	27	7	157	143	7	291	10	5	58	258	27	990
16:45	23	5	178	128	5	296	15	0	62	250	13	975
17:00	25	6	160	157	9	281	18	8	77	290	30	1061
17:15	24	11	170	148	6	298	17	7	77	313	29	1100
17:30	21	8	155	147	8	275	28	8	96	300	21	1067
17:45	19	7	184	136	7	304	27	4	82	318	31	1119
Total Volume:	298	75	2065	1738	77	3511	224	72	843	3443	296	12642
Approach %	7%	2%	54%	46%	2%	98%	20%	6%	74%	92%	8%	

Peak Hr Begin:	17:00											
PHV	89	32	669	588	30	1158	90	27	332	1221	111	4347
PHF	0.890		0.926		0.954		0.873			0.954		0.971

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	10	0	0	0	0	1	0	0
07:15	3	0	0	0	4	1	0	0
07:30	3	1	0	0	15	0	0	0
07:45	7	0	0	0	0	3	0	0
08:00	10	0	0	0	8	0	0	0
08:15	7	0	0	0	11	0	0	0
08:30	3	0	0	0	3	0	0	0
08:45	16	0	0	0	12	1	0	0
09:00	12	0	0	0	4	1	0	0
09:15	10	2	0	0	11	1	0	0
09:30	22	0	0	0	14	0	0	0
09:45	19	3	0	0	8	0	1	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	17	1	0	0	18	2	0	0
15:15	9	1	0	0	9	3	0	0
15:30	12	1	0	0	10	1	0	0
15:45	15	4	0	0	15	3	0	0
16:00	15	2	0	0	18	1	0	0
16:15	15	1	0	0	15	2	0	0
16:30	20	0	0	0	25	0	0	0
16:45	21	3	0	0	15	3	0	0
17:00	18	2	0	0	20	1	0	0
17:15	16	1	0	0	13	1	0	0
17:30	9	2	0	0	10	0	0	0
17:45	13	2	0	0	9	0	0	0

Turning Movement Count Report AM

Location ID: 16
North/South: Wilton Pl
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	1	12	1	4	211	12	5	15	65	17	114	2	459
07:15	9	28	1	3	219	13	9	23	63	20	117	2	507
07:30	11	38	2	3	265	15	11	22	66	34	180	5	652
07:45	7	33	5	7	248	14	19	17	75	37	186	1	649
08:00	9	49	2	2	267	21	20	17	59	37	219	4	706
08:15	4	35	1	6	259	24	3	18	89	37	193	1	670
08:30	7	25	2	3	255	16	15	16	77	20	146	5	587
08:45	11	43	4	6	246	19	10	30	81	28	184	4	666
09:00	12	39	1	4	184	21	9	18	50	20	156	3	517
09:15	7	28	1	6	251	19	17	22	69	33	150	5	608
09:30	6	26	1	5	235	25	21	28	71	24	153	8	603
09:45	7	25	3	11	242	21	16	23	67	17	167	8	607

Total Volume:	91	381	24	60	2882	220	155	249	832	324	1965	48	7231
Approach %	18%	77%	5%	2%	91%	7%	13%	20%	67%	14%	84%	2%	

Peak Hr Begin:	7:30												
PHV	31	155	10	18	1039	74	53	74	289	145	778	11	2677
PHF	0.817			0.975			0.937			0.898			0.948

Turning Movement Count Report PM

Location ID: 16
North/South: Wilton Pl
East/West: Hollywood Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	25	5	8	221	14	18	27	59	37	207	6	634
15:15	4	28	4	11	199	12	25	17	71	37	236	8	652
15:30	4	41	3	3	222	12	17	28	70	46	195	11	652
15:45	3	28	6	7	236	12	20	39	76	46	255	5	733
16:00	9	28	3	13	200	17	28	32	82	52	239	8	711
16:15	5	33	1	10	229	11	21	22	89	47	271	10	749
16:30	3	34	1	13	215	22	20	31	81	41	216	5	682
16:45	6	27	5	9	203	12	23	33	76	37	221	11	663
17:00	2	36	4	11	230	10	25	42	86	43	207	10	706
17:15	6	28	4	8	238	15	39	27	70	50	246	6	737
17:30	5	30	3	4	233	16	25	49	68	47	249	7	736
17:45	4	31	2	4	214	11	24	33	90	39	278	11	741
Total Volume:	58	369	41	101	2640	164	285	380	918	522	2820	98	8396
Approach %	12%	79%	9%	3%	91%	6%	18%	24%	58%	15%	82%	3%	
Peak Hr Begin:	17:00												
PHV	17	125	13	27	915	52	113	151	314	179	980	34	2920
PHF	0.923			0.952			0.944			0.909			0.985

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	4	1	2	4	0	0	0	0
07:15	3	0	9	0	0	0	0	0
07:30	9	0	13	1	1	0	0	0
07:45	13	0	20	0	0	0	0	0
08:00	2	0	7	0	0	0	0	0
08:15	13	0	5	0	0	0	0	0
08:30	11	1	15	0	0	2	0	0
08:45	9	1	3	0	0	1	1	0
09:00	17	0	8	1	0	1	0	0
09:15	10	3	13	0	0	0	0	0
09:30	14	0	10	0	1	4	0	0
09:45	14	3	18	2	0	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	15	1	18	2	1	2	0	0
15:15	14	0	18	1	0	0	0	0
15:30	15	0	11	4	1	0	0	0
15:45	8	0	14	0	1	0	0	0
16:00	29	4	20	2	0	1	0	0
16:15	15	1	14	0	1	0	0	0
16:30	10	0	9	0	0	1	0	0
16:45	18	1	13	0	0	1	0	0
17:00	15	1	5	0	0	0	0	0
17:15	17	3	9	0	0	0	1	1
17:30	15	2	13	0	0	0	1	0
17:45	19	2	12	0	1	1	1	0

Turning Movement Count Report AM

Location ID: 17
North/South: Hollywood Blvd
East/West: Western Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	44	216	8	9	145	23	15	69	32	11	113	27	712
07:15	54	221	16	8	152	40	17	111	35	15	99	18	786
07:30	52	221	18	3	189	48	25	112	51	13	146	25	903
07:45	40	218	13	10	194	40	21	114	44	13	206	22	935
08:00	51	251	11	5	168	54	17	103	35	20	161	44	920
08:15	35	246	13	5	201	25	14	113	23	19	163	22	879
08:30	36	260	8	13	168	52	23	134	34	18	215	32	993
08:45	56	267	6	18	169	35	28	113	26	17	163	25	923
09:00	41	242	11	13	157	55	21	96	30	13	122	36	837
09:15	46	263	16	13	176	41	20	136	22	19	113	25	890
09:30	69	261	14	11	149	36	20	129	27	11	130	30	887
09:45	44	238	18	15	176	40	27	112	28	16	116	30	860

Total Volume:	568	2904	152	123	2044	489	248	1342	387	185	1747	336	10525
Approach %	16%	80%	4%	5%	77%	18%	13%	68%	20%	8%	77%	15%	

Peak Hr Begin:	7:45												
PHV	162	975	45	33	731	171	75	464	136	70	745	120	3727
PHF	0.944			0.958			0.884			0.882			0.938

Turning Movement Count Report PM

Location ID: 17
North/South: Hollywood Blvd
East/West: Western Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	42	204	24	17	186	42	24	159	24	23	186	33	964
15:15	36	198	29	21	157	35	30	161	32	19	198	40	956
15:30	40	184	26	11	197	30	29	193	42	13	225	44	1034
15:45	47	205	27	9	177	37	22	167	44	23	196	46	1000
16:00	38	175	24	16	169	47	31	174	37	27	200	46	984
16:15	28	189	35	20	182	34	45	164	51	18	204	36	1006
16:30	25	169	30	20	225	34	39	186	41	23	214	38	1044
16:45	30	187	33	14	174	32	29	186	41	17	215	34	992
17:00	27	203	30	15	200	42	32	197	46	28	216	44	1080
17:15	29	216	36	23	193	39	30	185	33	14	226	43	1067
17:30	24	183	34	21	171	47	25	189	38	18	207	43	1000
17:45	27	198	29	17	186	44	35	199	38	30	221	55	1079
Total Volume:	393	2311	357	204	2217	463	371	2160	467	253	2508	502	12206
Approach %	13%	75%	12%	7%	77%	16%	12%	72%	16%	8%	77%	15%	
Peak Hr Begin:	17:00												
PHV	107	800	129	76	750	172	122	770	155	90	870	185	4226
PHF	0.922			0.971			0.952			0.935			0.978

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	25	0	67	1	48	1	18	1
07:15	32	0	73	0	39	3	37	1
07:30	41	1	108	0	60	0	36	2
07:45	58	0	87	0	54	1	14	1
08:00	52	0	78	0	51	2	30	3
08:15	32	0	86	2	52	2	27	0
08:30	37	0	87	0	53	1	22	0
08:45	72	0	88	2	48	2	30	0
09:00	45	0	93	0	47	1	19	3
09:15	48	1	82	1	42	0	27	0
09:30	44	1	77	1	56	2	27	0
09:45	48	0	84	1	55	0	20	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	76	5	132	2	70	3	35	0
15:15	86	1	115	2	73	0	51	0
15:30	76	1	113	0	53	1	47	1
15:45	64	0	133	1	72	1	51	0
16:00	98	0	124	1	69	0	48	0
16:15	74	1	121	1	56	0	37	1
16:30	99	3	115	1	59	0	68	1
16:45	83	1	156	3	54	2	59	0
17:00	71	1	111	0	39	6	32	0
17:15	70	0	143	3	45	4	37	0
17:30	112	1	168	2	49	3	39	0
17:45	88	1	172	1	39	3	35	0

Turning Movement Count Report AM

Location ID: 18
North/South: Cahuenga Blvd
East/West: Selma Avenue

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	3	279	5	2	5	2	1	86	2	1	5	3	394
07:15	4	312	2	3	6	2	3	115	0	1	2	4	454
07:30	8	298	4	3	9	1	1	119	1	3	9	5	461
07:45	8	291	6	6	11	5	4	139	4	3	11	5	493
08:00	13	267	8	5	15	6	2	157	2	2	15	2	494
08:15	12	275	3	6	19	1	5	186	3	1	19	2	532
08:30	15	305	3	4	22	3	6	201	5	2	23	3	592
08:45	15	291	5	11	31	4	2	175	6	5	15	4	564
09:00	20	275	7	8	27	5	9	158	4	3	19	1	536
09:15	11	268	8	10	25	2	5	151	2	4	21	5	512
09:30	13	231	5	6	30	4	5	137	8	6	16	3	464
09:45	14	221	6	8	22	5	4	140	5	3	18	5	451

Total Volume:	136	3313	62	72	222	40	47	1764	42	34	173	42	5947
Approach %	4%	94%	2%	22%	66%	12%	3%	95%	2%	14%	69%	17%	

Peak Hr Begin:	8:15												
PHV	62	1146	18	29	99	13	22	720	18	11	76	10	2224
PHF	0.949			0.766			0.896			0.866			0.939

Turning Movement Count Report PM

Location ID: 18
North/South: Cahuenga Blvd
East/West: Selma Avenue

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	146	6	19	19	7	14	262	8	9	25	13	538
15:15	13	138	3	16	24	7	9	257	8	7	25	9	516
15:30	13	163	9	16	16	6	10	200	8	15	23	15	494
15:45	20	153	6	11	17	6	14	234	3	11	26	15	516
16:00	13	145	3	11	27	11	10	216	2	18	31	10	497
16:15	15	155	3	14	14	9	12	227	1	12	30	14	506
16:30	11	176	9	17	20	4	8	208	3	11	28	16	511
16:45	15	164	1	21	21	9	23	237	5	19	28	15	558
17:00	17	164	1	18	30	8	16	222	3	9	31	23	542
17:15	14	167	4	13	29	14	17	180	5	5	33	13	494
17:30	19	162	2	11	26	4	22	194	5	12	27	17	501
17:45	15	173	5	16	22	7	11	206	1	12	37	9	514
Total Volume:	175	1906	52	183	265	92	166	2643	52	140	344	169	6187
Approach %	8%	89%	2%	34%	49%	17%	6%	92%	2%	21%	53%	26%	
Peak Hr Begin:	16:15												
PHV	58	659	14	70	85	30	59	894	12	51	117	68	2117
PHF	0.932			0.826			0.910			0.937			0.948

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	6	0	13	0	5	0	8	0
07:15	8	0	15	0	9	1	15	0
07:30	5	0	21	1	7	0	19	1
07:45	6	1	28	0	7	0	21	0
08:00	8	0	29	1	15	0	9	1
08:15	11	0	36	0	24	0	22	0
08:30	19	1	28	0	23	0	27	0
08:45	15	0	49	0	29	0	31	1
09:00	8	0	42	0	22	1	20	0
09:15	13	0	45	0	21	0	35	0
09:30	17	2	35	0	22	0	34	1
09:45	18	0	53	0	23	0	26	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	25	1	27	0	38	0	26	1
15:15	45	0	29	0	39	2	30	0
15:30	47	2	25	0	26	2	36	3
15:45	31	0	24	0	36	0	39	2
16:00	45	0	21	0	46	0	51	1
16:15	34	0	19	0	25	0	33	1
16:30	40	1	34	0	28	1	44	0
16:45	32	0	31	0	25	1	51	1
17:00	43	0	25	0	40	1	31	0
17:15	55	0	39	0	25	0	44	0
17:30	44	2	42	0	31	1	43	0
17:45	43	0	34	1	41	1	39	0

Turning Movement Count Report AM

Location ID: 19
North/South: Vine Street
East/West: Selma Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	3	274	6	7	4	11	10	99	3	6	2	0	425
07:15	4	309	7	12	3	10	8	136	0	7	6	2	504
07:30	6	330	2	5	12	11	16	144	4	2	5	0	537
07:45	4	319	9	10	15	15	19	131	10	9	10	2	553
08:00	12	272	12	10	12	16	21	136	15	18	11	9	544
08:15	13	288	13	13	12	24	20	143	11	20	11	2	570
08:30	16	281	6	16	15	17	35	176	9	11	11	0	593
08:45	20	286	17	21	12	13	24	162	13	15	10	10	603
09:00	9	247	8	14	22	15	27	138	10	13	6	3	512
09:15	13	184	7	20	19	22	23	158	20	16	16	7	505
09:30	16	203	9	14	13	20	27	156	14	19	10	5	506
09:45	11	190	10	14	23	11	25	158	20	17	24	14	517
Total Volume:	127	3183	106	156	162	185	255	1737	129	153	122	54	6369
Approach %	4%	93%	3%	31%	32%	37%	12%	82%	6%	47%	37%	16%	
Peak Hr Begin:	8:00												
PHV	61	1127	48	60	51	70	100	617	48	64	43	21	2310
PHF	0.957			0.923			0.869			0.842			0.958

Turning Movement Count Report PM

Location ID: 19
North/South: Vine Street
East/West: Selma Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	7	215	10	24	23	26	40	240	12	29	33	17	676
15:15	7	252	16	29	14	23	28	238	18	22	32	15	694
15:30	10	235	10	27	17	22	30	276	15	28	28	25	723
15:45	20	261	15	23	21	23	33	245	16	23	43	15	738
16:00	16	212	16	31	30	19	32	267	9	29	32	16	709
16:15	4	248	18	33	13	29	47	280	10	24	31	33	770
16:30	13	260	22	19	22	25	34	270	10	27	36	20	758
16:45	9	255	13	29	28	26	31	253	19	34	25	23	745
17:00	9	235	12	26	21	19	30	264	11	34	36	18	715
17:15	6	223	21	33	26	29	38	251	3	23	48	9	710
17:30	7	253	12	23	14	27	28	268	9	31	41	33	746
17:45	9	263	20	20	19	25	34	261	12	23	37	15	738
Total Volume:	117	2912	185	317	248	293	405	3113	144	327	422	239	8722
Approach %	4%	91%	6%	37%	29%	34%	11%	85%	4%	33%	43%	24%	
Peak Hr Begin:	16:15												
PHV	35	998	65	107	84	99	142	1067	50	119	128	94	2988
PHF	0.931			0.873			0.934			0.969			0.970

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	7	1	19	0	3	0	5	0
07:15	12	0	41	0	2	0	19	0
07:30	17	1	50	0	3	0	12	0
07:45	16	0	33	1	15	1	13	0
08:00	12	0	42	1	22	2	18	2
08:15	25	1	51	1	14	0	19	0
08:30	32	0	55	1	12	1	33	1
08:45	22	0	63	0	26	0	29	0
09:00	31	1	82	1	15	1	22	1
09:15	26	0	59	0	17	0	36	0
09:30	37	0	66	0	23	0	45	1
09:45	26	0	70	0	21	0	34	2

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	50	0	112	0	37	0	88	1
15:15	57	0	90	0	49	1	84	0
15:30	58	0	112	0	23	1	80	0
15:45	50	1	114	0	46	1	102	0
16:00	58	0	131	0	45	5	86	1
16:15	39	0	97	0	27	0	75	0
16:30	43	0	142	0	27	0	108	1
16:45	75	0	125	1	29	1	94	0
17:00	67	0	113	0	27	3	84	1
17:15	63	0	119	0	47	0	83	2
17:30	70	0	113	0	35	0	95	0
17:45	73	2	140	1	31	2	114	0

Turning Movement Count Report AM

Location ID: 20
North/South: Gower Street
East/West: Selma Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	32	152	0	1	0	0	1	34	3	1	0	5	229
07:15	23	137	0	1	0	0	0	61	4	4	0	3	233
07:30	36	139	0	0	0	0	0	81	2	3	0	3	264
07:45	37	148	0	4	1	0	0	73	9	4	0	7	283
08:00	30	135	2	1	1	0	0	73	6	3	0	8	259
08:15	49	129	2	1	1	0	0	106	5	3	0	5	301
08:30	43	152	0	1	0	0	1	80	8	4	0	7	296
08:45	44	159	3	1	2	2	0	89	9	4	0	9	322
09:00	54	165	2	4	0	0	2	79	6	8	0	8	328
09:15	38	152	2	1	0	0	2	80	12	9	0	7	303
09:30	47	151	0	1	0	3	3	56	13	11	1	7	293
09:45	42	149	2	2	1	0	1	80	7	13	1	13	311

Total Volume:	475	1768	13	18	6	5	10	892	84	67	2	82	3422
Approach %	21%	78%	1%	62%	21%	17%	1%	90%	9%	44%	1%	54%	

Peak Hr Begin:	8:30												
PHV	179	628	7	7	2	2	5	328	35	25	0	31	1249
PHF	0.921			0.550			0.939			0.875			0.952

Turning Movement Count Report PM

Location ID: 20
North/South: Gower Street
East/West: Selma Avenue

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	32	119	0	9	1	5	4	134	13	15	2	15	349
15:15	30	120	1	13	2	0	2	126	11	7	0	18	330
15:30	42	121	3	9	2	2	1	128	15	14	0	17	354
15:45	44	111	7	8	3	0	0	137	7	16	0	24	357
16:00	34	127	3	7	1	0	0	161	16	24	1	17	391
16:15	34	113	0	4	0	0	1	134	6	24	0	15	331
16:30	49	119	2	4	1	0	2	149	9	21	1	16	373
16:45	43	111	1	3	0	1	0	153	9	20	3	23	367
17:00	39	108	1	3	1	2	3	137	9	10	2	27	342
17:15	32	103	5	9	1	0	1	151	20	16	2	16	356
17:30	38	112	3	9	2	0	3	165	13	15	2	9	371
17:45	39	109	2	9	1	1	3	167	16	17	1	16	381
Total Volume:	456	1373	28	87	15	11	20	1742	144	199	14	213	4302
Approach %	25%	74%	2%	77%	13%	10%	1%	91%	8%	47%	3%	50%	
Peak Hr Begin:	16:00												
PHV	160	470	6	18	2	1	3	597	40	89	5	71	1462
PHF	0.935			0.656			0.904			0.897			0.935

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	2	0	3	0	3	1	7	1
07:15	2	1	5	0	3	0	5	0
07:30	5	0	4	1	4	0	4	0
07:45	3	0	5	0	1	0	5	0
08:00	4	0	8	0	0	0	8	0
08:15	6	0	8	0	5	0	11	0
08:30	5	0	11	1	4	0	4	0
08:45	3	1	4	0	7	0	3	0
09:00	4	0	6	0	1	0	14	1
09:15	7	0	7	2	4	0	18	1
09:30	6	1	5	1	1	0	8	0
09:45	6	0	6	0	1	0	15	2

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	9	1	9	0	1	0	7	1
15:15	6	1	7	1	3	0	14	1
15:30	3	0	6	0	3	0	7	0
15:45	5	0	15	2	4	1	10	1
16:00	6	2	13	1	3	3	10	2
16:15	7	0	18	0	6	0	10	0
16:30	12	0	10	0	2	0	12	0
16:45	10	0	5	0	13	0	17	0
17:00	4	1	11	0	9	1	23	1
17:15	10	1	13	0	4	1	16	0
17:30	10	0	9	1	9	1	9	1
17:45	8	0	15	0	9	0	16	0

Turning Movement Count Report AM

Location ID: 21
North/South: Wilcox Avenue
East/West: Sunset Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	18	44	7	9	400	9	6	6	2	1	180	4	686
07:15	18	66	8	7	427	16	6	10	3	4	169	5	739
07:30	17	57	15	9	430	22	10	25	4	4	208	8	809
07:45	9	76	11	17	427	17	13	24	7	10	196	10	817
08:00	22	96	10	7	395	22	10	43	13	9	262	13	902
08:15	19	89	13	9	387	16	6	43	14	6	241	10	853
08:30	9	102	10	12	351	19	7	26	7	5	275	9	832
08:45	21	80	10	12	340	16	14	38	10	8	281	8	838
09:00	24	81	13	6	318	16	13	32	6	1	260	12	782
09:15	20	79	11	9	259	18	10	44	8	6	250	18	732
09:30	24	67	7	13	285	13	12	40	6	5	245	16	733
09:45	19	86	7	7	280	15	7	48	3	5	252	22	751

Total Volume:	220	923	122	117	4299	199	114	379	83	64	2819	135	9474
Approach %	17%	73%	10%	3%	93%	4%	20%	66%	14%	2%	93%	4%	

Peak Hr Begin:	8:00												
PHV	71	367	43	40	1473	73	37	150	44	28	1059	40	3425
PHF	0.939			0.935			0.875			0.949			0.949

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 21
North/South: Wilcox Avenue
East/West: Sunset Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	72	13	11	237	10	17	68	14	8	292	25	775
15:15	13	66	12	11	249	8	21	69	8	19	289	15	780
15:30	10	68	14	11	230	10	17	67	9	4	274	12	726
15:45	11	86	6	10	231	11	16	79	5	8	260	25	748
16:00	6	72	16	18	226	12	17	75	9	9	351	27	838
16:15	10	78	10	10	232	12	13	77	5	10	348	25	830
16:30	13	81	11	15	259	13	16	57	5	10	348	25	853
16:45	10	75	14	18	259	8	18	78	7	4	370	28	889
17:00	10	67	17	18	250	5	25	73	7	11	352	31	866
17:15	15	80	5	19	263	6	16	74	10	8	347	36	879
17:30	11	88	9	21	271	9	15	80	8	10	376	23	921
17:45	16	81	13	17	323	12	16	79	3	9	385	28	982
Total Volume:	133	914	140	179	3030	116	207	876	90	110	3992	300	10087
Approach %	11%	77%	12%	5%	91%	3%	18%	75%	8%	2%	91%	7%	
Peak Hr Begin:	17:00												
PHV	52	316	44	75	1107	32	72	306	28	38	1460	118	3648
PHF	0.936			0.862			0.967			0.957			0.929

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	1	0	4	0	5	0	2	0
07:15	1	0	3	0	6	0	8	0
07:30	6	0	5	0	2	0	7	0
07:45	4	0	4	0	4	0	4	0
08:00	4	1	9	0	1	1	3	2
08:15	15	0	10	0	13	0	6	0
08:30	22	0	14	0	15	1	11	0
08:45	31	0	16	0	14	0	15	0
09:00	26	0	8	1	13	0	10	0
09:15	19	0	13	0	15	0	18	1
09:30	21	0	7	0	9	0	11	1
09:45	13	1	10	0	11	1	8	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	58	2	23	0	12	0	24	0
15:15	38	1	18	1	23	0	19	1
15:30	36	1	16	1	21	0	20	0
15:45	39	2	16	0	18	0	26	0
16:00	15	1	23	0	15	1	24	0
16:15	43	0	15	0	17	0	15	0
16:30	18	5	22	2	21	1	13	2
16:45	50	0	15	0	16	0	21	1
17:00	41	0	7	0	21	1	15	1
17:15	24	0	11	1	23	0	10	0
17:30	26	0	21	0	15	0	24	1
17:45	22	0	12	2	19	0	13	0

Turning Movement Count Report AM

Location ID: 22
North/South: Cahuenga Blvd
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	58	230	4	1	398	6	4	43	6	5	151	11	917
07:15	63	192	14	6	348	14	4	65	6	5	191	19	927
07:30	46	240	7	8	328	14	1	75	14	5	172	19	929
07:45	53	235	9	7	359	17	3	88	6	9	204	29	1019
08:00	55	203	11	5	319	19	9	99	7	13	247	35	1022
08:15	30	233	10	9	340	32	3	104	4	10	238	44	1057
08:30	58	197	13	11	275	33	3	144	3	11	230	43	1021
08:45	49	209	13	6	310	29	7	152	10	19	241	46	1091
09:00	47	211	9	5	274	24	7	137	4	14	241	46	1019
09:15	26	178	9	9	292	24	4	123	6	14	256	57	998
09:30	29	182	8	6	252	20	6	165	7	17	245	49	986
09:45	22	117	8	7	110	10	1	92	2	12	155	28	564

Total Volume:	536	2427	115	80	3605	242	52	1287	75	134	2571	426	11550
Approach %	17%	79%	4%	2%	92%	6%	4%	91%	5%	4%	82%	14%	

Peak Hr Begin:	8:00												
PHV	192	842	47	31	1244	113	22	499	24	53	956	168	4191
PHF	0.990			0.911			0.806			0.962			0.960

Turning Movement Count Report PM

Location ID: 22
North/South: Cahuenga Blvd
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	24	135	16	16	243	12	9	156	3	11	244	64	933
15:15	20	151	17	14	244	9	13	183	6	16	246	93	1012
15:30	17	167	9	23	241	12	10	151	6	7	238	66	947
15:45	25	195	14	21	252	7	11	129	16	10	247	46	973
16:00	24	117	18	24	238	7	13	150	12	18	265	51	937
16:15	19	161	15	38	258	15	5	179	9	16	286	57	1058
16:30	21	158	14	27	219	10	6	178	5	10	265	37	950
16:45	25	166	11	27	240	18	15	134	8	12	270	35	961
17:00	22	173	20	20	250	8	3	132	9	13	310	54	1014
17:15	28	159	13	26	279	7	11	168	8	10	335	81	1125
17:30	39	199	11	23	297	15	14	128	10	14	338	40	1128
17:45	30	167	17	17	323	15	8	105	11	8	306	46	1053
Total Volume:	294	1948	175	276	3084	135	118	1793	103	145	3350	670	12091
Approach %	12%	81%	7%	8%	88%	4%	6%	89%	5%	3%	80%	16%	
Peak Hr Begin:	17:00												
PHV	119	698	61	86	1149	45	36	533	38	45	1289	221	4320
PHF	0.882			0.901			0.811			0.913			0.957

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	5	0	2	0	9	1	0	0
07:15	7	3	6	0	10	1	0	0
07:30	18	2	3	0	10	2	3	1
07:45	25	1	0	0	22	1	1	0
08:00	24	1	4	0	11	0	3	0
08:15	31	0	6	0	22	2	5	0
08:30	44	1	9	1	29	4	4	0
08:45	41	2	15	1	46	4	12	0
09:00	17	4	1	0	36	0	8	2
09:15	26	1	5	0	25	0	8	0
09:30	34	2	10	1	37	3	12	1
09:45	28	2	2	0	11	0	19	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	43	0	14	0	58	0	4	0
15:15	47	2	19	0	83	4	27	1
15:30	57	0	18	0	65	2	23	1
15:45	60	1	28	0	50	3	21	0
16:00	63	0	22	0	61	4	16	2
16:15	52	0	16	0	41	0	27	0
16:30	68	1	30	0	67	1	28	1
16:45	52	0	9	1	51	0	21	0
17:00	45	2	25	1	61	2	20	1
17:15	56	3	18	0	55	3	17	0
17:30	54	0	16	1	55	3	10	0
17:45	48	1	13	0	50	1	14	1

Turning Movement Count Report AM

Location ID: 23
North/South: Ivar Avenue
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	3	6	5	7	390	5	10	5	2	6	149	4	592
07:15	11	7	1	8	366	4	5	5	7	7	178	11	610
07:30	14	15	8	12	350	6	9	9	7	2	204	6	642
07:45	21	35	6	12	368	6	10	12	6	2	209	3	690
08:00	27	39	3	29	326	9	11	21	7	11	239	15	737
08:15	40	43	7	3	317	5	18	27	2	3	207	15	687
08:30	43	61	8	26	277	21	12	19	6	8	241	12	734
08:45	45	51	9	14	289	9	14	17	4	9	258	11	730
09:00	44	34	7	19	273	10	9	18	6	4	270	7	701
09:15	24	33	11	13	298	8	13	21	1	6	255	5	688
09:30	24	33	10	10	240	14	8	16	2	4	232	9	602
09:45	17	47	17	11	148	17	10	28	7	5	162	3	472

Total Volume:	313	404	92	164	3642	114	129	198	57	67	2604	101	7885
Approach %	39%	50%	11%	4%	93%	3%	34%	52%	15%	2%	94%	4%	

Peak Hr Begin:	8:00												
PHV	155	194	27	72	1209	44	55	84	19	31	945	53	2888
PHF	0.839			0.910			0.840			0.925			0.980

Turning Movement Count Report PM

Location ID: 23
North/South: Ivar Avenue
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	18	18	12	9	249	10	19	32	7	10	261	13	658
15:15	11	24	11	8	250	13	16	22	5	6	253	11	630
15:30	11	31	17	5	249	9	32	31	9	7	259	9	669
15:45	6	18	13	15	221	18	26	36	6	7	262	11	639
16:00	6	15	9	14	267	17	18	41	9	12	273	6	687
16:15	14	22	19	10	276	9	21	45	4	13	271	12	716
16:30	17	38	16	12	226	10	25	42	10	13	287	7	703
16:45	13	16	6	11	273	14	24	39	9	13	299	9	726
17:00	14	27	13	18	260	7	20	42	8	9	309	9	736
17:15	14	35	11	10	289	7	18	50	4	15	356	16	825
17:30	19	47	7	14	315	10	19	45	6	16	344	11	853
17:45	19	33	13	13	298	12	22	64	8	13	289	18	802

Total Volume:	162	324	147	139	3173	136	260	489	85	134	3463	132	8644
Approach %	26%	51%	23%	4%	92%	4%	31%	59%	10%	4%	93%	4%	

Peak Hr Begin:	17:00												
PHV	66	142	44	55	1162	36	79	201	26	53	1298	54	3216
PHF	0.863			0.924			0.814			0.908			0.943

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	5	0	3	0	8	0	4	0
07:15	6	2	2	0	20	2	1	0
07:30	16	0	4	0	10	1	7	0
07:45	31	1	5	1	12	0	1	0
08:00	17	1	1	0	15	0	2	0
08:15	35	0	7	0	16	2	7	0
08:30	46	2	10	0	34	2	6	1
08:45	30	4	10	1	39	1	7	0
09:00	16	6	7	0	37	0	3	0
09:15	28	3	7	2	20	0	6	0
09:30	40	3	3	0	32	4	11	0
09:45	41	2	6	0	24	1	11	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	56	0	18	0	56	2	24	0
15:15	95	1	20	0	71	2	17	1
15:30	58	3	22	0	107	1	23	0
15:45	50	2	25	0	78	1	11	0
16:00	84	0	18	0	79	3	21	0
16:15	65	1	12	0	68	1	20	0
16:30	69	3	16	0	80	0	28	0
16:45	59	1	14	0	73	1	43	1
17:00	51	2	20	0	78	2	25	0
17:15	47	4	11	0	69	1	26	0
17:30	79	2	33	0	78	3	25	1
17:45	54	1	16	1	65	1	34	0

Turning Movement Count Report AM

Location ID: 24
North/South: Vine Street
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	48	308	7	8	362	22	22	97	11	10	167	3	1065
07:15	25	297	6	7	342	35	19	150	14	13	175	6	1089
07:30	19	306	13	7	352	47	22	124	20	9	167	7	1093
07:45	12	290	9	13	346	46	26	128	25	28	204	8	1135
08:00	20	273	8	12	357	51	21	144	22	16	202	5	1131
08:15	13	267	11	17	344	45	29	142	25	17	237	8	1155
08:30	25	277	3	16	295	55	33	183	21	17	232	14	1171
08:45	19	260	6	12	257	63	37	191	28	22	219	8	1122
09:00	37	268	8	22	271	42	41	157	23	20	208	19	1116
09:15	28	247	10	23	300	51	33	164	19	13	235	14	1137
09:30	20	266	11	23	293	45	47	189	18	14	236	18	1180
09:45	26	241	16	16	181	55	45	203	21	21	155	16	996
Total Volume:	292	3300	108	176	3700	557	375	1872	247	200	2437	126	13390
Approach %	8%	89%	3%	4%	83%	13%	15%	75%	10%	7%	88%	5%	
Peak Hr Begin:	7:45												
PHV	70	1107	31	58	1342	197	109	597	93	78	875	35	4592
PHF	0.971			0.951			0.843			0.939			0.980

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 24
North/South: Vine Street
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	16	216	15	22	249	50	30	231	30	17	243	12	1131
15:15	21	225	19	20	241	50	45	247	32	14	252	15	1181
15:30	17	228	21	30	249	34	46	257	28	11	248	21	1190
15:45	17	237	20	31	265	34	52	263	28	21	250	13	1231
16:00	18	218	18	26	257	40	50	261	24	17	253	16	1198
16:15	11	251	8	28	305	45	41	250	31	21	276	20	1287
16:30	16	287	13	39	254	42	38	270	21	16	289	19	1304
16:45	24	230	17	37	255	34	39	303	27	17	282	20	1285
17:00	17	234	17	35	267	44	39	295	29	22	270	17	1286
17:15	12	247	14	32	275	45	53	256	33	21	307	18	1313
17:30	21	232	10	48	313	42	52	254	23	20	319	19	1353
17:45	20	256	21	40	335	54	42	248	22	25	293	20	1376

Total Volume:	210	2861	193	388	3265	514	527	3135	328	222	3282	210	15135
Approach %	6%	88%	6%	9%	78%	12%	13%	79%	8%	6%	88%	6%	

Peak Hr Begin:	17:00												
PHV	70	969	62	155	1190	185	186	1053	107	88	1189	74	5328
PHF	0.927			0.892			0.927			0.943			0.968

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	32	0	29	2	9	3	18	0
07:15	32	1	40	0	11	2	21	0
07:30	40	1	36	1	25	1	25	1
07:45	50	0	47	0	13	0	26	0
08:00	38	0	42	1	30	0	17	0
08:15	60	1	37	0	29	1	41	0
08:30	52	1	50	2	45	1	48	1
08:45	70	2	55	2	35	0	50	1
09:00	71	3	70	1	47	2	35	2
09:15	51	2	53	2	33	3	35	3
09:30	55	3	56	1	40	3	36	1
09:45	53	0	69	0	55	1	44	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	77	5	70	5	56	2	83	1
15:15	100	1	80	1	93	3	94	0
15:30	102	4	112	0	76	2	98	3
15:45	93	1	85	1	64	4	100	2
16:00	82	1	70	4	67	1	100	0
16:15	102	2	106	2	75	3	90	0
16:30	115	4	96	0	84	3	96	2
16:45	98	2	92	0	56	2	66	0
17:00	99	0	108	2	75	4	103	2
17:15	88	2	102	4	72	3	68	3
17:30	102	1	96	1	58	5	88	2
17:45	94	2	89	2	92	0	100	3

Turning Movement Count Report AM

Location ID: 25
North/South: Argyle Avenue
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	27	0	9	15	392	0	0	0	0	0	164	7	614
07:15	33	0	19	18	386	0	0	0	0	0	183	12	651
07:30	50	0	25	14	396	0	0	0	0	0	198	9	692
07:45	64	0	28	28	395	0	0	0	0	0	207	15	737
08:00	39	0	33	29	368	0	0	0	0	0	227	15	711
08:15	54	0	38	29	362	0	0	0	0	0	220	24	727
08:30	45	0	35	39	368	0	0	0	0	0	235	32	754
08:45	51	0	37	28	337	0	0	0	0	0	208	30	691
09:00	47	0	36	30	295	0	0	0	0	0	227	34	669
09:15	34	0	34	25	315	0	0	0	0	0	238	33	679
09:30	56	0	45	18	278	0	0	0	0	0	253	24	674
09:45	55	0	41	19	278	0	0	0	0	0	236	22	651

Total Volume:	555	0	380	292	4170	0	0	0	0	0	2596	257	8250
Approach %	59%	0%	41%	7%	93%	0%	0%	0%	0%	0%	91%	9%	

Peak Hr Begin:	7:45												
PHV	202	0	134	125	1493	0	0	0	0	0	889	86	2929
PHF	0.913			0.956			0.000			0.913			0.971

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 25
North/South: Argyle Avenue
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	53	0	29	28	268	0	0	0	0	0	297	20	695
15:15	43	0	44	22	278	0	0	0	0	0	277	20	684
15:30	36	0	27	30	302	0	0	0	0	0	285	23	703
15:45	42	0	49	21	272	0	0	0	0	0	292	24	700
16:00	47	0	34	32	280	0	0	0	0	0	362	29	784
16:15	42	0	33	30	284	0	0	0	0	0	339	19	747
16:30	41	0	52	35	264	0	0	0	0	0	334	15	741
16:45	54	0	34	22	286	0	0	0	0	0	311	21	728
17:00	71	0	56	32	324	0	0	0	0	0	325	19	827
17:15	33	0	51	39	313	0	0	0	0	0	378	21	835
17:30	44	0	53	32	352	0	0	0	0	0	365	18	864
17:45	60	0	64	42	356	0	0	0	0	0	351	30	903

Total Volume:	566	0	526	365	3579	0	0	0	0	0	3916	259	9211
Approach %	52%	0%	48%	9%	91%	0%	0%	0%	0%	0%	94%	6%	

Peak Hr Begin:	17:00												
PHV	208	0	224	145	1345	0	0	0	0	0	1419	88	3429
PHF	0.850			0.936			0.000			0.944			0.949

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	9	1	2	0	0	0	1	0
07:15	8	2	1	0	0	0	2	0
07:30	8	1	1	0	0	0	2	0
07:45	12	0	3	0	0	0	1	0
08:00	12	1	3	0	0	0	4	0
08:15	20	0	3	0	0	0	5	0
08:30	15	1	0	0	0	0	5	0
08:45	21	2	1	0	0	0	2	0
09:00	15	0	7	0	0	0	6	1
09:15	27	1	3	0	0	0	1	0
09:30	15	0	2	0	0	0	5	0
09:45	19	1	1	0	0	0	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	48	3	11	0	0	0	16	0
15:15	52	2	12	0	0	0	15	0
15:30	48	1	8	0	0	0	8	0
15:45	36	1	7	0	0	0	12	2
16:00	36	1	11	0	0	0	7	1
16:15	25	1	2	0	0	0	17	0
16:30	40	1	14	1	0	0	8	1
16:45	29	3	7	1	0	0	4	1
17:00	25	0	5	0	0	0	5	0
17:15	29	2	5	0	0	0	2	0
17:30	33	3	6	0	0	0	13	0
17:45	35	0	4	1	0	0	16	1

Turning Movement Count Report AM

Location ID: 1
North/South: Gower St
East/West: Sunset Blvd

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	20	73	18	7	333	23	14	49	4	9	177	6	733
07:15	24	78	16	6	421	28	15	45	5	5	168	11	822
07:30	11	109	17	8	399	41	17	74	8	12	180	8	884
07:45	16	97	16	12	397	46	20	76	7	11	238	6	942
08:00	5	82	15	16	380	60	23	70	8	26	221	7	913
08:15	9	105	14	19	372	67	11	81	6	20	228	15	947
08:30	7	107	12	21	393	40	15	69	9	22	197	19	911
08:45	18	102	21	20	360	47	23	65	12	16	203	9	896
09:00	16	101	19	23	389	36	15	68	13	6	220	8	914
09:15	10	100	23	13	351	35	18	84	12	8	244	10	908
09:30	22	84	28	25	330	36	17	77	10	13	212	13	867
09:45	15	102	19	19	317	34	13	75	13	12	226	19	864

Total Volume:	173	1140	218	189	4442	493	201	833	107	160	2514	131	10601
Approach %	11%	74%	14%	4%	87%	10%	18%	73%	9%	6%	90%	5%	

Peak Hr Begin:	7:45												
PHV	37	391	57	68	1542	213	69	296	30	79	884	47	3713
PHF	0.940			0.995			0.959			0.960			0.980

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 1
North/South: Gower St
East/West: Sunset Blvd

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	20	97	13	19	280	25	23	96	14	15	277	17	896
15:15	22	83	18	26	268	26	29	102	16	29	300	23	942
15:30	17	94	22	17	284	19	23	100	23	14	264	20	897
15:45	19	108	23	19	288	17	28	106	21	20	288	21	958
16:00	20	105	18	21	278	24	16	111	25	24	272	18	932
16:15	23	100	20	20	334	32	24	108	13	15	283	19	991
16:30	18	118	16	29	300	26	19	111	11	15	329	26	1018
16:45	22	82	16	28	301	24	24	89	8	27	348	32	1001
17:00	22	114	14	20	344	17	14	127	15	30	335	19	1071
17:15	20	105	30	29	366	28	17	98	8	19	348	18	1086
17:30	12	102	20	26	355	28	22	112	10	19	359	22	1087
17:45	22	103	11	35	359	25	19	126	16	22	387	22	1147
Total Volume:	237	1211	221	289	3757	291	258	1286	180	249	3790	257	12026
Approach %	14%	73%	13%	7%	87%	7%	15%	75%	10%	6%	88%	6%	
Peak Hr Begin:	17:00												
PHV	76	424	75	110	1424	98	72	463	49	90	1429	81	4391
PHF	0.927			0.965			0.907			0.928			0.957

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	4	0	1	0	10	1	0	1
07:15	5	1	6	1	16	0	6	2
07:30	5	4	7	0	18	2	1	0
07:45	13	1	11	0	11	1	4	1
08:00	17	0	5	0	22	1	7	0
08:15	36	1	30	0	21	3	2	0
08:30	13	0	8	0	7	1	9	0
08:45	15	2	11	2	21	2	10	1
09:00	29	1	9	0	24	2	7	0
09:15	25	1	1	0	30	1	5	0
09:30	26	0	0	0	20	1	7	0
09:45	30	2	1	0	24	0	17	2

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	40	0	26	3	34	3	15	0
15:15	51	2	7	1	28	3	19	0
15:30	40	1	26	2	44	2	16	1
15:45	40	1	21	0	34	2	12	1
16:00	32	2	24	0	40	3	13	2
16:15	37	1	14	0	47	1	14	0
16:30	42	1	17	0	47	5	11	0
16:45	43	0	33	0	29	2	13	0
17:00	18	1	22	1	39	2	11	0
17:15	35	0	31	0	33	1	22	0
17:30	37	1	19	2	30	0	15	0
17:45	27	2	11	0	39	0	11	0

Turning Movement Count Report AM

Location ID: 3
North/South: Gordon St
East/West: Sunset Blvd

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	0	0	0	368	11	6	0	0	0	196	0	581
07:15	0	0	0	0	461	21	6	0	5	3	185	0	681
07:30	0	0	0	0	453	18	6	0	3	4	199	0	683
07:45	0	0	0	0	482	15	10	0	4	5	254	0	770
08:00	0	0	0	0	492	25	8	0	2	3	252	0	782
08:15	0	0	0	0	444	28	17	0	4	8	236	0	737
08:30	0	0	0	0	449	30	11	0	5	9	209	0	713
08:45	0	0	0	0	458	36	11	0	3	8	214	0	730
09:00	0	0	0	0	458	38	12	0	6	5	244	0	763
09:15	0	0	0	0	423	36	13	0	3	7	263	0	745
09:30	0	0	0	0	395	16	6	0	4	7	226	0	654
09:45	0	0	0	0	374	29	12	0	3	6	235	0	659

Total Volume:	0	0	0	0	5257	303	118	0	42	65	2713	0	8498
Approach %	0%	0%	0%	0%	95%	5%	74%	0%	26%	2%	98%	0%	

Peak Hr Begin:	7:45												
PHV	0	0	0	0	1867	98	46	0	15	25	951	0	3002
PHF	0.000			0.950			0.726			0.942			0.960

Turning Movement Count Report PM

Location ID: 3
North/South: Gordon St
East/West: Sunset Blvd

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	315	28	14	0	17	7	303	0	684
15:15	0	0	0	0	305	15	13	0	24	5	370	0	732
15:30	0	0	0	0	327	16	10	0	21	9	359	0	742
15:45	0	0	0	0	324	12	4	0	20	4	339	0	703
16:00	0	0	0	0	316	16	9	0	19	1	322	0	683
16:15	0	0	0	0	388	11	13	0	12	2	339	0	765
16:30	0	0	0	0	349	14	21	0	15	5	364	1	769
16:45	0	0	0	0	319	16	20	0	20	10	383	0	768
17:00	0	0	0	0	392	20	18	0	20	6	382	0	838
17:15	0	0	0	0	395	11	14	0	28	7	386	0	841
17:30	0	0	0	0	377	15	14	0	29	11	399	0	845
17:45	0	0	0	0	400	19	25	0	21	11	401	0	877

Total Volume:	0	0	0	0	4207	193	175	0	246	78	4347	1	9247
Approach %	0%	0%	0%	0%	96%	4%	42%	0%	58%	2%	98%	0%	

Peak Hr Begin:	17:00												
PHV	0	0	0	0	1564	65	71	0	98	35	1568	0	3401
PHF	0.000			0.972			0.918			0.973			0.969

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	0	0	12	0	4	0
07:15	0	0	0	0	11	1	2	0
07:30	0	0	0	0	13	1	2	0
07:45	0	0	0	0	17	1	5	1
08:00	0	0	0	0	22	0	6	0
08:15	0	0	0	0	19	4	8	0
08:30	0	0	1	0	13	1	5	1
08:45	0	0	0	0	16	3	4	0
09:00	0	0	0	0	13	3	2	0
09:15	0	0	0	0	21	0	4	0
09:30	0	0	0	0	5	0	8	0
09:45	0	0	0	0	19	3	10	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	26	1	16	0
15:15	0	0	0	0	18	0	9	0
15:30	0	0	0	0	31	1	11	1
15:45	0	0	0	0	20	1	11	0
16:00	0	0	0	0	25	0	4	0
16:15	0	0	0	0	18	2	3	0
16:30	0	0	0	0	23	3	4	1
16:45	0	0	0	0	24	5	8	1
17:00	0	0	0	0	5	0	27	1
17:15	0	0	0	0	19	0	25	4
17:30	0	0	0	0	35	1	10	0
17:45	0	0	0	0	38	0	6	0

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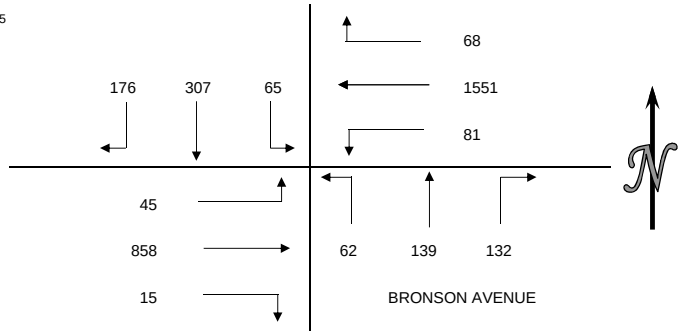
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S BRONSON AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	21	28	11	8	350	14	21	14	4	0	178	12	661
715-730	24	40	15	14	382	28	34	33	15	5	187	11	788
730-745	36	55	9	6	376	24	41	36	15	5	214	11	828
745-800	32	73	16	10	403	26	26	32	3	7	212	10	850
800-815	50	92	14	22	387	21	40	31	20	3	226	8	914
815-830	64	66	17	22	373	16	38	48	27	4	200	14	889
830-845	30	76	18	14	388	18	28	28	12	1	220	13	846
845-900	44	92	21	14	371	28	15	46	2	2	188	17	840
900-915	42	105	24	14	224	26	20	33	7	8	203	16	722
915-930	35	96	23	9	175	13	14	30	3	2	221	12	633
930-945	26	92	15	9	192	17	18	28	4	4	197	16	618
945-1000	28	102	20	8	186	15	23	35	10	5	182	9	623
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	113	196	51	38	1511	92	122	115	37	17	791	44	3127
715-815	142	260	54	52	1548	99	141	132	53	20	839	40	3380
730-830	182	286	56	60	1539	87	145	147	65	19	852	43	3481
745-845	176	307	65	68	1551	81	132	139	62	15	858	45	3499
800-900	188	326	70	72	1519	83	121	153	61	10	834	52	3489
815-915	180	339	80	64	1356	88	101	155	48	15	811	60	3297
830-930	151	369	86	51	1158	85	77	137	24	13	832	58	3041
845-945	147	385	83	46	962	84	67	137	16	16	809	61	2813
900-1000	131	395	82	40	777	71	75	126	24	19	803	53	2596

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	12	13	13	15	53
715-730	22	25	16	20	83
730-745	10	28	12	8	58
745-800	15	11	21	8	55
800-815	14	23	14	3	54
815-830	23	20	23	13	79
830-845	29	18	25	22	94
854-900	27	22	14	7	70
900-915	14	14	19	16	63
915-930	29	12	17	25	83
930-945	18	15	16	13	62
945-1000	18	7	11	14	50
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	59	77	62	51	249
715-815	61	87	63	39	250
730-830	62	82	70	32	246
745-845	81	72	83	46	282
800-900	93	83	76	45	297
815-915	93	74	81	58	306
830-930	99	66	75	70	310
845-945	88	63	66	61	278
900-1000	79	48	63	68	258

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	2	2	1	6
715-730	2	0	1	0	3
730-745	4	1	2	0	7
745-800	0	0	0	0	0
800-815	3	2	4	0	9
815-830	4	3	1	1	9
830-845	4	1	1	0	6
845-900	3	1	3	3	10
900-915	7	1	0	1	9
915-930	1	2	6	0	9
930-945	2	0	2	1	5
945-1000	3	0	3	0	6
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	7	3	5	1	16
715-815	9	3	7	0	19
730-830	11	6	7	1	25
745-845	11	6	6	1	24
800-900	14	7	9	4	34
815-915	18	6	5	5	34
830-930	15	5	10	4	34
845-945	13	4	11	5	33
900-1000	13	3	11	2	29

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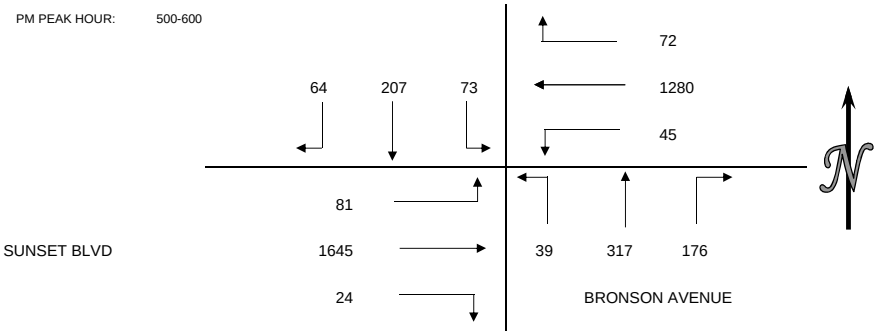
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S BRONSON AVENUE
E/W SUNSET BLVD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	21	54	23	19	323	19	49	62	9	3	390	27	999
315-330	19	37	21	15	321	25	30	65	4	6	302	21	866
330-345	16	53	24	17	286	16	39	55	8	8	335	23	880
345-400	32	48	15	32	310	20	50	50	5	6	374	21	963
400-415	18	74	15	15	284	16	46	75	7	3	359	21	933
415-430	14	38	19	19	303	10	38	69	11	5	366	24	916
430-445	14	46	14	15	333	12	31	69	6	7	359	23	929
445-500	22	53	16	22	278	14	31	84	4	9	388	17	938
500-515	15	55	15	17	315	8	34	72	6	6	407	22	972
515-530	17	59	17	19	313	16	35	73	11	7	423	23	1013
530-545	22	58	19	22	320	13	55	97	11	4	410	19	1050
545-600	10	35	22	14	332	8	52	75	11	7	405	17	988
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	88	192	83	83	1240	80	168	232	26	23	1401	92	3708
315-415	85	212	75	79	1201	77	165	245	24	23	1370	86	3642
330-430	80	213	73	83	1183	62	173	249	31	22	1434	89	3692
345-445	78	206	63	81	1230	58	165	263	29	21	1458	89	3741
400-500	68	211	64	71	1198	52	146	297	28	24	1472	85	3716
415-515	65	192	64	73	1229	44	134	294	27	27	1520	86	3755
430-530	68	213	62	73	1239	50	131	298	27	29	1577	85	3852
445-545	76	225	67	80	1226	51	155	326	32	26	1628	81	3973
500-600	64	207	73	72	1280	45	176	317	39	24	1645	81	4023

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	28	48	44	16	136
315-330	12	12	31	22	77
330-345	17	11	35	15	78
345-400	31	9	16	25	81
400-415	20	13	22	19	74
415-430	20	11	25	18	74
430-445	16	6	19	7	48
445-500	19	5	13	21	58
500-515	29	11	28	21	89
515-530	25	10	21	11	67
530-545	24	16	26	15	81
545-600	20	18	35	20	93
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	88	80	126	78	372
315-415	80	45	104	81	310
330-430	88	44	98	77	307
345-445	87	39	82	69	277
400-500	75	35	79	65	254
415-515	84	33	85	67	269
430-530	89	32	81	60	262
445-545	97	42	88	68	295
500-600	98	55	110	67	330

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	1	2	1	11
315-330	2	4	4	1	11
330-345	1	2	6	1	10
345-400	1	2	6	1	10
400-415	2	0	6	0	8
415-430	8	1	3	2	14
430-445	2	0	2	1	5
445-500	5	1	2	2	10
500-515	3	2	3	2	10
515-530	4	0	3	3	10
530-545	5	0	4	2	11
545-600	4	0	9	2	15
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	11	9	18	4	42
315-415	6	8	22	3	39
330-430	12	5	21	4	42
345-445	13	3	17	4	37
400-500	17	2	13	5	37
415-515	18	4	10	7	39
430-530	14	3	10	8	35
445-545	17	3	12	9	41
500-600	16	2	19	9	46

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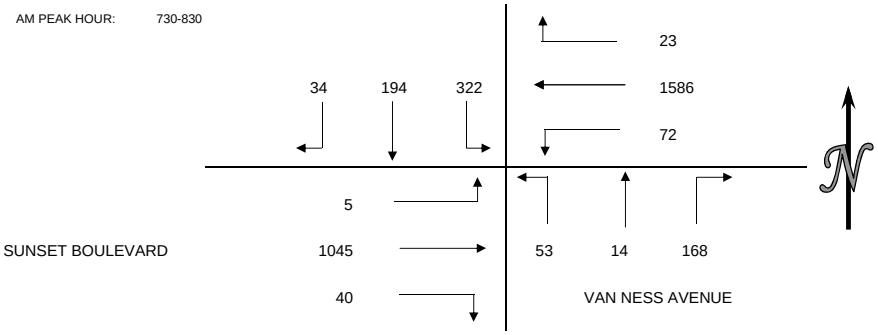
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VAN NESS AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	2	42	74	4	400	13	16	2	10	8	202	2	775
715-730	4	39	91	6	354	26	37	5	9	8	221	0	800
730-745	7	41	90	6	394	24	53	3	13	8	281	1	921
745-800	9	46	67	7	413	10	48	4	16	12	253	1	886
800-815	6	51	73	4	392	18	40	3	16	12	276	2	893
815-830	12	56	92	6	387	20	27	4	8	8	235	1	856
830-845	11	80	93	4	385	15	24	1	8	6	260	2	889
845-900	19	79	89	5	363	12	20	6	11	9	246	1	860
900-915	9	75	76	7	263	15	15	4	10	13	230	1	718
915-930	19	58	91	3	211	24	16	4	10	6	218	7	667
930-945	10	67	69	2	207	20	17	6	8	2	245	4	657
945-1000	7	48	71	8	193	29	17	11	8	9	213	1	615
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	22	168	322	23	1561	73	154	14	48	36	957	4	3382
715-815	26	177	321	23	1553	78	178	15	54	40	1031	4	3500
730-830	34	194	322	23	1586	72	168	14	53	40	1045	5	3556
745-845	38	233	325	21	1577	63	139	12	48	38	1024	6	3524
800-900	48	266	347	19	1527	65	111	14	43	35	1017	6	3498
815-915	51	290	350	22	1398	62	86	15	37	36	971	5	3323
830-930	58	292	349	19	1222	66	75	15	39	34	954	11	3134
845-945	57	279	325	17	1044	71	68	20	39	30	939	13	2902
900-1000	45	248	307	20	874	88	65	25	36	30	906	13	2657

AM PEAK HOUR: 730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	4	6	0	8	18
715-730	5	7	6	3	21
730-745	11	0	14	2	27
745-800	5	3	17	1	26
800-815	12	8	12	6	38
815-830	11	0	6	3	20
830-845	5	2	6	4	17
854-900	5	1	3	2	11
900-915	4	1	6	1	12
915-930	3	1	7	0	11
930-945	2	1	3	2	8
945-1000	13	3	3	3	22
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	25	16	37	14	92
715-815	33	18	49	12	112
730-830	39	11	49	12	111
745-845	33	13	41	14	101
800-900	33	11	27	15	86
815-915	25	4	21	10	60
830-930	17	5	22	7	51
845-945	14	4	19	5	42
900-1000	22	6	19	6	53

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	1	0	0	0	1
730-745	1	0	1	0	2
745-800	0	0	0	0	0
800-815	0	0	0	0	0
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	2	0	0	2	4
900-915	0	0	1	0	1
915-930	1	0	1	0	2
930-945	0	0	0	0	0
945-1000	0	0	1	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	3	0	1	0	4
715-815	2	0	1	0	3
730-830	1	0	1	0	2
745-845	0	0	0	0	0
800-900	2	0	0	2	4
815-915	2	0	1	2	5
830-930	3	0	2	2	7
845-945	3	0	2	2	7
900-1000	1	0	3	0	4

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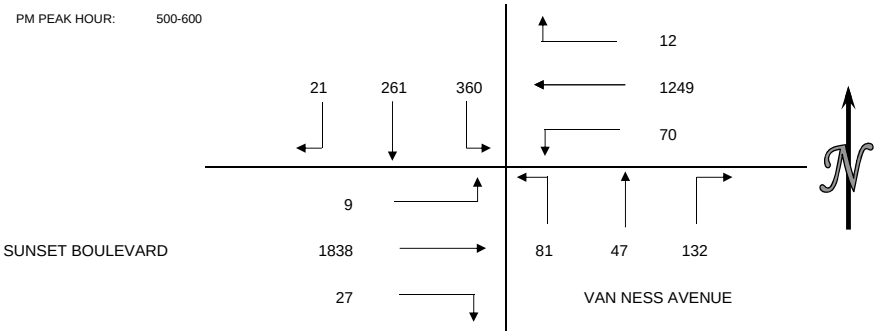
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: WEDNESDAY MAY 13 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S VAN NESS AVENUE
E/W SUNSET BOULEVARD
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	6	56	83	4	310	20	61	6	29	12	431	0	1018
315-330	11	50	92	9	337	16	39	6	18	6	371	4	959
330-345	6	46	76	5	324	13	32	4	9	6	403	2	926
345-400	9	61	81	4	308	15	36	6	14	9	403	3	949
400-415	8	48	77	7	289	20	64	9	18	9	402	2	953
415-430	4	65	109	9	316	11	27	10	16	8	386	2	963
430-445	3	49	85	6	307	13	33	13	15	7	424	1	956
445-500	7	71	107	7	297	12	36	10	21	4	411	2	985
500-515	6	59	100	11	300	20	27	16	15	10	420	3	987
515-530	4	62	77	1	307	14	44	8	25	4	463	1	1010
530-545	6	73	88	0	321	17	36	12	14	7	461	3	1038
545-600	5	67	95	0	321	19	25	11	27	6	494	2	1072
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	32	213	332	22	1279	64	168	22	70	33	1608	9	3852
315-415	34	205	326	25	1258	64	171	25	59	30	1579	11	3787
330-430	27	220	343	25	1237	59	159	29	57	32	1594	9	3791
345-445	24	223	352	26	1220	59	160	38	63	33	1615	8	3821
400-500	22	233	378	29	1209	56	160	42	70	28	1623	7	3857
415-515	20	244	401	33	1220	56	123	49	67	29	1641	8	3891
430-530	20	241	369	25	1211	59	140	47	76	25	1718	7	3938
445-545	23	265	372	19	1225	63	143	46	75	25	1755	9	4020
500-600	21	261	360	12	1249	70	132	47	81	27	1838	9	4107

PM PEAK HOUR: 500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	4	27	1	34
315-330	1	9	10	11	31
330-345	0	5	21	6	32
345-400	3	4	2	3	12
400-415	0	7	13	3	23
415-430	2	9	18	4	33
430-445	0	6	8	1	15
445-500	1	7	5	1	14
500-515	0	11	14	1	26
515-530	0	1	11	0	12
530-545	0	0	6	5	11
545-600	0	0	8	3	11
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	6	22	60	21	109
315-415	4	25	46	23	98
330-430	5	25	54	16	100
345-445	5	26	41	11	83
400-500	3	29	44	9	85
415-515	3	33	45	7	88
430-530	1	25	38	3	67
445-545	1	19	36	7	63
500-600	0	12	39	9	60

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	3	0	4
315-330	3	1	7	1	12
330-345	0	1	7	1	9
345-400	0	0	3	0	3
400-415	0	0	5	1	6
415-430	1	1	3	0	5
430-445	0	1	0	0	1
445-500	0	0	1	0	1
500-515	0	0	4	0	4
515-530	0	0	4	1	5
530-545	0	1	4	1	6
545-600	0	0	4	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	3	3	20	2	28
315-415	3	2	22	3	30
330-430	1	2	18	2	23
345-445	1	2	11	1	15
400-500	1	2	9	1	13
415-515	1	2	8	0	11
430-530	0	1	9	1	11
445-545	0	1	13	2	16
500-600	0	1	16	2	19

Turning Movement Count Report AM

Location ID: 30
North/South: Wilton Pl
East/West: Sunset Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	24	49	30	19	228	28	24	38	10	13	207	9	679
07:15	34	92	31	24	257	21	37	53	11	26	219	15	820
07:30	31	112	36	36	279	25	36	66	11	33	270	14	949
07:45	15	120	28	23	241	24	53	48	16	47	297	16	928
08:00	29	114	30	23	255	27	57	52	13	35	271	19	925
08:15	27	98	28	27	276	31	45	54	22	49	269	12	938
08:30	26	108	28	29	285	37	37	42	13	31	296	10	942
08:45	18	109	21	29	252	25	38	51	15	31	247	15	851
09:00	27	103	23	33	258	37	25	42	14	23	209	18	812
09:15	31	68	24	22	254	36	31	45	7	26	194	17	755
09:30	20	66	22	31	238	28	45	48	15	27	218	21	779
09:45	22	77	24	28	232	38	31	50	14	19	254	16	805
Total Volume:	304	1116	325	324	3055	357	459	589	161	360	2951	182	10183
Approach %	17%	64%	19%	9%	82%	10%	38%	49%	13%	10%	84%	5%	
Peak Hr Begin:	7:30												
PHV	102	444	122	109	1051	107	191	220	62	164	1107	61	3740
PHF	0.933			0.932			0.969			0.925			0.985

Turning Movement Count Report PM

Location ID: 30
North/South: Wilton Pl
East/West: Sunset Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	17	95	26	43	209	24	31	59	21	34	317	32	908
15:15	19	117	29	39	203	28	39	63	19	35	243	29	863
15:30	28	108	20	33	232	20	35	71	23	58	377	25	1030
15:45	22	102	22	33	227	28	23	62	14	49	387	32	1001
16:00	19	108	17	36	225	23	36	69	14	40	396	28	1011
16:15	20	105	15	39	225	21	33	72	23	39	397	29	1018
16:30	20	94	25	36	194	21	26	90	27	55	380	24	992
16:45	20	121	23	39	245	19	50	82	21	43	403	24	1090
17:00	21	110	17	38	285	20	38	93	22	40	427	31	1142
17:15	14	116	23	34	235	21	39	89	19	43	420	31	1084
17:30	21	124	21	32	273	26	52	63	20	46	429	34	1141
17:45	18	106	13	24	250	19	40	87	19	38	431	30	1075
Total Volume:	239	1306	251	426	2803	270	442	900	242	520	4607	349	12355
Approach %	13%	73%	14%	12%	80%	8%	28%	57%	15%	9%	84%	6%	
Peak Hr Begin:	16:45												
PHV	76	471	84	143	1038	86	179	327	82	172	1679	120	4457
PHF	0.950			0.923			0.961			0.968			0.976

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	21	1	17	0	15	0	15	0
07:15	42	0	21	0	20	3	29	0
07:30	61	0	65	1	47	1	43	1
07:45	78	0	61	2	35	0	54	1
08:00	68	2	22	0	19	1	45	1
08:15	27	0	20	3	14	1	7	0
08:30	20	0	10	0	13	0	9	1
08:45	13	1	5	3	4	0	5	1
09:00	15	2	7	1	4	1	7	0
09:15	18	1	13	0	7	1	7	1
09:30	29	0	4	0	5	0	6	0
09:45	17	0	6	0	5	0	6	2

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	37	1	72	0	68	2	40	2
15:15	25	3	32	1	52	2	19	1
15:30	18	2	15	0	28	4	22	2
15:45	19	1	25	0	28	1	16	1
16:00	25	2	21	1	35	1	14	0
16:15	21	3	16	0	34	0	12	1
16:30	21	5	17	0	13	1	10	1
16:45	17	2	15	0	24	2	10	0
17:00	16	1	11	1	21	0	15	0
17:15	23	1	17	1	10	3	16	0
17:30	23	5	10	1	11	0	7	0
17:45	17	2	27	1	18	1	0	0

Turning Movement Count Report AM

Location ID: 31
North/South: Western Avenue
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	71	167	10	12	123	20	17	82	39	12	160	21	734
07:15	86	162	17	14	158	23	21	117	21	18	193	24	854
07:30	66	187	36	19	170	29	19	138	38	14	224	30	970
07:45	56	208	44	28	196	41	25	131	25	12	267	40	1073
08:00	89	193	52	26	186	30	19	97	19	21	264	30	1026
08:15	98	179	56	18	187	28	23	115	31	16	239	41	1031
08:30	75	197	27	15	182	34	22	112	23	14	259	53	1013
08:45	105	192	30	14	144	34	14	121	21	12	216	50	953
09:00	96	179	43	15	171	25	12	89	22	16	261	25	954
09:15	95	200	19	23	167	18	24	110	31	12	171	35	905
09:30	79	223	24	20	174	35	25	117	26	17	160	37	937
09:45	77	193	22	18	152	31	24	118	22	14	182	42	895
Total Volume:	993	2280	380	222	2010	348	245	1347	318	178	2596	428	11345
Approach %	27%	62%	10%	9%	78%	13%	13%	71%	17%	6%	81%	13%	
Peak Hr Begin:	7:45												
PHV	318	777	179	87	751	133	89	455	98	63	1029	164	4143
PHF	0.954			0.916			0.887			0.963			0.965

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 31
North/South: Western Avenue
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	65	144	30	24	181	29	33	131	32	39	289	57	1054
15:15	55	162	36	32	202	28	36	137	37	25	308	62	1120
15:30	63	163	50	28	164	38	31	156	28	24	296	73	1114
15:45	46	137	41	40	201	37	26	168	36	16	305	65	1118
16:00	38	178	52	34	185	37	28	146	33	24	319	75	1149
16:15	47	154	28	33	204	30	24	162	34	22	322	89	1149
16:30	51	130	50	33	178	30	31	181	40	22	338	63	1147
16:45	57	136	43	36	204	29	22	180	35	21	323	76	1162
17:00	50	149	49	33	219	37	29	186	39	20	343	77	1231
17:15	53	153	58	38	202	37	36	162	39	15	371	72	1236
17:30	60	142	49	27	231	44	43	200	44	23	337	75	1275
17:45	41	135	41	24	182	40	46	188	26	19	377	70	1189

Total Volume:	626	1783	527	382	2353	416	385	1997	423	270	3928	854	13944
Approach %	21%	61%	18%	12%	75%	13%	14%	71%	15%	5%	78%	17%	

Peak Hr Begin:	17:00												
PHV	204	579	197	122	834	158	154	736	148	77	1428	294	4931
PHF	0.928			0.922			0.904			0.965			0.967

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	41	1	27	0	18	0	11	1
07:15	55	0	33	2	26	0	20	1
07:30	91	0	58	1	45	0	33	0
07:45	66	1	28	0	31	1	22	0
08:00	63	3	44	1	32	0	13	3
08:15	42	1	33	0	39	1	19	0
08:30	31	0	37	1	45	0	12	2
08:45	32	1	35	2	35	0	3	0
09:00	22	0	37	2	31	0	15	0
09:15	48	1	34	1	15	2	17	4
09:30	29	0	39	0	39	0	19	2
09:45	29	2	44	3	31	0	15	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	56	2	29	1	35	0	32	1
15:15	56	2	49	4	31	2	35	6
15:30	57	2	60	3	24	1	42	0
15:45	68	2	43	2	46	0	55	2
16:00	81	0	69	0	56	0	58	2
16:15	68	1	63	0	51	1	38	0
16:30	47	2	55	0	58	0	40	3
16:45	53	3	64	3	56	0	25	0
17:00	59	0	52	3	57	1	32	2
17:15	62	0	42	1	45	0	25	0
17:30	79	0	73	3	59	0	36	0
17:45	95	1	53	0	64	1	21	2

Turning Movement Count Report AM

Location ID: 32
North/South: Wilcox Avenue
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	12	33	3	5	92	1	2	11	2	2	27	2	192
07:15	14	54	0	5	112	4	4	14	1	5	56	4	273
07:30	7	71	3	5	99	3	5	26	2	1	44	3	269
07:45	8	61	9	8	127	5	7	44	3	3	49	0	324
08:00	6	82	9	11	91	2	5	48	1	7	71	5	338
08:15	11	83	6	8	79	2	4	42	2	5	73	7	322
08:30	6	77	4	7	101	4	5	37	0	4	73	3	321
08:45	9	68	7	12	110	8	2	48	3	10	75	5	357
09:00	11	85	5	8	90	6	1	43	0	5	75	4	333
09:15	12	73	8	17	95	4	9	51	2	7	68	11	357
09:30	15	57	8	11	111	6	5	47	4	8	65	8	345
09:45	11	78	7	6	106	5	3	52	2	3	83	7	363

Total Volume:	122	822	69	103	1213	50	52	463	22	60	759	59	3794
Approach %	12%	81%	7%	8%	89%	4%	10%	86%	4%	7%	86%	7%	

Peak Hr Begin:	9:00												
PHV	49	293	28	42	402	21	18	193	8	23	291	30	1398
PHF	0.916			0.908			0.883			0.925			0.963

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 32
North/South: Wilcox Avenue
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	12	63	23	9	72	3	12	84	2	8	92	11	391
15:15	6	67	16	7	87	1	10	70	5	5	108	7	389
15:30	6	64	10	20	86	6	11	83	5	3	119	6	419
15:45	12	77	7	7	87	6	12	89	3	5	108	12	425
16:00	6	63	9	14	90	4	10	85	2	4	110	12	409
16:15	17	77	9	20	81	4	16	86	0	5	114	10	439
16:30	13	79	15	16	75	2	11	53	5	7	113	8	397
16:45	7	75	9	11	72	3	13	87	2	5	114	13	411
17:00	11	70	11	12	99	5	9	63	6	13	139	9	447
17:15	9	88	9	12	83	2	11	82	1	9	122	14	442
17:30	11	88	11	18	101	7	23	74	6	13	100	13	465
17:45	15	73	15	21	94	7	14	93	3	13	110	15	473
Total Volume:	125	884	144	167	1027	50	152	949	40	90	1349	130	5107
Approach %	11%	77%	12%	13%	83%	4%	13%	83%	4%	6%	86%	8%	
Peak Hr Begin:	17:00												
PHV	46	319	46	63	377	21	57	312	16	48	471	51	1827
PHF	0.934			0.915			0.875			0.885			0.966

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	3	0	0	0	2	0	3	0
07:15	1	0	1	0	6	0	3	0
07:30	2	0	3	0	6	1	8	0
07:45	1	0	4	0	3	0	5	0
08:00	4	0	4	0	11	0	5	1
08:15	4	0	2	0	3	0	3	0
08:30	6	1	5	0	3	0	1	0
08:45	4	0	5	0	7	0	7	0
09:00	9	0	4	1	5	0	9	1
09:15	5	0	1	0	5	0	4	0
09:30	4	0	2	0	4	0	1	0
09:45	1	1	1	0	8	0	6	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	9	0	0	0	3	1	2	0
15:15	8	0	0	0	6	0	12	0
15:30	2	0	0	0	3	2	4	1
15:45	3	0	0	0	2	0	14	0
16:00	4	0	0	0	3	0	5	0
16:15	8	0	0	0	4	1	11	0
16:30	2	1	0	0	10	0	2	2
16:45	3	1	0	1	9	0	7	0
17:00	2	0	0	0	9	0	10	0
17:15	6	0	0	0	3	0	5	0
17:30	7	0	0	0	4	0	6	0
17:45	4	0	0	0	8	0	5	0

Turning Movement Count Report AM

Location ID: 33
North/South: Cahuenga Blvd
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	19	187	3	7	94	3	1	55	2	1	30	4	406
07:15	19	209	2	4	99	1	4	72	1	3	36	18	468
07:30	26	232	1	5	96	9	14	88	3	4	49	9	536
07:45	18	217	5	6	106	8	5	83	6	6	56	16	532
08:00	12	220	1	8	85	6	11	119	7	7	62	21	559
08:15	16	223	1	8	87	9	15	153	9	6	75	20	622
08:30	21	197	0	13	103	10	6	171	6	11	48	38	624
08:45	18	188	4	22	102	13	11	146	7	4	67	22	604
09:00	17	207	2	12	89	10	7	131	3	3	77	17	575
09:15	23	222	3	10	116	14	9	144	1	3	58	27	630
09:30	25	209	8	15	98	16	10	134	5	4	47	26	597
09:45	11	232	3	13	104	10	4	153	4	5	79	22	640

Total Volume:	225	2543	33	123	1179	109	97	1449	54	57	684	240	6793
Approach %	8%	91%	1%	9%	84%	8%	6%	91%	3%	6%	70%	24%	

Peak Hr Begin:	9:00												
PHV	76	870	16	50	407	50	30	562	13	15	261	92	2442
PHF	0.970			0.905			0.939			0.868			0.954

Turning Movement Count Report PM

Location ID: 33
North/South: Cahuenga Blvd
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	6	127	5	8	84	13	10	196	2	10	109	29	599
15:15	11	135	9	10	83	13	13	171	3	5	108	32	593
15:30	10	196	7	6	87	13	17	173	6	6	127	29	677
15:45	7	191	7	14	80	7	12	152	6	5	125	20	626
16:00	8	127	4	13	93	9	18	171	4	2	125	27	601
16:15	22	187	8	9	82	7	13	150	6	1	111	44	640
16:30	9	160	7	10	73	5	9	184	2	2	130	26	617
16:45	10	169	5	18	84	6	4	177	1	2	121	22	619
17:00	10	191	12	14	92	18	12	179	1	5	133	24	691
17:15	11	195	5	10	82	26	11	157	4	2	137	23	663
17:30	16	185	9	15	100	14	8	188	3	4	127	45	714
17:45	13	172	9	14	81	8	17	171	6	6	122	38	657
Total Volume:	133	2035	87	141	1021	139	144	2069	44	50	1475	359	7697
Approach %	6%	90%	4%	11%	78%	11%	6%	92%	2%	3%	78%	19%	
Peak Hr Begin:	17:00												
PHV	50	743	35	53	355	66	48	695	14	17	519	130	2725
PHF	0.972			0.919			0.951			0.946			0.954

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	3	2	0	0	0	0	0
07:15	1	1	5	0	5	1	2	0
07:30	0	0	1	1	1	1	0	0
07:45	1	2	4	0	4	0	3	0
08:00	2	1	5	0	9	0	1	0
08:15	1	1	3	1	3	1	1	0
08:30	0	3	6	0	6	0	0	0
08:45	2	3	3	1	6	0	3	0
09:00	2	1	5	0	3	0	4	2
09:15	0	0	6	0	5	1	1	0
09:30	0	0	6	1	5	2	0	0
09:45	0	0	1	0	12	3	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	2	0	0	1	7	2	1	0
15:15	2	3	0	0	10	1	3	1
15:30	1	1	1	0	15	5	2	0
15:45	1	2	1	0	7	0	3	0
16:00	3	2	1	0	13	0	3	0
16:15	1	0	1	0	5	0	1	0
16:30	0	0	1	0	8	1	1	0
16:45	0	0	0	1	10	2	0	0
17:00	1	3	0	0	13	2	2	0
17:15	1	3	0	0	6	3	3	0
17:30	3	1	1	0	7	2	7	1
17:45	0	2	1	0	7	2	0	0

Turning Movement Count Report AM

Location ID: 34
North/South: Vine Street
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	13	282	3	8	82	11	5	148	7	6	25	6	596
07:15	9	314	4	7	78	10	5	157	4	4	36	10	638
07:30	13	336	8	11	104	21	8	198	11	6	50	11	777
07:45	13	299	8	6	99	20	8	185	8	6	46	8	706
08:00	13	323	2	11	70	28	15	231	9	2	57	9	770
08:15	16	329	6	8	86	17	12	215	8	10	65	17	789
08:30	16	269	8	9	98	18	13	222	11	4	42	16	726
08:45	17	267	7	8	112	14	6	212	12	9	53	20	737
09:00	11	231	3	8	92	30	12	226	13	5	63	17	711
09:15	9	164	3	10	127	37	13	243	9	6	48	11	680
09:30	6	152	2	10	112	34	12	221	14	5	50	14	632
09:45	12	157	2	11	102	30	16	210	11	9	66	15	641

Total Volume:	148	3123	56	107	1162	270	125	2468	117	72	601	154	8403
Approach %	4%	94%	2%	7%	76%	18%	5%	91%	4%	9%	73%	19%	

Peak Hr Begin:	7:30												
PHV	55	1287	24	36	359	86	43	829	36	24	218	45	3042
PHF	0.957			0.884			0.890			0.780			0.964

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 34
North/South: Vine Street
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	12	241	8	15	76	19	15	275	18	9	96	20	804
15:15	14	283	13	17	87	14	17	287	10	10	103	19	874
15:30	14	246	20	14	80	22	13	267	17	18	121	27	859
15:45	19	291	5	10	71	18	19	270	15	10	103	32	863
16:00	13	282	13	16	79	19	15	262	16	9	111	27	862
16:15	7	292	10	14	74	15	12	302	15	10	97	30	878
16:30	11	261	6	12	64	12	17	291	15	12	116	24	841
16:45	11	311	8	14	87	15	12	232	14	6	115	22	847
17:00	18	288	9	17	100	21	13	280	15	7	123	25	916
17:15	22	279	12	15	74	15	17	288	13	17	121	30	903
17:30	13	293	9	13	95	15	18	276	14	6	112	21	885
17:45	10	294	10	15	76	15	21	278	12	10	110	34	885
Total Volume:	164	3361	123	172	963	200	189	3308	174	124	1328	311	10417
Approach %	4%	92%	3%	13%	72%	15%	5%	90%	5%	7%	75%	18%	
Peak Hr Begin:	17:00												
PHV	63	1154	40	60	345	66	69	1122	54	40	466	110	3589
PHF	0.998			0.853			0.979			0.917			0.980

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	2	0	16	0	2	0	12	0
07:15	4	0	10	0	4	0	5	1
07:30	3	0	14	1	1	0	9	0
07:45	1	2	21	0	12	0	12	0
08:00	9	0	10	0	10	0	19	0
08:15	3	0	18	3	7	1	9	1
08:30	16	1	24	2	12	1	8	0
08:45	10	0	24	1	6	1	8	0
09:00	12	0	22	1	5	1	9	0
09:15	10	0	22	1	8	0	10	0
09:30	20	1	22	1	11	1	18	0
09:45	11	0	26	0	18	1	12	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	5	0	22	0	14	2	21	0
15:15	8	0	23	2	25	0	26	1
15:30	13	0	21	3	20	3	36	1
15:45	2	0	16	0	21	0	18	0
16:00	11	1	36	0	21	1	26	1
16:15	15	1	28	1	20	0	29	1
16:30	8	0	20	1	15	3	32	1
16:45	11	0	22	0	10	0	13	0
17:00	11	0	18	0	19	0	24	0
17:15	11	0	23	0	12	1	28	1
17:30	6	0	22	0	17	0	23	1
17:45	23	1	12	1	16	1	23	1

Turning Movement Count Report AM

Location ID: 35
North/South: El Centro Avenue
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	5	4	0	1	84	5	1	6	1	0	28	1	136
07:15	9	11	0	2	90	6	5	6	4	1	37	2	173
07:30	9	14	4	2	124	8	10	11	8	3	54	4	251
07:45	7	16	3	2	104	11	5	8	7	6	56	2	227
08:00	6	21	1	8	100	5	6	22	2	9	64	4	248
08:15	11	20	2	1	103	2	7	8	3	10	64	5	236
08:30	5	21	1	5	118	9	4	20	1	6	47	4	241
08:45	15	24	2	3	111	4	5	12	5	5	47	4	237
09:00	16	26	2	6	103	7	5	21	8	14	55	3	266
09:15	21	31	2	2	158	10	5	16	4	6	64	3	322
09:30	25	23	2	3	135	3	3	13	4	8	52	1	272
09:45	11	37	1	4	129	4	3	21	2	8	64	4	288

Total Volume:	140	248	20	39	1359	74	59	164	49	76	632	37	2897
Approach %	34%	61%	5%	3%	92%	5%	22%	60%	18%	10%	85%	5%	

Peak Hr Begin:	9:00												
PHV	73	117	7	15	525	24	16	71	18	36	235	11	1148
PHF	0.912			0.829			0.772			0.928			0.891

Turning Movement Count Report PM

Location ID: 35
North/South: El Centro Avenue
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	22	16	0	11	88	4	11	22	0	8	99	8	289
15:15	16	21	7	6	84	1	14	21	6	14	111	6	307
15:30	11	23	4	7	79	3	13	30	2	15	121	3	311
15:45	17	28	5	4	84	2	10	40	2	12	113	7	324
16:00	19	21	5	6	99	2	0	38	8	14	113	6	331
16:15	11	16	3	4	86	4	10	21	3	7	109	4	278
16:30	7	16	5	9	78	2	7	20	1	10	125	6	286
16:45	9	19	2	10	88	6	12	19	8	12	115	6	306
17:00	19	27	6	10	112	3	11	30	4	8	126	5	361
17:15	12	22	5	3	93	3	5	34	5	11	135	5	333
17:30	9	21	4	7	110	5	20	28	3	8	126	5	346
17:45	21	24	2	10	85	2	8	28	1	11	127	9	328

Total Volume:	173	254	48	87	1086	37	121	331	43	130	1420	70	3800
Approach %	36%	53%	10%	7%	90%	3%	24%	67%	9%	8%	88%	4%	

Peak Hr Begin:	17:00												
PHV	61	94	17	30	400	13	44	120	13	38	514	24	1368
PHF	0.827			0.886			0.868			0.954			0.947

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	3	1	1	1	2	0	4	0
07:15	5	0	2	0	1	1	4	0
07:30	2	0	3	0	4	1	8	1
07:45	6	1	4	1	9	0	3	0
08:00	4	0	2	0	7	0	3	0
08:15	0	0	5	0	7	0	6	0
08:30	1	0	2	0	3	0	2	0
08:45	2	0	5	0	1	0	2	0
09:00	4	0	3	0	4	0	1	0
09:15	1	0	7	0	9	0	4	0
09:30	0	0	8	0	6	0	2	0
09:45	4	0	5	0	4	0	4	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	2	0	3	0	4	0	10	0
15:15	0	0	3	0	2	0	6	0
15:30	5	1	4	1	10	0	9	1
15:45	6	1	1	0	9	0	10	0
16:00	0	0	3	0	5	1	1	0
16:15	1	0	3	1	6	0	7	0
16:30	2	2	1	0	8	0	5	0
16:45	5	0	5	0	2	0	7	1
17:00	2	0	7	0	1	0	5	0
17:15	9	3	14	1	2	0	7	0
17:30	2	1	4	1	5	1	5	0
17:45	3	1	3	1	11	1	5	0

Turning Movement Count Report AM

Location ID: 4
North/South: Gower St
East/West: Fountain Ave

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	18	73	7	8	60	6	8	52	8	4	16	7	267
07:15	24	81	8	10	76	3	5	50	9	4	22	7	299
07:30	21	116	10	11	65	10	1	73	18	5	31	12	373
07:45	31	112	10	10	72	8	8	73	14	5	45	16	404
08:00	23	128	10	9	72	5	9	85	6	7	38	11	403
08:15	25	158	9	5	81	8	8	78	17	4	46	14	453
08:30	19	141	3	13	112	7	3	75	8	8	44	16	449
08:45	16	137	7	12	111	13	5	72	9	5	37	16	440
09:00	26	103	11	10	119	10	9	82	6	9	42	8	435
09:15	19	121	7	6	145	11	5	111	5	4	60	7	501
09:30	19	95	10	21	103	11	11	83	14	8	56	8	439
09:45	27	101	14	6	130	9	12	78	11	4	45	15	452

Total Volume:	268	1366	106	121	1146	101	84	912	125	67	482	137	4915
Approach %	15%	79%	6%	9%	84%	7%	7%	81%	11%	10%	70%	20%	

Peak Hr Begin:	9:00												
PHV	91	420	42	43	497	41	37	354	36	25	203	38	1827
PHF	0.940			0.897			0.882			0.924			0.912

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 4
North/South: Gower St
East/West: Fountain Ave

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	17	108	14	10	54	7	6	87	13	9	83	21	429
15:15	22	121	18	13	58	7	9	125	9	3	95	14	494
15:30	14	102	10	3	66	6	4	119	11	8	125	17	485
15:45	5	137	27	3	71	8	8	119	15	6	122	15	536
16:00	20	114	25	16	62	6	12	127	10	6	99	17	514
16:15	23	111	19	8	73	7	10	126	10	4	98	18	507
16:30	19	112	15	16	76	10	10	130	19	7	127	14	555
16:45	14	125	25	6	65	15	11	111	12	8	101	15	508
17:00	10	138	20	13	74	9	8	115	15	10	111	15	538
17:15	15	117	19	11	76	12	10	111	10	11	134	14	540
17:30	18	118	18	15	64	12	7	111	8	12	126	17	526
17:45	16	133	27	14	84	13	9	143	10	11	135	18	613

Total Volume:	193	1436	237	128	823	112	104	1424	142	95	1356	195	6245
Approach %	10%	77%	13%	12%	77%	11%	6%	85%	9%	6%	82%	12%	

Peak Hr Begin:	17:00												
PHV	59	506	84	53	298	46	34	480	43	44	506	64	2217
PHF	0.922			0.894			0.860			0.936			0.904

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	1	1	0	0	4	1	1	0
07:15	4	1	1	0	1	0	1	0
07:30	13	0	0	0	5	0	3	0
07:45	6	0	0	0	2	0	5	0
08:00	4	1	0	0	3	0	7	0
08:15	2	1	1	0	1	0	4	1
08:30	0	0	0	0	0	0	8	0
08:45	5	0	0	0	3	0	10	0
09:00	1	0	0	0	3	0	10	0
09:15	2	0	0	0	1	0	4	1
09:30	4	0	0	0	6	0	3	1
09:45	1	0	0	0	2	0	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	10	0	0	0	7	0	9	0
15:15	5	0	0	0	7	0	12	1
15:30	8	0	0	0	11	0	7	0
15:45	1	0	0	0	4	0	5	0
16:00	9	0	0	0	2	0	5	0
16:15	6	0	0	0	10	0	5	0
16:30	10	0	0	0	3	0	5	1
16:45	4	2	0	0	7	0	5	0
17:00	1	1	0	0	5	0	4	1
17:15	6	1	0	0	14	0	9	0
17:30	6	0	0	0	10	0	1	0
17:45	4	0	0	0	7	1	17	1

Turning Movement Count Report AM

Location ID: 37
North/South: Wilcox Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	17	17	8	4	419	4	4	7	0	0	160	2	642
07:15	22	26	11	4	380	5	2	12	2	1	194	5	664
07:30	27	47	15	9	331	11	5	13	1	0	187	4	650
07:45	24	46	14	7	329	6	3	29	5	3	231	16	713
08:00	19	36	11	17	286	4	7	32	2	3	182	8	607
08:15	35	59	12	6	235	7	6	36	2	7	202	14	621
08:30	16	72	7	13	283	14	3	25	0	5	237	12	687
08:45	19	66	13	9	293	21	1	23	4	6	244	20	719
09:00	22	58	16	6	296	11	3	29	1	5	239	22	708
09:15	27	55	8	8	306	11	9	27	2	4	222	21	700
09:30	34	43	13	9	337	8	8	26	3	1	245	23	750
09:45	28	49	11	11	340	10	6	27	1	3	264	21	771
Total Volume:	290	574	139	103	3835	112	57	286	23	38	2607	168	8232
Approach %	29%	57%	14%	3%	95%	3%	16%	78%	6%	1%	93%	6%	
Peak Hr Begin:	9:00												
PHV	111	205	48	34	1279	40	26	109	7	13	970	87	2929
PHF	0.948			0.937			0.934			0.929			0.950

Turning Movement Count Report PM

Location ID: 37
North/South: Wilcox Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	28	34	20	3	293	7	7	32	4	4	298	20	750
15:15	20	34	15	5	309	9	7	55	3	11	302	17	787
15:30	15	42	6	4	270	9	10	40	4	11	284	30	725
15:45	38	48	9	6	302	6	5	54	3	3	284	19	777
16:00	42	40	9	4	300	21	5	32	2	5	261	24	745
16:15	24	37	12	3	274	11	7	33	7	5	319	21	753
16:30	40	39	8	6	307	17	2	42	5	6	321	41	834
16:45	42	41	6	5	292	19	19	38	5	5	296	21	789
17:00	36	47	10	5	303	4	4	49	6	7	306	22	799
17:15	35	52	16	6	328	10	6	45	2	3	296	23	822
17:30	37	38	6	7	314	10	4	60	3	3	305	31	818
17:45	51	51	8	13	301	12	6	48	6	6	301	21	824

Total Volume:	408	503	125	67	3593	135	82	528	50	69	3573	290	9423
Approach %	39%	49%	12%	2%	95%	4%	12%	80%	8%	2%	91%	7%	

Peak Hr Begin:	17:00												
PHV	159	188	40	31	1246	36	20	202	17	19	1208	97	3263
PHF	0.880			0.954			0.892			0.976			0.990

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	5	0	2	0	7	0	4	2
07:15	2	1	6	2	4	0	2	0
07:30	3	4	4	0	2	2	4	0
07:45	1	1	3	1	5	0	6	0
08:00	4	1	3	0	1	0	0	1
08:15	6	0	1	0	6	0	1	0
08:30	6	0	4	1	3	1	1	0
08:45	3	1	5	0	1	1	2	1
09:00	8	1	6	0	6	0	3	0
09:15	1	1	3	0	8	1	6	0
09:30	9	0	13	0	6	0	3	0
09:45	5	0	11	0	14	1	7	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	14	0	9	1	13	1	9	1
15:15	17	1	9	1	12	0	16	0
15:30	8	2	8	0	18	0	13	0
15:45	16	1	15	1	21	0	14	1
16:00	10	1	8	1	17	0	7	0
16:15	11	2	9	1	8	1	17	2
16:30	8	1	9	0	12	0	9	2
16:45	12	0	13	1	13	1	10	0
17:00	10	5	12	0	10	1	2	2
17:15	12	0	3	0	6	1	3	0
17:30	13	5	4	0	4	1	7	0
17:45	16	2	14	0	12	0	10	0

Turning Movement Count Report AM

Location ID: 38
North/South: Cahuenga Blvd
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	67	135	4	4	361	26	3	40	7	3	160	11	821
07:15	41	140	4	7	357	16	8	63	4	3	185	3	831
07:30	47	172	4	5	309	25	5	83	5	7	179	15	856
07:45	44	173	8	14	320	25	7	105	6	7	214	11	934
08:00	37	194	7	13	278	32	3	127	9	5	189	16	910
08:15	47	214	9	23	226	24	4	127	7	10	184	21	896
08:30	45	178	8	20	291	25	6	142	4	8	224	19	970
08:45	48	189	10	6	277	21	10	118	9	8	224	20	940
09:00	39	158	7	8	298	30	9	141	6	11	241	13	961
09:15	44	146	9	5	313	29	11	132	4	12	193	21	919
09:30	39	141	1	12	321	16	9	136	9	14	214	26	938
09:45	24	100	15	6	334	19	5	136	2	7	236	18	902

Total Volume:	522	1940	86	123	3685	288	80	1350	72	95	2443	194	10878
Approach %	20%	76%	3%	3%	90%	7%	5%	90%	5%	3%	89%	7%	

Peak Hr Begin:	8:30												
PHV	176	671	34	39	1179	105	36	533	23	39	882	73	3790
PHF	0.892			0.953			0.949			0.938			0.977

Turning Movement Count Report PM

Location ID: 38
North/South: Cahuenga Blvd
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	37	132	16	23	236	17	14	133	5	6	283	26	928
15:15	44	128	14	15	286	12	19	103	4	7	286	27	945
15:30	33	200	17	19	260	18	14	124	13	11	264	27	1000
15:45	35	204	16	17	282	16	4	99	6	7	281	22	989
16:00	24	114	12	13	289	17	9	136	8	7	250	26	905
16:15	30	154	15	21	257	15	6	143	8	12	281	39	981
16:30	29	140	19	9	297	18	12	102	12	10	278	27	953
16:45	20	164	10	13	262	22	7	102	12	10	267	32	921
17:00	23	174	8	12	268	20	10	98	8	6	307	29	963
17:15	32	149	12	21	312	8	13	127	7	8	279	28	996
17:30	36	213	14	6	281	12	9	93	10	9	295	22	1000
17:45	46	177	13	11	274	10	11	107	5	13	301	18	986

Total Volume:	389	1949	166	180	3304	185	128	1367	98	106	3372	323	11567
Approach %	16%	78%	7%	5%	90%	5%	8%	86%	6%	3%	89%	8%	

Peak Hr Begin:	17:00												
PHV	137	713	47	50	1135	50	43	425	30	36	1182	97	3945
PHF	0.853			0.905			0.847			0.961			0.986

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	2	0	2	0	0	0
07:15	0	0	3	1	2	0	4	1
07:30	3	1	4	2	3	0	4	1
07:45	0	0	2	2	5	0	2	0
08:00	0	0	2	1	1	1	2	1
08:15	0	1	3	2	0	0	3	1
08:30	3	1	2	1	3	1	2	1
08:45	0	1	1	1	18	1	4	0
09:00	0	0	2	2	11	1	2	1
09:15	2	0	3	1	6	2	2	1
09:30	1	4	2	0	5	1	2	0
09:45	0	0	2	1	5	0	1	2

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	1	0	4	6	6	3	6	1
15:15	2	0	8	1	8	0	0	3
15:30	2	0	4	1	14	0	2	2
15:45	3	0	9	2	6	0	3	1
16:00	2	0	3	1	16	0	4	2
16:15	0	0	0	1	8	0	6	1
16:30	3	1	2	2	9	0	4	1
16:45	2	0	0	0	4	0	1	3
17:00	2	1	9	0	10	2	1	6
17:15	4	0	6	0	14	1	7	6
17:30	2	0	0	6	15	1	4	2
17:45	3	0	2	0	14	1	6	4

Turning Movement Count Report AM

Location ID: 39
North/South: Vine Street
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	49	261	7	6	329	23	15	131	14	12	151	10	1008
07:15	46	226	4	6	290	23	12	158	14	5	172	16	972
07:30	55	284	7	7	282	25	13	152	9	7	167	13	1021
07:45	49	270	3	1	277	27	12	219	18	8	215	19	1118
08:00	44	259	12	12	254	30	25	191	19	12	163	13	1034
08:15	28	268	12	14	208	27	24	203	13	11	168	18	994
08:30	48	248	11	18	267	32	22	212	18	8	206	23	1113
08:45	33	260	10	17	261	27	29	248	15	7	203	17	1127
09:00	27	266	11	10	283	32	28	196	11	16	217	19	1116
09:15	35	220	15	12	279	36	32	198	12	13	196	16	1064
09:30	42	251	5	13	296	20	33	259	16	8	187	19	1149
09:45	44	197	12	14	299	37	28	174	19	19	216	23	1082

Total Volume:	500	3010	109	130	3325	339	273	2341	178	126	2261	206	12798
Approach %	14%	83%	3%	3%	88%	9%	10%	84%	6%	5%	87%	8%	

Peak Hr Begin:	8:45												
PHV	137	997	41	52	1119	115	122	901	54	44	803	71	4456
PHF	0.966			0.977			0.874			0.911			0.970

Turning Movement Count Report PM

Location ID: 39
North/South: Vine Street
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	29	212	12	21	231	20	31	260	14	26	263	27	1146
15:15	16	226	17	22	268	23	24	246	11	32	266	24	1175
15:30	31	232	18	17	258	19	17	296	12	26	251	20	1197
15:45	21	224	16	27	279	21	23	236	16	13	273	19	1168
16:00	24	251	12	26	272	24	17	222	25	13	248	20	1154
16:15	26	267	12	24	247	21	19	247	12	23	249	24	1171
16:30	32	269	22	29	274	17	28	246	10	19	266	16	1228
16:45	25	256	14	27	264	21	23	260	18	8	259	29	1204
17:00	22	240	10	34	260	17	21	239	17	17	266	23	1166
17:15	25	261	7	22	287	21	23	224	16	14	249	19	1168
17:30	30	238	10	24	263	24	21	232	12	14	273	25	1166
17:45	22	268	11	28	261	19	26	263	8	16	276	23	1221
Total Volume:	303	2944	161	301	3164	247	273	2971	171	221	3139	269	14164
Approach %	9%	86%	5%	8%	85%	7%	8%	87%	5%	6%	86%	7%	
Peak Hr Begin:	16:15												
PHV	105	1032	58	114	1045	76	91	992	57	67	1040	92	4769
PHF	0.925			0.965			0.947			0.980			0.971

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	1	1	2	0	10	0	9	0
07:15	9	1	6	0	16	1	13	0
07:30	12	8	14	2	17	1	18	0
07:45	11	1	8	1	22	0	6	0
08:00	15	1	5	0	14	1	13	0
08:15	6	1	17	0	6	0	8	0
08:30	9	2	19	0	9	1	15	0
08:45	15	2	11	0	18	0	15	2
09:00	12	1	15	1	16	0	12	1
09:15	16	0	17	0	9	0	14	0
09:30	14	1	16	0	12	0	8	1
09:45	11	1	17	1	26	1	12	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	21	1	16	1	9	2	14	2
15:15	23	0	15	0	22	0	23	0
15:30	24	1	41	2	31	5	19	2
15:45	21	0	37	2	26	2	35	1
16:00	31	0	20	1	29	3	30	1
16:15	23	1	21	2	31	2	26	6
16:30	34	1	48	4	16	1	20	2
16:45	15	2	24	1	21	2	18	1
17:00	15	1	18	2	17	6	17	3
17:15	9	0	9	1	12	3	15	6
17:30	19	2	19	1	26	1	21	1
17:45	18	1	27	1	18	4	24	4

Turning Movement Count Report AM

Location ID: 40
North/South: Gower Street
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	12	64	16	5	357	29	3	23	6	4	162	7	688
07:15	8	72	18	9	303	35	8	52	2	0	197	13	717
07:30	8	92	11	14	327	37	10	57	3	2	197	11	769
07:45	13	94	15	8	262	31	18	57	4	9	241	11	763
08:00	27	114	18	14	306	49	15	75	4	4	192	17	835
08:15	12	107	17	14	270	50	9	70	2	7	186	21	765
08:30	8	102	12	11	271	47	13	64	4	8	214	24	778
08:45	13	110	11	15	318	46	13	66	6	13	233	20	864
09:00	7	93	13	19	323	39	17	68	4	20	203	26	832
09:15	11	90	11	10	314	44	13	94	7	10	222	19	845
09:30	16	78	19	18	321	39	12	78	3	5	197	24	810
09:45	22	84	17	14	342	27	13	78	1	11	238	13	860

Total Volume:	157	1100	178	151	3714	473	144	782	46	93	2482	206	9526
Approach %	11%	77%	12%	3%	86%	11%	15%	80%	5%	3%	89%	7%	

Peak Hr Begin:	8:45												
PHV	47	371	54	62	1276	168	55	306	20	48	855	89	3351
PHF	0.881			0.988			0.836			0.932			0.970

Turning Movement Count Report PM

Location ID: 40
North/South: Gower Street
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	23	99	13	18	274	23	18	92	7	18	290	22	897
15:15	16	122	12	17	300	23	26	93	2	15	292	19	937
15:30	15	121	17	22	272	17	19	106	4	10	297	19	919
15:45	16	118	15	38	303	15	12	124	7	9	284	16	957
16:00	15	102	14	19	284	26	23	109	8	10	281	22	913
16:15	21	112	10	15	257	21	24	85	8	22	252	24	851
16:30	9	114	11	16	332	15	24	86	2	6	292	20	927
16:45	15	115	12	24	268	22	22	109	7	5	265	20	884
17:00	14	121	16	20	303	23	30	124	13	6	285	16	971
17:15	19	125	13	18	291	22	28	116	2	10	295	24	963
17:30	11	152	13	20	281	20	25	101	4	3	296	25	951
17:45	9	136	12	16	295	25	20	116	7	5	300	24	965
Total Volume:	183	1437	158	243	3460	252	271	1261	71	119	3429	251	11135
Approach %	10%	81%	9%	6%	87%	6%	17%	79%	4%	3%	90%	7%	
Peak Hr Begin:	17:00												
PHV	53	534	54	74	1170	90	103	457	26	24	1176	89	3850
PHF	0.911			0.964			0.877			0.979			0.991

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	2	3	2	0	5	1	2	1
07:15	12	1	0	0	3	0	1	0
07:30	12	6	4	0	11	2	2	2
07:45	11	3	7	2	4	1	2	0
08:00	1	1	5	1	4	1	1	0
08:15	3	1	7	0	5	0	2	1
08:30	5	1	8	0	6	0	1	1
08:45	5	1	6	0	8	0	0	0
09:00	6	1	4	1	6	0	2	0
09:15	3	1	3	0	7	1	4	1
09:30	4	1	5	0	3	2	1	0
09:45	3	2	6	0	4	1	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	8	0	4	0	9	1	0	2
15:15	8	1	7	0	8	1	3	0
15:30	8	7	4	1	10	2	4	1
15:45	6	2	4	0	2	1	1	0
16:00	11	4	6	0	14	3	4	2
16:15	4	1	3	0	9	3	6	1
16:30	5	3	4	0	10	2	4	2
16:45	7	6	2	0	5	1	6	1
17:00	7	2	3	1	11	1	6	0
17:15	8	0	6	0	7	0	0	0
17:30	8	2	3	0	9	0	2	0
17:45	10	1	5	0	16	1	4	0

Turning Movement Count Report AM

Location ID: 41
North/South: Bronson Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	31	0	21	18	330	0	0	0	0	0	172	14	586
07:15	40	0	49	33	325	0	0	0	0	0	194	17	658
07:30	42	0	52	18	311	0	0	0	0	0	187	6	616
07:45	38	0	33	7	259	0	0	0	0	0	239	20	596
08:00	47	0	36	16	361	0	0	0	0	0	203	20	683
08:15	33	0	40	12	285	0	0	0	0	0	186	15	571
08:30	48	0	32	8	337	0	0	0	0	0	209	28	662
08:45	31	0	24	8	332	0	0	0	0	0	192	23	610
09:00	39	0	28	11	356	0	0	0	0	0	216	18	668
09:15	33	0	22	11	347	0	0	0	0	0	227	25	665
09:30	35	0	17	10	335	0	0	0	0	0	196	32	625
09:45	30	0	16	11	382	0	0	0	0	0	220	24	683

Total Volume:	447	0	370	163	3960	0	0	0	0	0	2441	242	7623
Approach %	55%	0%	45%	4%	96%	0%	0%	0%	0%	0%	91%	9%	

Peak Hr Begin:	9:00												
PHV	137	0	83	43	1420	0	0	0	0	0	859	99	2641
PHF	0.821			0.931			0.000			0.950			0.967

Turning Movement Count Report PM

Location ID: 41
North/South: Bronson Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	35	0	34	17	331	0	0	0	0	0	256	31	704
15:15	40	0	28	19	279	0	0	0	0	0	284	30	680
15:30	31	0	29	16	286	0	0	0	0	0	273	30	665
15:45	27	0	20	24	311	0	0	0	0	0	250	31	663
16:00	39	0	21	21	252	0	0	0	0	0	242	48	623
16:15	40	0	31	13	295	0	0	0	0	0	238	37	654
16:30	31	0	25	15	302	0	0	0	0	0	282	35	690
16:45	34	0	29	22	289	0	0	0	0	0	243	47	664
17:00	48	0	26	20	295	0	0	0	0	0	265	29	683
17:15	25	0	31	12	311	0	0	0	0	0	257	44	680
17:30	23	0	29	24	295	0	0	0	0	0	238	40	649
17:45	38	0	35	16	281	0	0	0	0	0	255	37	662

Total Volume:	411	0	338	219	3527	0	0	0	0	0	3083	439	8017
Approach %	55%	0%	45%	6%	94%	0%	0%	0%	0%	0%	88%	12%	

Peak Hr Begin:	16:30												
PHV	138	0	111	69	1197	0	0	0	0	0	1047	155	2717
PHF	0.841			0.980			0.000			0.948			0.984

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	5	2	5	0	0	0	0	0
07:15	7	1	7	0	0	0	0	0
07:30	22	1	12	0	0	0	0	0
07:45	25	1	9	0	0	0	0	0
08:00	6	2	6	0	0	0	0	0
08:15	1	3	2	0	0	0	0	0
08:30	11	1	7	0	0	0	0	0
08:45	6	0	3	0	0	0	0	0
09:00	7	0	1	0	0	0	0	0
09:15	4	0	5	0	0	0	0	0
09:30	3	2	2	0	0	0	0	0
09:45	4	1	4	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	8	0	20	0	0	0	0	0
15:15	7	1	17	1	0	0	1	0
15:30	10	3	4	2	0	0	0	0
15:45	13	5	16	1	0	0	0	0
16:00	9	0	11	0	0	0	0	0
16:15	10	1	6	0	0	0	0	0
16:30	10	5	14	0	0	0	0	0
16:45	7	1	5	1	0	0	0	2
17:00	13	3	15	0	0	0	1	0
17:15	13	2	7	0	0	0	0	0
17:30	13	1	9	1	0	0	0	0
17:45	20	3	10	1	0	0	1	0

Turning Movement Count Report AM

Location ID: 42
North/South: Van Ness Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	30	64	3	8	354	7	14	44	4	8	160	5	701
07:15	27	55	6	6	304	7	25	81	7	16	210	8	752
07:30	29	76	3	6	309	8	48	99	5	14	220	9	826
07:45	29	91	4	5	229	10	54	86	4	22	219	11	764
08:00	33	98	3	6	332	15	23	113	7	23	210	9	872
08:15	27	104	1	4	274	13	12	88	3	19	203	11	759
08:30	23	105	2	6	315	16	8	72	2	18	206	14	787
08:45	23	127	4	6	303	17	15	94	4	20	186	21	820
09:00	27	105	6	6	330	14	5	75	9	17	195	18	807
09:15	26	95	9	4	314	12	16	85	18	15	210	13	817
09:30	24	95	2	6	326	16	10	74	13	14	214	9	803
09:45	29	85	6	4	344	16	9	76	9	13	205	18	814

Total Volume:	327	1100	49	67	3734	151	239	987	85	199	2438	146	9522
Approach %	22%	75%	3%	2%	94%	4%	18%	75%	6%	7%	88%	5%	

Peak Hr Begin:	8:45												
PHV	100	422	21	22	1273	59	46	328	44	66	805	61	3247
PHF	0.881			0.967			0.878			0.979			0.990

Turning Movement Count Report PM

Location ID: 42
North/South: Van Ness Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	19	98	7	7	275	15	20	80	20	17	258	11	827
15:15	22	102	11	7	257	4	15	79	23	24	265	14	823
15:30	24	113	3	4	274	15	12	78	15	17	277	12	844
15:45	23	104	7	10	292	14	11	83	28	16	227	16	831
16:00	17	118	6	8	261	10	11	103	5	24	235	15	813
16:15	19	118	5	3	266	8	9	82	11	30	248	14	813
16:30	33	92	3	5	298	12	14	98	15	35	264	14	883
16:45	19	117	2	11	274	6	19	117	12	23	240	15	855
17:00	29	100	3	14	287	10	20	85	12	21	241	18	840
17:15	26	100	4	7	286	9	17	110	10	16	257	8	850
17:30	29	104	4	3	288	9	19	94	11	26	227	14	828
17:45	30	105	3	3	255	21	15	107	11	23	244	15	832

Total Volume:	290	1271	58	82	3313	133	182	1116	173	272	2983	166	10039
Approach %	18%	79%	4%	2%	94%	4%	12%	76%	12%	8%	87%	5%	

Peak Hr Begin:	16:30												
PHV	107	409	12	37	1145	37	70	410	49	95	1002	55	3428
PHF	0.957			0.967			0.894			0.920			0.971

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	4	1	2	0	10	0	9	0
07:15	18	0	15	0	20	2	14	0
07:30	24	0	43	1	20	1	10	0
07:45	23	1	51	0	31	1	17	0
08:00	5	0	21	0	14	3	3	0
08:15	8	0	5	1	13	0	8	0
08:30	9	0	7	0	9	2	9	0
08:45	9	1	1	0	13	1	8	0
09:00	8	0	3	0	2	1	1	0
09:15	8	0	5	0	5	1	2	0
09:30	2	1	4	0	9	4	4	1
09:45	3	0	2	1	10	2	5	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	16	0	28	0	49	2	25	0
15:15	6	3	10	1	23	3	10	1
15:30	8	1	4	0	24	4	2	2
15:45	9	1	12	1	22	5	5	0
16:00	13	0	5	0	16	5	16	0
16:15	16	0	9	1	16	4	10	0
16:30	10	0	7	1	14	3	5	0
16:45	6	3	6	1	12	3	3	0
17:00	16	1	6	1	14	5	11	1
17:15	15	2	4	1	13	2	5	1
17:30	11	0	6	0	20	2	7	0
17:45	16	1	19	1	31	4	10	0

Turning Movement Count Report AM

Location ID: 43
North/South: Wilton Pl
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	20	105	0	6	348	23	11	141	2	7	142	5	810
07:15	35	117	1	6	337	22	15	165	2	9	195	11	915
07:30	44	143	0	1	309	13	24	205	1	15	177	6	938
07:45	44	149	0	5	236	14	21	202	0	8	188	7	874
08:00	44	182	0	4	306	23	24	185	3	24	199	9	1003
08:15	22	221	0	3	268	30	22	164	4	11	198	8	951
08:30	32	227	0	2	298	35	17	166	6	21	178	7	989
08:45	34	220	1	3	292	36	26	154	9	11	172	17	975
09:00	28	189	2	3	306	36	16	149	13	17	170	6	935
09:15	19	195	2	5	300	28	16	138	17	11	202	10	943
09:30	32	172	5	8	287	24	20	133	25	23	192	9	930
09:45	37	165	4	4	309	29	18	123	22	14	159	10	894

Total Volume:	391	2085	15	50	3596	313	230	1925	104	171	2172	105	11157
Approach %	16%	84%	1%	1%	91%	8%	10%	85%	5%	7%	89%	4%	

Peak Hr Begin:	8:00												
PHV	132	850	1	12	1164	124	89	669	22	67	747	41	3918
PHF	0.949			0.970			0.920			0.921			0.977

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 43
North/South: Wilton Pl
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	23	143	4	8	283	21	10	120	16	13	242	16	899
15:15	13	161	4	4	255	18	19	125	12	19	235	18	883
15:30	11	199	4	5	260	22	13	135	12	22	249	17	949
15:45	22	173	1	9	286	20	24	120	18	16	196	15	900
16:00	18	190	2	14	259	12	21	164	2	15	214	22	933
16:15	15	229	0	6	261	20	12	147	7	13	213	18	941
16:30	24	218	2	11	285	21	16	173	6	16	220	18	1010
16:45	16	231	0	7	272	25	18	178	4	23	197	19	990
17:00	17	220	1	7	289	20	22	183	0	24	222	26	1031
17:15	12	210	1	13	297	28	24	163	2	16	222	17	1005
17:30	19	202	1	6	265	26	16	205	3	12	218	17	990
17:45	16	210	1	8	275	33	11	169	4	15	211	20	973

Total Volume:	206	2386	21	98	3287	266	206	1882	86	204	2639	223	11504
Approach %	8%	91%	1%	3%	90%	7%	9%	87%	4%	7%	86%	7%	

Peak Hr Begin:	16:30												
PHV	69	879	4	38	1143	94	80	697	12	79	861	80	4036
PHF	0.964			0.943			0.962			0.938			0.979

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	10	1	3	0	40	0	18	0
07:15	12	4	8	1	92	4	49	0
07:30	51	4	10	1	157	2	85	2
07:45	34	0	19	3	253	2	220	0
08:00	7	1	6	1	111	4	71	0
08:15	9	0	2	0	28	1	8	2
08:30	14	1	7	1	20	2	14	2
08:45	10	1	5	0	36	1	23	0
09:00	2	6	3	0	17	0	6	1
09:15	4	0	4	0	21	1	6	0
09:30	3	1	1	0	11	2	8	0
09:45	5	0	5	4	24	1	2	2

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	14	0	15	0	90	0	41	0
15:15	14	2	2	0	75	3	42	2
15:30	14	1	6	1	48	3	20	0
15:45	12	0	8	3	39	1	12	3
16:00	11	1	1	1	41	2	25	5
16:15	11	2	8	3	31	1	24	2
16:30	5	0	1	1	18	3	13	1
16:45	9	1	4	0	28	1	17	0
17:00	14	1	5	2	38	3	29	2
17:15	23	3	7	2	28	0	22	3
17:30	21	1	3	2	17	1	12	0
17:45	10	0	5	0	66	2	31	2

Turning Movement Count Report AM

Location ID: 44
North/South: Western Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	32	203	23	9	291	25	34	250	20	10	126	14	1037
07:15	22	224	19	7	235	32	28	254	30	22	177	18	1068
07:30	22	221	29	12	238	30	43	240	22	13	196	13	1079
07:45	18	214	21	7	174	23	50	223	19	25	201	17	992
08:00	23	228	18	9	194	36	50	211	28	28	202	14	1041
08:15	10	246	21	11	236	46	31	205	17	21	216	14	1074
08:30	20	224	27	12	256	38	58	200	26	26	189	12	1088
08:45	15	259	35	11	249	26	27	175	22	34	182	14	1049
09:00	36	234	25	7	254	30	38	174	14	21	174	15	1022
09:15	42	220	21	10	263	17	25	194	16	14	212	14	1048
09:30	32	226	9	10	254	15	27	187	21	18	185	20	1004
09:45	26	244	25	17	244	18	32	189	16	19	176	21	1027
Total Volume:	298	2743	273	122	2888	336	443	2502	251	251	2236	186	12529
Approach %	9%	83%	8%	4%	86%	10%	14%	78%	8%	9%	84%	7%	
Peak Hr Begin:	8:00												
PHV	68	957	101	43	935	146	166	791	93	109	789	54	4252
PHF	0.911			0.918			0.908			0.948			0.977

Turning Movement Count Report PM

Location ID: 44
North/South: Western Avenue
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	15	220	31	17	248	25	35	240	19	26	233	23	1132
15:15	18	235	29	20	234	33	40	254	17	29	222	25	1156
15:30	17	244	21	19	246	33	41	248	32	33	230	16	1180
15:45	18	239	31	11	237	36	41	246	20	30	199	17	1125
16:00	10	247	32	12	245	36	48	233	17	23	214	25	1142
16:15	21	191	32	22	228	38	57	222	30	26	211	26	1104
16:30	9	201	21	12	250	34	57	235	42	37	206	24	1128
16:45	16	216	34	12	246	45	35	233	35	36	207	19	1134
17:00	9	231	22	18	261	45	57	214	24	32	230	20	1163
17:15	14	232	30	13	260	37	44	221	20	28	206	31	1136
17:30	14	248	23	13	251	37	51	242	25	21	202	22	1149
17:45	12	216	30	12	260	53	44	231	37	22	217	21	1155

Total Volume:	173	2720	336	181	2966	452	550	2819	318	343	2577	269	13704
Approach %	5%	84%	10%	5%	82%	13%	15%	76%	9%	11%	81%	8%	

Peak Hr Begin:	15:15												
PHV	63	965	113	62	962	138	170	981	86	115	865	83	4603
PHF	0.987			0.975			0.963			0.953			0.975

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	22	4	11	2	19	2	6	1
07:15	42	1	10	1	49	2	9	0
07:30	41	7	12	1	43	3	16	2
07:45	48	2	18	0	54	1	18	0
08:00	41	1	22	0	44	0	8	0
08:15	29	2	20	0	58	0	7	1
08:30	39	1	23	0	49	0	25	0
08:45	28	1	26	1	55	2	23	0
09:00	44	1	22	2	29	1	24	1
09:15	37	2	20	0	34	1	19	2
09:30	34	0	22	0	26	0	16	0
09:45	40	0	28	0	38	1	18	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	56	5	19	0	43	0	55	1
15:15	48	5	23	1	42	1	48	0
15:30	52	1	28	2	58	2	24	1
15:45	55	2	35	0	69	1	45	0
16:00	56	1	48	1	85	2	47	2
16:15	48	5	46	1	73	1	46	1
16:30	46	0	55	1	83	2	48	0
16:45	43	1	42	0	50	1	35	0
17:00	44	3	23	0	38	1	25	0
17:15	56	2	35	1	58	0	32	0
17:30	49	1	38	0	63	0	30	0
17:45	43	0	40	0	96	1	33	1

Turning Movement Count Report AM

Location ID: 45
North/South: US-101 SB On-Ramp
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	1	4	5	13	331	14	0	0	0	104	114	1	587
07:15	3	5	7	13	300	10	0	0	0	101	157	2	598
07:30	8	7	17	7	277	14	0	0	0	69	210	1	610
07:45	2	4	18	14	235	10	0	0	0	56	258	5	602
08:00	1	4	14	14	248	9	0	0	0	88	224	0	602
08:15	4	4	17	10	306	8	0	0	0	59	225	1	634
08:30	3	4	23	8	317	7	0	0	0	51	253	2	668
08:45	4	3	18	15	297	6	0	0	0	61	218	3	625
09:00	4	4	10	4	306	19	0	0	0	80	167	3	597
09:15	4	2	16	6	321	11	0	0	0	83	208	1	652
09:30	4	1	10	4	301	13	0	0	0	75	180	1	589
09:45	7	2	12	12	319	9	0	0	0	58	192	4	615

Total Volume:	45	44	167	120	3558	130	0	0	0	885	2406	24	7379
Approach %	18%	17%	65%	3%	93%	3%	0%	0%	0%	27%	73%	1%	

Peak Hr Begin:	8:30												
PHV	15	13	67	33	1241	43	0	0	0	275	846	9	2542
PHF	0.792			0.974			0.000			0.923			0.951

Turning Movement Count Report PM

Location ID: 45
North/South: US-101 SB On-Ramp
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	14	29	11	315	13	0	0	0	85	237	7	713
15:15	3	8	28	19	319	10	0	0	0	95	239	1	722
15:30	3	5	22	13	325	8	0	0	0	90	230	2	698
15:45	2	11	35	14	319	9	0	0	0	75	218	6	689
16:00	4	4	24	10	311	13	0	0	0	65	240	1	672
16:15	3	8	30	14	298	6	0	0	0	80	252	1	692
16:30	2	6	30	16	315	8	0	0	0	75	233	5	690
16:45	5	2	47	21	323	7	0	0	0	50	235	2	692
17:00	2	5	29	12	340	5	0	0	0	62	255	4	714
17:15	7	4	54	13	321	8	0	0	0	58	232	3	700
17:30	4	4	44	12	301	8	0	0	0	54	241	3	671
17:45	5	5	42	16	343	3	0	0	0	70	248	2	734
Total Volume:	42	76	414	171	3830	98	0	0	0	859	2860	37	8387
Approach %	8%	14%	78%	4%	93%	2%	0%	0%	0%	23%	76%	1%	

Peak Hr Begin:	15:00												
PHV	10	38	114	57	1278	40	0	0	0	345	924	16	2822
PHF	0.844			0.988			0.000			0.959			0.977

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	2	0	0	0	7	0	0	0
07:15	8	0	1	0	20	2	0	0
07:30	7	1	0	0	13	3	0	0
07:45	14	2	0	0	27	1	0	0
08:00	14	1	3	0	17	2	0	0
08:15	15	2	0	0	27	0	0	0
08:30	19	0	1	0	17	0	0	0
08:45	12	2	0	0	16	0	0	0
09:00	12	1	1	0	10	0	0	0
09:15	10	0	1	0	25	1	0	0
09:30	16	1	2	0	12	0	0	0
09:45	14	1	0	0	12	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	10	2	6	0	20	1	0	0
15:15	13	2	4	0	35	0	0	0
15:30	12	0	6	0	36	3	0	0
15:45	13	0	0	0	23	0	0	0
16:00	19	1	1	0	19	2	0	0
16:15	9	2	2	1	30	2	0	0
16:30	13	0	4	0	38	1	0	0
16:45	10	0	2	0	20	3	0	0
17:00	12	1	0	0	24	4	0	0
17:15	10	4	0	0	19	4	0	0
17:30	16	2	8	0	40	0	0	0
17:45	22	0	5	0	23	3	0	0

Turning Movement Count Report AM

Location ID: 46
North/South: US-101 NB Off-Ramp
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	8	0	1	4	156	0	14	19	188	0	125	1	516
07:15	12	0	1	6	136	0	11	17	164	0	181	4	532
07:30	25	0	4	4	144	0	14	18	135	0	240	4	588
07:45	15	0	1	5	104	0	18	17	118	0	284	4	566
08:00	25	0	9	13	164	0	16	16	107	0	230	10	590
08:15	18	0	8	9	183	0	25	16	130	0	256	4	649
08:30	14	0	9	6	156	0	15	10	149	0	261	10	630
08:45	9	0	7	5	173	0	21	14	147	0	212	8	596
09:00	15	0	9	5	165	0	15	21	139	0	190	6	565
09:15	18	0	10	8	163	0	12	14	168	0	208	6	607
09:30	10	0	7	9	174	0	14	10	126	0	196	4	550
09:45	13	0	2	11	164	0	15	13	164	0	188	6	576
Total Volume:	182	0	68	85	1882	0	190	185	1735	0	2571	67	6965
Approach %	73%	0%	27%	4%	96%	0%	9%	9%	82%	0%	97%	3%	
Peak Hr Begin:	8:00												
PHV	66	0	33	33	676	0	77	56	533	0	959	32	2465
PHF	0.728			0.923			0.915			0.914			0.950

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 46
North/South: US-101 NB Off-Ramp
East/West: Santa Monica Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	22	0	5	11	151	0	40	20	154	0	252	7	662
15:15	25	0	11	11	157	0	22	32	170	0	258	8	694
15:30	19	0	19	10	197	0	14	33	133	0	248	9	682
15:45	17	0	10	5	163	0	16	32	154	0	235	11	643
16:00	11	0	8	9	174	0	14	20	169	0	267	8	680
16:15	10	0	8	12	155	0	19	34	147	0	275	7	667
16:30	16	0	11	14	170	0	17	45	154	0	255	9	691
16:45	12	0	7	9	178	0	11	47	155	0	280	8	707
17:00	15	0	10	10	152	0	19	39	188	0	274	12	719
17:15	16	0	10	8	147	0	21	38	176	0	283	14	713
17:30	15	0	17	10	160	0	10	31	155	0	285	11	694
17:45	16	0	16	8	187	0	20	17	163	0	289	6	722
Total Volume:	194	0	132	117	1991	0	223	388	1918	0	3201	110	8274
Approach %	60%	0%	40%	6%	94%	0%	9%	15%	76%	0%	97%	3%	
Peak Hr Begin:	17:00												
PHV	62	0	53	36	646	0	70	125	682	0	1131	43	2848
PHF	0.898			0.874			0.891			0.988			0.986

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	3	3	0	0	14	2	0	0
07:15	6	0	0	0	20	3	0	0
07:30	11	1	1	0	16	4	0	0
07:45	36	2	27	0	49	5	0	0
08:00	27	1	2	0	19	1	0	0
08:15	15	1	5	0	22	1	0	0
08:30	8	1	1	0	23	1	0	0
08:45	10	3	2	0	16	4	0	0
09:00	13	1	2	0	12	2	0	0
09:15	2	1	0	0	25	0	0	0
09:30	9	0	2	0	16	0	0	0
09:45	7	1	2	0	9	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	24	0	10	0	30	0	0	0
15:15	16	1	1	0	36	0	0	0
15:30	10	1	1	0	34	3	0	0
15:45	12	0	2	0	24	0	0	0
16:00	11	0	3	0	23	4	0	0
16:15	12	2	4	0	25	2	0	0
16:30	15	1	3	0	33	3	0	0
16:45	12	2	0	0	23	0	0	0
17:00	11	3	2	1	22	5	0	0
17:15	12	4	3	0	22	3	0	0
17:30	15	1	1	0	33	1	0	0
17:45	17	0	2	1	26	4	0	0

WILTEC

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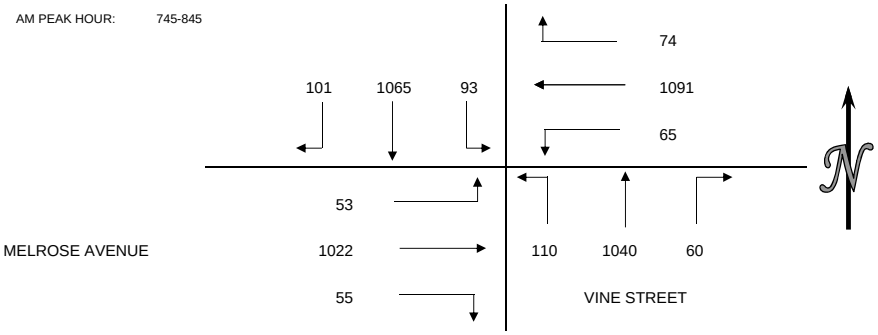
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S VINE STREET
E/W MELROSE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	23	196	25	10	254	16	7	132	19	5	126	8	821
715-730	37	214	33	8	311	12	10	154	15	24	187	10	1015
730-745	33	275	30	11	315	13	14	188	20	18	205	9	1131
745-800	31	236	23	16	305	10	14	225	34	19	242	12	1167
800-815	20	277	22	19	263	27	17	218	27	7	266	13	1176
815-830	22	303	18	18	270	20	15	309	27	21	244	16	1283
830-845	28	249	30	21	253	8	14	288	22	8	270	12	1203
845-900	36	245	26	22	237	13	14	256	20	18	231	18	1136
900-915	31	212	28	22	226	5	16	255	29	16	221	23	1084
915-930	52	226	28	15	204	7	19	238	28	18	209	21	1065
930-945	49	207	28	20	222	13	18	223	27	18	191	23	1039
945-1000	45	209	36	16	215	6	19	235	17	13	185	19	1015
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	124	921	111	45	1185	51	45	699	88	66	760	39	4134
715-815	121	1002	108	54	1194	62	55	785	96	68	900	44	4489
730-830	106	1091	93	64	1153	70	60	940	108	65	957	50	4757
745-845	101	1065	93	74	1091	65	60	1040	110	55	1022	53	4829
800-900	106	1074	96	80	1023	68	60	1071	96	54	1011	59	4798
815-915	117	1009	102	83	986	46	59	1108	98	63	966	69	4706
830-930	147	932	112	80	920	33	63	1037	99	60	931	74	4488
845-945	168	890	110	79	889	38	67	972	104	70	852	85	4324
900-1000	177	854	120	73	867	31	72	951	101	65	806	86	4203

AM PEAK HOUR: 745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	6	4	6	7	23
715-730	15	4	4	4	27
730-745	8	11	10	9	38
745-800	16	12	7	5	40
800-815	11	15	7	5	38
815-830	7	5	9	5	26
830-845	19	5	3	2	29
854-900	9	7	11	8	35
900-915	10	6	3	7	26
915-930	13	8	9	12	42
930-945	9	7	8	11	35
945-1000	18	6	14	10	48
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	45	31	27	25	128
715-815	50	42	28	23	143
730-830	42	43	33	24	142
745-845	53	37	26	17	133
800-900	46	32	30	20	128
815-915	45	23	26	22	116
830-930	51	26	26	29	132
845-945	41	28	31	38	138
900-1000	50	27	34	40	151

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	1	0	0	0	1
715-730	1	0	0	1	2
730-745	10	1	0	0	11
745-800	5	2	3	2	12
800-815	1	5	3	1	10
815-830	7	0	2	1	10
830-845	2	0	1	1	4
845-900	1	0	1	1	3
900-915	2	1	2	1	6
915-930	2	1	1	1	5
930-945	0	0	0	0	0
945-1000	3	0	1	1	5
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	17	3	3	3	26
715-815	17	8	6	4	35
730-830	23	8	8	4	43
745-845	15	7	9	5	36
800-900	11	5	7	4	27
815-915	12	1	6	4	23
830-930	7	2	5	4	18
845-945	5	2	4	3	14
900-1000	7	2	4	3	16

WILTEC

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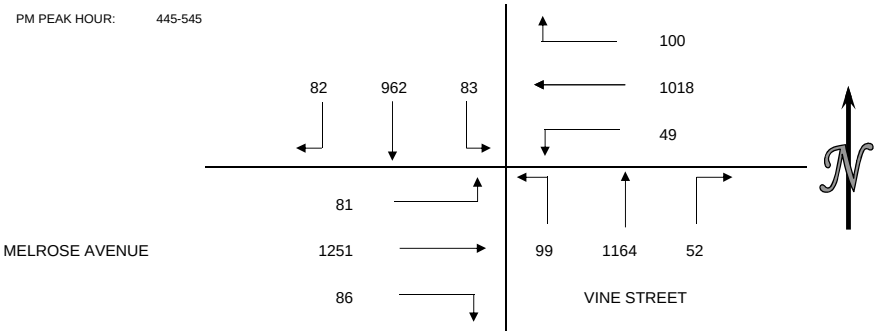
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY MAY 21 2015
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S VINE STREET
E/W MELROSE AVENUE
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	39	237	27	28	225	7	16	264	20	18	248	21	1150
315-330	29	219	37	40	182	11	10	249	31	18	288	28	1142
330-345	15	202	22	22	207	11	15	263	29	19	318	21	1144
345-400	22	231	30	28	239	11	11	242	22	18	277	20	1151
400-415	13	277	26	36	229	13	13	268	29	28	280	29	1241
415-430	18	265	20	28	222	8	5	288	17	15	312	19	1217
430-445	30	246	26	23	240	8	17	263	27	16	301	24	1221
445-500	28	245	33	26	273	14	8	276	25	14	310	16	1268
500-515	16	252	19	25	253	15	10	286	26	25	315	22	1264
515-530	12	221	11	7	232	10	13	304	23	19	310	24	1186
530-545	26	244	20	42	260	10	21	298	25	28	316	19	1309
545-600	16	209	23	42	228	3	9	298	30	18	307	21	1204
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	105	889	116	118	853	40	52	1018	102	73	1131	90	4587
315-415	79	929	115	126	857	46	49	1022	111	83	1163	98	4678
330-430	68	975	98	114	897	43	44	1061	97	80	1187	89	4753
345-445	83	1019	102	115	930	40	46	1061	95	77	1170	92	4830
400-500	89	1033	105	113	964	43	43	1095	98	73	1203	88	4947
415-515	92	1008	98	102	988	45	40	1113	95	70	1238	81	4970
430-530	86	964	89	81	998	47	48	1129	101	74	1236	86	4939
445-545	82	962	83	100	1018	49	52	1164	99	86	1251	81	5027
500-600	70	926	73	116	973	38	53	1186	104	90	1248	86	4963

PM PEAK HOUR: 445-545



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	9	7	21	9	46
315-330	13	31	7	14	65
330-345	34	25	17	9	85
345-400	40	31	14	12	97
400-415	9	6	34	24	73
415-430	25	24	5	8	62
430-445	19	17	10	10	56
445-500	6	4	10	8	28
500-515	10	21	13	11	55
515-530	23	3	11	13	50
530-545	9	7	4	8	28
545-600	17	5	9	17	48
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	96	94	59	44	293
315-415	96	93	72	59	320
330-430	108	86	70	53	317
345-445	93	78	63	54	288
400-500	59	51	59	50	219
415-515	60	66	38	37	201
430-530	58	45	44	42	189
445-545	48	35	38	40	161
500-600	59	36	37	49	181

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	2	0	1	2	5
315-330	3	7	2	1	13
330-345	3	2	2	2	9
345-400	6	1	0	2	9
400-415	5	2	2	1	10
415-430	8	1	0	0	9
430-445	0	1	1	1	3
445-500	0	2	3	1	6
500-515	0	0	1	1	2
515-530	3	0	0	0	3
530-545	1	1	1	0	3
545-600	5	2	1	0	8
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	14	10	5	7	36
315-415	17	12	6	6	41
330-430	22	6	4	5	37
345-445	19	5	3	4	31
400-500	13	6	6	3	28
415-515	8	4	5	3	20
430-530	3	3	5	3	14
445-545	4	3	5	2	14
500-600	9	3	3	1	16

Turning Movement Count Report AM

Location ID: 4
North/South: Gower Street
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	37	0	42	38	292	0	0	0	0	0	106	25	540
7:15	47	0	42	50	318	0	0	0	0	0	116	19	592
7:30	37	0	64	51	326	0	0	0	0	0	193	29	700
7:45	50	0	74	72	309	0	0	0	0	0	216	20	741
8:00	54	0	74	65	268	0	0	0	0	0	259	34	754
8:15	61	0	84	56	280	0	0	0	0	0	235	45	761
8:30	66	0	97	62	261	0	0	0	0	0	238	40	764
8:45	67	0	81	72	300	0	0	0	0	0	201	35	756
9:00	67	0	47	70	295	0	0	0	0	0	206	42	727
9:15	54	0	73	53	250	0	0	0	0	0	178	39	647
9:30	60	0	63	54	253	0	0	0	0	0	168	43	641
9:45	64	0	52	53	272	0	0	0	0	0	155	51	647
Total Volume:	664	0	793	696	3424	0	0	0	0	0	2271	422	8270
Approach %	46%	0%	54%	17%	83%	0%	0%	0%	0%	0%	84%	16%	
Peak Hr Begin:	8:00												
PHV	248	0	336	255	1109	0	0	0	0	0	933	154	3035
PHF	0.896			0.917			0.000			0.927			0.993

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 4
North/South: Gower Street
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	53	0	81	49	215	0	0	0	0	0	223	45	666
15:15	55	0	91	52	205	0	0	0	0	0	283	39	725
15:30	54	0	112	62	240	0	0	0	0	0	267	42	777
15:45	58	0	122	56	224	0	0	0	0	0	286	43	789
16:00	66	0	123	65	195	0	0	0	0	0	296	42	787
16:15	68	0	119	61	245	0	0	0	0	0	302	53	848
16:30	56	0	120	82	249	0	0	0	0	0	288	52	847
16:45	61	0	97	80	235	0	0	0	0	0	259	51	783
17:00	52	0	128	52	241	0	0	0	0	0	318	51	842
17:15	54	0	132	71	226	0	0	0	0	0	281	48	812
17:30	76	0	103	67	261	0	0	0	0	0	280	49	836
17:45	65	0	117	92	237	0	0	0	0	0	273	63	847

Total Volume:	718	0	1345	789	2773	0	0	0	0	0	3356	578	9559
Approach %	35%	0%	65%	22%	78%	0%	0%	0%	0%	0%	85%	15%	

Peak Hr Begin:	17:00												
PHV	247	0	480	282	965	0	0	0	0	0	1152	211	3337
PHF	0.977			0.948			0.000			0.923			0.985

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	2	0	0	0	0	0	0	1
7:15	2	0	0	0	0	0	1	0
7:30	5	0	1	0	0	0	2	0
7:45	2	0	0	0	0	0	4	1
8:00	1	0	0	0	0	0	1	0
8:15	7	1	0	0	0	0	7	0
8:30	1	0	0	0	0	0	5	0
8:45	4	1	0	0	0	0	1	0
9:00	4	0	0	0	0	0	5	0
9:15	6	4	0	0	0	0	3	1
9:30	6	1	0	0	0	0	10	0
9:45	4	2	0	0	0	0	6	1

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	5	2	0	0	0	0	5	0
15:15	10	4	1	0	0	0	6	0
15:30	4	3	0	0	0	0	10	1
15:45	9	0	0	0	0	0	6	1
16:00	4	3	0	0	0	0	6	0
16:15	12	2	0	0	0	0	3	0
16:30	2	0	0	0	0	0	7	0
16:45	2	1	0	0	0	0	7	0
17:00	11	0	0	0	0	0	7	1
17:15	15	1	0	0	0	0	5	0
17:30	5	0	0	0	0	0	1	0
17:45	1	0	0	0	0	0	3	0

Turning Movement Count Report AM

Location ID: 5
North/South: Western Avenue
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	34	230	15	15	267	21	18	228	19	19	112	13	991
7:15	37	225	15	8	295	25	22	250	27	9	141	15	1069
7:30	40	216	19	8	324	20	22	256	19	15	230	15	1184
7:45	43	285	22	10	246	20	30	322	29	27	224	14	1272
8:00	40	278	17	12	273	20	26	291	21	18	253	16	1265
8:15	37	271	18	8	287	25	20	238	17	18	279	19	1237
8:30	25	255	19	7	327	23	21	270	21	18	249	16	1251
8:45	33	258	18	13	267	17	18	231	21	12	224	20	1132
9:00	36	311	31	9	255	19	14	232	20	15	181	21	1144
9:15	23	264	22	15	252	20	15	227	25	18	162	20	1063
9:30	22	280	9	16	270	17	14	217	22	18	161	18	1064
9:45	22	247	14	10	248	25	22	224	7	13	146	22	1000

Total Volume:	392	3120	219	131	3311	252	242	2986	248	200	2362	209	13672
Approach %	11%	84%	6%	4%	90%	7%	7%	86%	7%	7%	85%	8%	

Peak Hr Begin:	7:45												
PHV	145	1089	76	37	1133	88	97	1121	88	81	1005	65	5025
PHF	0.936			0.881			0.857			0.911			0.988

Turning Movement Count Report PM

Location ID: 5
North/South: Western Avenue
East/West: Melrose Avenue

Date: 01/13/16
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	27	288	18	15	158	22	18	238	16	20	227	38	1085
15:15	32	273	22	17	189	13	17	262	18	16	278	29	1166
15:30	17	269	20	15	204	22	14	243	18	24	282	20	1148
15:45	27	285	20	21	157	19	15	263	10	19	300	26	1162
16:00	25	271	16	26	190	21	11	244	18	24	286	33	1165
16:15	27	245	25	21	224	15	8	253	18	21	300	35	1192
16:30	34	295	22	15	250	14	26	231	14	24	290	26	1241
16:45	34	290	25	11	209	12	23	247	18	23	299	39	1230
17:00	22	277	19	16	242	20	21	279	16	24	270	21	1227
17:15	24	256	24	20	230	22	19	279	14	14	269	34	1205
17:30	24	268	22	23	248	21	22	256	25	13	280	25	1227
17:45	20	256	18	22	213	19	19	262	21	18	307	29	1204

Total Volume:	313	3273	251	222	2514	220	213	3057	206	240	3388	355	14252
Approach %	8%	85%	7%	8%	85%	7%	6%	88%	6%	6%	85%	9%	

Peak Hr Begin:	16:30												
PHV	114	1118	90	62	931	68	89	1036	62	85	1128	120	4903
PHF	0.942			0.951			0.939			0.923			0.988

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	32	0	6	1	8	0	26	0
7:15	33	0	9	0	23	2	24	0
7:30	35	0	3	0	8	0	26	0
7:45	18	2	12	0	13	1	14	0
8:00	22	1	10	0	11	2	13	0
8:15	21	0	11	1	14	0	16	1
8:30	14	5	8	1	23	2	11	0
8:45	19	1	9	1	12	1	14	0
9:00	19	5	12	1	14	3	13	1
9:15	12	2	14	1	7	3	14	0
9:30	9	2	8	1	13	0	16	1
9:45	29	1	12	0	17	0	18	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	16	1	8	2	21	0	20	0
15:15	20	1	10	0	20	3	14	2
15:30	25	3	19	1	29	2	18	1
15:45	32	3	20	1	26	3	30	1
16:00	22	0	22	2	41	3	25	4
16:15	30	1	14	0	16	1	26	1
16:30	31	1	22	0	29	1	35	0
16:45	26	0	25	0	18	1	25	0
17:00	27	1	17	1	21	2	27	2
17:15	35	0	18	1	30	3	15	0
17:30	20	4	15	0	33	1	26	0
17:45	21	0	17	1	18	0	13	1

Turning Movement Count Report AM

Location ID: 1
North/South: Gower Street
East/West: US 101 NB Off-Ramp

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	66	0	14	0	40	0	81	0	0	0	0	201
07:15	0	91	0	6	0	48	0	94	0	0	0	0	239
07:30	0	119	0	14	0	46	0	122	0	0	0	0	301
07:45	0	116	0	12	0	34	0	127	0	0	0	0	289
08:00	0	112	0	12	0	50	0	135	0	0	0	0	309
08:15	0	85	0	12	0	26	0	142	1	0	0	0	266
08:30	0	126	0	19	0	45	0	156	0	0	0	0	346
08:45	0	132	0	12	0	59	0	123	0	0	0	0	326
09:00	0	141	0	13	0	53	0	127	2	0	0	0	336
09:15	0	103	0	18	0	42	0	142	2	0	0	0	307
09:30	0	100	0	12	0	58	0	133	3	0	0	0	306
09:45	0	87	0	21	0	43	0	126	2	0	0	0	279

Total Volume:	0	1278	0	165	0	544	0	1508	10	0	0	0	3505
Approach %	0%	100%	0%	23%	0%	77%	0%	99%	1%	0%	0%	0%	

Peak Hr Begin:	8:30												
PHV	0	502	0	62	0	199	0	548	4	0	0	0	1315
PHF	0.890			0.919			0.885			0.000			0.950

Turning Movement Count Report PM

Location ID: 1
North/South: Gower Street
East/West: US 101 NB Off-Ramp

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	79	0	18	0	19	0	221	0	0	0	0	337
15:15	0	86	0	19	0	23	0	186	0	0	0	0	314
15:30	0	72	0	18	0	18	0	187	0	0	0	0	295
15:45	0	71	0	17	0	8	0	199	0	0	0	0	295
16:00	0	68	0	24	0	12	0	215	1	0	0	0	320
16:15	0	80	1	18	0	15	0	207	0	0	0	0	321
16:30	0	66	0	10	0	13	0	236	1	0	0	0	326
16:45	0	67	0	13	0	6	0	228	2	0	0	0	316
17:00	0	48	0	11	0	12	0	224	0	0	0	0	295
17:15	0	61	0	10	0	16	0	243	0	0	0	0	330
17:30	0	62	0	22	0	17	0	227	1	0	0	0	329
17:45	0	82	0	22	0	15	0	221	3	0	0	0	343
Total Volume:	0	842	1	202	0	174	0	2594	8	0	0	0	3821
Approach %	0%	100%	0%	54%	0%	46%	0%	100%	0%	0%	0%	0%	
Peak Hr Begin:	17:00												
PHV	0	253	0	65	0	60	0	915	4	0	0	0	1297
PHF	0.771			0.801			0.945			0.000			0.945

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	1	0	0	0	0	0
07:15	0	0	3	0	0	0	0	0
07:30	0	0	6	0	0	0	0	0
07:45	0	0	12	1	0	0	0	0
08:00	0	0	14	0	0	0	0	0
08:15	0	0	11	1	0	0	0	0
08:30	0	0	7	1	0	0	0	0
08:45	0	0	9	0	0	0	0	0
09:00	0	0	6	0	0	0	0	0
09:15	0	0	19	0	0	0	0	0
09:30	0	0	2	0	0	0	0	0
09:45	0	0	4	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	4	2	0	0	0	0
15:15	1	0	12	1	0	0	0	0
15:30	0	0	10	0	0	0	0	0
15:45	0	0	6	0	0	0	0	0
16:00	0	0	6	0	0	0	0	0
16:15	0	0	14	1	0	0	0	0
16:30	1	0	3	0	0	0	0	0
16:45	0	0	8	0	0	0	0	0
17:00	0	0	9	0	0	0	0	0
17:15	0	0	15	0	0	0	0	0
17:30	0	0	7	0	0	0	0	0
17:45	0	0	27	1	0	0	0	0

Turning Movement Count Report AM

Location ID: 2
North/South: Gower Street
East/West: US 101 SB Off-Ramp/Yucca Street

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	112	0	0	0	0	1	51	0	51	0	35	250
07:15	0	143	1	0	0	0	2	47	0	50	0	48	291
07:30	0	162	1	0	0	0	2	68	1	59	2	41	336
07:45	0	149	5	0	0	0	4	81	0	103	5	52	399
08:00	0	158	6	0	0	0	4	89	0	89	12	53	411
08:15	0	110	4	0	0	0	11	95	0	83	3	46	352
08:30	0	177	7	0	0	0	4	96	0	106	2	48	440
08:45	0	184	9	0	0	0	2	69	0	110	5	44	423
09:00	0	185	10	0	0	0	10	78	0	99	5	54	441
09:15	0	140	4	0	0	0	12	91	0	95	12	55	409
09:30	0	144	10	0	0	0	3	82	0	108	5	54	406
09:45	0	138	2	0	0	0	3	76	0	86	5	57	367

Total Volume:	0	1802	59	0	0	0	58	923	1	1039	56	587	4525
Approach %	0%	97%	3%	0%	0%	0%	6%	94%	0%	62%	3%	35%	

Peak Hr Begin:	8:30												
PHV	0	686	30	0	0	0	28	334	0	410	24	201	1713
PHF	0.918			0.000			0.879			0.980			0.971

Turning Movement Count Report PM

Location ID: 2
North/South: Gower Street
East/West: US 101 SB Off-Ramp/Yucca Street

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	104	3	0	0	0	2	166	0	65	3	66	409
15:15	0	99	3	0	0	0	8	122	0	50	2	51	335
15:30	0	93	5	0	0	0	4	149	0	45	4	42	342
15:45	0	69	1	0	0	0	4	165	0	52	1	48	340
16:00	0	99	1	0	0	0	1	166	0	59	4	40	370
16:15	0	83	3	0	0	0	4	157	0	62	8	58	375
16:30	0	74	1	0	0	0	3	181	0	63	2	54	378
16:45	0	82	2	0	0	0	1	152	1	58	1	57	354
17:00	0	69	1	1	0	0	6	191	0	69	3	53	393
17:15	0	79	1	0	0	0	6	187	0	57	4	63	397
17:30	0	80	2	0	0	0	7	164	1	46	4	57	361
17:45	0	85	2	1	0	0	8	172	0	81	0	55	404

Total Volume:	0	1016	25	2	0	0	54	1972	2	707	36	644	4458
Approach %	0%	98%	2%	100%	0%	0%	3%	97%	0%	51%	3%	46%	

Peak Hr Begin:	17:00												
PHV	0	313	6	2	0	0	27	714	1	253	11	228	1555
PHF	0.917			0.500			0.942			0.904			0.962

Pedestrian/Bicycle Count Report

	SOUTH LEG		WEST LEG		NORTH LEG		EAST LEG	
15 Min Interval	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	0	0	1	0	0	0	3	0
07:15	0	0	1	0	0	0	7	1
07:30	0	0	3	0	0	0	9	0
07:45	0	0	3	0	0	0	14	0
08:00	0	0	0	0	0	0	8	0
08:15	0	0	0	0	0	0	10	1
08:30	0	0	0	0	0	0	8	1
08:45	0	0	0	0	0	0	8	0
09:00	0	0	0	0	0	0	6	0
09:15	1	1	0	0	0	0	17	0
09:30	0	0	1	0	0	0	5	0
09:45	1	1	1	0	0	0	8	0

	SOUTH LEG		WEST LEG		NORTH LEG		EAST LEG	
15 Min Interval	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	2	0	0	0	7	1
15:15	0	0	3	1	0	0	11	0
15:30	1	0	0	0	1	0	12	0
15:45	0	0	0	1	0	0	6	0
16:00	0	0	0	0	1	0	10	0
16:15	0	0	0	0	1	0	10	0
16:30	0	1	2	1	0	0	4	0
16:45	0	0	0	0	0	0	10	0
17:00	0	0	0	1	0	0	8	0
17:15	0	1	0	1	1	0	10	0
17:30	0	0	0	0	0	0	8	0
17:45	0	0	0	0	0	0	21	1

Turning Movement Count Report AM

Location ID: 3
North/South: Gower Street
East/West: Yucca Street

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	14	149	0	0	0	0	0	49	1	1	0	1	215
07:15	10	183	0	0	0	0	0	46	3	3	0	1	246
07:30	25	196	0	0	0	0	0	83	0	3	0	2	309
07:45	13	239	0	0	0	0	0	73	4	7	0	1	337
08:00	28	219	0	0	0	0	0	83	2	4	0	1	337
08:15	22	171	0	0	0	0	0	104	3	5	0	2	307
08:30	19	264	0	0	0	0	0	90	4	6	0	1	384
08:45	39	255	0	0	0	0	0	73	3	5	0	4	379
09:00	42	242	0	0	0	0	0	95	4	11	0	2	396
09:15	32	203	0	0	0	0	0	91	0	6	0	3	335
09:30	54	198	0	0	0	0	0	86	2	6	0	1	347
09:45	33	191	0	0	0	0	0	82	2	7	0	5	320
Total Volume:	331	2510	0	0	0	0	0	955	28	64	0	24	3912
Approach %	12%	88%	0%	0%	0%	0%	0%	97%	3%	73%	0%	27%	
Peak Hr Begin:	8:30												
PHV	132	964	0	0	0	0	0	349	11	28	0	10	1494
PHF	0.932			0.000			0.909			0.731			0.943

Turning Movement Count Report PM

Location ID: 3
North/South: Gower Street
East/West: Yucca Street

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	18	151	0	0	0	0	0	150	4	15	0	6	344
15:15	16	133	0	0	0	0	0	141	14	8	0	5	317
15:30	10	128	0	0	0	0	0	138	3	11	0	5	295
15:45	15	106	0	0	0	0	0	155	7	8	0	3	294
16:00	17	141	0	0	0	0	0	174	14	11	0	2	359
16:15	13	132	0	0	0	0	0	162	10	14	0	3	334
16:30	8	129	0	0	0	0	0	171	5	10	0	6	329
16:45	12	128	0	0	0	0	0	162	12	7	0	10	331
17:00	8	130	0	0	0	0	0	178	17	12	0	4	349
17:15	11	125	0	0	0	0	0	181	9	12	0	7	345
17:30	14	112	0	0	0	0	0	169	13	14	0	6	328
17:45	13	153	0	0	0	0	0	170	10	12	0	4	362
Total Volume:	155	1568	0	0	0	0	0	1951	118	134	0	61	3987
Approach %	9%	91%	0%	0%	0%	0%	0%	94%	6%	69%	0%	31%	
Peak Hr Begin:	17:00												
PHV	46	520	0	0	0	0	0	698	49	50	0	21	1384
PHF	0.852			0.000			0.958			0.888			0.956

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	0	0	0	0	1	0
07:15	1	0	0	0	0	0	3	0
07:30	0	0	0	0	0	0	2	0
07:45	0	0	0	0	0	1	7	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	1	0	0	0
08:30	0	0	0	0	0	0	3	0
08:45	0	0	0	0	2	1	0	2
09:00	0	0	0	0	0	0	1	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	0
09:45	1	0	0	0	0	1	3	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	0	0	2	0
15:15	0	0	0	0	2	0	4	1
15:30	1	0	0	0	0	0	2	0
15:45	0	0	0	0	0	1	3	0
16:00	1	0	0	0	0	2	4	0
16:15	2	0	0	0	0	0	4	1
16:30	0	0	0	0	1	0	2	1
16:45	1	0	0	0	0	0	1	0
17:00	0	0	0	0	0	0	3	0
17:15	0	0	0	0	0	0	3	0
17:30	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	1	0

WILTEC
Tel: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

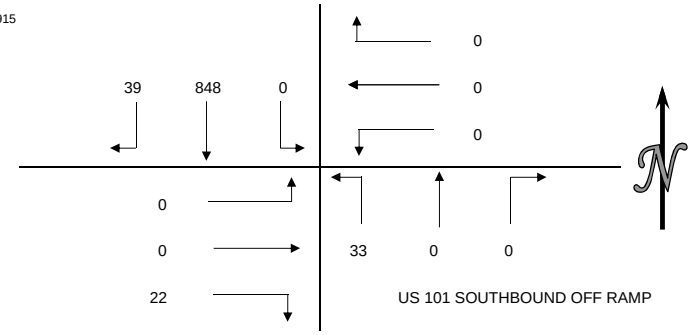
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 7, 2013
PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S US 101 SOUTHBOUND OFF-RAMP / VAN NESS AVENUE
E/W HAROLD WAY
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	148	0	0	0	0	0	0	5	6	0	0	159
715-730	3	181	0	0	0	0	0	0	8	5	0	0	197
730-745	7	169	0	0	0	0	0	0	6	5	0	0	187
745-800	8	147	0	0	0	0	0	0	17	10	0	0	182
800-815	9	183	0	0	0	0	0	0	12	8	0	0	212
815-830	14	196	0	0	0	0	0	0	8	6	0	0	224
830-845	8	214	0	0	0	0	0	0	12	5	0	0	239
845-900	11	236	0	0	0	0	0	0	2	7	0	0	256
900-915	6	202	0	0	0	0	0	0	11	4	0	0	223
915-930	7	171	0	0	0	0	0	0	17	6	0	0	201
930-945	1	145	0	0	0	0	0	0	5	5	0	0	156
945-1000	2	149	0	0	0	0	0	0	8	5	0	0	164
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	18	645	0	0	0	0	0	0	36	26	0	0	725
715-815	27	680	0	0	0	0	0	0	43	28	0	0	778
730-830	38	695	0	0	0	0	0	0	43	29	0	0	805
745-845	39	740	0	0	0	0	0	0	49	29	0	0	857
800-900	42	829	0	0	0	0	0	0	34	26	0	0	931
815-915	39	848	0	0	0	0	0	0	33	22	0	0	942
830-930	32	823	0	0	0	0	0	0	42	22	0	0	919
845-945	25	754	0	0	0	0	0	0	35	22	0	0	836
900-1000	16	667	0	0	0	0	0	0	41	20	0	0	744

AM PEAK HOUR: 815-915



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	2	2	0	0	4
715-730	6	6	0	1	13
730-745	15	14	2	1	32
745-800	14	3	1	6	24
800-815	5	4	0	1	10
815-830	0	0	0	0	0
830-845	0	0	0	2	2
854-900	1	0	0	1	2
900-915	2	0	0	2	4
915-930	2	0	2	2	6
930-945	1	0	0	1	2
945-1000	1	0	0	3	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	37	25	3	8	73
715-815	40	27	3	9	79
730-830	34	21	3	8	66
745-845	19	7	1	9	36
800-900	6	4	0	4	14
815-915	3	0	0	5	8
830-930	5	0	2	7	14
845-945	6	0	2	6	14
900-1000	6	0	2	8	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	2	2	0	0	4
745-800	0	0	1	2	3
800-815	0	2	0	0	2
815-830	1	1	0	0	2
830-845	0	0	0	0	0
845-900	0	0	1	0	1
900-915	0	0	0	0	0
915-930	1	2	0	0	3
930-945	0	0	0	1	1
945-1000	0	0	0	0	0
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
700-800	2	2	1	2	7
715-815	2	4	1	2	9
730-830	3	5	1	2	11
745-845	1	3	1	2	7
800-900	1	3	1	0	5
815-915	1	1	1	0	3
830-930	1	2	1	0	4
845-945	1	2	1	1	5
900-1000	1	2	0	1	4

WILTEC

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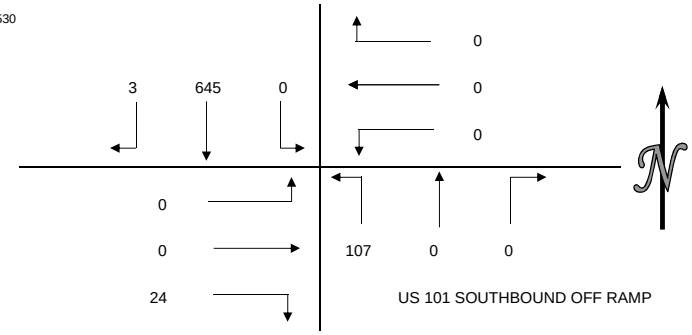
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION CONSULTING, INC.
PROJECT: HOLLYWOOD TRAFFIC COUNTS
DATE: THURSDAY NOVEMBER 7, 2013
PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S US 101 SOUTHBOUND OFF-RAMP
E/W HAROLD WAY
CITY: HOLLYWOOD

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	10	112	0	0	0	0	0	0	14	13	0	0	149
315-330	13	139	0	0	0	0	0	0	19	3	0	0	174
330-345	10	148	0	0	0	0	0	0	20	4	0	0	182
345-400	7	164	0	0	0	0	0	0	21	4	0	0	196
400-415	0	129	0	0	0	0	0	0	9	5	0	0	143
415-430	0	143	0	0	0	0	0	0	14	8	0	0	165
430-445	0	153	0	0	0	0	0	0	29	4	0	0	186
445-500	0	176	0	0	0	0	0	0	19	5	0	0	200
500-515	0	160	0	0	0	0	0	0	34	9	0	0	203
515-530	3	156	0	0	0	0	0	0	25	6	0	0	190
530-545	1	141	0	0	0	0	0	0	31	10	0	0	183
545-600	0	150	0	0	0	0	0	0	19	5	0	0	174
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	40	563	0	0	0	0	0	0	74	24	0	0	701
315-415	30	580	0	0	0	0	0	0	69	16	0	0	695
330-430	17	584	0	0	0	0	0	0	64	21	0	0	686
345-445	7	589	0	0	0	0	0	0	73	21	0	0	690
400-500	0	601	0	0	0	0	0	0	71	22	0	0	694
415-515	0	632	0	0	0	0	0	0	96	26	0	0	754
430-530	3	645	0	0	0	0	0	0	107	24	0	0	779
445-545	4	633	0	0	0	0	0	0	109	30	0	0	776
500-600	4	607	0	0	0	0	0	0	109	30	0	0	750

PM PEAK HOUR: 430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	7	0	2	1	10
315-330	1	0	0	2	3
330-345	4	0	1	0	5
345-400	0	0	2	0	2
400-415	3	0	0	0	3
415-430	0	0	1	0	1
430-445	1	0	0	2	3
445-500	0	0	0	2	2
500-515	2	0	0	0	2
515-530	2	0	0	0	2
530-545	7	1	0	1	9
545-600	4	0	0	0	4
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	12	0	5	3	20
315-415	8	0	3	2	13
330-430	7	0	4	0	11
345-445	4	0	3	2	9
400-500	4	0	1	4	9
415-515	3	0	1	4	8
430-530	5	0	0	4	9
445-545	11	1	0	3	15
500-600	15	1	0	1	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	3	0	3
315-330	0	0	0	1	1
330-345	1	0	0	0	1
345-400	0	0	0	0	0
400-415	1	0	0	0	1
415-430	1	0	0	0	1
430-445	1	0	0	0	1
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	0	0	0	0	0
530-545	0	0	0	0	0
545-600	1	0	0	0	1
HOUR TOTALS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-400	1	0	3	1	5
315-415	2	0	0	1	3
330-430	3	0	0	0	3
345-445	3	0	0	0	3
400-500	3	0	0	0	3
415-515	3	0	0	0	3
430-530	2	0	0	0	2
445-545	1	0	0	0	1
500-600	2	0	0	0	2

Turning Movement Count Report AM

Location ID: 5
North/South: Wilton PL
East/West: US-101 NB Off-Ramp / Harold Way

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	5	52	4	4	1	13	4	63	5	40	9	5	205
07:15	1	67	2	2	0	24	4	86	4	64	7	4	265
07:30	1	68	1	12	0	38	9	109	0	77	13	14	342
07:45	1	77	5	24	0	45	11	75	7	57	5	19	326
08:00	2	78	4	21	2	46	13	90	3	48	11	31	349
08:15	2	99	5	21	1	30	5	93	3	31	5	15	310
08:30	2	90	0	4	1	46	2	77	5	23	3	1	254
08:45	3	92	3	6	2	38	4	91	4	13	3	5	264
09:00	1	103	3	4	2	27	4	83	2	26	2	2	259
09:15	3	89	3	3	1	19	7	79	6	18	7	7	242
09:30	4	81	2	5	1	13	4	88	7	14	0	10	229
09:45	2	74	4	6	2	21	3	88	1	28	2	7	238

Total Volume:	27	970	36	112	13	360	70	1022	47	439	67	120	3283
Approach %	3%	94%	3%	23%	3%	74%	6%	90%	4%	70%	11%	19%	

Peak Hr Begin:	7:30												
PHV	6	322	15	78	3	159	38	367	13	213	34	79	1327
PHF	0.809			0.870			0.886			0.784			0.951

Turning Movement Count Report PM

Location ID: 5
North/South: Wilton PL
East/West: US-101 NB Off-Ramp / Harold Way

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	4	88	6	17	0	25	6	127	9	19	5	19	325
15:15	2	112	8	16	1	32	10	109	5	13	7	10	325
15:30	3	118	5	13	1	31	9	122	4	13	0	6	325
15:45	7	100	7	10	0	35	8	119	7	12	4	2	311
16:00	5	106	5	5	3	33	5	124	3	10	1	6	306
16:15	1	100	5	6	3	30	7	119	2	3	0	5	281
16:30	5	97	3	2	3	35	11	130	13	7	3	2	311
16:45	4	118	8	9	1	32	11	136	5	10	1	4	339
17:00	4	115	7	11	3	31	12	146	5	6	4	7	351
17:15	3	98	8	9	1	50	11	145	3	10	2	10	350
17:30	2	117	3	13	2	42	11	111	11	4	3	10	329
17:45	3	79	4	7	1	37	21	117	9	11	4	10	303

Total Volume:	43	1248	69	118	19	413	122	1505	76	118	34	91	3856
Approach %	3%	92%	5%	21%	3%	75%	7%	88%	4%	49%	14%	37%	

Peak Hr Begin:	16:45												
PHV	13	448	26	42	7	155	45	538	24	30	10	31	1369
PHF	0.937			0.850			0.931			0.807			0.975

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	7	0	14	0	1	0	9	0
07:15	8	0	18	1	0	0	16	0
07:30	17	0	36	0	0	0	11	0
07:45	55	0	78	1	0	0	15	0
08:00	5	0	17	1	0	0	6	0
08:15	1	0	11	2	0	0	3	0
08:30	6	0	11	1	0	0	3	1
08:45	2	0	5	1	0	0	7	0
09:00	4	0	7	0	0	0	5	0
09:15	4	0	9	0	0	0	5	0
09:30	7	0	11	0	0	0	1	0
09:45	7	0	7	1	0	0	3	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	14	0	47	0	0	0	5	0
15:15	6	0	14	0	0	0	6	0
15:30	10	0	21	0	0	0	8	1
15:45	6	0	14	0	0	0	9	0
16:00	11	0	13	2	0	0	5	1
16:15	6	0	6	0	0	0	7	0
16:30	3	0	10	0	1	0	4	0
16:45	4	0	10	0	0	0	8	1
17:00	10	0	11	0	0	0	5	0
17:15	17	0	13	1	0	0	4	0
17:30	10	0	7	1	0	0	0	0
17:45	8	0	14	0	1	0	2	0

Turning Movement Count Report AM

Location ID: 6
North/South: US-101 SB On-Ramp
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	0	0	0	0	463	35	0	0	0	80	202	0	780
07:15	0	0	0	0	471	29	0	0	0	96	261	0	857
07:30	0	0	0	0	566	18	0	0	0	89	313	0	986
07:45	0	0	0	0	493	13	0	0	0	61	358	0	925
08:00	0	0	0	0	491	13	0	0	0	77	336	0	917
08:15	0	0	0	0	504	10	0	0	0	53	326	0	893
08:30	0	0	0	0	508	9	0	0	0	63	344	0	924
08:45	0	0	0	0	511	7	0	0	0	54	276	0	848
09:00	0	0	0	0	517	12	0	0	0	60	255	0	844
09:15	0	0	0	0	482	15	0	0	0	95	251	0	843
09:30	0	0	0	0	440	17	0	0	0	98	259	0	814
09:45	0	0	0	0	451	9	0	0	0	93	284	0	837
Total Volume:	0	0	0	0	5897	187	0	0	0	919	3465	0	10468
Approach %	0%	0%	0%	0%	97%	3%	0%	0%	0%	21%	79%	0%	
Peak Hr Begin:	7:30												
PHV	0	0	0	0	2054	54	0	0	0	280	1333	0	3721
PHF	0.000			0.902			0.000			0.962			0.943

Turning Movement Count Report PM

Location ID: 6
North/South: US-101 SB On-Ramp
East/West: Sunset Blvd

Date: 05/03/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	0	0	0	352	14	0	0	0	96	397	0	859
15:15	0	0	0	0	351	15	0	0	0	125	425	0	916
15:30	0	0	0	0	361	12	0	0	0	89	426	0	888
15:45	0	0	0	0	335	12	0	0	0	98	420	0	865
16:00	0	0	0	0	321	9	0	0	0	120	439	0	889
16:15	0	0	0	0	331	13	0	0	0	99	448	0	891
16:30	0	0	0	0	323	7	0	0	0	98	472	0	900
16:45	0	0	0	0	320	6	0	0	0	91	454	0	871
17:00	0	0	0	0	373	15	0	0	0	93	484	0	965
17:15	0	0	0	0	332	8	0	0	0	112	468	0	920
17:30	0	0	0	0	404	6	0	0	0	104	515	0	1029
17:45	0	0	0	0	386	8	0	0	0	85	502	0	981

Total Volume:	0	0	0	0	4189	125	0	0	0	1210	5450	0	10974
Approach %	0%	0%	0%	0%	97%	3%	0%	0%	0%	18%	82%	0%	

Peak Hr Begin:	17:00												
PHV	0	0	0	0	1495	37	0	0	0	394	1969	0	3895
PHF	0.000			0.934			0.000			0.954			0.946

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	0	0	0	0	16	0	0	0
07:15	0	0	0	0	9	3	0	0
07:30	0	0	0	0	16	0	0	0
07:45	0	0	0	0	12	0	0	0
08:00	0	0	0	0	8	1	0	0
08:15	0	0	0	0	9	0	0	0
08:30	0	0	0	0	3	0	0	0
08:45	0	0	0	0	5	1	0	0
09:00	0	0	0	0	6	0	0	0
09:15	0	0	0	0	9	1	0	0
09:30	0	0	0	0	6	0	0	0
09:45	0	0	0	0	8	2	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	0	0	0	0	45	2	0	0
15:15	0	0	0	0	20	4	0	0
15:30	0	0	0	0	23	3	0	0
15:45	0	0	0	0	14	1	0	0
16:00	0	0	0	0	21	1	0	0
16:15	0	0	0	0	28	0	0	0
16:30	0	0	0	0	9	2	0	0
16:45	0	0	0	0	15	3	0	0
17:00	0	0	0	0	24	1	0	0
17:15	0	0	3	0	10	4	0	0
17:30	0	0	0	0	10	0	0	0
17:45	0	0	0	0	15	2	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: Gordon St
East/West: Fountain Ave

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	4	1	2	4	66	0	2	2	4	1	24	8	118
07:15	9	2	1	1	79	2	2	1	1	1	32	6	137
07:30	8	2	5	3	68	4	4	2	2	2	44	5	149
07:45	19	6	2	0	75	0	2	6	1	3	47	12	173
08:00	11	7	2	4	74	2	6	1	3	2	47	8	167
08:15	22	7	2	2	66	2	3	4	3	0	54	13	178
08:30	21	6	1	4	112	3	0	1	3	2	44	11	208
08:45	17	4	4	6	110	0	2	1	4	0	37	13	198
09:00	19	5	2	3	124	4	2	4	1	1	56	16	237
09:15	21	1	3	3	144	2	1	3	1	2	55	18	254
09:30	22	1	0	3	101	2	1	0	2	2	54	16	204
09:45	29	4	0	5	118	0	4	3	1	1	55	21	241

Total Volume:	202	46	24	38	1137	21	29	28	26	17	549	147	2264
Approach %	74%	17%	9%	3%	95%	2%	35%	34%	31%	2%	77%	21%	

Peak Hr Begin:	9:00												
PHV	91	11	5	14	487	8	8	10	5	6	220	71	936
PHF	0.811			0.854			0.719			0.964			0.921

Turning Movement Count Report PM

Location ID: 5
North/South: Gordon St
East/West: Fountain Ave

Date: 04/19/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	22	6	3	2	50	1	7	2	2	2	88	13	198
15:15	13	5	6	5	58	2	11	5	4	2	103	11	225
15:30	15	7	3	1	64	3	5	7	2	5	119	12	243
15:45	17	5	2	2	60	1	2	3	3	7	142	16	260
16:00	9	4	2	5	73	0	1	1	0	9	116	14	234
16:15	14	5	1	5	70	1	2	6	3	2	117	15	241
16:30	19	1	5	9	82	0	3	2	1	4	139	11	276
16:45	24	3	2	6	67	1	3	7	0	2	126	11	252
17:00	25	4	3	5	73	0	5	4	2	5	131	10	267
17:15	25	1	1	5	81	0	3	5	1	3	141	16	282
17:30	23	4	5	5	85	0	5	6	1	2	129	20	285
17:45	24	3	2	6	68	1	7	9	0	5	153	12	290
Total Volume:	230	48	35	56	831	10	54	57	19	48	1504	161	3053
Approach %	73%	15%	11%	6%	93%	1%	42%	44%	15%	3%	88%	9%	
Peak Hr Begin:	17:00												
PHV	97	12	11	21	307	1	20	24	4	15	554	58	1124
PHF	0.938			0.914			0.750			0.922			0.969

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	1	0	1	0	7	2	0	0
07:15	0	0	5	0	2	0	1	0
07:30	2	1	1	0	2	0	2	0
07:45	0	0	1	0	4	0	1	0
08:00	0	0	1	0	5	0	0	0
08:15	0	0	0	0	5	0	0	0
08:30	0	0	0	0	2	0	1	0
08:45	0	1	2	0	1	0	0	0
09:00	0	0	1	0	5	0	0	0
09:15	2	0	1	0	1	0	2	0
09:30	0	0	3	0	3	0	0	0
09:45	0	0	1	0	1	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	1	1	3	0	10	0	2	0
15:15	0	1	0	0	6	0	2	0
15:30	0	0	2	0	4	0	1	0
15:45	0	0	1	0	6	1	1	0
16:00	0	0	2	0	3	0	1	0
16:15	0	0	3	0	7	3	2	0
16:30	0	0	0	0	6	1	1	0
16:45	0	0	1	1	5	0	0	0
17:00	0	0	2	0	8	0	1	0
17:15	0	0	1	0	5	0	0	0
17:30	1	0	0	0	12	0	3	0
17:45	0	0	1	0	4	0	2	0

Turning Movement Count Report AM

Location ID: 8
North/South: Bronson Avenue
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	20	37	1	0	0	0	0	53	43	8	0	14	176
07:15	26	35	0	0	0	0	0	78	36	22	0	16	213
07:30	22	62	0	0	0	0	0	94	48	26	0	36	288
07:45	32	39	0	0	0	0	0	66	46	36	0	24	243
08:00	27	34	0	0	0	0	0	80	45	36	0	40	262
08:15	29	39	0	0	0	0	0	58	35	17	0	41	219
08:30	34	39	0	0	0	0	0	34	49	29	0	23	208
08:45	26	33	0	0	0	0	0	35	54	28	0	24	200
09:00	25	35	0	0	0	0	0	45	76	31	0	25	237
09:15	42	44	1	0	0	0	0	34	83	29	0	19	252
09:30	31	22	0	0	0	0	0	38	72	22	0	23	208
09:45	35	36	1	0	0	0	0	44	69	39	0	18	242
Total Volume:	349	455	3	0	0	0	0	659	656	323	0	303	2748
Approach %	43%	56%	0%	0%	0%	0%	0%	50%	50%	52%	0%	48%	
Peak Hr Begin:	7:30												
PHV	110	174	0	0	0	0	0	298	174	115	0	141	1012
PHF	0.845			0.000			0.831			0.842			0.878

Turning Movement Count Report PM

Location ID: 8
North/South: Bronson Avenue
East/West: Fountain Avenue

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	33	0	0	0	0	0	73	39	72	0	48	291
15:15	18	48	0	0	0	0	0	55	44	92	0	52	309
15:30	22	45	0	0	0	0	0	45	48	91	0	49	300
15:45	14	56	0	0	0	0	0	56	60	93	0	64	343
16:00	25	45	0	0	0	0	0	66	50	88	0	44	318
16:15	13	33	0	0	0	0	0	66	53	54	0	45	264
16:30	13	43	0	0	0	0	0	64	48	85	0	33	286
16:45	18	37	0	0	0	0	0	68	61	79	0	48	311
17:00	17	40	0	0	0	0	0	64	63	90	0	60	334
17:15	14	35	0	0	0	0	0	53	64	76	0	60	302
17:30	15	37	0	0	0	0	0	63	60	85	0	50	310
17:45	10	54	0	0	0	0	0	57	59	93	0	51	324
Total Volume:	205	506	0	0	0	0	0	730	649	998	0	604	3692
Approach %	29%	71%	0%	0%	0%	0%	0%	53%	47%	62%	0%	38%	
Peak Hr Begin:	15:15												
PHV	79	194	0	0	0	0	0	222	202	364	0	209	1270
PHF	0.975			0.000			0.914			0.912			0.926

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	6	0	0	0	0	0	7	0
07:15	28	1	0	0	0	0	17	0
07:30	46	1	0	0	0	0	49	2
07:45	12	0	0	0	0	0	11	0
08:00	36	1	0	0	0	0	23	1
08:15	90	0	0	0	0	0	51	0
08:30	18	0	0	0	0	0	12	0
08:45	4	0	0	0	0	0	5	0
09:00	9	0	0	0	0	0	4	1
09:15	3	0	0	0	0	0	5	0
09:30	2	0	0	0	0	0	1	0
09:45	2	0	0	0	0	0	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	51	0	0	0	0	0	43	0
15:15	60	1	0	0	9	0	39	2
15:30	23	1	0	0	0	0	20	2
15:45	14	1	0	0	0	0	9	0
16:00	7	0	0	0	4	0	7	1
16:15	0	1	0	0	2	0	5	0
16:30	5	0	0	0	0	0	2	0
16:45	14	0	0	0	0	0	10	1
17:00	5	1	0	0	0	0	4	1
17:15	3	3	0	0	0	0	3	0
17:30	4	0	0	0	0	0	9	0
17:45	5	0	0	0	0	0	4	1

Appendix D

Level of Service Worksheets

Signalized Intersections

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
1	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	27	1	**27**	0	27	**27**	0	27	1	**27**	0	27	1	**27**	0	27	1	**27**
	Left-Through		0							0				0				0	
	Through	781	2	391	2	783	392	0	781	2	391	2	783	2	392	-1	782	2	391
	Through-Right		0							0				0				0	
	Right	42	1	0	0	42	0	0	42	1	0	0	42	1	0	0	42	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	0	118	118	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	1181	2	**591**	0	1181	**591**	0	1181	2	**591**	0	1181	2	**591**	0	1181	2	**591**
	Through-Right		0							0				0				0	
	Right	95	1	17	0	95	17	0	95	1	17	0	95	1	17	0	95	1	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	156	1	**156**	0	156	**156**	0	156	1	**156**	0	156	1	**156**	0	156	1	**156**
	Left-Through		0							0				0				0	
	Through	208	0	240	4	212	244	0	208	0	240	4	212	0	244	-1	211	0	243
	Through-Right		1							1				1				1	
	Right	32	0	0	0	32	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	308	1	308	0	308	308	0	308	1	308	0	308	1	308	0	308	1	308
	Left-Through		0							0				0				0	
	Through	614	1	**614**	1	615	**615**	0	614	1	**614**	1	615	1	**615**	-1	614	1	**614**
	Through-Right		0							0				0				0	
	Right	164	1	105	2	166	107	0	164	1	105	2	166	1	107	-1	165	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		618	*North-South:*		618	*North-South:*			618	*North-South:*			618	*North-South:*			618
		East-West:		770	*East-West:*		771	*East-West:*			770	*East-West:*			771	*East-West:*			770
		SUM:		1388	*SUM:*		1389	*SUM:*			1388	*SUM:*			1389	*SUM:*			1388
VOLUME/CAPACITY *(V/C)* RATIO:				0.925			0.926				0.925				0.926				0.925
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.825**			**0.826**				**0.825**				**0.826**				**0.825**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

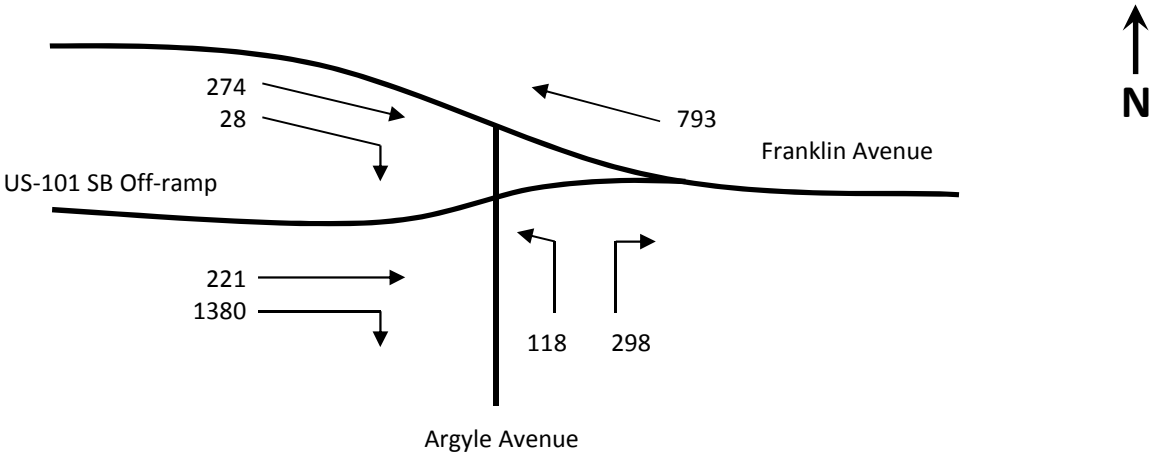
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing Conditions (Year 2018)- AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{793}{2} = 397$ or

Eastbound Through (Franklin): $\frac{274}{2} = 137$ or

Eastbound Through (US-101): 221

Critical Volume #1 (CV1): **397**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{118 + 298}{2} = \frac{416}{2} = 208$ or

Northbound Right: 298 or

Eastbound Right (Franklin): 28

Critical Volume #2 (CV2): **208**

Critical Volume: 397 + 208 = **605**

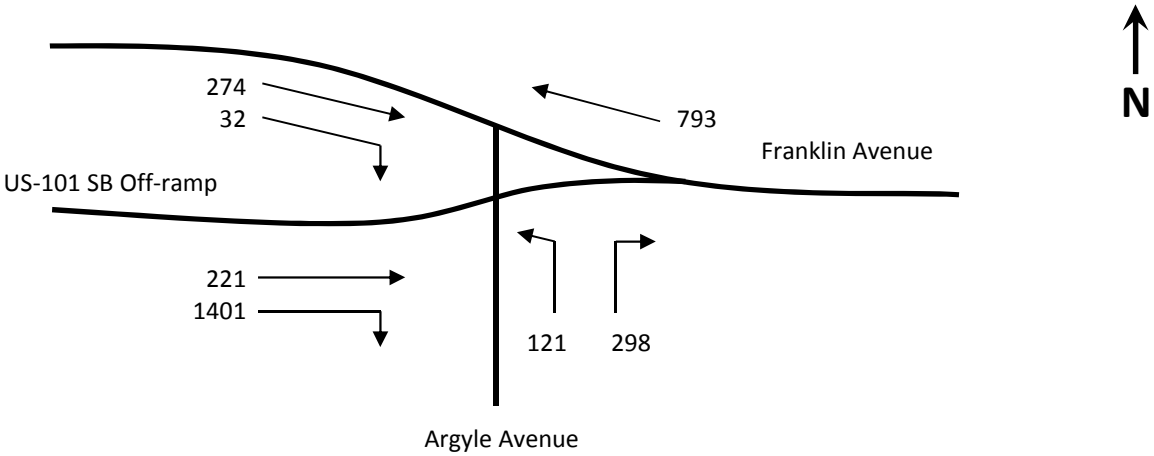
Intersection V/C: $\frac{605}{1500} =$ **0.403**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.303** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project Conditions (Year 2018)- AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{793}{2} = 397$ or

Eastbound Through (Franklin): $\frac{274}{2} = 137$ or

Eastbound Through (US-101): 221

Critical Volume #1 (CV1): **397**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{121 + 298}{2} = \frac{419}{2} = 210$ or

Northbound Right: 298 or

Eastbound Right (Franklin): 32

Critical Volume #2 (CV2): **210**

Critical Volume: 397 + 210 = **607**

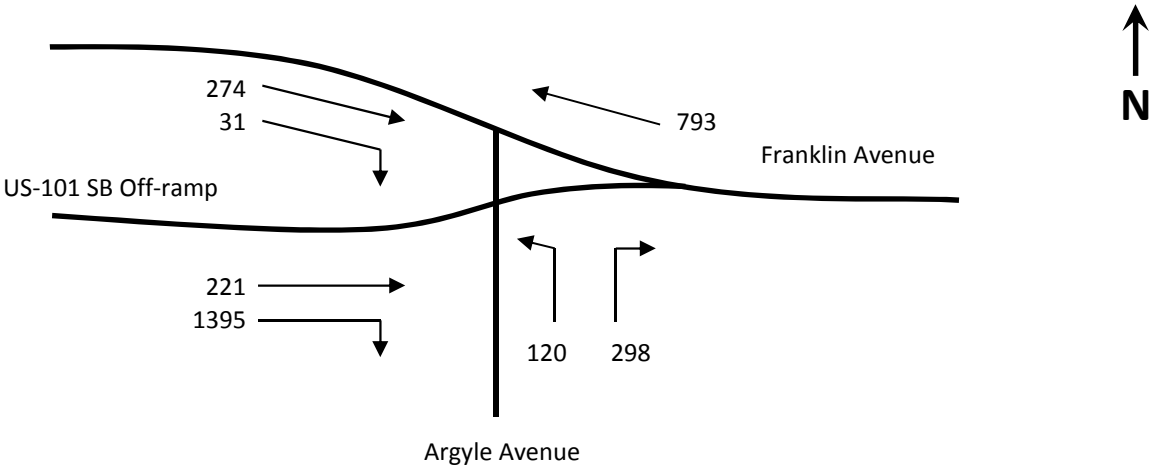
Intersection V/C: $\frac{607}{1500} =$ **0.405**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.305** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project with Full Mitigation Conditions (Year 2018) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{793}{2} = 397$ or

Eastbound Through (Franklin): $\frac{274}{2} = 137$ or

Eastbound Through (US-101): 221

Critical Volume #1 (CV1): **397**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{120 + 298}{2} = \frac{418}{2} = 209$ or

Northbound Right: 298 or

Eastbound Right (Franklin): 31

Critical Volume #2 (CV2): **209**

Critical Volume: 397 + 209 = **606**

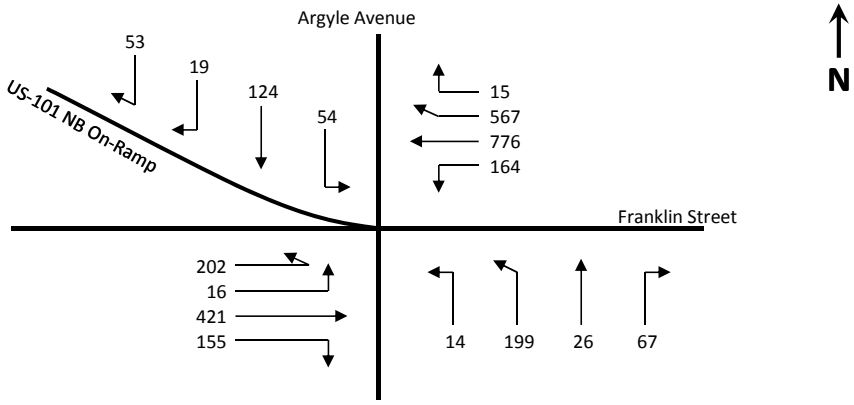
Intersection V/C: $\frac{606}{1500} =$ **0.404**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.304** **Intersection LOS:** **A**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing Conditions (Year 2018)- AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

202 + 16 = 218 and

Westbound Throughs + Rights:

$$\frac{776 + \frac{567}{2} + 15}{} = \frac{1358}{2} = 679 \quad \text{or}$$

Westbound Rights: 567 + 15 = 582 or

Westbound Lefts: 164 and

Eastbound Throughs: $\frac{421}{2} = 211$ or

Eastbound Rights: 155

Critical Volume #1 (CV1): **897**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{14 + \frac{199}{2} + 26}{} = \frac{239}{2} = 120 \quad \text{or}$$

Northbound Rights: 67 - 0.5*WBL = 0

Critical Volume #2 (CV2): **120**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 54 or

Southbound Throughs + Rights:

$$\frac{124 + \frac{19}{2} + 53}{} = \frac{196}{2} = 98 \quad \text{or}$$

Southbound Rights: 19 + 53 = 72

Critical Volume #3 (CV3): **98**

Critical Volume: 897 + 120 + 98 = **1115**

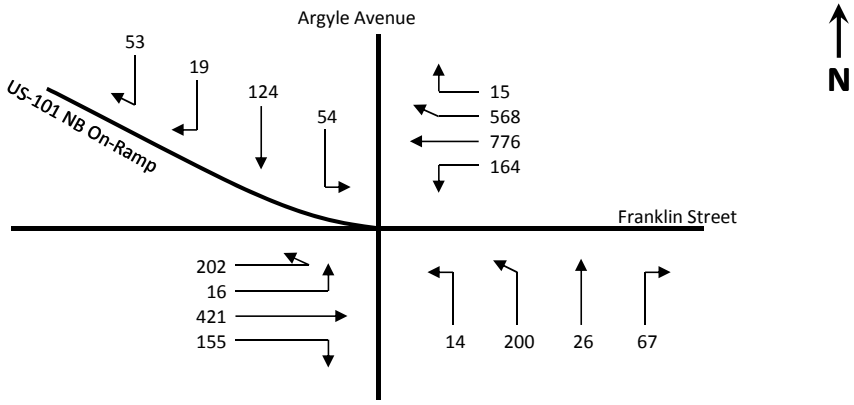
Intersection V/C: $\frac{1115}{1375} = \mathbf{0.811}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.711 **Intersection LOS: C**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project Conditions (Year 2018)- AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

202 + 16 = 218 and

Westbound Throughs + Rights:

$$\frac{776 + 568}{2} + 15 = \frac{1359}{2} = 680 \quad \text{or}$$

Westbound Rights: 568 + 15 = 583 or

Westbound Lefts: 164 and

Eastbound Throughs: $\frac{421}{2} = 211$ or

Eastbound Rights: 155

Critical Volume #1 (CV1): **898**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{14 + 200}{2} + 26 = \frac{240}{2} = 120 \quad \text{or}$$

Northbound Rights: 67 - 0.5*WBL = 0

Critical Volume #2 (CV2): **120**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 54 or

Southbound Throughs + Rights:

$$\frac{124 + 19}{2} + 53 = \frac{196}{2} = 98 \quad \text{or}$$

Southbound Rights: 19 + 53 = 72

Critical Volume #3 (CV3): **98**

Critical Volume: 898 + 120 + 98 = **1116**

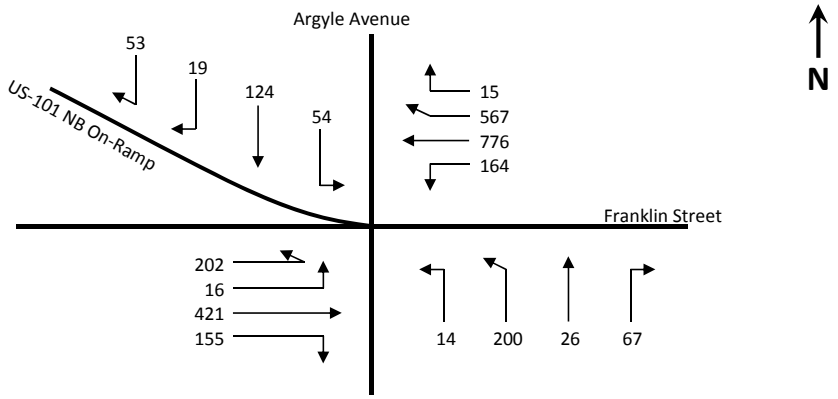
Intersection V/C: $\frac{1116}{1375} = \mathbf{0.812}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.712 **Intersection LOS: C**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project with Full Mitigation Conditions (Year 2018) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

202 + 16 = 218 and

Westbound Throughs + Rights:

$$\frac{776 + 567}{2} + 15$$

$$= \frac{1358}{2} = 679 \quad \text{or}$$

Westbound Rights: 567 + 15 = 582 or

Westbound Lefts: 164 and

Eastbound Throughs: $\frac{421}{2} = 211$ or

Eastbound Rights: 155

Critical Volume #1 (CV1): **897**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{14 + 200}{2} + 26 = \frac{240}{2} = 120 \quad \text{or}$$

Northbound Rights: 67 - 0.5*WBL = 0

Critical Volume #2 (CV2): **120**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 54 or

Southbound Throughs + Rights:

$$\frac{124 + 19}{2} + 53 = \frac{196}{2} = 98 \quad \text{or}$$

Southbound Rights: 19 + 53 = 72

Critical Volume #3 (CV3): **98**

Critical Volume: 897 + 120 + 98 = **1115**

Intersection V/C: $\frac{1115}{1375} = \mathbf{0.811}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.711 **Intersection LOS: C**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
4	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	233	1	**144**	1	234	**145**	0	233	1	**144**	1	234	1	**145**	-1	233	1	**144**
	Left-Through		1							1				1				1	
	Through	55	0	144	0	55	145	0	55	0	144	0	55	0	145	0	55	0	144
	Through-Right		0							0				0				0	
	Right	305	1	7	1	306	0	0	305	1	7	1	306	1	0	-1	305	1	2
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	30	0	30	30	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	95	0	**165**	0	95	**165**	0	95	0	**165**	0	95	0	**165**	0	95	0	**165**
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	**11**	0	11	**11**	0	11	1	**11**	0	11	1	**11**	0	11	1	**11**
	Left-Through		0							0				0				0	
	Through	443	1	247	0	443	247	0	443	1	247	0	443	1	247	0	443	1	247
	Through-Right		1							1				1				1	
	Right	50	0	50	0	50	50	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	298	1	298	8	306	306	0	298	1	298	8	306	1	306	-3	303	1	303
	Left-Through		0							0				0				0	
	Through	1197	1	**603**	0	1197	**603**	0	1197	1	**603**	0	1197	1	**603**	0	1197	1	**603**
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		309	*North-South:*		310	*North-South:*			309	*North-South:*			310	*North-South:*			309
		East-West:		614	*East-West:*		614	*East-West:*			614	*East-West:*			614	*East-West:*			614
		SUM:		923	*SUM:*		924	*SUM:*			923	*SUM:*			924	*SUM:*			923
VOLUME/CAPACITY *(V/C)* RATIO:				0.671			0.672				0.671				0.672				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.571**			**0.572**				**0.571**				**0.572**				**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Beachwood Dr	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
5	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3						3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0						0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2						2	
Override Capacity			0			0			0			0						0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	46	0	**90**	0	46	**90**	0	46	0	**90**	0	46	0	**90**	0	46	0	**90**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	185	0	**185**	0	185	**185**	0	185	0	**185**	0	185	0	**185**	0	185	0	**185**
	Left-Through		1							1				1				1	
	Through	0	0	185	0	0	185	0	0	0	185	0	0	0	185	0	0	0	185
	Through-Right		0							0				0				0	
	Right	166	1	52	8	174	59	0	166	1	52	8	174	1	59	-3	171	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	**114**	1	115	**115**	0	114	1	**114**	1	115	1	**115**	-1	114	1	**114**
	Left-Through		0							0				0				0	
	Through	691	1	348	0	691	348	0	691	1	348	0	691	1	348	0	691	1	348
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	1376	1	**737**	0	1376	**737**	0	1376	1	**737**	0	1376	1	**737**	0	1376	1	**737**
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		275	North-South:		275	North-South:			275	North-South:			275	North-South:			275
		East-West:		851	East-West:		852	East-West:			851	East-West:			852	East-West:			851
		SUM:		1126	SUM:		1127	SUM:			1126	SUM:			1127	SUM:			1126
VOLUME/CAPACITY (V/C) RATIO:				0.790			0.791				0.790				0.791				0.790
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.690**			**0.691**				**0.690**				**0.691**				**0.690**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
6	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	**39**	0	39	**39**	0	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	107	0	258	1	108	260	0	107	0	258	1	108	0	260	0	108	0	260
	Through-Right		0							0				0				0	
	Right	112	0	0	1	113	0	0	112	0	0	1	113	0	0	0	113	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	0	116	0	116	116	0	116	0	116	0	116	0	116	0	116	0	116
	Left-Through		0							0				0				0	
	Through	155	0	**368**	4	159	**372**	0	155	0	**368**	4	159	0	**372**	-1	158	0	**371**
	Through-Right		0							0				0				0	
	Right	97	0	0	0	97	0	0	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	1	**72**	0	72	**72**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	773	1	425	0	773	425	0	773	1	425	0	773	1	425	0	773	1	425
	Through-Right		1							1				1				1	
	Right	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	195	1	195	4	199	199	0	195	1	195	4	199	1	199	-1	198	1	198
	Left-Through		0							0				0				0	
	Through	1102	1	**571**	0	1102	**571**	0	1102	1	**571**	0	1102	1	**571**	0	1102	1	**571**
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		407	North-South:		411	North-South:			407	North-South:			411	North-South:			410
		East-West:		643	East-West:		643	East-West:			643	East-West:			643	East-West:			643
		SUM:		1050	SUM:		1054	SUM:			1050	SUM:			1054	SUM:			1053
VOLUME/CAPACITY (V/C) RATIO:				0.700			0.703				0.700				0.703				0.702
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.600**			**0.603**				**0.600**				**0.603**				**0.602**
LEVEL OF SERVICE (LOS):				**A**			**B**				**A**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
7	East-West Street:	Carlos Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	18	**18**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	326	1	172	3	329	174	0	326	1	172	3	329	1	174	-1	328	1	173
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		1							1				1				1	
	Through	880	0	**468**	30	910	**483**	0	880	0	**468**	30	910	0	**483**	-9	901	0	**478**
	Through-Right		1							1				1				1	
	Right	29	0	468	0	29	483	0	29	0	468	0	29	0	483	0	29	0	478
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	4	0	**46**	0	4	**46**	0	4	0	**46**	0	4	0	**46**	0	4	0	**46**
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	0	35	0	35	35	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	5	0	**70**	0	5	**70**	0	5	0	**70**	0	5	0	**70**	0	5	0	**70**
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		486	*North-South:*		501	*North-South:*			486	*North-South:*			501	*North-South:*			496
		East-West:		116	*East-West:*		116	*East-West:*			116	*East-West:*			116	*East-West:*			116
		SUM:		602	*SUM:*		617	*SUM:*			602	*SUM:*			617	*SUM:*			612
VOLUME/CAPACITY (*V/C*) RATIO:				0.422			0.433				0.422				0.433				0.429
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.322**			**0.333**				**0.322**				**0.333**				**0.329**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
8	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	0	19	**19**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		1							1				1				1	
	Through	653	0	401	2	655	402	0	653	0	401	2	655	0	402	-1	654	0	402
	Through-Right		1							1				1				1	
	Right	35	0	401	0	35	402	0	35	0	401	0	35	0	402	0	35	0	402
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		1							1				1				1	
	Through	1103	0	**756**	0	1103	**756**	0	1103	0	**756**	0	1103	0	**756**	0	1103	0	**756**
	Through-Right		1							1				1				1	
	Right	341	0	756	0	341	756	0	341	0	756	0	341	0	756	0	341	0	756
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	**39**	0	39	**39**	0	39	1	**39**	0	39	1	**39**	0	39	1	**39**
	Left-Through		0							0				0				0	
	Through	463	1	249	4	467	251	0	463	1	249	4	467	1	251	-1	466	1	250
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	812	2	**406**	1	813	**407**	0	812	2	**406**	1	813	2	**407**	0	813	2	**407**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		775	*North-South:*		775	*North-South:*			775	*North-South:*			775	*North-South:*			775
		East-West:		445	*East-West:*		446	*East-West:*			445	*East-West:*			446	*East-West:*			446
		SUM:		1220	*SUM:*		1221	*SUM:*			1220	*SUM:*			1221	*SUM:*			1221
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.814				0.813				0.814				0.814
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.713**			**0.714**				**0.713**				**0.714**				**0.714**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
9	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	0	16	**16**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	47	0	93	0	47	93	0	47	0	93	0	47	0	93	0	47	0	93
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	196	0	**242**	0	196	**242**	0	196	0	**242**	0	196	0	**242**	0	196	0	**242**
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	**15**	0	15	**15**	0	15	1	**15**	0	15	1	**15**	0	15	1	**15**
	Left-Through		0							0				0				0	
	Through	456	1	239	4	460	241	0	456	1	239	4	460	1	241	-1	459	1	240
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	92	1	92	0	92	92	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	843	1	**437**	1	844	**437**	0	843	1	**437**	1	844	1	**437**	0	844	1	**437**
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		258	*North-South:*		258	*North-South:*			258	*North-South:*			258	*North-South:*			258
		East-West:		452	*East-West:*		452	*East-West:*			452	*East-West:*			452	*East-West:*			452
		SUM:		710	*SUM:*		710	*SUM:*			710	*SUM:*			710	*SUM:*			710
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.473				0.473				0.473				0.473
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.373**			**0.373**				**0.373**				**0.373**				**0.373**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
10	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	**59**	1	60	**60**	0	59	1	**59**	1	60	1	**60**	0	60	1	**60**
	Left-Through		0							0				0				0	
	Through	475	2	238	3	478	239	0	475	2	238	3	478	2	239	-1	477	2	239
	Through-Right		0							0				0				0	
	Right	89	1	47	0	89	47	0	89	1	47	0	89	1	47	0	89	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	1171	1	**626**	25	1196	**638**	0	1171	1	**626**	25	1196	1	**638**	-8	1188	1	**634**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	1	**10**	0	10	**10**	0	10	1	**10**	0	10	1	**10**	0	10	1	**10**
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	0	469	2	235	0	469	2	235	0	469	2	235
	Through-Right		0							0				0				0	
	Right	68	1	9	4	72	12	0	68	1	9	4	72	1	12	-1	71	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	85	0	85	85	0	85	1	85	0	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	1026	1	**522**	0	1026	**522**	0	1026	1	**522**	0	1026	1	**522**	0	1026	1	**522**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	685		*North-South:*	698		*North-South:*		685		*North-South:*		698		*North-South:*		694
			East-West:	532		*East-West:*	532		*East-West:*		532		*East-West:*		532		*East-West:*		532
			SUM:	1217		*SUM:*	1230		*SUM:*		1217		*SUM:*		1230		*SUM:*		1226
	VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.895				0.885				0.895				0.892
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.785**			**0.795**				**0.785**				**0.795**				**0.792**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
11	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	**1**	0	1	**1**	0	1	1	**1**	0	1	1	**1**	0	1	1	**1**
	Left-Through		0							0				0				0	
	Through	142	1	142	1	143	143	0	142	1	142	1	143	1	143	0	143	1	143
	Through-Right		0							0				0				0	
	Right	20	1	0	0	20	0	0	20	1	0	0	20	1	0	0	20	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	249	1	**249**	0	249	**249**	0	249	1	**249**	0	249	1	**249**	0	249	1	**249**
	Through-Right		0							0				0				0	
	Right	94	1	60	0	94	60	0	94	1	60	0	94	1	60	0	94	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	1	**68**	0	68	**68**	0	68	1	**68**	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	0	469	2	235	0	469	2	235	0	469	2	235
	Through-Right		0							0				0				0	
	Right	87	1	87	0	87	87	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	145	1	145	0	145	145	0	145	1	145	0	145	1	145	0	145	1	145
	Left-Through		0							0				0				0	
	Through	1020	1	**550**	0	1020	**550**	0	1020	1	**550**	0	1020	1	**550**	0	1020	1	**550**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		250	*North-South:*		250	*North-South:*			250	*North-South:*			250	*North-South:*			250
		East-West:		618	*East-West:*		618	*East-West:*			618	*East-West:*			618	*East-West:*			618
		SUM:		868	*SUM:*		868	*SUM:*			868	*SUM:*			868	*SUM:*			868
VOLUME/CAPACITY *(V/C)* RATIO:				0.579			0.579				0.579				0.579				0.579
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.479**			**0.479**				**0.479**				**0.479**				**0.479**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
12	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	0	38	**38**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	309	1	207	3	312	209	0	309	1	207	3	312	1	209	-1	311	1	208
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	0	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	1	26	0	26	26	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	473	1	**473**	30	503	**503**	0	473	1	**473**	30	503	1	**503**	-9	494	1	**494**
	Through-Right		0							0				0				0	
	Right	408	1	382	0	408	382	0	408	1	382	0	408	1	382	0	408	1	382
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	**53**	0	53	**53**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	445	1	251	0	445	251	0	445	1	251	0	445	1	251	0	445	1	251
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	181	1	181	0	181	181	0	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	818	1	**420**	0	818	**420**	0	818	1	**420**	0	818	1	**420**	0	818	1	**420**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		511	*North-South:*		541	*North-South:*			511	*North-South:*			541	*North-South:*			532
		East-West:		473	*East-West:*		473	*East-West:*			473	*East-West:*			473	*East-West:*			473
		SUM:		984	*SUM:*		1014	*SUM:*			984	*SUM:*			1014	*SUM:*			1005
VOLUME/CAPACITY *(V/C)* RATIO:				0.656			0.676				0.656				0.676				0.670
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.556**			**0.576**				**0.556**				**0.576**				**0.570**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.020	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
13	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	0	28	**28**	0	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	160	0	309	1	161	313	0	160	0	309	1	161	0	313	-1	160	0	311
	Through-Right		1							1				1				1	
	Right	149	0	0	3	152	0	0	149	0	0	3	152	0	0	-1	151	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	0	116	0	116	116	0	116	0	116	0	116	0	116	0	116	0	116
	Left-Through		0							0				0				0	
	Through	279	0	**525**	8	287	**533**	0	279	0	**525**	8	287	0	**533**	-3	284	0	**530**
	Through-Right		0							0				0				0	
	Right	130	0	0	0	130	0	0	130	0	0	0	130	0	0	0	130	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	66	1	**66**	0	66	**66**	0	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	469	1	252	0	469	252	0	469	1	252	0	469	1	252	0	469	1	252
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	165	1	165	13	178	178	0	165	1	165	13	178	1	178	-4	174	1	174
	Left-Through		0							0				0				0	
	Through	929	1	**496**	0	929	**496**	0	929	1	**496**	0	929	1	**496**	0	929	1	**496**
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		553	*North-South:*		561	*North-South:*			553	*North-South:*			561	*North-South:*			558
		East-West:		562	*East-West:*		562	*East-West:*			562	*East-West:*			562	*East-West:*			562
		SUM:		1115	*SUM:*		1123	*SUM:*			1115	*SUM:*			1123	*SUM:*			1120
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.749				0.743				0.749				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.649**				**0.643**				**0.649**				**0.647**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramps	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
14	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	506	1	291	0	506	295	0	506	1	291	0	506	1	295	0	506	1	294
	Left-Through		0							0				0				0	
	Through	3	0	**291**	0	3	**295**	0	3	0	**291**	0	3	0	**295**	0	3	0	**294**
	Through-Right		0							0				0				0	
	Right	73	0	0	8	81	0	0	73	0	0	8	81	0	0	-3	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	483	2	242	3	486	243	0	483	2	242	3	486	2	243	-1	485	2	243
	Through-Right		0							0				0				0	
	Right	232	1	232	0	232	232	0	232	1	232	0	232	1	232	0	232	1	232
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1034	2	**517**	4	1038	**519**	0	1034	2	**517**	4	1038	2	**519**	-1	1037	2	**519**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		291	*North-South:*		295	*North-South:*			291	*North-South:*			295	*North-South:*			294
		East-West:		517	*East-West:*		519	*East-West:*			517	*East-West:*			519	*East-West:*			519
		SUM:		808	*SUM:*		814	*SUM:*			808	*SUM:*			814	*SUM:*			813
VOLUME/CAPACITY *(V/C)* RATIO:				0.567			0.571				0.567				0.571				0.571
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.467**			**0.471**				**0.467**				**0.471**				**0.471**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

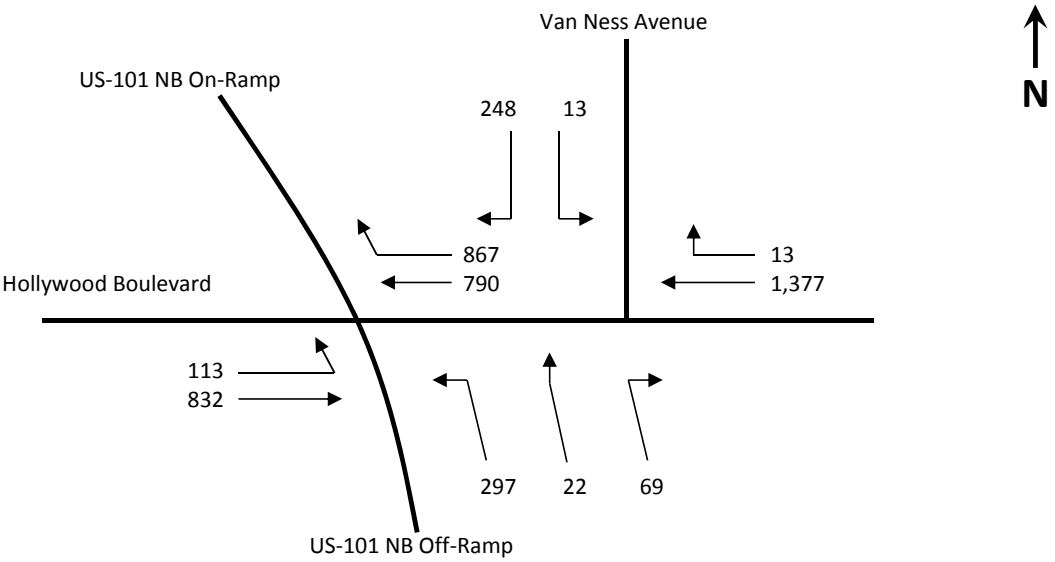
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing Conditions (Year 2018)- AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	113			and	
Westbound Throughs:	790 / 2	=	395	or	
Westbound Rights:	867				or
Eastbound Throughs:	832 / 2	=	416		
Critical Volume #1 (CV1):	**980**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	297	*	0.55	=	163	or
Northbound Throughs + Rights:	22	+	69	=	91	
Critical Volume #2 (CV2):	**163**					

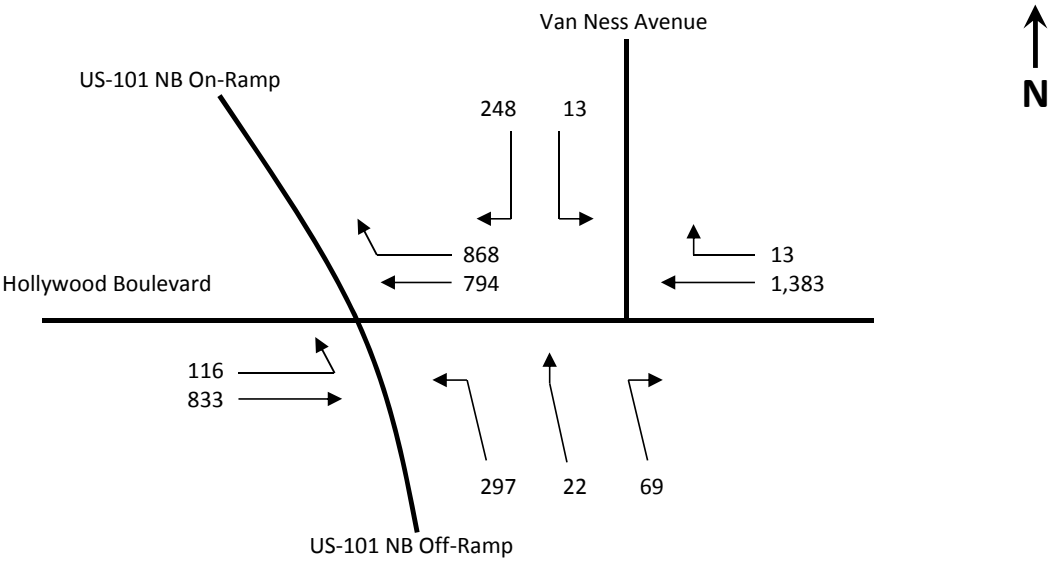
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	248	
Critical Volume #3 (CV3):	**248**	

Critical Volume:	980	+	163	+	248	=	**1,391**
Intersection V/C:	1,391 / 1,425	=	**0.976**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.876**			**Intersection LOS:**			**D**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project Conditions (Year 2018)- AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	116			and	
Westbound Throughs:	794 / 2	=	397	or	
Westbound Rights:	868				or
Eastbound Throughs:	833 / 2	=	417		
Critical Volume #1 (CV1):	**984**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	297	*	0.55	=	163		or
Northbound Throughs + Rights:	22	+	69	=	91		
Critical Volume #2 (CV2):	**163**						

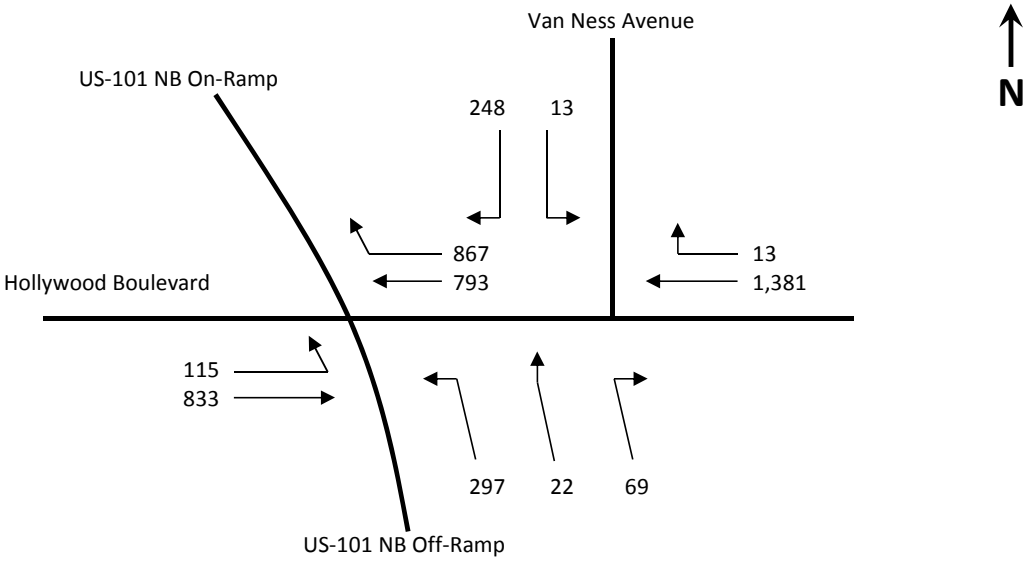
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	248	
Critical Volume #3 (CV3):	**248**	

Critical Volume:	984	+	163	+	248	=	**1,395**
Intersection V/C:	1,395 / 1,425	=	**0.979**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.879**			**Intersection LOS:**			**D**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project with Full Mitigation Conditions (Year 2018) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	115			and	
Westbound Throughs:	793 / 2	=	397	or	
Westbound Rights:	867				or
Eastbound Throughs:	833 / 2	=	417		
Critical Volume #1 (CV1):	**982**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	297	*	0.55	=	163	or
Northbound Throughs + Rights:	22	+	69	=	91	
Critical Volume #2 (CV2):	**163**					

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	13	or
Southbound Rights:	248	
Critical Volume #3 (CV3):	**248**	

Critical Volume:	982	+	163	+	248	=	**1,393**
Intersection V/C:	1,393 / 1,425	=	**0.978**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.878**				**Intersection LOS:**		**D**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
16	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	289	0	289	1	290	290	0	289	0	289	1	290	0	290	-1	289	0	289
	Left-Through		1							1				1				1	
	Through	74	0	**363**	0	74	**364**	0	74	0	**363**	0	74	0	**364**	0	74	0	**363**
	Through-Right		0							0				0				0	
	Right	53	1	16	0	53	16	0	53	1	16	0	53	1	16	0	53	1	16
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	155	0	**196**	0	155	**196**	0	155	0	**196**	0	155	0	**196**	0	155	0	**196**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	**11**	0	11	**11**	0	11	1	**11**	0	11	1	**11**	0	11	1	**11**
	Left-Through		0							0				0				0	
	Through	778	2	389	1	779	390	0	778	2	389	1	779	2	390	0	779	2	390
	Through-Right		0							0				0				0	
	Right	145	1	1	0	145	0	0	145	1	1	0	145	1	0	0	145	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1039	1	**529**	4	1043	**531**	0	1039	1	**529**	4	1043	1	**531**	-1	1042	1	**530**
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		559	*North-South:*		560	*North-South:*			559	*North-South:*			560	*North-South:*			559
		East-West:		540	*East-West:*		542	*East-West:*			540	*East-West:*			542	*East-West:*			541
		SUM:		1099	*SUM:*		1102	*SUM:*			1099	*SUM:*			1102	*SUM:*			1100
VOLUME/CAPACITY (*V/C*) RATIO:				0.771			0.773				0.771				0.773				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.671**			**0.673**				**0.671**				**0.673**				**0.672**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
17	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	136	1	**136**	0	136	**136**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
Left-Through		0							0				0				0	
Through	464	2	232	3	467	234	0	464	2	232	3	467	2	234	-1	466	2	233
Through-Right		0							0				0				0	
Right	75	1	0	0	75	0	0	75	1	0	0	75	1	0	0	75	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	45	1	45	0	45	45	0	45	1	45	0	45	1	45	0	45	1	45
Left-Through		0							0				0				0	
Through	975	1	**569**	21	996	**579**	0	975	1	**569**	21	996	1	**579**	-6	990	1	**576**
Through-Right		1							1				1				1	
Right	162	0	162	0	162	162	0	162	0	162	0	162	0	162	0	162	0	162
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	120	1	120	0	120	120	0	120	1	120	0	120	1	120	0	120	1	120
Left-Through		0							0				0				0	
Through	745	1	**408**	1	746	**408**	0	745	1	**408**	1	746	1	**408**	0	746	1	**408**
Through-Right		1							1				1				1	
Right	70	0	70	0	70	70	0	70	0	70	0	70	0	70	0	70	0	70
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	171	1	**171**	0	171	**171**	0	171	1	**171**	0	171	1	**171**	0	171	1	**171**
Left-Through		0							0				0				0	
Through	731	2	366	4	735	368	0	731	2	366	4	735	2	368	-1	734	2	367
Through-Right		0							0				0				0	
Right	33	1	0	0	33	0	0	33	1	0	0	33	1	0	0	33	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		705	*North-South:*		715	*North-South:*		705		*North-South:*		715		*North-South:*			712
	East-West:		579	*East-West:*		579	*East-West:*		579		*East-West:*		579		*East-West:*			579
	SUM:		1284	*SUM:*		1294	*SUM:*		1284		*SUM:*		1294		*SUM:*			1291
VOLUME/CAPACITY *(V/C)* RATIO:			0.934			0.941			0.934				0.941					0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.834**			**0.841**			**0.834**				**0.841**					**0.839**
LEVEL OF SERVICE (LOS):			**D**			**D**			**D**				**D**					**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
18	East-West Street:	Selma Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	0	**18**	0	18	**18**	0	18	0	**18**	0	18	0	**18**	0	18	0	**18**
	Left-Through		1							1				1				1	
	Through	720	0	425	2	722	426	0	720	0	425	2	722	0	426	-1	721	0	426
	Through-Right		1							1				1				1	
	Right	22	0	425	0	22	426	0	22	0	425	0	22	0	426	0	22	0	426
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1							1				1				1	
	Through	1146	0	**640**	0	1146	**640**	0	1146	0	**640**	0	1146	0	**640**	0	1146	0	**640**
	Through-Right		1							1				1				1	
	Right	62	0	640	0	62	640	0	62	0	640	0	62	0	640	0	62	0	640
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		0							0				0				0	
	Through	76	0	97	0	76	97	0	76	0	97	0	76	0	97	0	76	0	97
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	99	0	**141**	0	99	**141**	0	99	0	**141**	0	99	0	**141**	0	99	0	**141**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		658	*North-South:*		658	*North-South:*			658	*North-South:*			658	*North-South:*			658
		East-West:		151	*East-West:*		151	*East-West:*			151	*East-West:*			151	*East-West:*			151
		SUM:		809	*SUM:*		809	*SUM:*			809	*SUM:*			809	*SUM:*			809
VOLUME/CAPACITY *(V/C)* RATIO:				0.539			0.539				0.539				0.539				0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.439**				**0.439**				**0.439**				**0.439**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
19	East-West Street:	Selma Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	**48**	0	48	**48**	0	48	1	**48**	0	48	1	**48**	0	48	1	**48**
	Left-Through		0							0				0				0	
	Through	617	2	309	4	621	311	0	617	2	309	4	621	2	311	-2	619	2	310
	Through-Right		0							0				0				0	
	Right	100	1	65	0	100	65	0	100	1	65	0	100	1	65	0	100	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1127	1	**594**	30	1157	**609**	0	1127	1	**594**	30	1157	1	**609**	-9	1148	1	**605**
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	43	0	**107**	0	43	**107**	0	43	0	**107**	0	43	0	**107**	0	43	0	**107**
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	0	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	0	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	51	0	111	0	51	111	0	51	0	111	0	51	0	111	0	51	0	111
	Through-Right		1							1				1				1	
	Right	60	0	0	0	60	0	0	60	0	0	0	60	0	0	0	60	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		642	*North-South:*		657	*North-South:*			642	*North-South:*			657	*North-South:*			653
		East-West:		177	*East-West:*		177	*East-West:*			177	*East-West:*			177	*East-West:*			177
		SUM:		819	*SUM:*		834	*SUM:*			819	*SUM:*			834	*SUM:*			830
VOLUME/CAPACITY *(V/C)* RATIO:				0.546			0.556				0.546				0.556				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.446**			**0.456**				**0.446**				**0.456**				**0.453**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
20	East-West Street:	Selma Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	35	**35**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	328	1	167	3	331	168	0	328	1	167	3	331	1	168	-1	330	1	168
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	628	0	**807**	30	658	**837**	0	628	0	**807**	30	658	0	**837**	-9	649	0	**828**
	Through-Right		1							1				1				1	
	Right	179	0	0	0	179	0	0	179	0	0	0	179	0	0	0	179	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	31	0	31	0	31	31	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	0	0	**56**	0	0	**56**	0	0	0	**56**	0	0	0	**56**	0	0	0	**56**
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		0							0				0				0	
	Through	2	0	**11**	0	2	**11**	0	2	0	**11**	0	2	0	**11**	0	2	0	**11**
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		842	*North-South:*		872	*North-South:*			842	*North-South:*			872	*North-South:*			863
		East-West:		67	*East-West:*		67	*East-West:*			67	*East-West:*			67	*East-West:*			67
		SUM:		909	*SUM:*		939	*SUM:*			909	*SUM:*			939	*SUM:*			930
VOLUME/CAPACITY (*V/C*) RATIO:				0.661			0.683				0.661				0.683				0.676
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.583**				**0.561**				**0.583**				**0.576**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
21	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2				2				2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	0	44	**44**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	150	0	187	0	150	187	0	150	0	187	0	150	0	187	0	150	0	187
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	1	43	0	43	43	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	367	0	**438**	0	367	**438**	0	367	0	**438**	0	367	0	**438**	0	367	0	**438**
	Through-Right		1							1				1				1	
	Right	71	0	0	0	71	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	**40**	0	40	**40**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	1059	2	362	72	1131	386	0	1059	2	362	72	1131	2	386	-21	1110	2	379
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	1473	2	**504**	11	1484	**508**	0	1473	2	**504**	11	1484	2	**508**	-4	1480	2	**507**
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		482	*North-South:*		482	*North-South:*			482	*North-South:*			482	*North-South:*			482
		East-West:		544	*East-West:*		548	*East-West:*			544	*East-West:*			548	*East-West:*			547
		SUM:		1026	*SUM:*		1030	*SUM:*			1026	*SUM:*			1030	*SUM:*			1029
VOLUME/CAPACITY *(V/C)* RATIO:				0.684			0.687				0.684				0.687				0.686
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.584**			**0.587**				**0.584**				**0.587**				**0.586**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
22	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	24	1	**24**	0	24	**24**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
Left-Through		0							0				0				0	
Through	499	1	261	0	499	261	0	499	1	261	0	499	1	261	0	499	1	261
Through-Right		1							1				1				1	
Right	22	0	22	0	22	22	0	22	0	22	0	22	0	22	0	22	0	22
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	47	1	47	0	47	47	0	47	1	47	0	47	1	47	0	47	1	47
Left-Through		0							0				0				0	
Through	842	1	**517**	0	842	**517**	0	842	1	**517**	0	842	1	**517**	0	842	1	**517**
Through-Right		1							1				1				1	
Right	192	0	192	0	192	192	0	192	0	192	0	192	0	192	0	192	0	192
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	168	1	**168**	0	168	**168**	0	168	1	**168**	0	168	1	**168**	0	168	1	**168**
Left-Through		0							0				0				0	
Through	956	2	336	72	1028	360	0	956	2	336	72	1028	2	360	-21	1007	2	353
Through-Right		1							1				1				1	
Right	53	0	53	0	53	53	0	53	0	53	0	53	0	53	0	53	0	53
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	113	1	113	0	113	113	0	113	1	113	0	113	1	113	0	113	1	113
Left-Through		0							0				0				0	
Through	1244	2	**425**	11	1255	**429**	0	1244	2	**425**	11	1255	2	**429**	-4	1251	2	**428**
Through-Right		1							1				1				1	
Right	31	0	31	2	33	33	0	31	0	31	2	33	0	33	-1	32	0	32
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		541	*North-South:*		541	*North-South:*			541	*North-South:*			541	*North-South:*			541
	East-West:		593	*East-West:*		597	*East-West:*			593	*East-West:*			597	*East-West:*			596
	SUM:		1134	*SUM:*		1138	*SUM:*			1134	*SUM:*			1138	*SUM:*			1137
VOLUME/CAPACITY *(V/C)* RATIO:			0.796			0.799				0.796				0.799				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.696**			**0.699**				**0.696**				**0.699**				**0.698**
LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
23	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	0	19	**19**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	84	0	158	0	84	158	0	84	0	158	0	84	0	158	0	84	0	158
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	27	1	27	0	27	27	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	194	0	**349**	0	194	**349**	0	194	0	**349**	0	194	0	**349**	0	194	0	**349**
	Through-Right		1							1				1				1	
	Right	155	0	0	0	155	0	0	155	0	0	0	155	0	0	0	155	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	**53**	0	53	**53**	0	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	945	2	325	72	1017	349	0	945	2	325	72	1017	2	349	-21	996	2	342
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	44	1	44	0	44	44	0	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	1209	2	**427**	13	1222	**431**	0	1209	2	**427**	13	1222	2	**431**	-5	1217	2	**430**
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		368	*North-South:*		368	*North-South:*			368	*North-South:*			368	*North-South:*			368
		East-West:		480	*East-West:*		484	*East-West:*			480	*East-West:*			484	*East-West:*			483
		SUM:		848	*SUM:*		852	*SUM:*			848	*SUM:*			852	*SUM:*			851
VOLUME/CAPACITY *(V/C)* RATIO:				0.565			0.568				0.565				0.568				0.567
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.465**			**0.468**				**0.465**				**0.468**				**0.467**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
24	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4				4				4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	0	93	**93**	0	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	597	2	299	2	599	300	0	597	2	299	2	599	2	300	-1	598	2	299
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	0	109	1	0	0	109	1	0	0	109	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	31	1	31	25	56	56	0	31	1	31	25	56	1	56	-8	48	1	48
	Left-Through		0							0				0				0	
	Through	1107	1	**589**	4	1111	**591**	0	1107	1	**589**	4	1111	1	**591**	-1	1110	1	**590**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	875	2	**318**	72	947	**342**	0	875	2	**318**	72	947	2	**342**	-21	926	2	**335**
	Through-Right		1							1				1				1	
	Right	78	0	78	0	78	78	0	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	197	1	**197**	0	197	**197**	0	197	1	**197**	0	197	1	**197**	0	197	1	**197**
	Left-Through		0							0				0				0	
	Through	1342	2	467	13	1355	472	0	1342	2	467	13	1355	2	472	-5	1350	2	470
	Through-Right		1							1				1				1	
	Right	58	0	58	2	60	60	0	58	0	58	2	60	0	60	-1	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		682	*North-South:*		684	*North-South:*			682	*North-South:*			684	*North-South:*			683
		East-West:		515	*East-West:*		539	*East-West:*			515	*East-West:*			539	*East-West:*			532
		SUM:		1197	*SUM:*		1223	*SUM:*			1197	*SUM:*			1223	*SUM:*			1215
VOLUME/CAPACITY (*V/C*) RATIO:				0.871			0.889				0.871				0.889				0.884
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.771**			**0.789**				**0.771**				**0.789**				**0.784**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
25	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	0	134	0	134	134	0	134	0	134	0	134	0	134	0	134	0	134
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	202	0	**336**	0	202	**336**	0	202	0	**336**	0	202	0	**336**	0	202	0	**336**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	86	1	**86**	0	86	**86**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	889	3	296	98	987	329	0	889	3	296	98	987	3	329	-29	958	3	319
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1493	2	**539**	15	1508	**545**	0	1493	2	**539**	15	1508	2	**545**	-6	1502	2	**543**
	Through-Right		1							1				1				1	
	Right	125	0	125	1	126	126	0	125	0	125	1	126	0	126	0	126	0	126
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		336	North-South:		336	North-South:			336	North-South:			336			North-South:	336
		East-West:		625	East-West:		631	East-West:			625	East-West:			631			East-West:	629
		SUM:		961	SUM:		967	SUM:			961	SUM:			967			SUM:	965
VOLUME/CAPACITY (V/C) RATIO:				0.641			0.645				0.641				0.645				0.643
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.541**			**0.545**				**0.541**				**0.545**				**0.543**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
26	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	30	**30**	0	30	1	**30**	0	30	1	**30**	0	30	1	**30**
	Left-Through		0							0				0				0	
	Through	296	0	365	0	296	365	0	296	0	365	0	296	0	365	0	296	0	365
	Through-Right		1							1				1				1	
	Right	69	0	0	0	69	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	30	87	87	0	57	1	57	30	87	1	87	-9	78	1	78
	Left-Through		0							0				0				0	
	Through	391	0	**428**	0	391	**428**	0	391	0	**428**	0	391	0	**428**	0	391	0	**428**
	Through-Right		1							1				1				1	
	Right	37	0	0	0	37	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	47	1	**47**	0	47	**47**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	Left-Through		0							0				0				0	
	Through	884	2	321	98	982	354	0	884	2	321	98	982	2	354	-29	953	2	344
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	213	1	213	0	213	213	0	213	1	213	0	213	1	213	0	213	1	213
	Left-Through		0							0				0				0	
	Through	1542	2	**537**	16	1558	**543**	0	1542	2	**537**	16	1558	2	**543**	-6	1552	2	**541**
	Through-Right		1							1				1				1	
	Right	68	0	68	3	71	71	0	68	0	68	3	71	0	71	-1	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		458	*North-South:*		458	*North-South:*			458	*North-South:*			458	*North-South:*			458
		East-West:		584	*East-West:*		590	*East-West:*			584	*East-West:*			590	*East-West:*			588
		SUM:		1042	*SUM:*		1048	*SUM:*			1042	*SUM:*			1048	*SUM:*			1046
VOLUME/CAPACITY (*V/C*) RATIO:				0.731			0.735				0.731				0.735				0.734
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**			**0.635**				**0.631**				**0.635**				**0.634**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gordon St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
27	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2				2				2		2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		2
Override Capacity			0			0			0				0				0		0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	14	29	29	0	15	0	15	14	29	0	29	-5	24	0	24
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	46	0	**61**	12	58	**87**	0	46	0	**61**	12	58	0	**87**	-4	54	0	**78**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	951	2	325	16	967	331	0	951	2	325	16	967	2	331	-6	961	2	329
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	98	85	183	183	0	98	1	98	85	183	1	183	-25	158	1	158
	Left-Through		0							0				0				0	
	Through	1867	3	**622**	64	1931	**644**	0	1867	3	**622**	64	1931	3	**644**	-19	1912	3	**637**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		61	North-South:		87	North-South:			61	North-South:			87	North-South:			78
		East-West:		622	East-West:		644	East-West:			622	East-West:			644	East-West:			637
		SUM:		683	SUM:		731	SUM:			683	SUM:			731	SUM:			715
VOLUME/CAPACITY (V/C) RATIO:				0.455			0.487				0.455				0.487				0.477
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.355**			**0.387**				**0.355**				**0.387**				**0.377**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	Δ*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
28	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	64	1	**64**	0	64	1	**64**	0	64	1	**64**
	Left-Through		0							0				0				0	
	Through	143	0	279	0	143	279	0	143	0	279	0	143	0	279	0	143	0	279
	Through-Right		1							1				1				1	
	Right	136	0	0	0	136	0	0	136	0	0	0	136	0	0	0	136	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	316	0	**497**	0	316	**518**	0	316	0	**497**	0	316	0	**518**	0	316	0	**512**
	Through-Right		1							1				1				1	
	Right	181	0	0	21	202	0	0	181	0	0	21	202	0	0	-6	196	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	**46**	5	51	**51**	0	46	1	**46**	5	51	1	**51**	-2	49	1	**49**
	Left-Through		0							0				0				0	
	Through	884	2	300	23	907	307	0	884	2	300	23	907	2	307	-9	898	2	304
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	1598	2	**556**	127	1725	**598**	0	1598	2	**556**	127	1725	2	**598**	-38	1687	2	**586**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		561	*North-South:*		582	*North-South:*			561	*North-South:*			582	*North-South:*			576
		East-West:		602	*East-West:*		649	*East-West:*			602	*East-West:*			649	*East-West:*			635
		SUM:		1163	*SUM:*		1231	*SUM:*			1163	*SUM:*			1231	*SUM:*			1211
VOLUME/CAPACITY *(V/C)* RATIO:				0.816			0.864				0.816				0.864				0.850
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.716**			**0.764**				**0.716**				**0.764**				**0.750**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.048	Δ*v/c* after mitigation:	0.034
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
29	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	48	48	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	22	0	**219**	0	22	**219**	0	22	0	**219**	0	22	0	**219**	0	22	0	**219**
	Through-Right		1							1				1				1	
	Right	197	0	0	0	197	0	0	197	0	0	0	197	0	0	0	197	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	462	1	**462**	0	462	**462**	0	462	1	**462**	0	462	1	**462**	0	462	2	**254**
	Left-Through		0							0				0				0	
	Through	328	0	355	0	328	368	0	328	0	355	0	328	0	368	0	328	0	364
	Through-Right		1							1				1				1	
	Right	27	0	0	13	40	0	0	27	0	0	13	40	0	0	-4	36	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	1008	2	355	23	1031	363	0	1008	2	355	23	1031	2	363	-9	1022	2	360
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	0	96	96	0	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	1911	2	**646**	114	2025	**684**	0	1911	2	**646**	114	2025	2	**684**	-34	1991	2	**672**
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		681	North-South:		681	North-South:			681	North-South:			681	North-South:			473
		East-West:		650	East-West:		688	East-West:			650	East-West:			688	East-West:			676
		SUM:		1331	SUM:		1369	SUM:			1331	SUM:			1369	SUM:			1149
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.913				0.887				0.913				0.806
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.787**			**0.813**				**0.787**				**0.813**				**0.706**
LEVEL OF SERVICE (LOS):				**C**			**D**				**C**				**D**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	Δ*v/c* after mitigation:	-0.081
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
30	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	0	62	**62**	0	62	1	**62**	0	62	1	**62**	0	62	1	**62**
	Left-Through		0							0				0				0	
	Through	220	1	206	0	220	206	0	220	1	206	0	220	1	206	0	220	1	206
	Through-Right		1							1				1				1	
	Right	191	0	191	0	191	191	0	191	0	191	0	191	0	191	0	191	0	191
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	122	1	122	0	122	122	0	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	444	1	**273**	0	444	**273**	0	444	1	**273**	0	444	1	**273**	0	444	1	**273**
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	0	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	**61**	1	62	**62**	0	61	1	**61**	1	62	1	**62**	-1	61	1	**61**
	Left-Through		0							0				0				0	
	Through	1107	2	424	10	1117	427	0	1107	2	424	10	1117	2	427	-4	1113	2	426
	Through-Right		1							1				1				1	
	Right	164	0	164	0	164	164	0	164	0	164	0	164	0	164	0	164	0	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	107	1	107	0	107	107	0	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	1051	2	**526**	42	1093	**547**	0	1051	2	**526**	42	1093	2	**547**	-13	1080	2	**540**
	Through-Right		0							0				0				0	
	Right	109	1	48	0	109	48	0	109	1	48	0	109	1	48	0	109	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		335	*North-South:*		335	*North-South:*			335	*North-South:*			335	*North-South:*			335
		East-West:		587	*East-West:*		609	*East-West:*			587	*East-West:*			609	*East-West:*			601
		SUM:		922	*SUM:*		944	*SUM:*			922	*SUM:*			944	*SUM:*			936
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.629				0.615				0.629				0.624
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.515**			**0.529**				**0.515**				**0.529**				**0.524**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
31	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	**98**	0	98	**98**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	455	2	228	0	455	228	0	455	2	228	0	455	2	228	0	455	2	228
	Through-Right		0							0				0				0	
	Right	89	1	23	0	89	23	0	89	1	23	0	89	1	23	0	89	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	179	1	179	0	179	179	0	179	1	179	0	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	777	1	**548**	0	777	**558**	0	777	1	**548**	0	777	1	**558**	0	777	1	**555**
	Through-Right		1							1				1				1	
	Right	318	0	318	21	339	339	0	318	0	318	21	339	0	339	-6	333	0	333
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	164	1	164	3	167	167	0	164	1	164	3	167	1	167	-1	166	1	166
	Left-Through		0							0				0				0	
	Through	1029	2	**364**	3	1032	**366**	0	1029	2	**364**	3	1032	2	**366**	-1	1031	2	**365**
	Through-Right		1							1				1				1	
	Right	63	0	63	3	66	66	0	63	0	63	3	66	0	66	-1	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	133	1	**133**	0	133	**133**	0	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	751	2	279	21	772	286	0	751	2	279	21	772	2	286	-6	766	2	284
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		646	*North-South:*		656	*North-South:*			646	*North-South:*			656	*North-South:*			653
		East-West:		497	*East-West:*		499	*East-West:*			497	*East-West:*			499	*East-West:*			498
		SUM:		1143	*SUM:*		1155	*SUM:*			1143	*SUM:*			1155	*SUM:*			1151
VOLUME/CAPACITY *(V/C)* RATIO:				0.831			0.840				0.831				0.840				0.837
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.731**			**0.740**				**0.731**				**0.740**				**0.737**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
32	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	193	0	211	0	193	211	0	193	0	211	0	193	0	211	0	193	0	211
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	293	0	**342**	0	293	**342**	0	293	0	**342**	0	293	0	**342**	0	293	0	**342**
	Through-Right		1							1				1				1	
	Right	49	0	0	0	49	0	0	49	0	0	0	49	0	0	0	49	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	0	**30**	0	30	**30**	0	30	0	**30**	0	30	0	**30**	0	30	0	**30**
	Left-Through		1							1				1				1	
	Through	291	0	321	17	308	338	0	291	0	321	17	308	0	338	-5	303	0	333
	Through-Right		0							0				0				0	
	Right	23	1	19	0	23	19	0	23	1	19	0	23	1	19	0	23	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	402	0	**465**	3	405	**468**	0	402	0	**465**	3	405	0	**468**	-1	404	0	**467**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		350	*North-South:*		350	*North-South:*		350		*North-South:*		350		*North-South:*			350
		East-West:		495	*East-West:*		498	*East-West:*		495		*East-West:*		498		*East-West:*			497
		SUM:		845	*SUM:*		848	*SUM:*		845		*SUM:*		848		*SUM:*			847
	VOLUME/CAPACITY *(V/C)* RATIO:			0.563			0.565			0.563				0.565					0.565
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.463**			**0.465**			**0.463**				**0.465**					**0.465**
	LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**					**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
33	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		1							1				1				1	
	Through	562	0	322	0	562	333	0	562	0	322	0	562	0	333	0	562	0	330
	Through-Right		1							1				1				1	
	Right	30	0	322	21	51	333	0	30	0	322	21	51	0	333	-6	45	0	330
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		1							1				1				1	
	Through	870	0	**489**	0	870	**505**	0	870	0	**489**	0	870	0	**505**	0	870	0	**505**
	Through-Right		1							1				1				1	
	Right	76	0	489	0	76	505	0	76	0	489	0	76	0	505	0	76	0	505
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	0	**92**	0	92	**92**	0	92	0	**92**	0	92	0	**92**	0	92	0	**92**
	Left-Through		0							0				0				0	
	Through	261	0	368	17	278	385	0	261	0	368	17	278	0	385	-5	273	0	380
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	0	50	3	53	53	0	50	0	50	3	53	0	53	-1	52	0	52
	Left-Through		0							0				0				0	
	Through	407	0	**507**	3	410	**513**	0	407	0	**507**	3	410	0	**513**	-1	409	0	**511**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		518	*North-South:*			502	*North-South:*			518	*North-South:*			518
		East-West:		599	*East-West:*		605	*East-West:*			599	*East-West:*			605	*East-West:*			603
		SUM:		1101	*SUM:*		1123	*SUM:*			1101	*SUM:*			1123	*SUM:*			1121
VOLUME/CAPACITY (*V/C*) RATIO:				0.734			0.749				0.734				0.749				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.634**			**0.649**				**0.634**				**0.649**				**0.647**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
34	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	829	1	436	0	829	447	0	829	1	436	0	829	1	447	0	829	1	444
	Through-Right		1							1				1				1	
	Right	43	0	43	21	64	64	0	43	0	43	21	64	0	64	-6	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	1	24	4	28	28	0	24	1	24	4	28	1	28	-1	27	1	27
	Left-Through		0							0				0				0	
	Through	1287	1	**671**	0	1287	**671**	0	1287	1	**671**	0	1287	1	**671**	0	1287	1	**671**
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	**45**	0	45	**45**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	218	0	242	38	256	280	0	218	0	242	38	256	0	280	-11	245	0	269
	Through-Right		1							1				1				1	
	Right	24	0	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	86	3	89	89	0	86	1	86	3	89	1	89	-1	88	1	88
	Left-Through		0							0				0				0	
	Through	359	0	**395**	6	365	**403**	0	359	0	**395**	6	365	0	**403**	-2	363	0	**400**
	Through-Right		1							1				1				1	
	Right	36	0	0	2	38	0	0	36	0	0	2	38	0	0	-1	37	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		707	*North-South:*		707	*North-South:*			707	*North-South:*			707	*North-South:*			707
		East-West:		440	*East-West:*		448	*East-West:*			440	*East-West:*			448	*East-West:*			445
		SUM:		1147	*SUM:*		1155	*SUM:*			1147	*SUM:*			1155	*SUM:*			1152
VOLUME/CAPACITY *(V/C)* RATIO:				0.765			0.770				0.765				0.770				0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.665**			**0.670**				**0.665**				**0.670**				**0.668**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
35	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	0	**18**	0	18	**18**	0	18	0	**18**	0	18	0	**18**	0	18	0	**18**
	Left-Through		0							0				0				0	
	Through	71	0	105	0	71	105	0	71	0	105	0	71	0	105	0	71	0	105
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	117	0	**197**	0	117	**197**	0	117	0	**197**	0	117	0	**197**	0	117	0	**197**
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	0	**11**	0	11	**11**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		0							0				0				0	
	Through	235	0	282	64	299	346	0	235	0	282	64	299	0	346	-19	280	0	327
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	525	0	**564**	12	537	**576**	0	525	0	**564**	12	537	0	**576**	-4	533	0	**572**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		215	*North-South:*		215	*North-South:*			215	*North-South:*			215	*North-South:*			215
		East-West:		575	*East-West:*		587	*East-West:*			575	*East-West:*			587	*East-West:*			583
		SUM:		790	*SUM:*		802	*SUM:*			790	*SUM:*			802	*SUM:*			798
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.535				0.527				0.535				0.532
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.435**				**0.427**				**0.435**				**0.432**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
36	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	354	0	391	0	354	429	0	354	0	391	0	354	0	429	0	354	0	418
	Through-Right		1							1				1				1	
	Right	37	0	0	38	75	0	0	37	0	0	38	75	0	0	-11	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	42	1	42	0	42	42	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	420	0	**511**	0	420	**511**	0	420	0	**511**	0	420	0	**511**	0	420	0	**511**
	Through-Right		1							1				1				1	
	Right	91	0	0	0	91	0	0	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	**38**	0	38	**38**	0	38	0	**38**	0	38	0	**38**	0	38	0	**38**
	Left-Through		0							0				0				0	
	Through	203	0	266	64	267	330	0	203	0	266	64	267	0	330	-19	248	0	311
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	0	41	5	46	46	0	41	0	41	5	46	0	46	-2	44	0	44
	Left-Through		0							0				0				0	
	Through	497	0	**581**	12	509	**598**	0	497	0	**581**	12	509	0	**598**	-4	505	0	**592**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		547	*North-South:*		547	*North-South:*			547	*North-South:*			547	*North-South:*			547
		East-West:		619	*East-West:*		636	*East-West:*			619	*East-West:*			636	*East-West:*			630
		SUM:		1166	*SUM:*		1183	*SUM:*			1166	*SUM:*			1183	*SUM:*			1177
VOLUME/CAPACITY *(V/C)* RATIO:				0.777			0.789				0.777				0.789				0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.689**				**0.677**				**0.689**				**0.685**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
37	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2				2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	109	0	142	0	109	142	0	109	0	142	0	109	0	142	0	109	0	142
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	0	48	0	48	48	0	48	0	48	0	48	0	48	0	48	0	48
	Left-Through		0							0				0				0	
	Through	205	0	**364**	0	205	**364**	0	205	0	**364**	0	205	0	**364**	0	205	0	**364**
	Through-Right		0							0				0				0	
	Right	111	0	0	0	111	0	0	111	0	0	0	111	0	0	0	111	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	87	1	**87**	0	87	**87**	0	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	970	1	492	17	987	500	0	970	1	492	17	987	1	500	-5	982	1	498
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	40	0	40	40	0	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	1279	1	**657**	3	1282	**658**	0	1279	1	**657**	3	1282	1	**658**	-1	1281	1	**658**
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		371	*North-South:*		371	*North-South:*			371	*North-South:*			371	*North-South:*			371
		East-West:		744	*East-West:*		745	*East-West:*			744	*East-West:*			745	*East-West:*			745
		SUM:		1115	*SUM:*		1116	*SUM:*			1115	*SUM:*			1116	*SUM:*			1116
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.744				0.743				0.744				0.744
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.644**				**0.643**				**0.644**				**0.644**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
38	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	0	**23**	0	23	**23**	0	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		1							1				1				1	
	Through	533	0	331	21	554	341	0	533	0	331	21	554	0	341	-6	548	0	338
	Through-Right		1							1				1				1	
	Right	36	0	331	0	36	341	0	36	0	331	0	36	0	341	0	36	0	338
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through		1							1				1				1	
	Through	671	0	**458**	3	674	**459**	0	671	0	**458**	3	674	0	**459**	-1	673	0	**459**
	Through-Right		1							1				1				1	
	Right	176	0	458	0	176	459	0	176	0	458	0	176	0	459	0	176	0	459
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	**73**	0	73	**73**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	882	1	461	17	899	469	0	882	1	461	17	899	1	469	-5	894	1	467
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	1179	1	**609**	3	1182	**611**	0	1179	1	**609**	3	1182	1	**611**	-1	1181	1	**610**
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		481	*North-South:*		482	*North-South:*			481	*North-South:*			482	*North-South:*			482
		East-West:		682	*East-West:*		684	*East-West:*			682	*East-West:*			684	*East-West:*			683
		SUM:		1163	*SUM:*		1166	*SUM:*			1163	*SUM:*			1166	*SUM:*			1165
VOLUME/CAPACITY *(V/C)* RATIO:				0.775			0.777				0.775				0.777				0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.675**			**0.677**				**0.675**				**0.677**				**0.677**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
39	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	1	**54**	0	54	**54**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	901	2	451	21	922	461	0	901	2	451	21	922	2	461	-6	916	2	458
	Through-Right		0							0				0				0	
	Right	122	1	65	0	122	65	0	122	1	65	0	122	1	65	0	122	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	997	1	**567**	3	1000	**569**	0	997	1	**567**	3	1000	1	**569**	-1	999	1	**568**
	Through-Right		1							1				1				1	
	Right	137	0	137	0	137	137	0	137	0	137	0	137	0	137	0	137	0	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	1	**71**	0	71	**71**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	Left-Through		0							0				0				0	
	Through	803	1	424	17	820	432	0	803	1	424	17	820	1	432	-5	815	1	430
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	115	1	115	0	115	115	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	1119	1	**586**	3	1122	**587**	0	1119	1	**586**	3	1122	1	**587**	-1	1121	1	**587**
	Through-Right		1							1				1				1	
	Right	52	0	52	0	52	52	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		621	*North-South:*		623	*North-South:*			621	*North-South:*			623	*North-South:*			622
		East-West:		657	*East-West:*		658	*East-West:*			657	*East-West:*			658	*East-West:*			658
		SUM:		1278	*SUM:*		1281	*SUM:*			1278	*SUM:*			1281	*SUM:*			1280
VOLUME/CAPACITY (*V/C*) RATIO:				0.852			0.854				0.852				0.854				0.853
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.752**			**0.754**				**0.752**				**0.754**				**0.753**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
40	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	**20**	0	20	**20**	0	20	1	**20**	0	20	1	**20**	0	20	1	**20**
	Left-Through		0							0				0				0	
	Through	306	0	361	21	327	382	0	306	0	361	21	327	0	382	-6	321	0	376
	Through-Right		1							1				1				1	
	Right	55	0	0	0	55	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	0	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	371	0	**418**	3	374	**422**	0	371	0	**418**	3	374	0	**422**	-1	373	0	**420**
	Through-Right		1							1				1				1	
	Right	47	0	0	1	48	0	0	47	0	0	1	48	0	0	-1	47	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	**89**	17	106	**106**	0	89	1	**89**	17	106	1	**106**	-5	101	1	**101**
	Left-Through		0							0				0				0	
	Through	855	1	452	0	855	452	0	855	1	452	0	855	1	452	0	855	1	452
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	0	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	168	1	168	0	168	168	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0							0				0				0	
	Through	1276	1	**669**	1	1277	**670**	0	1276	1	**669**	1	1277	1	**670**	-1	1276	1	**669**
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		438	*North-South:*		442	*North-South:*			438	*North-South:*			442	*North-South:*			440
		East-West:		758	*East-West:*		776	*East-West:*			758	*East-West:*			776	*East-West:*			770
		SUM:		1196	*SUM:*		1218	*SUM:*			1196	*SUM:*			1218	*SUM:*			1210
VOLUME/CAPACITY *(V/C)* RATIO:				0.797			0.812				0.797				0.812				0.807
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.697**			**0.712**				**0.697**				**0.712**				**0.707**
LEVEL OF SERVICE (LOS):				**B**			**C**				**B**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
41	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	3	0	14	0	3	14	0	3	0	14	0	3	0	14	0	3	0	14
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	83	1	83	4	87	87	0	83	1	83	4	87	1	87	-2	85	1	85
	Left-Through		0							0				0				0	
	Through	10	0	**147**	0	10	**147**	0	10	0	**147**	0	10	0	**147**	0	10	0	**147**
	Through-Right		1							1				1				1	
	Right	137	0	0	0	137	0	0	137	0	0	0	137	0	0	0	137	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	1	**99**	0	99	**99**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	859	1	434	0	859	434	0	859	1	434	0	859	1	434	0	859	1	434
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	1420	1	**732**	13	1433	**755**	0	1420	1	**732**	13	1433	1	**755**	-4	1429	1	**748**
	Through-Right		1							1				1				1	
	Right	43	0	43	34	77	77	0	43	0	43	34	77	0	77	-10	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		154	*North-South:*		154	*North-South:*			154	*North-South:*			154	*North-South:*			154
		East-West:		831	*East-West:*		854	*East-West:*			831	*East-West:*			854	*East-West:*			847
		SUM:		985	*SUM:*		1008	*SUM:*			985	*SUM:*			1008	*SUM:*			1001
VOLUME/CAPACITY (*V/C*) RATIO:				0.657			0.672				0.657				0.672				0.667
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.557**			**0.572**				**0.557**				**0.572**				**0.567**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
42	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	0	**44**	0	44	**44**	0	44	0	**44**	0	44	0	**44**	0	44	0	**44**
	Left-Through		0							0				0				0	
	Through	328	0	418	0	328	418	0	328	0	418	0	328	0	418	0	328	0	418
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	422	0	**543**	0	422	**543**	0	422	0	**543**	0	422	0	**543**	0	422	0	**543**
	Through-Right		0							0				0				0	
	Right	100	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	**61**	0	61	**61**	0	61	1	**61**	0	61	1	**61**	0	61	1	**61**
	Left-Through		0							0				0				0	
	Through	805	1	436	4	809	438	0	805	1	436	4	809	1	438	-2	807	1	437
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	1	59	0	59	59	0	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0				0				0	
	Through	1273	1	**648**	47	1320	**671**	0	1273	1	**648**	47	1320	1	**671**	-14	1306	1	**664**
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		587	*North-South:*		587	*North-South:*			587	*North-South:*			587	*North-South:*			587
		East-West:		709	*East-West:*		732	*East-West:*			709	*East-West:*			732	*East-West:*			725
		SUM:		1296	*SUM:*		1319	*SUM:*			1296	*SUM:*			1319	*SUM:*			1312
VOLUME/CAPACITY *(V/C)* RATIO:				0.864			0.879				0.864				0.879				0.875
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.764**			**0.779**				**0.764**				**0.779**				**0.775**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
43	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	669	1	379	0	669	379	0	669	1	379	0	669	1	379	0	669	1	379
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	850	1	**491**	0	850	**491**	0	850	1	**491**	0	850	1	**491**	0	850	1	**491**
	Through-Right		1							1				1				1	
	Right	132	0	132	0	132	132	0	132	0	132	0	132	0	132	0	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	747	1	407	4	751	409	0	747	1	407	4	751	1	409	-2	749	1	408
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	124	1	124	0	124	124	0	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	1164	1	**588**	47	1211	**612**	0	1164	1	**588**	47	1211	1	**612**	-14	1197	1	**605**
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		491	*North-South:*		491	*North-South:*			491	*North-South:*			491	*North-South:*			491
		East-West:		629	*East-West:*		653	*East-West:*			629	*East-West:*			653	*East-West:*			646
		SUM:		1120	*SUM:*		1144	*SUM:*			1120	*SUM:*			1144	*SUM:*			1137
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.763				0.747				0.763				0.758
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.663**				**0.647**				**0.663**				**0.658**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
44	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	21	114	**114**	0	93	1	**93**	21	114	1	**114**	-6	108	1	**108**
	Left-Through		0							0				0				0	
	Through	791	2	396	0	791	396	0	791	2	396	0	791	2	396	0	791	2	396
	Through-Right		0							0				0				0	
	Right	166	1	20	0	166	20	0	166	1	20	0	166	1	20	0	166	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	101	0	101	101	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	957	1	**513**	3	960	**514**	0	957	1	**513**	3	960	1	**514**	-1	959	1	**514**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	789	2	395	4	793	397	0	789	2	395	4	793	2	397	-2	791	2	396
	Through-Right		0							0				0				0	
	Right	109	1	16	0	109	0	0	109	1	16	0	109	1	0	0	109	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	146	1	146	0	146	146	0	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	935	1	**489**	25	960	**502**	0	935	1	**489**	25	960	1	**502**	-8	952	1	**498**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		606	*North-South:*		628	*North-South:*			606	*North-South:*			628	*North-South:*			622
		East-West:		543	*East-West:*		556	*East-West:*			543	*East-West:*			556	*East-West:*			552
		SUM:		1149	*SUM:*		1184	*SUM:*			1149	*SUM:*			1184	*SUM:*			1174
VOLUME/CAPACITY (*V/C*) RATIO:				0.836			0.861				0.836				0.861				0.854
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.761**				**0.736**				**0.761**				**0.754**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB On-ramp	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
45	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2						2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0						0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2						2	
Override Capacity			0			0			0			0						0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	67	0	67	67	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		0							0				0				0	
	Through	13	0	**95**	0	13	**95**	0	13	0	**95**	0	13	0	**95**	0	13	0	**95**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	0	**9**	0	9	**9**	0	9	0	**9**	0	9	0	**9**	0	9	0	**9**
	Left-Through		1							1				1				1	
	Through	846	1	450	2	848	451	0	846	1	450	2	848	1	451	-1	847	1	451
	Through-Right		0							0				0				0	
	Right	275	1	275	2	277	277	0	275	1	275	2	277	1	277	-1	276	1	276
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	43	0	43	43	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	1241	1	**637**	25	1266	**650**	0	1241	1	**637**	25	1266	1	**650**	-8	1258	1	**646**
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		95	*North-South:*		95	*North-South:*			95	*North-South:*			95	*North-South:*			95
		East-West:		646	*East-West:*		659	*East-West:*			646	*East-West:*			659	*East-West:*			655
		SUM:		741	*SUM:*		754	*SUM:*			741	*SUM:*			754	*SUM:*			750
VOLUME/CAPACITY *(V/C)* RATIO:				0.494			0.503				0.494				0.503				0.500
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.394**			**0.403**				**0.394**				**0.403**				**0.400**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
46	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1				1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	533	1	**333**	13	546	**340**	0	533	1	**333**	13	546	1	**340**	-4	542	1	**338**
	Left-Through		0							0				0				0	
	Through	56	0	333	0	56	340	0	56	0	333	0	56	0	340	0	56	0	338
	Through-Right		0							0				0				0	
	Right	77	0	0	0	77	0	0	77	0	0	0	77	0	0	0	77	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	0	33	0	33	33	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	66	0	**99**	0	66	**99**	0	66	0	**99**	0	66	0	**99**	0	66	0	**99**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	32	1	32	0	32	32	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	959	2	**480**	2	961	**481**	0	959	2	**480**	2	961	2	**481**	-1	960	2	**480**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	676	1	355	13	689	361	0	676	1	355	13	689	1	361	-4	685	1	359
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		432	*North-South:*		439	*North-South:*			432	*North-South:*			439	*North-South:*			437
		East-West:		480	*East-West:*		481	*East-West:*			480	*East-West:*			481	*East-West:*			480
		SUM:		912	*SUM:*		920	*SUM:*			912	*SUM:*			920	*SUM:*			917
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.646				0.640				0.646				0.644
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.540**			**0.546**				**0.540**				**0.546**				**0.544**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
47	East-West Street:	Melrose Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	113	1	**113**	0	113	**113**	0	113	1	**113**	0	113	1	**113**	0	113	1	**113**
	Left-Through		0							0				0				0	
	Through	1071	1	567	21	1092	577	0	1071	1	567	21	1092	1	577	-6	1086	1	574
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	1	96	0	96	96	0	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	1097	1	**601**	3	1100	**602**	0	1097	1	**601**	3	1100	1	**602**	-1	1099	1	**602**
	Through-Right		1							1				1				1	
	Right	104	0	104	0	104	104	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	**55**	0	55	**55**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	1053	1	555	11	1064	561	0	1053	1	555	11	1064	1	561	-3	1061	1	559
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	1124	1	**600**	2	1126	**601**	0	1124	1	**600**	2	1126	1	**601**	-1	1125	1	**601**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		714	*North-South:*		715	*North-South:*			714	*North-South:*			715	*North-South:*			715
		East-West:		655	*East-West:*		656	*East-West:*			655	*East-West:*			656	*East-West:*			656
		SUM:		1369	*SUM:*		1371	*SUM:*			1369	*SUM:*			1371	*SUM:*			1371
VOLUME/CAPACITY (*V/C*) RATIO:				0.913			0.914				0.913				0.914				0.914
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.813**			**0.814**				**0.813**				**0.814**				**0.814**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
48	East-West Street:	Melrose Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	346	1	**346**	2	348	**348**	0	346	1	**346**	2	348	1	**348**	-1	347	1	**347**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	255	1	176	2	257	172	0	255	1	176	2	257	1	172	-1	256	1	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	159	1	**159**	11	170	**170**	0	159	1	**159**	11	170	1	**170**	-3	167	1	**167**
	Left-Through		0							0				0				0	
	Through	961	2	481	0	961	481	0	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1142	1	**703**	0	1142	**708**	0	1142	1	**703**	0	1142	1	**708**	0	1142	1	**707**
	Through-Right		1							1				1				1	
	Right	263	0	263	11	274	274	0	263	0	263	11	274	0	274	-3	271	0	271
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		346	North-South:		348	North-South:			346	North-South:			348	North-South:			347
		East-West:		862	East-West:		878	East-West:			862	East-West:			878	East-West:			874
		SUM:		1208	SUM:		1226	SUM:			1208	SUM:			1226	SUM:			1221
VOLUME/CAPACITY (V/C) RATIO:				0.848			0.860				0.848				0.860				0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748			0.760				0.748				0.760				0.757
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.012 — Δ*v/c* after mitigation: 0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
49	East-West Street:	Melrose Ave	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITIONS				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**	0	91	**91**	0	91	1	**91**	0	91	1	**91**	0	91	1	**91**
	Left-Through		0							0				0				0	
	Through	1155	1	628	21	1176	638	0	1155	1	628	21	1176	1	638	-6	1170	1	635
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	0	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	1122	1	**636**	3	1125	**637**	0	1122	1	**636**	3	1125	1	**637**	-1	1124	1	**637**
	Through-Right		1							1				1				1	
	Right	149	0	149	0	149	149	0	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	**67**	0	67	**67**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	1035	1	559	2	1037	560	0	1035	1	559	2	1037	1	560	-1	1036	1	560
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	91	0	91	91	0	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	1167	1	**603**	11	1178	**608**	0	1167	1	**603**	11	1178	1	**608**	-3	1175	1	**607**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		727	*North-South:*		728	*North-South:*			727	*North-South:*			728	*North-South:*			728
		East-West:		670	*East-West:*		675	*East-West:*			670	*East-West:*			675	*East-West:*			674
		SUM:		1397	*SUM:*		1403	*SUM:*			1397	*SUM:*			1403	*SUM:*			1402
VOLUME/CAPACITY *(V/C)* RATIO:				0.931			0.935				0.931				0.935				0.935
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.831**			**0.835**				**0.831**				**0.835**				**0.835**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
1	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	62	1	62	0	62	62	0	62	1	62	0	62	1	62	0	62	1	62
Left-Through		0							0				0				0	
Through	1284	2	**642**	12	1296	**648**	0	1284	2	**642**	12	1296	2	**648**	-4	1292	2	**646**
Through-Right		0							0				0				0	
Right	122	1	76	0	122	76	0	122	1	76	0	122	1	76	0	122	1	76
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	59	1	**59**	0	59	**59**	0	59	1	**59**	0	59	1	**59**	0	59	1	**59**
Left-Through		0							0				0				0	
Through	647	2	324	0	647	324	0	647	2	324	0	647	2	324	0	647	2	324
Through-Right		0							0				0				0	
Right	17	1	0	0	17	0	0	17	1	0	0	17	1	0	0	17	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	165	1	**165**	0	165	**165**	0	165	1	**165**	0	165	1	**165**	0	165	1	**165**
Left-Through		0							0				0				0	
Through	420	1	236	1	421	237	0	420	1	236	1	421	1	237	0	421	1	237
Through-Right		1							1				1				1	
Right	52	0	52	0	52	52	0	52	0	52	0	52	0	52	0	52	0	52
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	92	1	92	0	92	92	0	92	1	92	0	92	1	92	0	92	1	92
Left-Through		0							0				0				0	
Through	336	1	336	8	344	344	0	336	1	336	8	344	1	344	-2	342	1	342
Through-Right		0							0				0				0	
Right	494	1	**465**	12	506	**477**	0	494	1	**465**	12	506	1	**477**	-4	502	1	**473**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		701	*North-South:*		707	*North-South:*		701		*North-South:*		707		*North-South:*		705	
	East-West:		630	*East-West:*		642	*East-West:*		630		*East-West:*		642		*East-West:*		638	
	SUM:		1331	*SUM:*		1349	*SUM:*		1331		*SUM:*		1349		*SUM:*		1343	
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.899			0.887				0.899				0.895	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.787**			**0.799**			**0.787**				**0.799**				**0.795**	
LEVEL OF SERVICE (LOS):			C			C			C				C				C	

REMARKS:

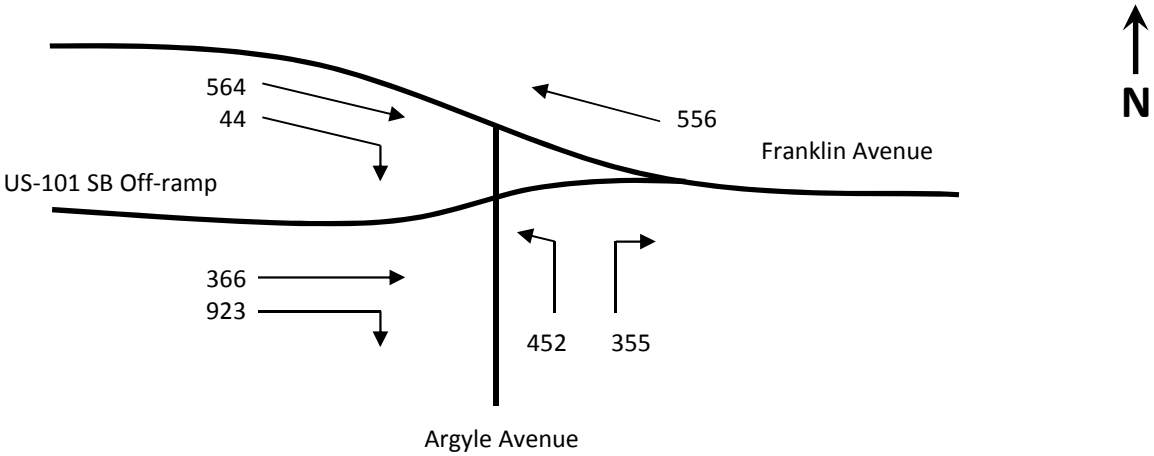
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing Conditions (Year 2018)- PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{556}{2} = 278$ or

Eastbound Through (Franklin): $\frac{564}{2} = 282$ or

Eastbound Through (US-101): 366

Critical Volume #1 (CV1): **366**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{452 + 355}{2} = \frac{807}{2} = 404$ or

Northbound Right: 355 or

Eastbound Right (Franklin): 44

Critical Volume #2 (CV2): **404**

Critical Volume: 366 + 404 = **770**

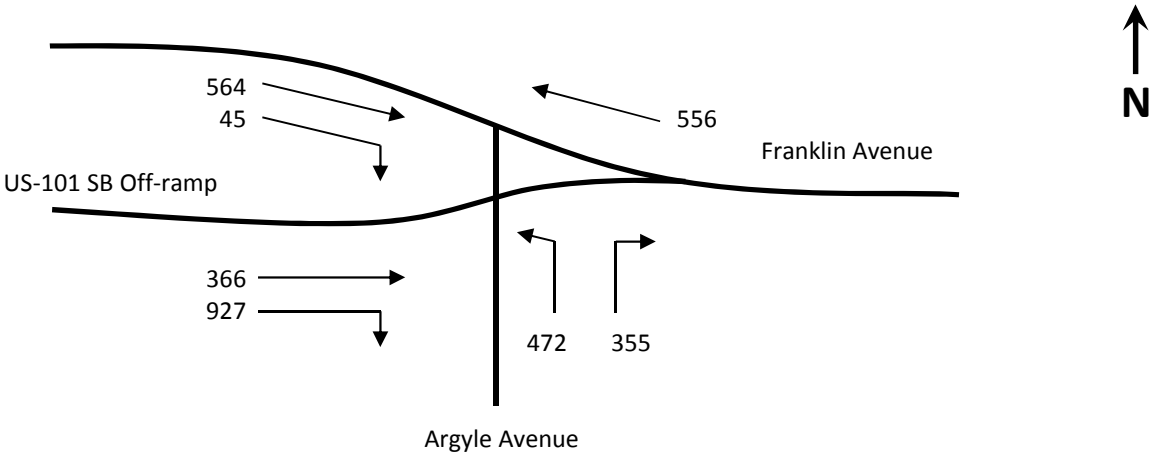
Intersection V/C: $\frac{770}{1500} =$ **0.513**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.413** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project Conditions (Year 2018)- PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{556}{2} = 278$ or

Eastbound Through (Franklin): $\frac{564}{2} = 282$ or

Eastbound Through (US-101): 366

Critical Volume #1 (CV1): **366**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{472 + 355}{2} = \frac{827}{2} = 414$ or

Northbound Right: 355 or

Eastbound Right (Franklin): 45

Critical Volume #2 (CV2): **414**

Critical Volume: 366 + 414 = **780**

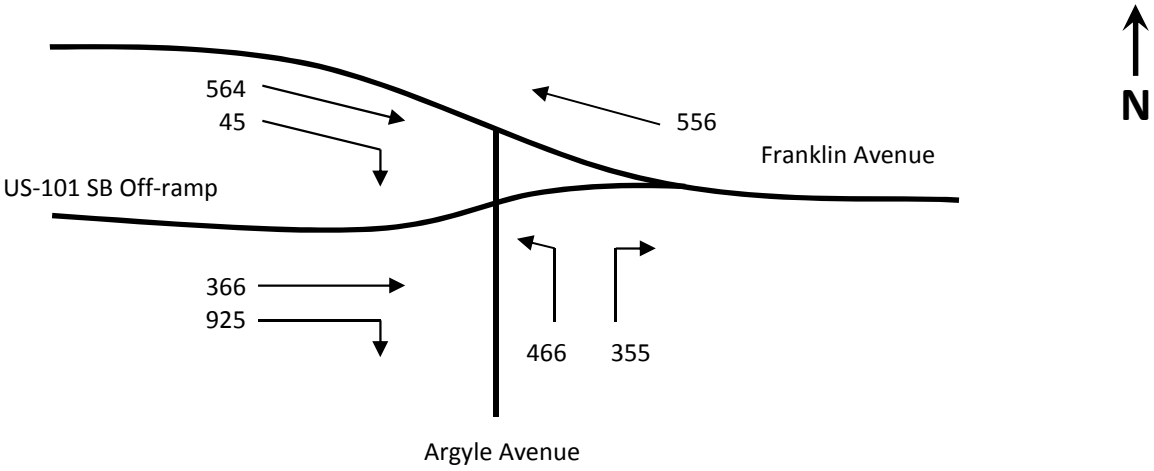
Intersection V/C: $\frac{780}{1500} =$ **0.52**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.420** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Existing with Project with Full Mitigation Conditions (Year 2018) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{556}{2} = 278$ or

Eastbound Through (Franklin): $\frac{564}{2} = 282$ or

Eastbound Through (US-101): 366

Critical Volume #1 (CV1): **366**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{466 + 355}{2} = \frac{821}{2} = 411$ or

Northbound Right: 355 or

Eastbound Right (Franklin): 45

Critical Volume #2 (CV2): **411**

Critical Volume: 366 + 411 = **777**

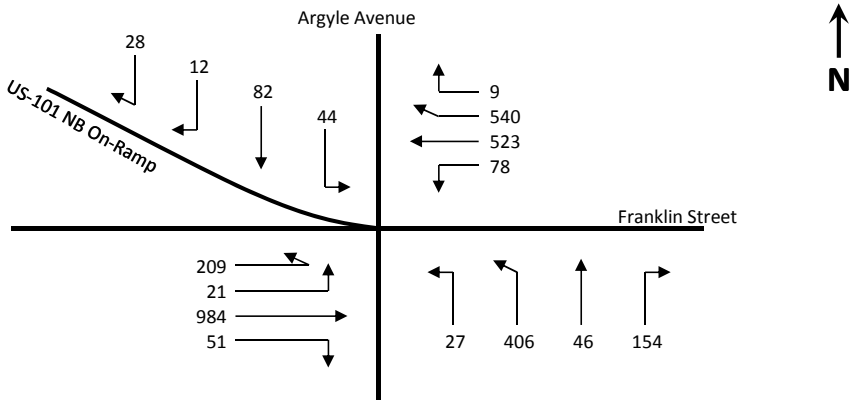
Intersection V/C: $\frac{777}{1500} =$ **0.518**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.418** **Intersection LOS:** **A**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing Conditions (Year 2018)- PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

209 + 21 = 230 and

Westbound Throughs + Rights:

$$\frac{523 + \frac{540}{2} + 9}{} = \frac{1072}{2} = 536 \quad \text{or}$$

Westbound Rights: 540 + 9 = 549 or

Westbound Lefts: 78 and

Eastbound Throughs: $\frac{984}{2} = 492$ or

Eastbound Rights: 51

Critical Volume #1 (CV1): **779**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{27 + \frac{406}{2} + 46}{} = \frac{479}{2} = 240 \quad \text{or}$$

Northbound Rights: 154 - 0.5*WBL = 115

Critical Volume #2 (CV2): **240**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 44 or

Southbound Throughs + Rights:

$$\frac{82 + \frac{12}{2} + 28}{} = \frac{122}{2} = 61 \quad \text{or}$$

Southbound Rights: 12 + 28 = 40

Critical Volume #3 (CV3): **61**

Critical Volume: 779 + 240 + 61 = **1080**

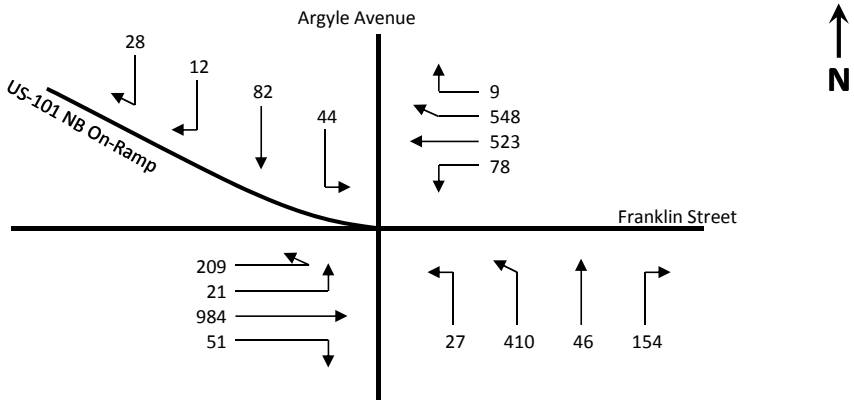
Intersection V/C: $\frac{1080}{1375} = \mathbf{0.785}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.685 **Intersection LOS: B**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project Conditions (Year 2018)- PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

209 + 21 = 230 and

Westbound Throughs + Rights:

$$\frac{523 + \frac{548}{2} + 9}{} = \frac{1080}{2} = 540 \quad \text{or}$$

Westbound Rights: 548 + 9 = 557 or

Westbound Lefts: 78 and

Eastbound Throughs: $\frac{984}{2} = 492$ or

Eastbound Rights: 51

Critical Volume #1 (CV1): **787**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{27 + \frac{410}{2} + 46}{} = \frac{483}{2} = 242 \quad \text{or}$$

Northbound Rights: 154 - 0.5*WBL = 115

Critical Volume #2 (CV2): **242**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 44 or

Southbound Throughs + Rights:

$$\frac{82 + \frac{12}{2} + 28}{} = \frac{122}{2} = 61 \quad \text{or}$$

Southbound Rights: 12 + 28 = 40

Critical Volume #3 (CV3): **61**

Critical Volume: 787 + 242 + 61 = **1090**

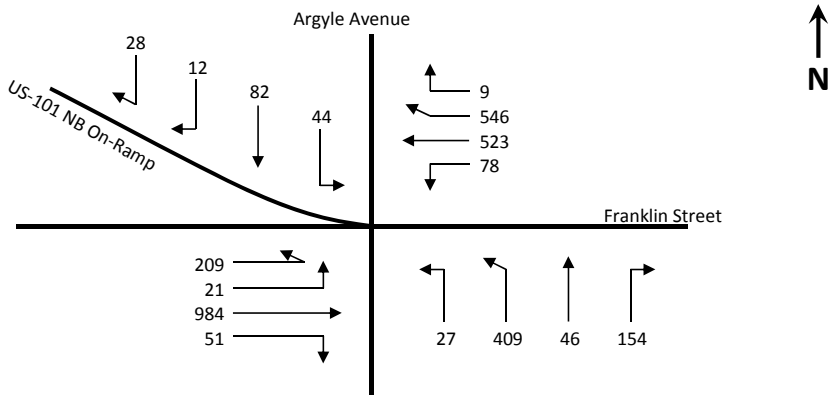
Intersection V/C: $\frac{1090}{1375} = \mathbf{0.793}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.693 **Intersection LOS: B**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Existing with Project with Full Mitigation Conditions (Year 2018) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

209 + 21 = 230 and

Westbound Throughs + Rights:

$$\frac{523 + 546}{2} + 9$$

$$= \frac{1078}{2} = 539 \quad \text{or}$$

Westbound Rights: 546 + 9 = 555 or

Westbound Lefts: 78 and

Eastbound Throughs: $\frac{984}{2} = 492$ or

Eastbound Rights: 51

Critical Volume #1 (CV1): **785**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{27 + 409}{2} + 46 = \frac{482}{2} = 241 \quad \text{or}$$

Northbound Rights: 154 - 0.5*WBL = 115

Critical Volume #2 (CV2): **241**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 44 or

Southbound Throughs + Rights:

$$\frac{82 + 12}{2} + 28 = \frac{122}{2} = 61 \quad \text{or}$$

Southbound Rights: 12 + 28 = 40

Critical Volume #3 (CV3): **61**

Critical Volume: 785 + 241 + 61 = **1087**

Intersection V/C: $\frac{1087}{1375} = \mathbf{0.791}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.691 **Intersection LOS: B**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
4	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	381	1	255	8	389	259	0	381	1	255	8	389	1	259	-2	387	1	258
	Left-Through		1							1				1				1	
	Through	128	0	255	0	128	259	0	128	0	255	0	128	0	259	0	128	0	258
	Through-Right		0							0				0				0	
	Right	404	1	**266**	8	412	**272**	0	404	1	**266**	8	412	1	**272**	-2	410	1	**271**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	70	0	**114**	0	70	**114**	0	70	0	**114**	0	70	0	**114**	0	70	0	**114**
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	1016	1	**528**	0	1016	**528**	0	1016	1	**528**	0	1016	1	**528**	0	1016	1	**528**
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	138	1	**138**	2	140	**140**	0	138	1	**138**	2	140	1	**140**	-1	139	1	**139**
	Left-Through		0							0				0				0	
	Through	792	1	405	0	792	405	0	792	1	405	0	792	1	405	0	792	1	405
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		380	*North-South:*		386	*North-South:*			380	*North-South:*			386	*North-South:*			385
		East-West:		666	*East-West:*		668	*East-West:*			666	*East-West:*			668	*East-West:*			667
		SUM:		1046	*SUM:*		1054	*SUM:*			1046	*SUM:*			1054	*SUM:*			1052
VOLUME/CAPACITY *(V/C)* RATIO:				0.761			0.767				0.761				0.767				0.765
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.661**			**0.667**				**0.661**				**0.667**				**0.665**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Beachwood Dr	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
5	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	58	0	**103**	0	58	**103**	0	58	0	**103**	0	58	0	**103**	0	58	0	**103**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	212	0	**212**	0	212	**212**	0	212	0	**212**	0	212	0	**212**	0	212	0	**212**
	Left-Through		1							1				1				1	
	Through	6	0	218	0	6	218	0	6	0	218	0	6	0	218	0	6	0	218
	Through-Right		0							0				0				0	
	Right	197	1	0	2	199	0	0	197	1	0	2	199	1	0	-1	198	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	216	1	**216**	8	224	**224**	0	216	1	**216**	8	224	1	**224**	-2	222	1	**222**
	Left-Through		0							0				0				0	
	Through	1108	1	559	0	1108	559	0	1108	1	559	0	1108	1	559	0	1108	1	559
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	853	1	**520**	0	853	**520**	0	853	1	**520**	0	853	1	**520**	0	853	1	**520**
	Through-Right		1							1				1				1	
	Right	187	0	187	0	187	187	0	187	0	187	0	187	0	187	0	187	0	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		315	*North-South:*		315	*North-South:*			315	*North-South:*			315	*North-South:*			315
		East-West:		736	*East-West:*		744	*East-West:*			736	*East-West:*			744	*East-West:*			742
		SUM:		1051	*SUM:*		1059	*SUM:*			1051	*SUM:*			1059	*SUM:*			1057
VOLUME/CAPACITY *(V/C)* RATIO:				0.738			0.743				0.738				0.743				0.742
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.638**			**0.643**				**0.638**				**0.643**				**0.642**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
6	East-West Street:	Franklin Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	0	44	0	44	44	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through		0							0				0				0	
	Through	147	0	**485**	4	151	**493**	0	147	0	**485**	4	151	0	**493**	-1	150	0	**491**
	Through-Right		0							0				0				0	
	Right	294	0	0	4	298	0	0	294	0	0	4	298	0	0	-1	297	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	115	0	**115**	0	115	**115**	0	115	0	**115**	0	115	0	**115**	0	115	0	**115**
	Left-Through		0							0				0				0	
	Through	108	0	308	1	109	309	0	108	0	308	1	109	0	309	0	109	0	309
	Through-Right		0							0				0				0	
	Right	85	0	0	0	85	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	96	1	96	0	96	96	0	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	1287	1	**677**	0	1287	**677**	0	1287	1	**677**	0	1287	1	**677**	0	1287	1	**677**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	**86**	1	87	**87**	0	86	1	**86**	1	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	882	1	472	0	882	472	0	882	1	472	0	882	1	472	0	882	1	472
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		600	North-South:		608	North-South:			600	North-South:			608	North-South:			606
		East-West:		763	East-West:		764	East-West:			763	East-West:			764	East-West:			764
		SUM:		1363	SUM:		1372	SUM:			1363	SUM:			1372	SUM:			1370
VOLUME/CAPACITY (V/C) RATIO:				0.909			0.915				0.909				0.915				0.913
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.809			0.815				0.809				0.815				0.813
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
7	East-West Street:	Carlos Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2				2				2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	722	1	**379**	16	738	**387**	0	722	1	**379**	16	738	1	**387**	-5	733	1	**385**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	0	**24**	0	24	**24**	0	24	0	**24**	0	24	0	**24**	0	24	0	**24**
	Left-Through		1							1				1				1	
	Through	529	0	319	5	534	321	0	529	0	319	5	534	0	321	-2	532	0	320
	Through-Right		1							1				1				1	
	Right	12	0	319	0	12	321	0	12	0	319	0	12	0	321	0	12	0	320
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	0	0	**24**	0	0	**24**	0	0	0	**24**	0	0	0	**24**	0	0	0	**24**
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	1	0	**76**	0	1	**76**	0	1	0	**76**	0	1	0	**76**	0	1	0	**76**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		403	North-South:		411	North-South:			403	North-South:			411	North-South:			409
		East-West:		100	East-West:		100	East-West:			100	East-West:			100	East-West:			100
		SUM:		503	SUM:		511	SUM:			503	SUM:			511	SUM:			509
VOLUME/CAPACITY (V/C) RATIO:				0.353			0.359				0.353				0.359				0.357
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.253**			**0.259**				**0.253**				**0.259**				**0.257**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
8	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	855	1	**482**	12	867	**488**	0	855	1	**482**	12	867	1	**488**	-4	863	1	**486**
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	640	1	376	0	640	376	0	640	1	376	0	640	1	376	0	640	1	376
	Through-Right		1							1				1				1	
	Right	111	0	111	0	111	111	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	**89**	0	89	**89**	0	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	669	1	357	1	670	357	0	669	1	357	1	670	1	357	0	670	1	357
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	694	2	**347**	4	698	**349**	0	694	2	**347**	4	698	2	**349**	-1	697	2	**349**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		482	*North-South:*		488	*North-South:*			482	*North-South:*			488	*North-South:*			486
		East-West:		436	*East-West:*		438	*East-West:*			436	*East-West:*			438	*East-West:*			438
		SUM:		918	*SUM:*		926	*SUM:*			918	*SUM:*			926	*SUM:*			924
VOLUME/CAPACITY *(V/C)* RATIO:				0.612			0.617				0.612				0.617				0.616
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.512**			**0.517**				**0.512**				**0.517**				**0.516**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
9	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	0	32	32	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through		0							0				0				0	
	Through	160	0	280	0	160	280	0	160	0	280	0	160	0	280	0	160	0	280
	Through-Right		0							0				0				0	
	Right	88	0	0	0	88	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0							0				0				0	
	Through	46	0	83	0	46	83	0	46	0	83	0	46	0	83	0	46	0	83
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	27	1	27	0	27	27	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	730	1	377	1	731	377	0	730	1	377	1	731	1	377	0	731	1	377
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	0	23	0	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	793	1	412	4	797	414	0	793	1	412	4	797	1	414	-1	796	1	413
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		297	North-South:		297	North-South:			297	North-South:			297	North-South:			297
		East-West:		439	East-West:		441	East-West:			439	East-West:			441	East-West:			440
		SUM:		736	SUM:		738	SUM:			736	SUM:			738	SUM:			737
VOLUME/CAPACITY (V/C) RATIO:				0.491			0.492				0.491				0.492				0.491
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.391			0.392				0.391				0.392				0.391
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
10	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	**124**	4	128	**128**	0	124	1	**124**	4	128	1	**128**	-1	127	1	**127**
	Left-Through		0							0				0				0	
	Through	908	2	454	20	928	464	0	908	2	454	20	928	2	464	-6	922	2	461
	Through-Right		0							0				0				0	
	Right	169	1	129	0	169	129	0	169	1	129	0	169	1	129	0	169	1	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	875	1	**470**	5	880	**473**	0	875	1	**470**	5	880	1	**473**	-2	878	1	**472**
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	761	2	**381**	0	761	**381**	0	761	2	**381**	0	761	2	**381**	0	761	2	**381**
	Through-Right		0							0				0				0	
	Right	83	1	0	1	84	0	0	83	1	0	1	84	1	0	0	84	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	81	1	**81**	0	81	**81**	0	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	713	1	393	0	713	393	0	713	1	393	0	713	1	393	0	713	1	393
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		594	*North-South:*		601	*North-South:*			594	*North-South:*			601	*North-South:*			599
		East-West:		462	*East-West:*		462	*East-West:*			462	*East-West:*			462	*East-West:*			462
		SUM:		1056	*SUM:*		1063	*SUM:*			1056	*SUM:*			1063	*SUM:*			1061
VOLUME/CAPACITY *(V/C)* RATIO:				0.768			0.773				0.768				0.773				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.668**			**0.673**				**0.668**				**0.673**				**0.672**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
11	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
Left-Through		0							0				0				0	
Through	348	1	**348**	4	352	**352**	0	348	1	**348**	4	352	1	**352**	-1	351	1	**351**
Through-Right		0							0				0				0	
Right	33	1	0	0	33	0	0	33	1	0	0	33	1	0	0	33	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	29	1	**29**	0	29	**29**	0	29	1	**29**	0	29	1	**29**	0	29	1	**29**
Left-Through		0							0				0				0	
Through	162	1	162	0	162	162	0	162	1	162	0	162	1	162	0	162	1	162
Through-Right		0							0				0				0	
Right	55	1	7	0	55	7	0	55	1	7	0	55	1	7	0	55	1	7
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	97	1	**97**	0	97	**97**	0	97	1	**97**	0	97	1	**97**	0	97	1	**97**
Left-Through		0							0				0				0	
Through	752	2	376	0	752	376	0	752	2	376	0	752	2	376	0	752	2	376
Through-Right		0							0				0				0	
Right	123	1	117	0	123	117	0	123	1	117	0	123	1	117	0	123	1	117
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	99	1	99	0	99	99	0	99	1	99	0	99	1	99	0	99	1	99
Left-Through		0							0				0				0	
Through	774	1	**465**	0	774	**465**	0	774	1	**465**	0	774	1	**465**	0	774	1	**465**
Through-Right		1							1				1				1	
Right	155	0	155	0	155	155	0	155	0	155	0	155	0	155	0	155	0	155
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		377	*North-South:*		381	*North-South:*			377	*North-South:*			381	*North-South:*			380
	East-West:		562	*East-West:*		562	*East-West:*			562	*East-West:*			562	*East-West:*			562
	SUM:		939	*SUM:*		943	*SUM:*			939	*SUM:*			943	*SUM:*			942
VOLUME/CAPACITY *(V/C)* RATIO:			0.626			0.629				0.626				0.629				0.628
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.526**			**0.529**				**0.526**				**0.529**				**0.528**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
12	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	**72**	0	72	**72**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	625	1	387	16	641	395	0	625	1	387	16	641	1	395	-5	636	1	392
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	0	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	411	1	**411**	5	416	**416**	0	411	1	**411**	5	416	1	**416**	-2	414	1	**414**
	Through-Right		0							0				0				0	
	Right	125	1	91	0	125	91	0	125	1	91	0	125	1	91	0	125	1	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	735	1	**397**	0	735	**397**	0	735	1	**397**	0	735	1	**397**	0	735	1	**397**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	0	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	699	1	379	0	699	379	0	699	1	379	0	699	1	379	0	699	1	379
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		483	*North-South:*		488	*North-South:*			483	*North-South:*			488	*North-South:*			486
		East-West:		492	*East-West:*		492	*East-West:*			492	*East-West:*			492	*East-West:*			492
		SUM:		975	*SUM:*		980	*SUM:*			975	*SUM:*			980	*SUM:*			978
VOLUME/CAPACITY (*V/C*) RATIO:				0.650			0.653				0.650				0.653				0.652
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.550**			**0.553**				**0.550**				**0.553**				**0.552**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
13	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	0	53	53	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	308	0	**474**	8	316	**502**	0	308	0	**474**	8	316	0	**502**	-2	314	0	**494**
	Through-Right		1							1				1				1	
	Right	166	0	0	20	186	0	0	166	0	0	20	186	0	0	-6	180	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	0	**84**	0	84	**84**	0	84	0	**84**	0	84	0	**84**	0	84	0	**84**
	Left-Through		0							0				0				0	
	Through	180	0	318	2	182	320	0	180	0	318	2	182	0	320	-1	181	0	319
	Through-Right		0							0				0				0	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	0	133	1	**133**	0	133	1	**133**	0	133	1	**133**
	Left-Through		0							0				0				0	
	Through	753	1	405	0	753	405	0	753	1	405	0	753	1	405	0	753	1	405
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	2	86	86	0	84	1	84	2	86	1	86	-1	85	1	85
	Left-Through		0							0				0				0	
	Through	758	1	**422**	0	758	**422**	0	758	1	**422**	0	758	1	**422**	0	758	1	**422**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		558	*North-South:*		586	*North-South:*			558	*North-South:*			586	*North-South:*			578
		East-West:		555	*East-West:*		555	*East-West:*			555	*East-West:*			555	*East-West:*			555
		SUM:		1113	*SUM:*		1141	*SUM:*			1113	*SUM:*			1141	*SUM:*			1133
VOLUME/CAPACITY *(V/C)* RATIO:				0.742			0.761				0.742				0.761				0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.642**			**0.661**				**0.642**				**0.661**				**0.655**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramps	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
14	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	532	1	300	0	532	301	0	532	1	300	0	532	1	301	0	532	1	300
	Left-Through		0							0				0				0	
	Through	7	0	**300**	0	7	**301**	0	7	0	**300**	0	7	0	**301**	0	7	0	**300**
	Through-Right		0							0				0				0	
	Right	60	0	0	2	62	0	0	60	0	0	2	62	0	0	-1	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	785	2	393	20	805	403	0	785	2	393	20	805	2	403	-6	799	2	400
	Through-Right		0							0				0				0	
	Right	235	1	235	0	235	235	0	235	1	235	0	235	1	235	0	235	1	235
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	882	2	**441**	1	883	**442**	0	882	2	**441**	1	883	2	**442**	0	883	2	**442**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		300	*North-South:*		301	*North-South:*			300	*North-South:*			301	*North-South:*			300
		East-West:		441	*East-West:*		442	*East-West:*			441	*East-West:*			442	*East-West:*			442
		SUM:		741	*SUM:*		743	*SUM:*			741	*SUM:*			743	*SUM:*			742
VOLUME/CAPACITY (*V/C*) RATIO:				0.520			0.521				0.520				0.521				0.521
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.420**			**0.421**				**0.420**				**0.421**				**0.421**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

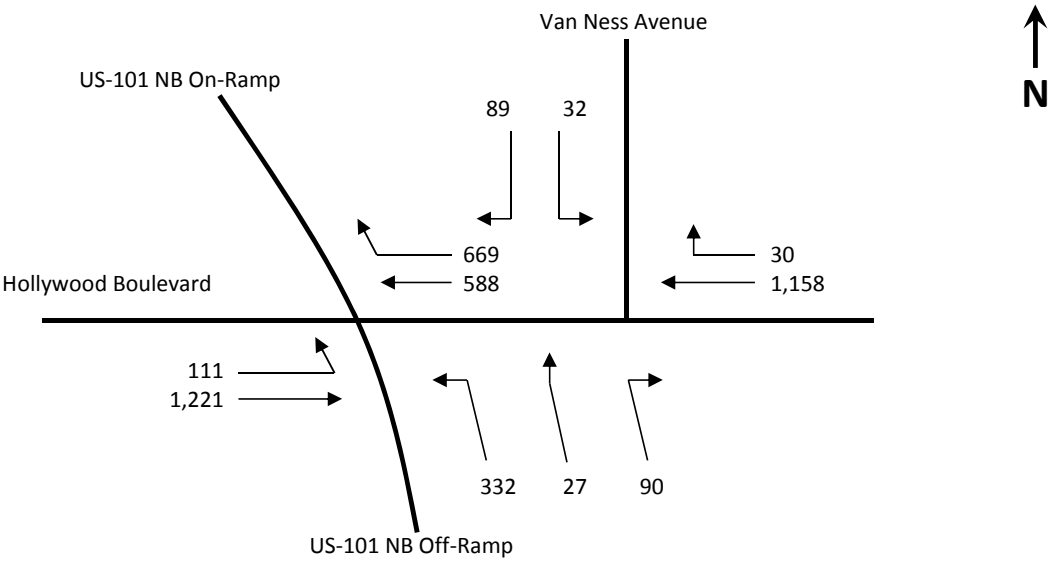
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing Conditions (Year 2018)- PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	111			and
Westbound Throughs:	588 / 2	=	294	or
Westbound Rights:	669			or
Eastbound Throughs:	1,221 / 2	=	611	
Critical Volume #1 (CV1):	**780**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	332	*	0.55	=	183	or
Northbound Throughs + Rights:	27	+	90	=	117	
Critical Volume #2 (CV2):	**183**					

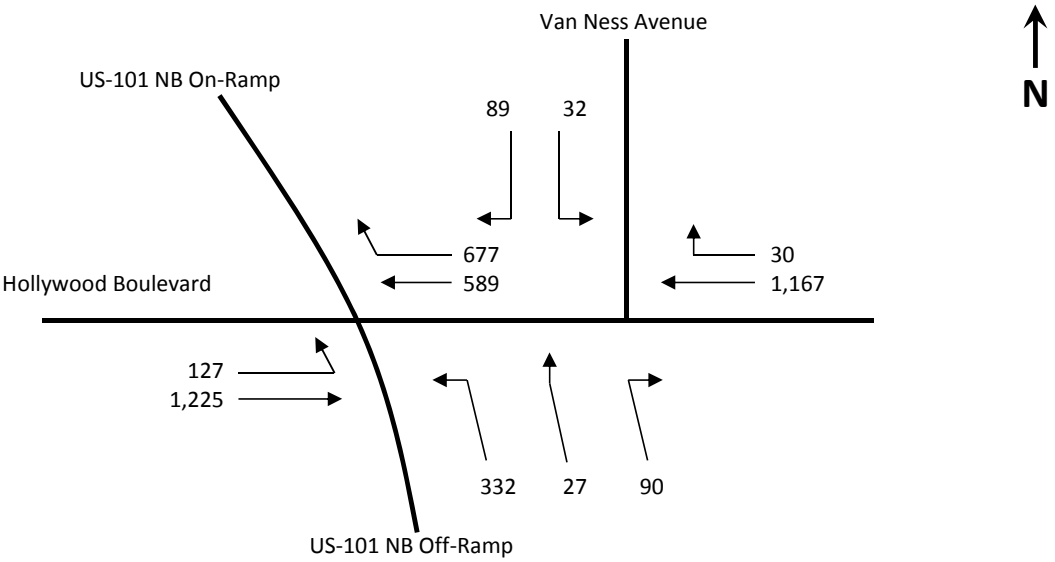
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	32	or
Southbound Rights:	89	
Critical Volume #3 (CV3):	**89**	

Critical Volume:	780	+	183	+	89	=	**1,052**
Intersection V/C:	1,052 / 1,425	=	**0.738**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.638**				**Intersection LOS:**		**B**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project Conditions (Year 2018)- PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	127			and
Westbound Throughs:	589 / 2	=	295	or
Westbound Rights:	677			or
Eastbound Throughs:	1,225 / 2	=	613	
Critical Volume #1 (CV1):	**804**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	332	*	0.55	=	183	or
Northbound Throughs + Rights:	27	+	90	=	117	
Critical Volume #2 (CV2):	**183**					

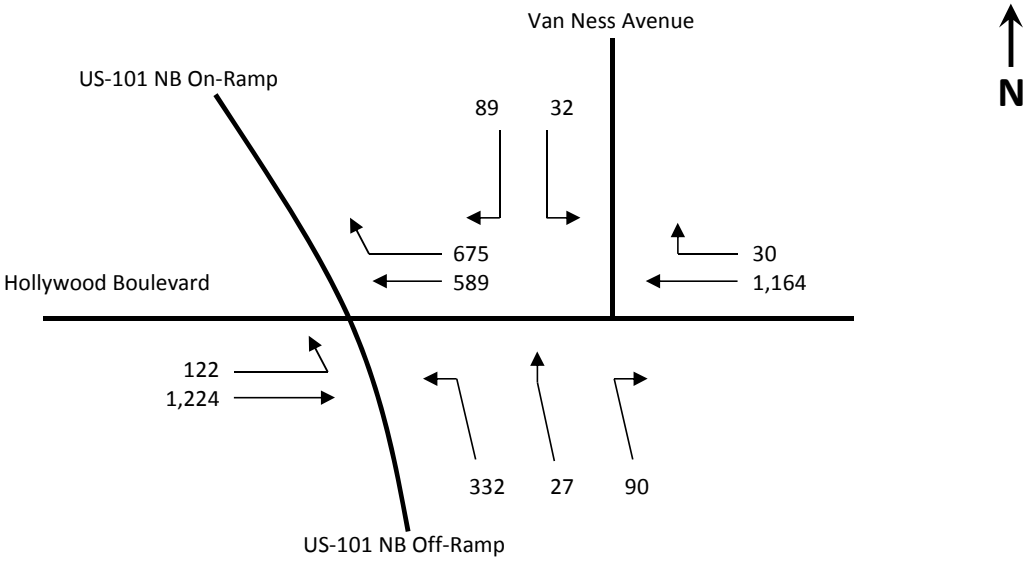
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	32	or
Southbound Rights:	89	
Critical Volume #3 (CV3):	**89**	

Critical Volume:	804	+	183	+	89	=	**1,076**
Intersection V/C:	1,076 / 1,425	=	**0.755**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.655**				**Intersection LOS:**		**B**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Existing with Project with Full Mitigation Conditions (Year 2018) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts: 122 and

Westbound Throughs: $\frac{589}{2}$ = 295 or

Westbound Rights: 675 or

Eastbound Throughs: $\frac{1,224}{2}$ = 612

Critical Volume #1 (CV1): **797**

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts: 332 * 0.55 = 183 or

Northbound Throughs + Rights: 27 + 90 = 117

Critical Volume #2 (CV2): **183**

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts: 32 or

Southbound Rights: 89

Critical Volume #3 (CV3): **89**

Critical Volume: 797 + 183 + 89 = **1,069**

Intersection V/C: $\frac{1,069}{1,425}$ = **0.75**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.650 **Intersection LOS: B**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
16	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	314	0	314	8	322	322	0	314	0	314	8	322	0	322	-2	320	0	320
	Left-Through		1							1				1				1	
	Through	151	0	**465**	0	151	**473**	0	151	0	**465**	0	151	0	**473**	0	151	0	**471**
	Through-Right		0							0				0				0	
	Right	113	1	87	0	113	87	0	113	1	87	0	113	1	87	0	113	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	125	0	**155**	0	125	**155**	0	125	0	**155**	0	125	0	**155**	0	125	0	**155**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	34	0	34	34	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	980	2	**490**	4	984	**492**	0	980	2	**490**	4	984	2	**492**	-1	983	2	**492**
	Through-Right		0							0				0				0	
	Right	179	1	22	0	179	18	0	179	1	22	0	179	1	18	0	179	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	52	1	**52**	0	52	**52**	0	52	1	**52**	0	52	1	**52**	0	52	1	**52**
	Left-Through		0							0				0				0	
	Through	915	1	471	1	916	472	0	915	1	471	1	916	1	472	0	916	1	472
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		620	*North-South:*		628	*North-South:*			620	*North-South:*			628	*North-South:*			626
		East-West:		542	*East-West:*		544	*East-West:*			542	*East-West:*			544	*East-West:*			544
		SUM:		1162	*SUM:*		1172	*SUM:*			1162	*SUM:*			1172	*SUM:*			1170
VOLUME/CAPACITY (*V/C*) RATIO:				0.815			0.822				0.815				0.822				0.821
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.715**			**0.722**				**0.715**				**0.722**				**0.721**
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
17	East-West Street:	Hollywood Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	155	1	**155**	0	155	**155**	0	155	1	**155**	0	155	1	**155**	0	155	1	**155**
Left-Through		0							0				0				0	
Through	770	2	385	20	790	395	0	770	2	385	20	790	2	395	-6	784	2	392
Through-Right		0							0				0				0	
Right	122	1	0	0	122	0	0	122	1	0	0	122	1	0	0	122	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	129	1	129	0	129	129	0	129	1	129	0	129	1	129	0	129	1	129
Left-Through		0							0				0				0	
Through	800	1	**454**	4	804	**456**	0	800	1	**454**	4	804	1	**456**	-2	802	1	**455**
Through-Right		1							1				1				1	
Right	107	0	107	0	107	107	0	107	0	107	0	107	0	107	0	107	0	107
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	185	1	185	0	185	185	0	185	1	185	0	185	1	185	0	185	1	185
Left-Through		0							0				0				0	
Through	870	1	**480**	4	874	**482**	0	870	1	**480**	4	874	1	**482**	-1	873	1	**482**
Through-Right		1							1				1				1	
Right	90	0	90	0	90	90	0	90	0	90	0	90	0	90	0	90	0	90
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	172	1	**172**	0	172	**172**	0	172	1	**172**	0	172	1	**172**	0	172	1	**172**
Left-Through		0							0				0				0	
Through	750	2	375	1	751	376	0	750	2	375	1	751	2	376	0	751	2	376
Through-Right		0							0				0				0	
Right	76	1	0	0	76	0	0	76	1	0	0	76	1	0	0	76	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		609	*North-South:*		611	*North-South:*		609		*North-South:*		611		*North-South:*			610
	East-West:		652	*East-West:*		654	*East-West:*		652		*East-West:*		652		*East-West:*			654
	SUM:		1261	*SUM:*		1265	*SUM:*		1261		*SUM:*		1265		*SUM:*			1264
VOLUME/CAPACITY *(V/C)* RATIO:			0.917			0.920			0.917				0.920					0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.817**			**0.820**			**0.817**				**0.820**					**0.819**
LEVEL OF SERVICE (LOS):			**D**			**D**			**D**				**D**					**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
18	East-West Street:	Selma Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	12	0	0	0	12	0	0	12	0	0	0	12	0	0	0	12	0	0
Left-Through		0							0				0				0	
Through	894	1	**477**	12	906	**483**	0	894	1	**477**	12	906	1	**483**	-4	902	1	**481**
Through-Right		1							1				1				1	
Right	59	0	59	0	59	59	0	59	0	59	0	59	0	59	0	59	0	59
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	14	0	**0**	0	14	**0**	0	14	0	**0**	0	14	0	**0**	0	14	0	**0**
Left-Through		0							0				0				0	
Through	659	1	359	0	659	359	0	659	1	359	0	659	1	359	0	659	1	359
Through-Right		1							1				1				1	
Right	58	0	58	0	58	58	0	58	0	58	0	58	0	58	0	58	0	58
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	68	0	68	0	68	68	0	68	0	68	0	68	0	68	0	68	0	68
Left-Through		0							0				0				0	
Through	117	0	**236**	0	117	**236**	0	117	0	**236**	0	117	0	**236**	0	117	0	**236**
Through-Right		0							0				0				0	
Right	51	0	0	0	51	0	0	51	0	0	0	51	0	0	0	51	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	30	0	**30**	0	30	**30**	0	30	0	**30**	0	30	0	**30**	0	30	0	**30**
Left-Through		0							0				0				0	
Through	85	0	185	0	85	185	0	85	0	185	0	85	0	185	0	85	0	185
Through-Right		0							0				0				0	
Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		477	*North-South:*		483	*North-South:*		477		*North-South:*		483		*North-South:*		481	
	East-West:		266	*East-West:*		266	*East-West:*		266		*East-West:*		266		*East-West:*		266	
	SUM:		743	*SUM:*		749	*SUM:*		743		*SUM:*		749		*SUM:*		747	
VOLUME/CAPACITY *(V/C)* RATIO:			0.495			0.499			0.495				0.499				0.498	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.395**			**0.399**			**0.395**				**0.399**				**0.398**	
LEVEL OF SERVICE (LOS):			**A**			**A**			**A**				**A**				**A**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
19	East-West Street:	Selma Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1067	2	**534**	25	1092	**546**	0	1067	2	**534**	25	1092	2	**546**	-7	1085	2	**543**
	Through-Right		0							0				0				0	
	Right	142	1	93	0	142	93	0	142	1	93	0	142	1	93	0	142	1	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	**65**	0	65	**65**	0	65	1	**65**	0	65	1	**65**	0	65	1	**65**
	Left-Through		0							0				0				0	
	Through	998	1	517	5	1003	519	0	998	1	517	5	1003	1	519	-2	1001	1	518
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	94	0	94	94	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	128	0	**247**	0	128	**247**	0	128	0	**247**	0	128	0	**247**	0	128	0	**247**
	Through-Right		1							1				1				1	
	Right	119	0	0	0	119	0	0	119	0	0	0	119	0	0	0	119	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	99	1	**99**	0	99	**99**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	84	0	191	0	84	191	0	84	0	191	0	84	0	191	0	84	0	191
	Through-Right		1							1				1				1	
	Right	107	0	0	0	107	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	599		*North-South:*	611		*North-South:*		599		*North-South:*		611		*North-South:*		608
			East-West:	346		*East-West:*	346		*East-West:*		346		*East-West:*		346		*East-West:*		346
			SUM:	945		*SUM:*	957		*SUM:*		945		*SUM:*		957		*SUM:*		954
VOLUME/CAPACITY *(V/C)* RATIO:				0.630			0.638				0.630				0.638				0.636
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.530**			**0.538**				**0.530**				**0.538**				**0.536**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
20	East-West Street:	Selma Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	40	**40**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	597	1	300	16	613	308	0	597	1	300	16	613	1	308	-5	608	1	306
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	470	0	**630**	5	475	**635**	0	470	0	**630**	5	475	0	**635**	-2	473	0	**633**
	Through-Right		1							1				1				1	
	Right	160	0	0	0	160	0	0	160	0	0	0	160	0	0	0	160	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	0	71	0	71	71	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0				0				0	
	Through	5	0	**165**	0	5	**165**	0	5	0	**165**	0	5	0	**165**	0	5	0	**165**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	0	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	2	0	**21**	0	2	**21**	0	2	0	**21**	0	2	0	**21**	0	2	0	**21**
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		670	*North-South:*		675	*North-South:*			670	*North-South:*			675	*North-South:*			673
		East-West:		186	*East-West:*		186	*East-West:*			186	*East-West:*			186	*East-West:*			186
		SUM:		856	*SUM:*		861	*SUM:*			856	*SUM:*			861	*SUM:*			859
VOLUME/CAPACITY (*V/C*) RATIO:				0.623			0.626				0.623				0.626				0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.523**			**0.526**				**0.523**				**0.526**				**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
21	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	306	0	**378**	0	306	**378**	0	306	0	**378**	0	306	0	**378**	0	306	0	**378**
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	316	0	368	0	316	368	0	316	0	368	0	316	0	368	0	316	0	368
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	118	0	118	118	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	1460	2	**499**	13	1473	**504**	0	1460	2	**499**	13	1473	2	**504**	-5	1468	2	**502**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	**32**	0	32	**32**	0	32	1	**32**	0	32	1	**32**	0	32	1	**32**
	Left-Through		0							0				0				0	
	Through	1107	2	394	65	1172	416	0	1107	2	394	65	1172	2	416	-20	1152	2	409
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		422	North-South:		422	North-South:			422	North-South:			422	North-South:			422
		East-West:		531	East-West:		536	East-West:			531	East-West:			536	East-West:			534
		SUM:		953	SUM:		958	SUM:			953	SUM:			958	SUM:			956
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.639				0.635				0.639				0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.535**			**0.539**				**0.535**				**0.539**				**0.537**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
22	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	**38**	0	38	**38**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	533	1	285	0	533	285	0	533	1	285	0	533	1	285	0	533	1	285
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	698	1	**409**	0	698	**409**	0	698	1	**409**	0	698	1	**409**	0	698	1	**409**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	**221**	0	221	**221**	0	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	1289	2	445	13	1302	449	0	1289	2	445	13	1302	2	449	-5	1297	2	447
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	1149	2	**412**	65	1214	**437**	0	1149	2	**412**	65	1214	2	**437**	-20	1194	2	**429**
	Through-Right		1							1				1				1	
	Right	86	0	86	12	98	98	0	86	0	86	12	98	0	98	-4	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		447	*North-South:*		447	*North-South:*			447	*North-South:*			447	*North-South:*			447
		East-West:		633	*East-West:*		658	*East-West:*			633	*East-West:*			658	*East-West:*			650
		SUM:		1080	*SUM:*		1105	*SUM:*			1080	*SUM:*			1105	*SUM:*			1097
VOLUME/CAPACITY (*V/C*) RATIO:				0.758			0.775				0.758				0.775				0.770
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.675**				**0.658**				**0.675**				**0.670**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
23	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	201	0	**306**	0	201	**306**	0	201	0	**306**	0	201	0	**306**	0	201	0	**306**
	Through-Right		0							0				0				0	
	Right	79	0	0	0	79	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	0	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	142	0	208	0	142	208	0	142	0	208	0	142	0	208	0	142	0	208
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	54	0	54	54	0	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	1298	2	**450**	13	1311	**455**	0	1298	2	**450**	13	1311	2	**455**	-5	1306	2	**453**
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	**36**	0	36	**36**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	1162	2	406	78	1240	432	0	1162	2	406	78	1240	2	432	-23	1217	2	424
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		350	North-South:		350	North-South:			350	North-South:			350	North-South:			350
		East-West:		486	East-West:		491	East-West:			486	East-West:			491	East-West:			489
		SUM:		836	SUM:		841	SUM:			836	SUM:			841	SUM:			839
VOLUME/CAPACITY (V/C) RATIO:				0.557			0.561				0.557				0.561				0.559
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.457			0.461				0.457				0.461				0.459
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
24	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	107	1	**107**	0	107	**107**	0	107	1	**107**	0	107	1	**107**	0	107	1	**107**
Left-Through		0							0				0				0	
Through	1053	2	527	12	1065	533	0	1053	2	527	12	1065	2	533	-4	1061	2	531
Through-Right		0							0				0				0	
Right	186	1	1	0	186	1	0	186	1	1	0	186	1	1	0	186	1	1
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	62	1	62	5	67	67	0	62	1	62	5	67	1	67	-2	65	1	65
Left-Through		0							0				0				0	
Through	969	1	**520**	1	970	**520**	0	969	1	**520**	1	970	1	**520**	0	970	1	**520**
Through-Right		1							1				1				1	
Right	70	0	70	0	70	70	0	70	0	70	0	70	0	70	0	70	0	70
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	74	1	74	0	74	74	0	74	1	74	0	74	1	74	0	74	1	74
Left-Through		0							0				0				0	
Through	1189	2	**426**	13	1202	**430**	0	1189	2	**426**	13	1202	2	**430**	-5	1197	2	**428**
Through-Right		1							1				1				1	
Right	88	0	88	0	88	88	0	88	0	88	0	88	0	88	0	88	0	88
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	185	1	**185**	0	185	**185**	0	185	1	**185**	0	185	1	**185**	0	185	1	**185**
Left-Through		0							0				0				0	
Through	1190	2	448	78	1268	478	0	1190	2	448	78	1268	2	478	-23	1245	2	469
Through-Right		1							1				1				1	
Right	155	0	155	12	167	167	0	155	0	155	12	167	0	167	-4	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		627	North-South:		627	North-South:		627	North-South:			627					
	East-West:		611	East-West:		615	East-West:		611	East-West:			615					
	SUM:		1238	SUM:		1242	SUM:		1238	SUM:			1242					
VOLUME/CAPACITY (V/C) RATIO:			0.900			0.903			0.900				0.903					0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.800			0.803			0.800				0.803					0.802
LEVEL OF SERVICE (LOS):			D			D			D				D					D

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
25	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	224	0	224	0	224	224	0	224	0	224	0	224	0	224	0	224	0	224
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	208	0	**432**	0	208	**432**	0	208	0	**432**	0	208	0	**432**	0	208	0	**432**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	88	1	**88**	0	88	**88**	0	88	1	**88**	0	88	1	**88**	0	88	1	**88**
	Left-Through		0							0				0				0	
	Through	1419	3	473	18	1437	479	0	1419	3	473	18	1437	3	479	-7	1430	3	477
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1345	2	**497**	90	1435	**528**	0	1345	2	**497**	90	1435	2	**528**	-27	1408	2	**519**
	Through-Right		1							1				1				1	
	Right	145	0	145	4	149	149	0	145	0	145	4	149	0	149	-1	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		432	*North-South:*		432	*North-South:*			432	*North-South:*			432	*North-South:*			432
		East-West:		585	*East-West:*		616	*East-West:*			585	*East-West:*			616	*East-West:*			607
		SUM:		1017	*SUM:*		1048	*SUM:*			1017	*SUM:*			1048	*SUM:*			1039
VOLUME/CAPACITY (*V/C*) RATIO:				0.678			0.699				0.678				0.699				0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.578**			**0.599**				**0.578**				**0.599**				**0.593**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
26	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	49	49	0	49	1	49	0	49	1	49	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	463	0	**535**	0	463	**535**	0	463	0	**535**	0	463	0	**535**	0	463	1	463
	Through-Right		1							1				1				0	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	**75**	5	80	**80**	0	75	1	**75**	5	80	1	**80**	-2	78	1	78
	Left-Through		0							0				0				0	
	Through	424	0	500	0	424	500	0	424	0	500	0	424	0	500	0	424	0	**500**
	Through-Right		1							1				1				1	
	Right	76	0	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	81	0	81	**81**	0	81	1	81	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	1429	2	**506**	18	1447	512	0	1429	2	**506**	18	1447	2	512	-7	1440	2	510
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	**98**	0	98	98	0	98	1	**98**	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	1424	2	511	94	1518	**548**	0	1424	2	511	94	1518	2	**548**	-28	1490	2	**537**
	Through-Right		1							1				1				1	
	Right	110	0	110	16	126	126	0	110	0	110	16	126	0	126	-5	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		610	*North-South:*		615	*North-South:*			610	*North-South:*			615	*North-South:*			549
		East-West:		604	*East-West:*		629	*East-West:*			604	*East-West:*			629	*East-West:*			618
		SUM:		1214	*SUM:*		1244	*SUM:*			1214	*SUM:*			1244	*SUM:*			1167
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.873				0.852				0.873				0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.752**			**0.773**				**0.752**				**0.773**				**0.719**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	Δ*v/c* after mitigation:	-0.033
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gordon St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
27	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2				2				2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	0	98	86	184	184	0	98	0	98	86	184	0	184	-26	158	0	158
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	71	0	**169**	70	141	**325**	0	71	0	**169**	70	141	0	**325**	-21	120	0	**278**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1568	2	**534**	98	1666	**567**	0	1568	2	**534**	98	1666	2	**567**	-30	1636	2	**557**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	65	1	**65**	15	80	**80**	0	65	1	**65**	15	80	1	**80**	-6	74	1	**74**
	Left-Through		0							0				0				0	
	Through	1564	3	521	12	1576	525	0	1564	3	521	12	1576	3	525	-5	1571	3	524
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		169	*North-South:*		325	*North-South:*			169	*North-South:*			325	*North-South:*			278
		East-West:		599	*East-West:*		647	*East-West:*			599	*East-West:*			647	*East-West:*			631
		SUM:		768	*SUM:*		972	*SUM:*			768	*SUM:*			972	*SUM:*			909
VOLUME/CAPACITY *(V/C)* RATIO:				0.512			0.648				0.512				0.648				0.606
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.412**			**0.548**				**0.412**				**0.548**				**0.506**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.136	Δ*v/c* after mitigation:	0.094
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
28	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2
Override Capacity			0			0			0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	0	40	40	0	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	327	0	**508**	0	327	**508**	0	327	0	**508**	0	327	0	**508**	0	327	0	**508**
	Through-Right		1							1				1				1	
	Right	181	0	0	0	181	0	0	181	0	0	0	181	0	0	0	181	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	**75**	0	75	**75**	0	75	1	**75**	0	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	213	0	279	0	213	283	0	213	0	279	0	213	0	283	0	213	0	281
	Through-Right		1							1				1				1	
	Right	66	0	0	4	70	0	0	66	0	0	4	70	0	0	-2	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	83	1	83	29	112	112	0	83	1	83	29	112	1	112	-9	103	1	103
	Left-Through		0							0				0				0	
	Through	1694	2	**573**	139	1833	**619**	0	1694	2	**573**	139	1833	2	**619**	-42	1791	2	**605**
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	1	**46**	0	46	**46**	0	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	1318	2	464	23	1341	472	0	1318	2	464	23	1341	2	472	-10	1331	2	468
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		583	*North-South:*		583	*North-South:*			583	*North-South:*			583	*North-South:*			583
		East-West:		619	*East-West:*		665	*East-West:*			619	*East-West:*			665	*East-West:*			651
		SUM:		1202	*SUM:*		1248	*SUM:*			1202	*SUM:*			1248	*SUM:*			1234
VOLUME/CAPACITY (*V/C*) RATIO:				0.844			0.876				0.844				0.876				0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.744**			**0.776**				**0.744**				**0.776**				**0.766**
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	Δ*v/c* after mitigation:	0.022
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
29	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	84	84	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	57	0	**247**	0	57	**247**	0	57	0	**247**	0	57	0	**247**	0	57	0	**247**
	Through-Right		1							1				1				1	
	Right	190	0	0	0	190	0	0	190	0	0	0	190	0	0	0	190	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	413	1	**413**	0	413	**413**	0	413	1	**413**	0	413	1	**413**	0	413	2	**227**
	Left-Through		0							0				0				0	
	Through	305	0	332	0	305	334	0	305	0	332	0	305	0	334	0	305	0	333
	Through-Right		1							1				1				1	
	Right	27	0	0	2	29	0	0	27	0	0	2	29	0	0	-1	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1846	2	**630**	139	1985	**676**	0	1846	2	**630**	139	1985	2	**676**	-42	1943	2	**662**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	**62**	0	62	**62**	0	62	1	**62**	0	62	1	**62**	0	62	1	**62**
	Left-Through		0							0				0				0	
	Through	1208	2	420	21	1229	427	0	1208	2	420	21	1229	2	427	-9	1220	2	424
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		660	*North-South:*		660	*North-South:*			660	*North-South:*			660	*North-South:*			474
		East-West:		692	*East-West:*		738	*East-West:*			692	*East-West:*			738	*East-West:*			724
		SUM:		1352	*SUM:*		1398	*SUM:*			1352	*SUM:*			1398	*SUM:*			1198
VOLUME/CAPACITY *(V/C)* RATIO:				0.901			0.932				0.901				0.932				0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.801**			**0.832**				**0.801**				**0.832**				**0.741**
LEVEL OF SERVICE (LOS):				D			D				D				D				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	Δ*v/c* after mitigation:	-0.060
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
30	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	0	82	**82**	0	82	1	**82**	0	82	1	**82**	0	82	1	**82**
	Left-Through		0							0				0				0	
	Through	327	1	253	0	327	253	0	327	1	253	0	327	1	253	0	327	1	253
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	0	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	84	0	84	84	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	471	1	**274**	0	471	**274**	0	471	1	**274**	0	471	1	**274**	0	471	1	**274**
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	120	1	120	8	128	128	0	120	1	120	8	128	1	128	-2	126	1	126
	Left-Through		0							0				0				0	
	Through	1679	2	**617**	61	1740	**637**	0	1679	2	**617**	61	1740	2	**637**	-18	1722	2	**631**
	Through-Right		1							1				1				1	
	Right	172	0	172	0	172	172	0	172	0	172	0	172	0	172	0	172	0	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	**86**	0	86	**86**	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	1038	2	519	8	1046	523	0	1038	2	519	8	1046	2	523	-3	1043	2	522
	Through-Right		0							0				0				0	
	Right	143	1	101	0	143	101	0	143	1	101	0	143	1	101	0	143	1	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		356	*North-South:*		356	*North-South:*			356	*North-South:*			356	*North-South:*			356
		East-West:		703	*East-West:*		723	*East-West:*			703	*East-West:*			723	*East-West:*			717
		SUM:		1059	*SUM:*		1079	*SUM:*			1059	*SUM:*			1079	*SUM:*			1073
VOLUME/CAPACITY *(V/C)* RATIO:				0.706			0.719				0.706				0.719				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.606**			**0.619**				**0.606**				**0.619**				**0.615**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
31	East-West Street:	Sunset Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4				4				4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	0	148	148	0	148	1	148	0	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	736	2	368	0	736	368	0	736	2	368	0	736	2	368	0	736	2	368
	Through-Right		0							0				0				0	
	Right	154	1	75	0	154	75	0	154	1	75	0	154	1	75	0	154	1	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	197	1	197	0	197	197	0	197	1	197	0	197	1	197	0	197	1	197
	Left-Through		0							0				0				0	
	Through	579	1	392	0	579	394	0	579	1	392	0	579	1	394	0	579	1	393
	Through-Right		1							1				1				1	
	Right	204	0	204	4	208	208	0	204	0	204	4	208	0	208	-2	206	0	206
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	294	1	294	20	314	314	0	294	1	294	20	314	1	314	-6	308	1	308
	Left-Through		0							0				0				0	
	Through	1428	2	502	20	1448	515	0	1428	2	502	20	1448	2	515	-6	1442	2	511
	Through-Right		1							1				1				1	
	Right	77	0	77	20	97	97	0	77	0	77	20	97	0	97	-6	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	158	1	158	0	158	158	0	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	834	2	319	4	838	320	0	834	2	319	4	838	2	320	-2	836	2	319
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		565	North-South:		565	North-South:			565	North-South:			565	North-South:			565
		East-West:		660	East-West:		673	East-West:			660	East-West:			673	East-West:			669
		SUM:		1225	SUM:		1238	SUM:			1225	SUM:			1238	SUM:			1234
VOLUME/CAPACITY (V/C) RATIO:				0.891			0.900				0.891				0.900				0.897
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.791			0.800				0.791				0.800				0.797
LEVEL OF SERVICE (LOS):				C			D				C				D				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
32	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	312	0	**369**	0	312	**369**	0	312	0	**369**	0	312	0	**369**	0	312	0	**369**
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	1	**46**	0	46	**46**	0	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	319	0	365	0	319	365	0	319	0	365	0	319	0	365	0	319	0	365
	Through-Right		1							1				1				1	
	Right	46	0	0	0	46	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	0	51	0	51	51	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through		1							1				1				1	
	Through	471	0	**522**	3	474	**525**	0	471	0	**522**	3	474	0	**525**	-1	473	0	**524**
	Through-Right		0							0				0				0	
	Right	48	1	40	0	48	40	0	48	1	40	0	48	1	40	0	48	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	**21**	0	21	**21**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	377	0	461	16	393	477	0	377	0	461	16	393	0	477	-5	388	0	472
	Through-Right		0							0				0				0	
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		415	North-South:		415	North-South:			415	North-South:			415	North-South:			415
		East-West:		543	East-West:		546	East-West:			543	East-West:			546	East-West:			545
		SUM:		958	SUM:		961	SUM:			958	SUM:			961	SUM:			960
VOLUME/CAPACITY (*V/C*) RATIO:				0.639			0.641				0.639				0.641				0.640
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.541**				**0.539**				**0.541**				**0.540**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
33	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	**14**	0	14	**14**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	695	0	400	0	695	402	0	695	0	400	0	695	0	402	0	695	0	401
	Through-Right		1							1				1				1	
	Right	48	0	400	4	52	402	0	48	0	400	4	52	0	402	-2	50	0	401
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35	0	35	35	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		1							1				1				1	
	Through	743	0	**467**	0	743	**467**	0	743	0	**467**	0	743	0	**467**	0	743	0	**467**
	Through-Right		1							1				1				1	
	Right	50	0	467	0	50	467	0	50	0	467	0	50	0	467	0	50	0	467
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	0	130	0	130	0	130	0	130	0	130	0	130
	Left-Through		0							0				0				0	
	Through	519	0	**666**	3	522	**669**	0	519	0	**666**	3	522	0	**669**	-1	521	0	**668**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	0	**66**	20	86	**86**	0	66	0	**66**	20	86	0	**86**	-6	80	0	**80**
	Left-Through		0							0				0				0	
	Through	355	0	474	16	371	510	0	355	0	474	16	371	0	510	-5	366	0	499
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		481	*North-South:*		481	*North-South:*			481	*North-South:*			481	*North-South:*			481
		East-West:		732	*East-West:*		755	*East-West:*			732	*East-West:*			755	*East-West:*			748
		SUM:		1213	*SUM:*		1236	*SUM:*			1213	*SUM:*			1236	*SUM:*			1229
VOLUME/CAPACITY *(V/C)* RATIO:				0.809			0.824				0.809				0.824				0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.709**			**0.724**				**0.709**				**0.724**				**0.719**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
34	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	54	1	**54**	0	54	**54**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
Left-Through		0							0				0				0	
Through	1122	1	596	0	1122	598	0	1122	1	596	0	1122	1	598	0	1122	1	597
Through-Right		1							1				1				1	
Right	69	0	69	4	73	73	0	69	0	69	4	73	0	73	-2	71	0	71
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	40	1	40	1	41	41	0	40	1	40	1	41	1	41	0	41	1	41
Left-Through		0							0				0				0	
Through	1154	1	**609**	0	1154	**609**	0	1154	1	**609**	0	1154	1	**609**	0	1154	1	**609**
Through-Right		1							1				1				1	
Right	63	0	63	0	63	63	0	63	0	63	0	63	0	63	0	63	0	63
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	110	1	110	0	110	110	0	110	1	110	0	110	1	110	0	110	1	110
Left-Through		0							0				0				0	
Through	466	0	**506**	7	473	**513**	0	466	0	**506**	7	473	0	**513**	-3	470	0	**510**
Through-Right		1							1				1				1	
Right	40	0	0	0	40	0	0	40	0	0	0	40	0	0	0	40	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	66	1	**66**	20	86	**86**	0	66	1	**66**	20	86	1	**86**	-6	80	1	**80**
Left-Through		0							0				0				0	
Through	345	0	405	37	382	454	0	345	0	405	37	382	0	454	-11	371	0	439
Through-Right		1							1				1				1	
Right	60	0	0	12	72	0	0	60	0	0	12	72	0	0	-4	68	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		663	*North-South:*		663	*North-South:*			663	*North-South:*			663	*North-South:*			663
	East-West:		572	*East-West:*		599	*East-West:*			572	*East-West:*			599	*East-West:*			590
	SUM:		1235	*SUM:*		1262	*SUM:*			1235	*SUM:*			1262	*SUM:*			1253
VOLUME/CAPACITY *(V/C)* RATIO:			0.823			0.841				0.823				0.841				0.835
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.723**			**0.741**				**0.723**				**0.741**				**0.735**
LEVEL OF SERVICE (LOS):			**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
35	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	120	0	**177**	0	120	**177**	0	120	0	**177**	0	120	0	**177**	0	120	0	**177**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	94	0	172	0	94	172	0	94	0	172	0	94	0	172	0	94	0	172
	Through-Right		0							0				0				0	
	Right	61	0	0	0	61	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	514	0	**576**	12	526	**588**	0	514	0	**576**	12	526	0	**588**	-5	521	0	**583**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	38	0	0	0	38	0	0	0	38	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	0	**13**	0	13	**13**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	400	0	443	70	470	513	0	400	0	443	70	470	0	513	-21	449	0	492
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		194	*North-South:*		194	*North-South:*			194	*North-South:*			194	*North-South:*			194
		East-West:		589	*East-West:*		601	*East-West:*			589	*East-West:*			601	*East-West:*			596
		SUM:		783	*SUM:*		795	*SUM:*			783	*SUM:*			795	*SUM:*			790
VOLUME/CAPACITY *(V/C)* RATIO:				0.522			0.530				0.522				0.530				0.527
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.422**			**0.430**				**0.422**				**0.430**				**0.427**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
36	East-West Street:	Fountain Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	**43**	0	43	**43**	0	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	480	0	514	0	480	521	0	480	0	514	0	480	0	521	0	480	0	518
	Through-Right		1							1				1				1	
	Right	34	0	0	7	41	0	0	34	0	0	7	41	0	0	-3	38	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	84	0	84	84	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	506	0	**565**	0	506	**565**	0	506	0	**565**	0	506	0	**565**	0	506	0	**565**
	Through-Right		1							1				1				1	
	Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	0	64	0	64	64	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through		0							0				0				0	
	Through	506	0	**614**	12	518	**626**	0	506	0	**614**	12	518	0	**626**	-5	513	0	**621**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	0	**46**	29	75	**75**	0	46	0	**46**	29	75	0	**75**	-9	66	0	**66**
	Left-Through		0							0				0				0	
	Through	298	0	397	70	368	496	0	298	0	397	70	368	0	496	-21	347	0	466
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		608	*North-South:*		608	*North-South:*			608	*North-South:*			608	*North-South:*			608
		East-West:		660	*East-West:*		701	*East-West:*			660	*East-West:*			701	*East-West:*			687
		SUM:		1268	*SUM:*		1309	*SUM:*			1268	*SUM:*			1309	*SUM:*			1295
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.873				0.845				0.873				0.863
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.745**			**0.773**				**0.745**				**0.773**				**0.763**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.028	Δ*v/c* after mitigation:	0.018
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
37	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION	EXISTING PLUS PROJECT	EXISTING CONDITION	EXISTING PLUS PROJECT	EX. W/ PROJECT W/ MITIGATION
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	202	0	239	0	202	239	0	202	0	239	0	202	0	239	0	202	0	239
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	188	0	**387**	0	188	**387**	0	188	0	**387**	0	188	0	**387**	0	188	0	**387**
	Through-Right		0							0				0				0	
	Right	159	0	0	0	159	0	0	159	0	0	0	159	0	0	0	159	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	**97**	0	97	**97**	0	97	1	**97**	0	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	1208	1	614	3	1211	615	0	1208	1	614	3	1211	1	615	-1	1210	1	615
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	1246	1	**639**	16	1262	**647**	0	1246	1	**639**	16	1262	1	**647**	-5	1257	1	**644**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		404	*North-South:*		404	*North-South:*			404	*North-South:*			404	*North-South:*			404
		East-West:		736	*East-West:*		744	*East-West:*			736	*East-West:*			744	*East-West:*			741
		SUM:		1140	*SUM:*		1148	*SUM:*			1140	*SUM:*			1148	*SUM:*			1145
	VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.765				0.760				0.765				0.763
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.660**			**0.665**				**0.660**				**0.665**				**0.663**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
38	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	30	**30**	0	30	0	**30**	0	30	0	**30**	0	30	0	**30**
	Left-Through		1							1				1				1	
	Through	425	0	294	4	429	296	0	425	0	294	4	429	0	296	-2	427	0	295
	Through-Right		1							1				1				1	
	Right	43	0	294	0	43	296	0	43	0	294	0	43	0	296	0	43	0	295
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	47	0	47	0	47	47	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through		1							1				1				1	
	Through	713	0	**472**	20	733	**482**	0	713	0	**472**	20	733	0	**482**	-6	727	0	**479**
	Through-Right		1							1				1				1	
	Right	137	0	472	0	137	482	0	137	0	472	0	137	0	482	0	137	0	479
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	**97**	0	97	**97**	0	97	1	**97**	0	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	1182	1	609	3	1185	611	0	1182	1	609	3	1185	1	611	-1	1184	1	610
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1135	1	**593**	16	1151	**601**	0	1135	1	**593**	16	1151	1	**601**	-5	1146	1	**598**
	Through-Right		1							1				1				1	
	Right	50	0	50	0	50	50	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		512	*North-South:*			502	*North-South:*			512	*North-South:*			509
		East-West:		690	*East-West:*		698	*East-West:*			690	*East-West:*			698	*East-West:*			695
		SUM:		1192	*SUM:*		1210	*SUM:*			1192	*SUM:*			1210	*SUM:*			1204
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.807				0.795				0.807				0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.695**			**0.707**				**0.695**				**0.707**				**0.703**
LEVEL OF SERVICE (LOS):				**B**			**C**				**B**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
39	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	57	1	**57**	0	57	**57**	0	57	1	**57**	0	57	1	**57**	0	57	1	**57**
	Left-Through		0							0				0				0	
	Through	992	2	496	4	996	498	0	992	2	496	4	996	2	498	-2	994	2	497
	Through-Right		0							0				0				0	
	Right	91	1	53	0	91	53	0	91	1	53	0	91	1	53	0	91	1	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	58	1	58	0	58	58	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	1032	1	**569**	20	1052	**579**	0	1032	1	**569**	20	1052	1	**579**	-6	1046	1	**576**
	Through-Right		1							1				1				1	
	Right	105	0	105	0	105	105	0	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	1	**92**	0	92	**92**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	1040	1	554	3	1043	555	0	1040	1	554	3	1043	1	555	-1	1042	1	555
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	76	1	76	0	76	76	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1045	1	**580**	16	1061	**588**	0	1045	1	**580**	16	1061	1	**588**	-5	1056	1	**585**
	Through-Right		1							1				1				1	
	Right	114	0	114	0	114	114	0	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		626	*North-South:*		636	*North-South:*			626	*North-South:*			636	*North-South:*			633
		East-West:		672	*East-West:*		680	*East-West:*			672	*East-West:*			680	*East-West:*			677
		SUM:		1298	*SUM:*		1316	*SUM:*			1298	*SUM:*			1316	*SUM:*			1310
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.877				0.865				0.877				0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.777**				**0.765**				**0.777**				**0.773**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
40	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	26	**26**	0	26	1	26	0	26	1	**26**	0	26	1	**26**
	Left-Through		0							0				0				0	
	Through	457	0	**560**	4	461	564	0	457	0	**560**	4	461	0	564	-2	459	0	562
	Through-Right		1							1				1				1	
	Right	103	0	0	0	103	0	0	103	0	0	0	103	0	0	0	103	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	**54**	0	54	54	0	54	1	**54**	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	534	0	587	20	554	**615**	0	534	0	587	20	554	0	**615**	-6	548	0	**607**
	Through-Right		1							1				1				1	
	Right	53	0	0	8	61	0	0	53	0	0	8	61	0	0	-2	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	**89**	3	92	**92**	0	89	1	**89**	3	92	1	**92**	-1	91	1	**91**
	Left-Through		0							0				0				0	
	Through	1176	1	600	0	1176	600	0	1176	1	600	0	1176	1	600	0	1176	1	600
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	90	1	90	0	90	90	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	1170	1	**622**	8	1178	**626**	0	1170	1	**622**	8	1178	1	**626**	-2	1176	1	**625**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	0	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		614	*North-South:*		641	*North-South:*			614	*North-South:*			641	*North-South:*			633
		East-West:		711	*East-West:*		718	*East-West:*			711	*East-West:*			718	*East-West:*			716
		SUM:		1325	*SUM:*		1359	*SUM:*			1325	*SUM:*			1359	*SUM:*			1349
VOLUME/CAPACITY *(V/C)* RATIO:				0.883			0.906				0.883				0.906				0.899
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.783**			**0.806**				**0.783**				**0.806**				**0.799**
LEVEL OF SERVICE (LOS):				C			D				C				D				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.023	Δ*v/c* after mitigation:	0.016
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
41	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	5	0	23	0	5	23	0	5	0	23	0	5	0	23	0	5	0	23
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	25	136	136	0	111	1	111	25	136	1	136	-7	129	1	129
	Left-Through		0							0				0				0	
	Through	25	0	**163**	0	25	**163**	0	25	0	**163**	0	25	0	**163**	0	25	0	**163**
	Through-Right		1							1				1				1	
	Right	138	0	0	0	138	0	0	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	0	155	1	**155**	0	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	1047	1	536	0	1047	536	0	1047	1	536	0	1047	1	536	0	1047	1	536
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1197	1	**633**	2	1199	**637**	0	1197	1	**633**	2	1199	1	**637**	-1	1198	1	**635**
	Through-Right		1							1				1				1	
	Right	69	0	69	6	75	75	0	69	0	69	6	75	0	75	-3	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		170	*North-South:*		170	*North-South:*			170	*North-South:*			170	*North-South:*			170
		East-West:		788	*East-West:*		792	*East-West:*			788	*East-West:*			792	*East-West:*			790
		SUM:		958	*SUM:*		962	*SUM:*			958	*SUM:*			962	*SUM:*			960
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.641				0.639				0.641				0.640
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.541**				**0.539**				**0.541**				**0.540**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
42	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	0	**49**	0	49	**49**	0	49	0	**49**	0	49	0	**49**	0	49	0	**49**
	Left-Through		0							0				0				0	
	Through	410	0	529	0	410	529	0	410	0	529	0	410	0	529	0	410	0	529
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0							0				0				0	
	Through	409	0	**528**	0	409	**528**	0	409	0	**528**	0	409	0	**528**	0	409	0	**528**
	Through-Right		0							0				0				0	
	Right	107	0	0	0	107	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	**55**	0	55	**55**	0	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	1002	1	549	25	1027	561	0	1002	1	549	25	1027	1	561	-7	1020	1	558
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	0	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	1145	1	**591**	8	1153	**595**	0	1145	1	**591**	8	1153	1	**595**	-4	1149	1	**593**
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		577	*North-South:*		577	*North-South:*			577	*North-South:*			577	*North-South:*			577
		East-West:		646	*East-West:*		650	*East-West:*			646	*East-West:*			650	*East-West:*			648
		SUM:		1223	*SUM:*		1227	*SUM:*			1223	*SUM:*			1227	*SUM:*			1225
VOLUME/CAPACITY *(V/C)* RATIO:				0.815			0.818				0.815				0.818				0.817
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.715**			**0.718**				**0.715**				**0.718**				**0.717**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
43	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	697	1	389	0	697	389	0	697	1	389	0	697	1	389	0	697	1	389
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	879	1	**474**	0	879	**474**	0	879	1	**474**	0	879	1	**474**	0	879	1	**474**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	0	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	**80**	0	80	**80**	0	80	1	**80**	0	80	1	**80**	0	80	1	**80**
	Left-Through		0							0				0				0	
	Through	861	1	470	25	886	483	0	861	1	470	25	886	1	483	-7	879	1	479
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	1143	1	**591**	8	1151	**595**	0	1143	1	**591**	8	1151	1	**595**	-4	1147	1	**593**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		474	North-South:		474	North-South:			474	North-South:			474	North-South:			474
		East-West:		671	East-West:		675	East-West:			671	East-West:			675	East-West:			673
		SUM:		1145	SUM:		1149	SUM:			1145	SUM:			1149	SUM:			1147
VOLUME/CAPACITY (V/C) RATIO:				0.763			0.766				0.763				0.766				0.765
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.666**				**0.663**				**0.666**				**0.665**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
44	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	86	1	86	4	90	**90**	0	86	1	86	4	90	1	**90**	-2	88	1	**88**
Left-Through		0							0				0				0	
Through	981	2	**491**	0	981	491	0	981	2	**491**	0	981	2	491	0	981	2	491
Through-Right		0							0				0				0	
Right	170	1	32	0	170	32	0	170	1	32	0	170	1	32	0	170	1	32
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	113	1	**113**	0	113	113	0	113	1	**113**	0	113	1	113	0	113	1	113
Left-Through		0							0				0				0	
Through	965	1	514	20	985	**524**	0	965	1	514	20	985	1	**524**	-6	979	1	**521**
Through-Right		1							1				1				1	
Right	63	0	63	0	63	63	0	63	0	63	0	63	0	63	0	63	0	63
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	83	1	**83**	0	83	**83**	0	83	1	**83**	0	83	1	**83**	0	83	1	**83**
Left-Through		0							0				0				0	
Through	865	2	433	25	890	445	0	865	2	433	25	890	2	445	-7	883	2	442
Through-Right		0							0				0				0	
Right	115	1	29	0	115	25	0	115	1	29	0	115	1	25	0	115	1	27
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	138	1	138	0	138	138	0	138	1	138	0	138	1	138	0	138	1	138
Left-Through		0							0				0				0	
Through	962	1	**512**	5	967	**515**	0	962	1	**512**	5	967	1	**515**	-2	965	1	**514**
Through-Right		1							1				1				1	
Right	62	0	62	0	62	62	0	62	0	62	0	62	0	62	0	62	0	62
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		604	*North-South:*		614	*North-South:*		604	*North-South:*			614	*North-South:*			609	
	East-West:		595	*East-West:*		598	*East-West:*		595	*East-West:*			598	*East-West:*			597	
	SUM:		1199	*SUM:*		1212	*SUM:*		1199	*SUM:*			1212	*SUM:*			1206	
VOLUME/CAPACITY *(V/C)* RATIO:			0.872			0.881			0.872				0.881				0.877	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.772**			**0.781**			**0.772**				**0.781**				**0.777**	
LEVEL OF SERVICE (LOS):			**C**			**C**			**C**				**C**				**C**	

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB On-ramp	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
45	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	0	114	0	114	114	0	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	38	0	**162**	0	38	**162**	0	38	0	**162**	0	38	0	**162**	0	38	0	**162**
	Through-Right		0							0				0				0	
	Right	10	0	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	**16**	0	16	**16**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		1							1				1				1	
	Through	924	1	510	12	936	516	0	924	1	510	12	936	1	516	-4	932	1	514
	Through-Right		0							0				0				0	
	Right	345	1	345	12	357	357	0	345	1	345	12	357	1	357	-4	353	1	353
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	40	0	40	40	0	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	1278	1	**668**	5	1283	**670**	0	1278	1	**668**	5	1283	1	**670**	-2	1281	1	**669**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		162	*North-South:*		162	*North-South:*			162	*North-South:*			162	*North-South:*			162
		East-West:		684	*East-West:*		686	*East-West:*			684	*East-West:*			686	*East-West:*			685
		SUM:		846	*SUM:*		848	*SUM:*			846	*SUM:*			848	*SUM:*			847
VOLUME/CAPACITY *(V/C)* RATIO:				0.564			0.565				0.564				0.565				0.565
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.464**			**0.465**				**0.464**				**0.465**				**0.465**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
46	East-West Street:	Santa Monica Blvd	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1				1				1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0		NB-- 0	SB-- 0	0		NB-- 0	SB-- 0	0	
	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0		EB-- 0	WB-- 0	0		EB-- 0	WB-- 0	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	682	1	**439**	2	684	**440**	0	682	1	**439**	2	684	1	**440**	-1	683	1	**439**
	Left-Through		0							0				0				0	
	Through	125	0	439	0	125	440	0	125	0	439	0	125	0	440	0	125	0	439
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	53	0	53	0	53	53	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	62	0	**115**	0	62	**115**	0	62	0	**115**	0	62	0	**115**	0	62	0	**115**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	43	1	43	0	43	43	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	1131	2	**566**	12	1143	**572**	0	1131	2	**566**	12	1143	2	**572**	-4	1139	2	**570**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	646	1	341	2	648	342	0	646	1	341	2	648	1	342	-1	647	1	342
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		554	*North-South:*		555	*North-South:*			554	*North-South:*			555	*North-South:*			554
		East-West:		566	*East-West:*		572	*East-West:*			566	*East-West:*			572	*East-West:*			570
		SUM:		1120	*SUM:*		1127	*SUM:*			1120	*SUM:*			1127	*SUM:*			1124
VOLUME/CAPACITY (*V/C*) RATIO:				0.786			0.791				0.786				0.791				0.789
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.686**			**0.691**				**0.686**				**0.691**				**0.689**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
47	East-West Street:	Melrose Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	102	1	102	0	102	102	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	1199	1	**627**	4	1203	**629**	0	1199	1	**627**	4	1203	1	**629**	-2	1201	1	**628**
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	0	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	991	1	538	20	1011	548	0	991	1	538	20	1011	1	548	-6	1005	1	545
	Through-Right		1							1				1				1	
	Right	84	0	84	0	84	84	0	84	0	84	0	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	1289	1	**689**	2	1291	**690**	0	1289	1	**689**	2	1291	1	**690**	-1	1290	1	**690**
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	**50**	0	50	**50**	0	50	1	**50**	0	50	1	**50**	0	50	1	**50**
	Left-Through		0							0				0				0	
	Through	1049	1	576	10	1059	581	0	1049	1	576	10	1059	1	581	-3	1056	1	580
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	0	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		712	*North-South:*		714	*North-South:*			712	*North-South:*			714	*North-South:*			713
		East-West:		739	*East-West:*		740	*East-West:*			739	*East-West:*			740	*East-West:*			740
		SUM:		1451	*SUM:*		1454	*SUM:*			1451	*SUM:*			1454	*SUM:*			1453
VOLUME/CAPACITY (*V/C*) RATIO:				0.967			0.969				0.967				0.969				0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.867**			**0.869**				**0.867**				**0.869**				**0.869**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
48	East-West Street:	Melrose Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3				3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	494	1	**494**	10	504	**504**	0	494	1	**494**	10	504	1	**504**	-3	501	1	**501**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	254	1	146	10	264	155	0	254	1	146	10	264	1	155	-3	261	1	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	217	1	**217**	2	219	**219**	0	217	1	**217**	2	219	1	**219**	-1	218	1	**218**
	Left-Through		0							0				0				0	
	Through	1187	2	594	0	1187	594	0	1187	2	594	0	1187	2	594	0	1187	2	594
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	994	1	**642**	0	994	**643**	0	994	1	**642**	0	994	1	**643**	0	994	1	**643**
	Through-Right		1							1				1				1	
	Right	290	0	290	2	292	292	0	290	0	290	2	292	0	292	-1	291	0	291
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		494	*North-South:*		504	*North-South:*			494	*North-South:*			504	*North-South:*			501
		East-West:		859	*East-West:*		862	*East-West:*			859	*East-West:*			862	*East-West:*			861
		SUM:		1353	*SUM:*		1366	*SUM:*			1353	*SUM:*			1366	*SUM:*			1362
VOLUME/CAPACITY *(V/C)* RATIO:				0.949			0.959				0.949				0.959				0.956
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.849**			**0.859**				**0.849**				**0.859**				**0.856**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0	Conducted by:	GTC	Date:	October 2018
49	East-West Street:	Melrose Ave	Projection Year:	2018	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			EXISTING CONDITION				EXISTING PLUS PROJECT				EX. W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	64	1	**64**	0	64	1	**64**	0	64	1	**64**
	Left-Through		0							0				0				0	
	Through	1067	1	580	4	1071	582	0	1067	1	580	4	1071	1	582	-2	1069	1	581
	Through-Right		1							1				1				1	
	Right	92	0	92	0	92	92	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	1152	1	**635**	20	1172	**645**	0	1152	1	**635**	20	1172	1	**645**	-6	1166	1	**642**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	0	117	0	117	0	117	0	117	0	117	0	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	124	1	124	0	124	124	0	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	1162	1	**625**	10	1172	**630**	0	1162	1	**625**	10	1172	1	**630**	-3	1169	1	**629**
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	0	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	959	1	512	2	961	513	0	959	1	512	2	961	1	513	-1	960	1	512
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		699	*North-South:*		709	*North-South:*			699	*North-South:*			709	*North-South:*			706
		East-West:		695	*East-West:*		700	*East-West:*			695	*East-West:*			700	*East-West:*			699
		SUM:		1394	*SUM:*		1409	*SUM:*			1394	*SUM:*			1409	*SUM:*			1405
VOLUME/CAPACITY *(V/C)* RATIO:				0.929			0.939				0.929				0.939				0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.839**				**0.829**				**0.839**				**0.837**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
1	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	27	1	**27**	0	27	**27**	4	31	1	**31**	0	31	1	**31**	0	31	1	**31**
Left-Through		0							0				0				0	
Through	781	2	391	2	783	392	69	864	2	432	2	866	2	433	-1	865	2	433
Through-Right		0							0				0				0	
Right	42	1	0	0	42	0	42	85	1	0	0	85	1	0	0	85	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	118	1	118	0	118	118	0	120	1	120	0	120	1	120	0	120	1	120
Left-Through		0							0				0				0	
Through	1181	2	**591**	0	1181	**591**	164	1366	2	**683**	0	1366	2	**683**	0	1366	2	**683**
Through-Right		0							0				0				0	
Right	95	1	17	0	95	17	17	114	1	30	0	114	1	30	0	114	1	30
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	156	1	**156**	0	156	**156**	9	168	1	**168**	0	168	1	**168**	0	168	1	**168**
Left-Through		0							0				0				0	
Through	208	0	240	4	212	244	58	270	0	306	4	274	0	310	-1	273	0	309
Through-Right		1							1				1				1	
Right	32	0	0	0	32	0	3	36	0	0	0	36	0	0	0	36	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	308	1	308	0	308	308	0	314	1	314	0	314	1	314	0	314	1	314
Left-Through		0							0				0				0	
Through	614	1	**614**	1	615	**615**	45	670	1	**670**	1	671	1	**671**	-1	670	1	**670**
Through-Right		0							0				0				0	
Right	164	1	105	2	166	107	8	175	1	115	2	177	1	117	-1	176	1	116
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		618	*North-South:*		618	*North-South:*			714	*North-South:*			714	*North-South:*			714
	East-West:		770	*East-West:*		771	*East-West:*			838	*East-West:*			839	*East-West:*			838
	SUM:		1388	*SUM:*		1389	*SUM:*			1552	*SUM:*			1553	*SUM:*			1552
VOLUME/CAPACITY *(V/C)* RATIO:			0.925			0.926				1.035				1.035				1.035
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.825**			**0.826**				**0.935**				**0.935**				**0.935**
LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS:

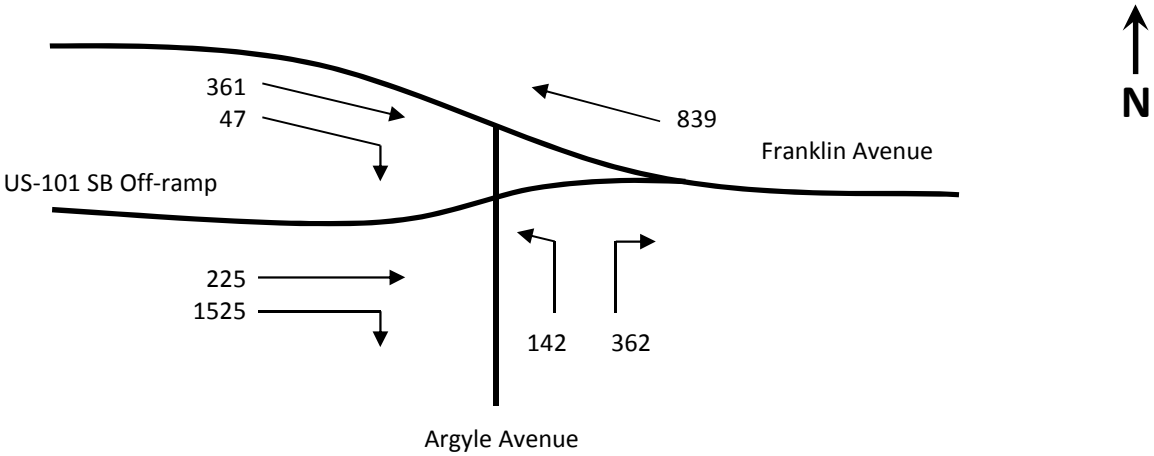
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future without Project Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{839}{2} = 420$ or

Eastbound Through (Franklin): $\frac{361}{2} = 181$ or

Eastbound Through (US-101): 225

Critical Volume #1 (CV1): **420**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{142 + 362}{2} = \frac{504}{2} = 252$ or

Northbound Right: 362 or

Eastbound Right (Franklin): 47

Critical Volume #2 (CV2): **252**

Critical Volume: 420 + 252 = **672**

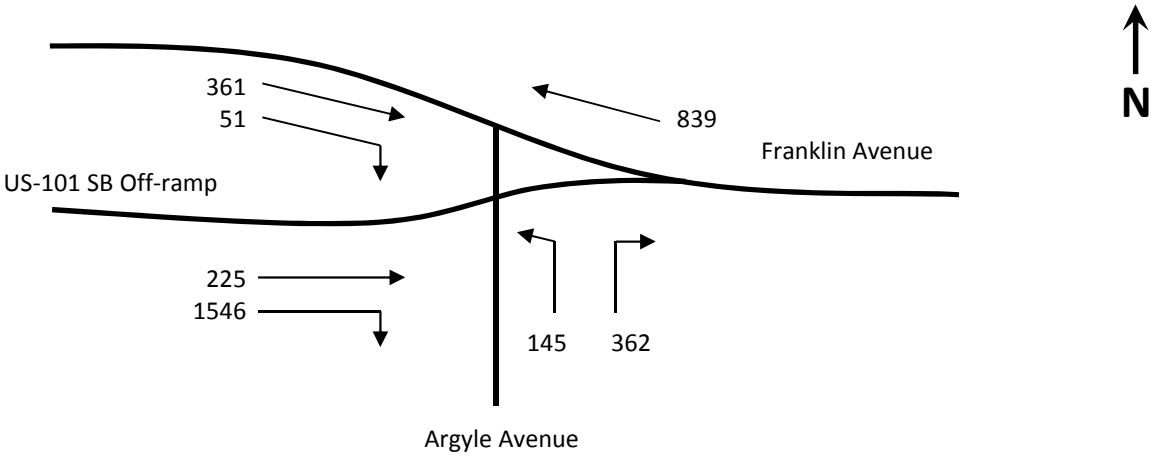
Intersection V/C: $\frac{672}{1500} =$ **0.448**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.348** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{839}{2} = 420$ or

Eastbound Through (Franklin): $\frac{361}{2} = 181$ or

Eastbound Through (US-101): 225

Critical Volume #1 (CV1): **420**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{145 + 362}{2} = \frac{507}{2} = 254$ or

Northbound Right: 362 or

Eastbound Right (Franklin): 51

Critical Volume #2 (CV2): **254**

Critical Volume: 420 + 254 = **674**

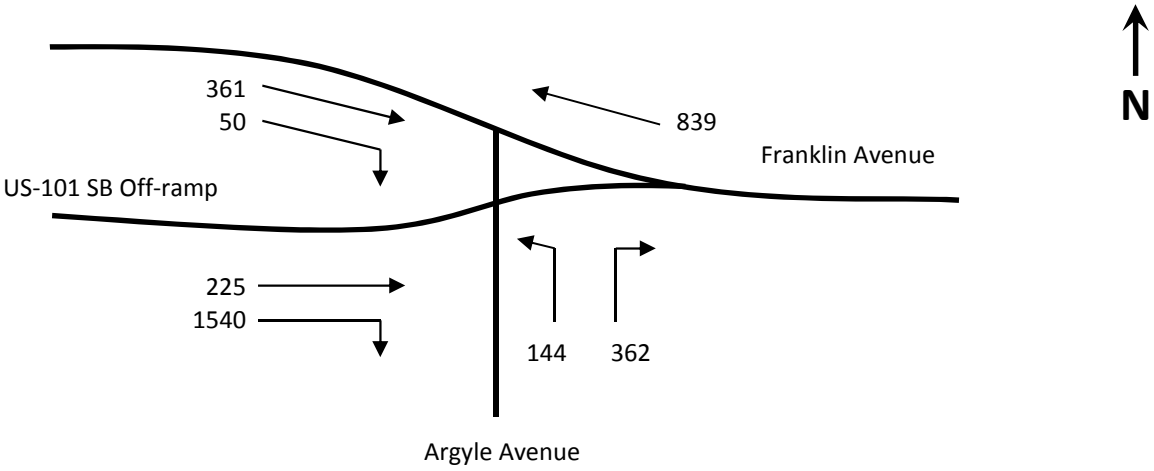
Intersection V/C: $\frac{674}{1500} =$ **0.449**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.349** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project with Full Mitigation Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{839}{2} = 420$ or

Eastbound Through (Franklin): $\frac{361}{2} = 181$ or

Eastbound Through (US-101): 225

Critical Volume #1 (CV1): **420**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{144 + 362}{2} = \frac{506}{2} = 253$ or

Northbound Right: 362 or

Eastbound Right (Franklin): 50

Critical Volume #2 (CV2): **253**

Critical Volume: 420 + 253 = **673**

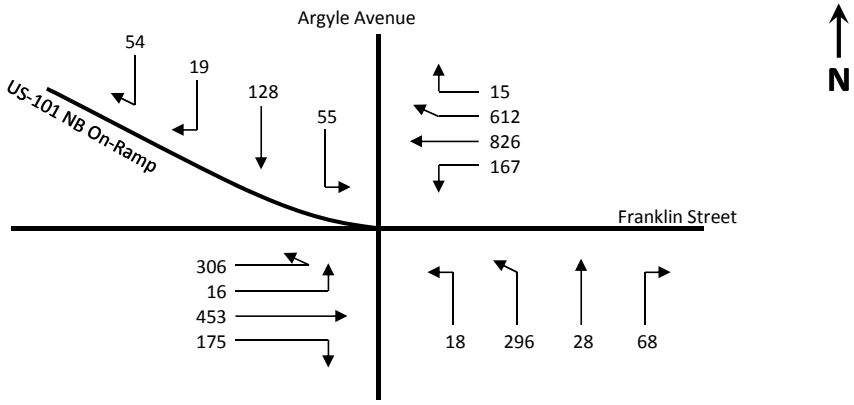
Intersection V/C: $\frac{673}{1500} =$ **0.449**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.349** **Intersection LOS:** **A**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future without Project Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

306 + 16 = 322 and

Westbound Throughs + Rights:

$$\frac{826 + \frac{612}{2} + 15}{} = \frac{1453}{2} = 727 \quad \text{or}$$

Westbound Rights: 612 + 15 = 627 or

Westbound Lefts: 167 and

Eastbound Throughs: $\frac{453}{2} = 227$ or

Eastbound Rights: 175

Critical Volume #1 (CV1): **1049**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{18 + \frac{296}{2} + 28}{} = \frac{342}{2} = 171 \quad \text{or}$$

Northbound Rights: 68 - 0.5*WBL = 0

Critical Volume #2 (CV2): **171**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 55 or

Southbound Throughs + Rights:

$$\frac{128 + \frac{19}{2} + 54}{} = \frac{201}{2} = 101 \quad \text{or}$$

Southbound Rights: 19 + 54 = 73

Critical Volume #3 (CV3): **101**

Critical Volume: 1049 + 171 + 101 = **1321**

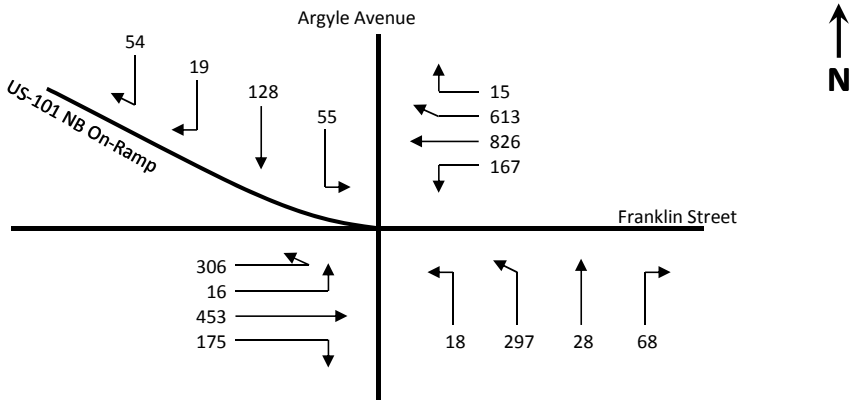
Intersection V/C: $\frac{1321}{1375} = \mathbf{0.961}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.861 **Intersection LOS: D**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

306 + 16 = 322 and

Westbound Throughs + Rights:

$$\frac{826 + 613}{2} + 15$$

$$= \frac{1454}{2} = 727 \text{ or}$$

Westbound Rights: 613 + 15 = 628 or

Westbound Lefts: 167 and

Eastbound Throughs: $\frac{453}{2} = 227$ or

Eastbound Rights: 175

Critical Volume #1 (CV1): **1049**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{18 + 297}{2} + 28 = \frac{343}{2} = 172 \text{ or}$$

Northbound Rights: 68 - 0.5*WBL = 0

Critical Volume #2 (CV2): **172**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 55 or

Southbound Throughs + Rights:

$$\frac{128 + 19}{2} + 54 = \frac{201}{2} = 101 \text{ or}$$

Southbound Rights: 19 + 54 = 73

Critical Volume #3 (CV3): **101**

Critical Volume: 1049 + 172 + 101 = **1322**

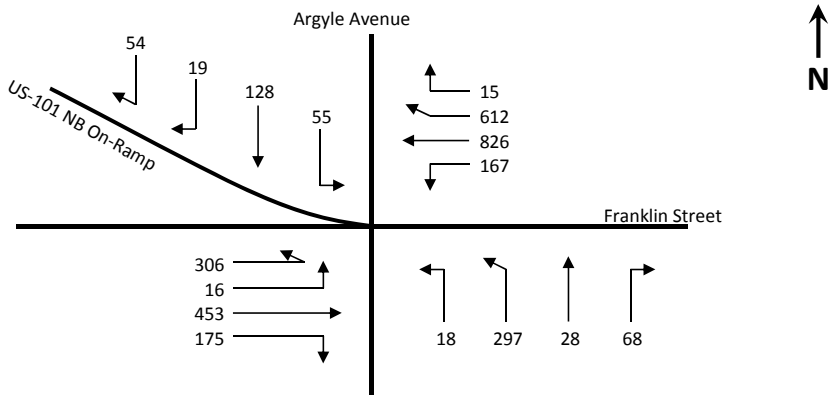
Intersection V/C: $\frac{1322}{1375} = \mathbf{0.961}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.861 **Intersection LOS: D**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project with Full Mitigation Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

306 + 16 = 322 and

Westbound Throughs + Rights:

$$\frac{826 + \frac{612}{2} + 15}{} = \frac{1453}{2} = 727 \quad \text{or}$$

Westbound Rights: 612 + 15 = 627 or

Westbound Lefts: 167 and

Eastbound Throughs: $\frac{453}{2}$ = 227 or

Eastbound Rights: 175

Critical Volume #1 (CV1): **1049**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{18 + \frac{297}{2} + 28}{} = \frac{343}{2} = 172 \quad \text{or}$$

Northbound Rights: 68 - 0.5*WBL = 0

Critical Volume #2 (CV2): **172**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 55 or

Southbound Throughs + Rights:

$$\frac{128 + \frac{19}{2} + 54}{} = \frac{201}{2} = 101 \quad \text{or}$$

Southbound Rights: 19 + 54 = 73

Critical Volume #3 (CV3): **101**

Critical Volume: 1049 + 172 + 101 = **1322**

Intersection V/C: $\frac{1322}{1375}$ = **0.961**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.861** **Intersection LOS:** **D**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
4	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	233	1	**144**	1	234	**145**	43	280	1	**169**	1	281	1	**169**	-1	280	1	**169**
Left-Through		1							1				1				1	
Through	55	0	144	0	55	145	1	57	0	169	0	57	0	169	0	57	0	169
Through-Right		0							0				0				0	
Right	305	1	7	1	306	0	8	319	1	10	1	320	1	3	-1	319	1	5
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
Left-Through		0							0				0				0	
Through	95	0	**165**	0	95	**165**	5	102	0	**174**	0	102	0	**174**	0	102	0	**174**
Through-Right		0							0				0				0	
Right	40	0	0	0	40	0	0	41	0	0	0	41	0	0	0	41	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	11	1	**11**	0	11	**11**	0	11	1	**11**	0	11	1	**11**	0	11	1	**11**
Left-Through		0							0				0				0	
Through	443	1	247	0	443	247	23	474	1	263	0	474	1	263	0	474	1	263
Through-Right		1							1				1				1	
Right	50	0	50	0	50	50	1	52	0	52	0	52	0	52	0	52	0	52
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	298	1	298	8	306	306	6	309	1	309	8	317	1	317	-3	314	1	314
Left-Through		0							0				0				0	
Through	1197	1	**603**	0	1197	**603**	28	1247	1	**628**	0	1247	1	**628**	0	1247	1	**628**
Through-Right		1							1				1				1	
Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		309	North-South:		310	North-South:			343	North-South:			343	North-South:			343
	East-West:		614	East-West:		614	East-West:			639	East-West:			639	East-West:			639
	SUM:		923	SUM:		924	SUM:			982	SUM:			982	SUM:			982
VOLUME/CAPACITY (*V/C*) RATIO:			0.671			0.672				0.714				0.714				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.571**			**0.572**				**0.614**				**0.614**				**0.614**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Beachwood Dr	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
5	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3							3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0							0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	46	0	**90**	0	46	**90**	0	47	0	**92**	0	47	0	**92**	0	47	0	**92**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	38	0	0	0	38	0	0	0	38	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	185	0	**185**	0	185	**185**	0	188	0	**188**	0	188	0	**188**	0	188	0	**188**
	Left-Through		1							1				1				1	
	Through	0	0	185	0	0	185	0	0	0	188	0	0	0	188	0	0	0	188
	Through-Right		0							0				0				0	
	Right	166	1	52	8	174	59	0	169	1	53	8	177	1	60	-3	174	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	114	1	**114**	1	115	**115**	0	116	1	**116**	1	117	1	**117**	-1	116	1	**116**
	Left-Through		0							0				0				0	
	Through	691	1	348	0	691	348	31	735	1	370	0	735	1	370	0	735	1	370
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	1376	1	**737**	0	1376	**737**	34	1435	1	**768**	0	1435	1	**768**	0	1435	1	**768**
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		275	North-South:		275	North-South:			280	North-South:			280	North-South:			280
		East-West:		851	East-West:		852	East-West:			884	East-West:			885	East-West:			884
		SUM:		1126	SUM:		1127	SUM:			1164	SUM:			1165	SUM:			1164
VOLUME/CAPACITY (*V/C*) RATIO:				0.790			0.791				0.817				0.818				0.817
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.690**			**0.691**				**0.717**				**0.718**				**0.717**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
6	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	0	**39**	0	39	**39**	1	41	0	**41**	0	41	0	**41**	0	41	0	**41**
	Left-Through		0							0				0				0	
	Through	107	0	258	1	108	260	2	111	0	267	1	112	0	269	0	112	0	269
	Through-Right		0							0				0				0	
	Right	112	0	0	1	113	0	1	115	0	0	1	116	0	0	0	116	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	0	116	0	116	116	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		0							0				0				0	
	Through	155	0	**368**	4	159	**372**	10	168	0	**385**	4	172	0	**389**	-1	171	0	**388**
	Through-Right		0							0				0				0	
	Right	97	0	0	0	97	0	0	99	0	0	0	99	0	0	0	99	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	1	**72**	0	72	**72**	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	773	1	425	0	773	425	31	818	1	448	0	818	1	448	0	818	1	448
	Through-Right		1							1				1				1	
	Right	77	0	77	0	77	77	0	78	0	78	0	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	195	1	195	4	199	199	0	199	1	199	4	203	1	203	-1	202	1	202
	Left-Through		0							0				0				0	
	Through	1102	1	**571**	0	1102	**571**	33	1155	1	**598**	0	1155	1	**598**	0	1155	1	**598**
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		407	*North-South:*		411	*North-South:*			426	*North-South:*			430	*North-South:*			429
		East-West:		643	*East-West:*		643	*East-West:*			671	*East-West:*			671	*East-West:*			671
		SUM:		1050	*SUM:*		1054	*SUM:*			1097	*SUM:*			1101	*SUM:*			1100
VOLUME/CAPACITY *(V/C)* RATIO:				0.700			0.703				0.731				0.734				0.733
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.600**			**0.603**				**0.631**				**0.634**				**0.633**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
7	East-West Street:	Carlos Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	**18**	0	18	**18**	0	18	1	**18**	0	18	1	**18**	0	18	1	**18**
	Left-Through		0							0				0				0	
	Through	326	1	172	3	329	174	47	379	1	199	3	382	1	201	-1	381	1	200
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	1	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		1							1				1				1	
	Through	880	0	**468**	30	910	**483**	67	963	0	**510**	30	993	0	**525**	-9	984	0	**520**
	Through-Right		1							1				1				1	
	Right	29	0	468	0	29	483	0	30	0	510	0	30	0	525	0	30	0	520
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0				0	
	Through	4	0	**46**	0	4	**46**	0	4	0	**47**	0	4	0	**47**	0	4	0	**47**
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	0	35	0	35	35	2	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	5	0	**70**	0	5	**70**	0	5	0	**74**	0	5	0	**74**	0	5	0	**74**
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		486	*North-South:*		501	*North-South:*			528	*North-South:*			543	*North-South:*			538
		East-West:		116	*East-West:*		116	*East-West:*			121	*East-West:*			121	*East-West:*			121
		SUM:		602	*SUM:*		617	*SUM:*			649	*SUM:*			664	*SUM:*			659
VOLUME/CAPACITY *(V/C)* RATIO:				0.422			0.433				0.455				0.466				0.462
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.322**			**0.333**				**0.355**				**0.366**				**0.362**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
8	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	19	0	**19**	0	19	**19**	4	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		1							1				1				1	
	Through	653	0	401	2	655	402	102	767	0	471	2	769	0	472	-1	768	0	472
	Through-Right		1							1				1				1	
	Right	35	0	401	0	35	402	1	37	0	471	0	37	0	472	0	37	0	472
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	17	0	17	17	41	58	0	58	0	58	0	58	0	58	0	58
	Left-Through		1							1				1				1	
	Through	1103	0	**756**	0	1103	**756**	132	1255	0	**917**	0	1255	0	**917**	0	1255	0	**917**
	Through-Right		1							1				1				1	
	Right	341	0	756	0	341	756	0	347	0	917	0	347	0	917	0	347	0	917
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	**39**	0	39	**39**	2	42	1	**42**	0	42	1	**42**	0	42	1	**42**
	Left-Through		0							0				0				0	
	Through	463	1	249	4	467	251	304	775	1	410	4	779	1	412	-1	778	1	411
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	9	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	67	1	67	0	67	67	4	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	812	2	**406**	1	813	**407**	192	1019	2	**510**	1	1020	2	**510**	0	1020	2	**510**
	Through-Right		0							0				0				0	
	Right	28	1	28	0	28	28	20	49	1	49	0	49	1	49	0	49	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		775	*North-South:*		775	*North-South:*			940	*North-South:*			940	*North-South:*			940
		East-West:		445	*East-West:*		446	*East-West:*			552	*East-West:*			552	*East-West:*			552
		SUM:		1220	*SUM:*		1221	*SUM:*			1492	*SUM:*			1492	*SUM:*			1492
	VOLUME/CAPACITY *(V/C)* RATIO:			0.813			0.814				0.995				0.995				0.995
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.713**			**0.714**				**0.895**				**0.895**				**0.895**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
9	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	0	16	**16**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	47	0	93	0	47	93	0	48	0	95	0	48	0	95	0	48	0	95
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	196	0	**242**	0	196	**242**	0	200	0	**247**	0	200	0	**247**	0	200	0	**247**
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	**15**	0	15	**15**	0	15	1	**15**	0	15	1	**15**	0	15	1	**15**
	Left-Through		0							0				0				0	
	Through	456	1	239	4	460	241	353	817	1	419	4	821	1	421	-1	820	1	421
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	92	1	92	0	92	92	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	843	1	**437**	1	844	**437**	208	1066	1	**549**	1	1067	1	**549**	0	1067	1	**549**
	Through-Right		1							1				1				1	
	Right	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		258	*North-South:*		258	*North-South:*			263	*North-South:*			263	*North-South:*			263
		East-West:		452	*East-West:*		452	*East-West:*			564	*East-West:*			564	*East-West:*			564
		SUM:		710	*SUM:*		710	*SUM:*			827	*SUM:*			827	*SUM:*			827
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.473				0.551				0.551				0.551
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.373**			**0.373**				**0.451**				**0.451**				**0.451**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
10	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	**59**	1	60	**60**	2	62	1	**62**	1	63	1	**63**	0	63	1	**63**
	Left-Through		0							0				0				0	
	Through	475	2	238	3	478	239	109	593	2	297	3	596	2	298	-1	595	2	298
	Through-Right		0							0				0				0	
	Right	89	1	47	0	89	47	7	98	1	54	0	98	1	54	0	98	1	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	27	61	1	61	0	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1171	1	**626**	25	1196	**638**	133	1325	1	**712**	25	1350	1	**725**	-8	1342	1	**721**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	18	99	0	99	0	99	0	99	0	99	0	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	1	**10**	0	10	**10**	20	30	1	**30**	0	30	1	**30**	0	30	1	**30**
	Left-Through		0							0				0				0	
	Through	469	2	235	0	469	235	321	799	2	400	0	799	2	400	0	799	2	400
	Through-Right		0							0				0				0	
	Right	68	1	9	4	72	12	12	81	1	19	4	85	1	22	-1	84	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	85	0	85	85	2	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	1026	1	**522**	0	1026	**522**	189	1234	1	**631**	0	1234	1	**631**	0	1234	1	**631**
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	10	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		685	*North-South:*		698	*North-South:*			774	*North-South:*			788	*North-South:*			784
		East-West:		532	*East-West:*		532	*East-West:*			661	*East-West:*			661	*East-West:*			661
		SUM:		1217	*SUM:*		1230	*SUM:*			1435	*SUM:*			1449	*SUM:*			1445
VOLUME/CAPACITY *(V/C)* RATIO:				0.885			0.895				1.044				1.054				1.051
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.785**			**0.795**				**0.944**				**0.954**				**0.951**
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.007
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
11	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	1	1	**1**	0	1	**1**	3	4	1	**4**	0	4	1	**4**	0	4	1	**4**
Left-Through		0							0				0				0	
Through	142	1	142	1	143	143	36	181	1	181	1	182	1	182	0	182	1	182
Through-Right		0							0				0				0	
Right	20	1	0	0	20	0	5	25	1	0	0	25	1	0	0	25	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	22	1	22	0	22	22	14	36	1	36	0	36	1	36	0	36	1	36
Left-Through		0							0				0				0	
Through	249	1	**249**	0	249	**249**	1	255	1	**255**	0	255	1	**255**	0	255	1	**255**
Through-Right		0							0				0				0	
Right	94	1	60	0	94	60	19	115	1	67	0	115	1	67	0	115	1	67
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	68	1	**68**	0	68	**68**	27	96	1	**96**	0	96	1	**96**	0	96	1	**96**
Left-Through		0							0				0				0	
Through	469	2	235	0	469	235	274	752	2	376	0	752	2	376	0	752	2	376
Through-Right		0							0				0				0	
Right	87	1	87	0	87	87	1	90	1	88	0	90	1	88	0	90	1	88
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	145	1	145	0	145	145	13	161	1	161	0	161	1	161	0	161	1	161
Left-Through		0							0				0				0	
Through	1020	1	**550**	0	1020	**550**	239	1278	1	**698**	0	1278	1	**698**	0	1278	1	**698**
Through-Right		1							1				1				1	
Right	80	0	80	0	80	80	36	117	0	117	0	117	0	117	0	117	0	117
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		250	North-South:		250	North-South:			259	North-South:			259	North-South:			259
	East-West:		618	East-West:		618	East-West:			794	East-West:			794	East-West:			794
	SUM:		868	SUM:		868	SUM:			1053	SUM:			1053	SUM:			1053
VOLUME/CAPACITY (V/C) RATIO:			0.579			0.579				0.702				0.702				0.702
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.479**			**0.479**				**0.602**				**0.602**				**0.602**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
12	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	38	1	**38**	0	38	**38**	24	63	1	**63**	0	63	1	**63**	0	63	1	**63**
Left-Through		0							0				0				0	
Through	309	1	207	3	312	209	46	361	1	262	3	364	1	264	-1	363	1	263
Through-Right		1							1				1				1	
Right	105	0	105	0	105	105	56	163	0	163	0	163	0	163	0	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	26	1	26	0	26	26	5	31	1	31	0	31	1	31	0	31	1	31
Left-Through		0							0				0				0	
Through	473	1	**473**	30	503	**503**	60	542	1	**542**	30	572	1	**572**	-9	563	1	**563**
Through-Right		0							0				0				0	
Right	408	1	382	0	408	382	5	420	1	392	0	420	1	392	0	420	1	392
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	53	1	**53**	0	53	**53**	2	56	1	56	0	56	1	56	0	56	1	56
Left-Through		0							0				0				0	
Through	445	1	251	0	445	251	248	701	1	**402**	0	701	1	**402**	0	701	1	**402**
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	45	103	0	103	0	103	0	103	0	103	0	103
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	181	1	181	0	181	181	53	237	1	**237**	0	237	1	**237**	0	237	1	**237**
Left-Through		0							0				0				0	
Through	818	1	**420**	0	818	**420**	229	1062	1	542	0	1062	1	542	0	1062	1	542
Through-Right		1							1				1				1	
Right	21	0	21	0	21	21	1	22	0	22	0	22	0	22	0	22	0	22
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		511	*North-South:*		541	*North-South:*			605	*North-South:*			635	*North-South:*			626
	East-West:		473	*East-West:*		473	*East-West:*			639	*East-West:*			639	*East-West:*			639
	SUM:		984	*SUM:*		1014	*SUM:*			1244	*SUM:*			1274	*SUM:*			1265
VOLUME/CAPACITY *(V/C)* RATIO:			0.656			0.676				0.829				0.849				0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.556**			**0.576**				**0.729**				**0.749**				**0.743**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.020	Δ*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
13	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	**28**	0	28	**28**	2	31	1	**31**	0	31	1	**31**	0	31	1	**31**
	Left-Through		0							0				0				0	
	Through	160	0	309	1	161	313	2	165	1	165	1	166	1	166	-1	165	1	165
	Through-Right		1							0				0				0	
	Right	149	0	0	3	152	0	31	183	1	57	3	186	1	53	-1	185	1	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	0	116	0	116	116	8	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	279	0	**525**	8	287	**533**	12	296	0	**428**	8	304	0	**436**	-3	301	0	**433**
	Through-Right		0							1				1				1	
	Right	130	0	0	0	130	0	0	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		1							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	66	1	**66**	0	66	**66**	0	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	469	1	252	0	469	252	295	773	1	411	0	773	1	411	0	773	1	411
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	13	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	165	1	165	13	178	178	85	253	1	253	13	266	1	266	-4	262	1	262
	Left-Through		0							0				0				0	
	Through	929	1	**496**	0	929	**496**	280	1226	1	**646**	0	1226	1	**646**	0	1226	1	**646**
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	2	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		553	North-South:		561	North-South:			459	North-South:			467	North-South:			464
		East-West:		562	East-West:		562	East-West:			713	East-West:			713	East-West:			713
		SUM:		1115	SUM:		1123	SUM:			1172	SUM:			1180	SUM:			1177
VOLUME/CAPACITY (V/C) RATIO:				0.743			0.749				0.781				0.787				0.785
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.649**				**0.681**				**0.687**				**0.685**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramps	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
14	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	506	1	291	0	506	295	67	582	1	388	0	582	1	392	0	582	1	391
	Left-Through		0							0				0				0	
	Through	3	0	**291**	0	3	**295**	0	3	0	**388**	0	3	0	**392**	0	3	0	**391**
	Through-Right		0							0				0				0	
	Right	73	0	0	8	81	0	117	191	0	0	8	199	0	0	-3	196	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	483	2	242	3	486	243	192	684	2	342	3	687	2	344	-1	686	2	343
	Through-Right		0							0				0				0	
	Right	232	1	232	0	232	232	142	378	1	378	0	378	1	378	0	378	1	378
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	60	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1034	2	**517**	4	1038	**519**	251	1304	2	**652**	4	1308	2	**654**	-1	1307	2	**654**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		291	North-South:		295	North-South:			388	North-South:			392	North-South:			391
		East-West:		517	East-West:		519	East-West:			652	East-West:			654	East-West:			654
		SUM:		808	SUM:		814	SUM:			1040	SUM:			1046	SUM:			1045
VOLUME/CAPACITY (V/C) RATIO:				0.567			0.571				0.730				0.734				0.733
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.467**			**0.471**				**0.630**				**0.634**				**0.633**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

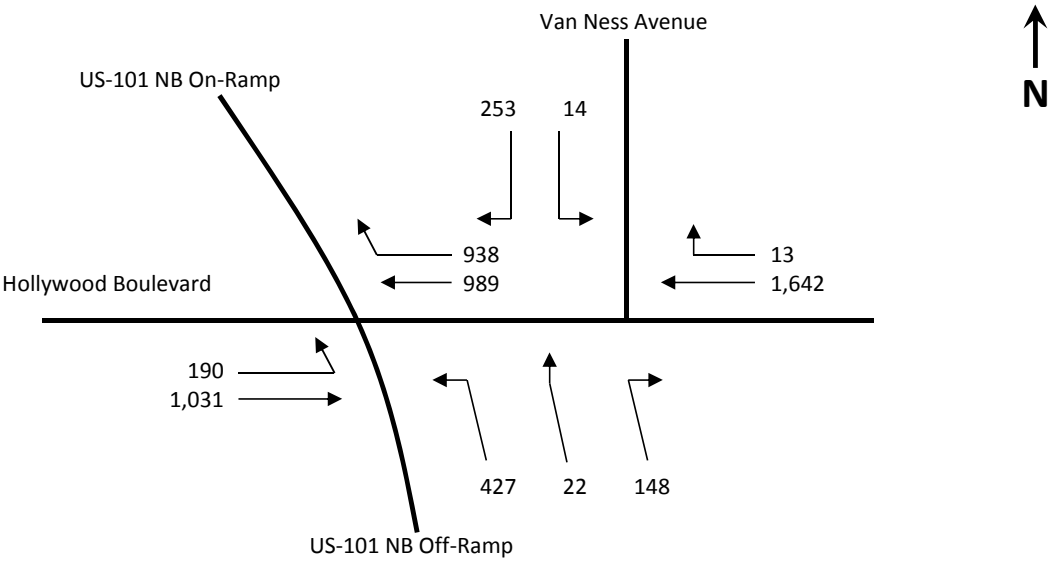
PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future without Project Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	190			and	
Westbound Throughs:	989 / 2	=	495	or	
Westbound Rights:	938				or
Eastbound Throughs:	1,031 / 2	=	516		
Critical Volume #1 (CV1):	**1,128**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	427	*	0.55	=	235		or
Northbound Throughs + Rights:	22	+	148	=	170		
Critical Volume #2 (CV2):	**235**						

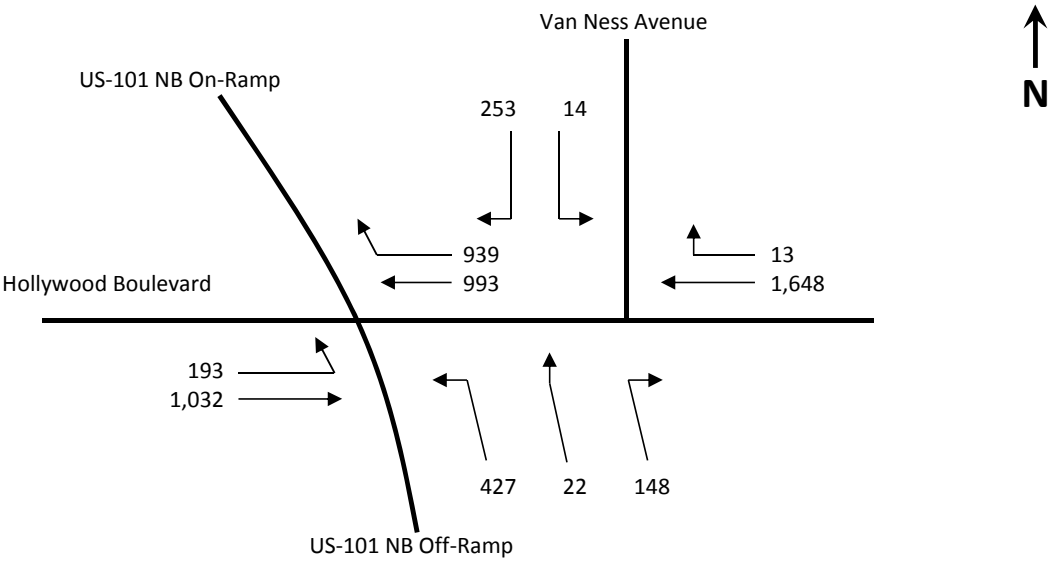
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	14	or
Southbound Rights:	253	
Critical Volume #3 (CV3):	**253**	

Critical Volume:	1,128	+	235	+	253	=	**1,616**
Intersection V/C:	1,616 / 1,425	=	**1.134**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**1.034**			**Intersection LOS:**			**F**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	193			and
Westbound Throughs:	993 / 2	=	497	or
Westbound Rights:	939			or
Eastbound Throughs:	1,032 / 2	=	516	
Critical Volume #1 (CV1):	**1,132**			

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	427	*	0.55	=	235	or
Northbound Throughs + Rights:	22	+	148	=	170	
Critical Volume #2 (CV2):	**235**					

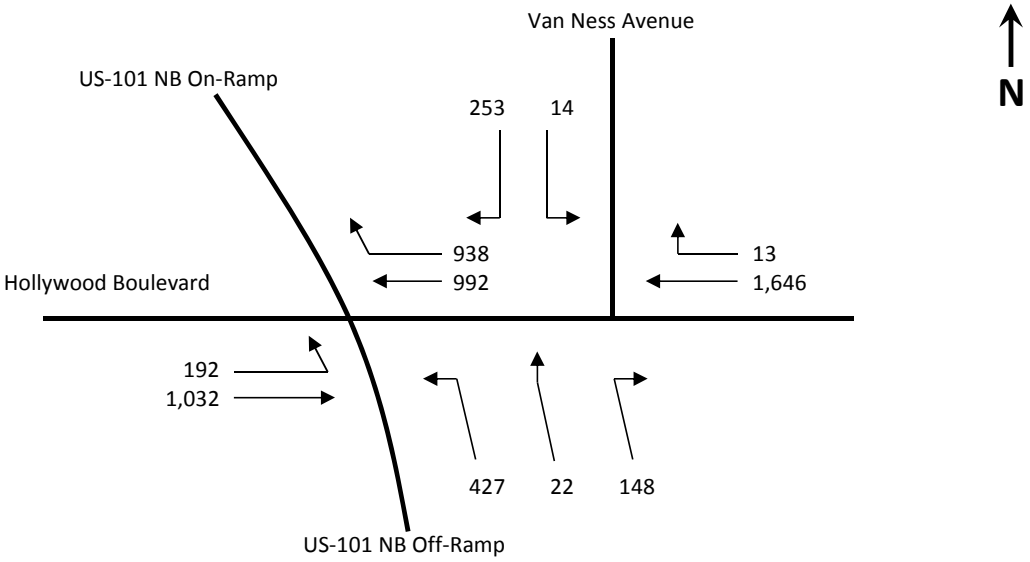
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	14	or
Southbound Rights:	253	
Critical Volume #3 (CV3):	**253**	

Critical Volume:	1,132	+	235	+	253	=	**1,620**
Intersection V/C:	1,620 / 1,425	=	**1.137**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**1.037**			**Intersection LOS:**			**F**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project with Full Mitigation Conditions (Year 2028) - AM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts: 192 and

Westbound Throughs: $\frac{992}{2}$ = 496 or

Westbound Rights: 938 or

Eastbound Throughs: $\frac{1,032}{2}$ = 516

Critical Volume #1 (CV1): **1,130**

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts: 427 * 0.55 = 235 or

Northbound Throughs + Rights: 22 + 148 = 170

Critical Volume #2 (CV2): **235**

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts: 14 or

Southbound Rights: 253

Critical Volume #3 (CV3): **253**

Critical Volume: 1,130 + 235 + 253 = **1,618**

Intersection V/C: $\frac{1,618}{1,425}$ = **1.135**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 1.035 **Intersection LOS: F**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
16	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	289	0	289	1	290	290	14	308	0	308	1	309	0	309	-1	308	0	308
	Left-Through		1							1				1				1	
	Through	74	0	**363**	0	74	**364**	9	84	0	**392**	0	84	0	**393**	0	84	0	**392**
	Through-Right		0							0				0				0	
	Right	53	1	16	0	53	16	1	55	1	18	0	55	1	18	0	55	1	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0							0				0				0	
	Through	155	0	**196**	0	155	**196**	2	160	0	**205**	0	160	0	**205**	0	160	0	**205**
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	3	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	1	**11**	0	11	**11**	4	15	1	**15**	0	15	1	**15**	0	15	1	**15**
	Left-Through		0							0				0				0	
	Through	778	2	389	1	779	390	264	1056	2	528	1	1057	2	529	0	1057	2	529
	Through-Right		0							0				0				0	
	Right	145	1	1	0	145	0	6	154	1	0	0	154	1	0	0	154	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	1039	1	**529**	4	1043	**531**	211	1269	1	**644**	4	1273	1	**646**	-1	1272	1	**645**
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		559	*North-South:*		560	*North-South:*			597	*North-South:*			598	*North-South:*			597
		East-West:		540	*East-West:*		542	*East-West:*			659	*East-West:*			661	*East-West:*			660
		SUM:		1099	*SUM:*		1102	*SUM:*			1256	*SUM:*			1259	*SUM:*			1257
VOLUME/CAPACITY *(V/C)* RATIO:				0.771			0.773				0.881				0.884				0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.671**			**0.673**				**0.781**				**0.784**				**0.782**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
17	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	136	1	**136**	0	136	**136**	1	139	1	**139**	0	139	1	**139**	0	139	1	**139**
Left-Through		0							0				0				0	
Through	464	2	232	3	467	234	15	487	2	244	3	490	2	245	-1	489	2	245
Through-Right		0							0				0				0	
Right	75	1	0	0	75	0	1	77	1	0	0	77	1	0	0	77	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	45	1	45	0	45	45	0	46	1	46	0	46	1	46	0	46	1	46
Left-Through		0							0				0				0	
Through	975	1	**569**	21	996	**579**	18	1011	1	**589**	21	1032	1	**599**	-6	1026	1	**596**
Through-Right		1							1				1				1	
Right	162	0	162	0	162	162	1	166	0	166	0	166	0	166	0	166	0	166
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	120	1	120	0	120	120	4	126	1	126	0	126	1	126	0	126	1	126
Left-Through		0							0				0				0	
Through	745	1	**408**	1	746	**408**	250	1009	1	**543**	1	1010	1	**543**	0	1010	1	**543**
Through-Right		1							1				1				1	
Right	70	0	70	0	70	70	5	76	0	76	0	76	0	76	0	76	0	76
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	171	1	**171**	0	171	**171**	-1	173	1	**173**	0	173	1	**173**	0	173	1	**173**
Left-Through		0							0				0				0	
Through	731	2	366	4	735	368	183	927	2	464	4	931	2	466	-1	930	2	465
Through-Right		0							0				0				0	
Right	33	1	0	0	33	0	0	34	1	0	0	34	1	0	0	34	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		705	*North-South:*		715	*North-South:*			728	*North-South:*			738	*North-South:*			735
	East-West:		579	*East-West:*		579	*East-West:*			716	*East-West:*			716	*East-West:*			716
	SUM:		1284	*SUM:*		1294	*SUM:*			1444	*SUM:*			1454	*SUM:*			1451
VOLUME/CAPACITY *(V/C)* RATIO:			0.934			0.941				1.050				1.057				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.834**			**0.841**				**0.950**				**0.957**				**0.955**
LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
18	East-West Street:	Selma Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	0	**18**	0	18	**18**	12	30	0	**30**	0	30	0	**30**	0	30	0	**30**
	Left-Through		1							1				1				1	
	Through	720	0	425	2	722	426	84	817	0	516	2	819	0	517	-1	818	0	516
	Through-Right		1							1				1				1	
	Right	22	0	425	0	22	426	12	34	0	516	0	34	0	517	0	34	0	516
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	0	18	0	18	18	1	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		1							1				1				1	
	Through	1146	0	**640**	0	1146	**640**	119	1286	0	**726**	0	1286	0	**726**	0	1286	0	**726**
	Through-Right		1							1				1				1	
	Right	62	0	640	0	62	640	27	90	0	726	0	90	0	726	0	90	0	726
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	**10**	0	10	**10**	20	30	0	**30**	0	30	0	**30**	0	30	0	**30**
	Left-Through		0							0				0				0	
	Through	76	0	97	0	76	97	4	81	0	130	0	81	0	130	0	81	0	130
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	8	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	0	13	0	13	13	3	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0							0				0				0	
	Through	99	0	**141**	0	99	**141**	11	112	0	**161**	0	112	0	**161**	0	112	0	**161**
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	3	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		658	*North-South:*		658	*North-South:*			756	*North-South:*			756	*North-South:*			756
		East-West:		151	*East-West:*		151	*East-West:*			191	*East-West:*			191	*East-West:*			191
		SUM:		809	*SUM:*		809	*SUM:*			947	*SUM:*			947	*SUM:*			947
VOLUME/CAPACITY *(V/C)* RATIO:				0.539			0.539				0.631				0.631				0.631
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.439**			**0.439**				**0.531**				**0.531**				**0.531**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
19	East-West Street:	Selma Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	48	1	**48**	0	48	**48**	0	49	1	**49**	0	49	1	**49**	0	49	1	**49**
Left-Through		0							0				0				0	
Through	617	2	309	4	621	311	171	799	2	400	4	803	2	402	-2	801	2	401
Through-Right		0							0				0				0	
Right	100	1	65	0	100	65	2	104	1	66	0	104	1	66	0	104	1	66
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	48	1	48	0	48	48	3	52	1	52	0	52	1	52	0	52	1	52
Left-Through		0							0				0				0	
Through	1127	1	**594**	30	1157	**609**	136	1283	1	**674**	30	1313	1	**689**	-9	1304	1	**684**
Through-Right		1							1				1				1	
Right	61	0	61	0	61	61	2	64	0	64	0	64	0	64	0	64	0	64
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	21	1	21	0	21	21	12	33	1	33	0	33	1	33	0	33	1	33
Left-Through		0							0				0				0	
Through	43	0	**107**	0	43	**107**	5	49	0	**114**	0	49	0	**114**	0	49	0	**114**
Through-Right		1							1				1				1	
Right	64	0	0	0	64	0	0	65	0	0	0	65	0	0	0	65	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	70	1	**70**	0	70	**70**	5	76	1	**76**	0	76	1	**76**	0	76	1	**76**
Left-Through		0							0				0				0	
Through	51	0	111	0	51	111	14	66	0	127	0	66	0	127	0	66	0	127
Through-Right		1							1				1				1	
Right	60	0	0	0	60	0	0	61	0	0	0	61	0	0	0	61	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		642	*North-South:*		657	*North-South:*			723	*North-South:*			738	*North-South:*			733
	East-West:		177	*East-West:*		177	*East-West:*			190	*East-West:*			190	*East-West:*			190
	SUM:		819	*SUM:*		834	*SUM:*			913	*SUM:*			928	*SUM:*			923
VOLUME/CAPACITY *(V/C)* RATIO:			0.546			0.556				0.609				0.619				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.446**			**0.456**				**0.509**				**0.519**				**0.515**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

	NB--	SB--	EB--	WB--		NB--	SB--	EB--	WB--		NB--	SB--	EB--	WB--		NB--	SB--	EB--	WB--	
No. of Phases					2					2					2					2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0					0					0					0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?					2					2					2					2
Override Capacity					0					0					0					0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
20	East-West Street:	Selma Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	**35**	0	35	**35**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	328	1	167	3	331	168	103	437	1	221	3	440	1	223	-1	439	1	222
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	628	0	**807**	30	658	**837**	163	802	0	**986**	30	832	0	**1016**	-9	823	0	**1007**
	Through-Right		1							1				1				1	
	Right	179	0	0	0	179	0	2	184	0	0	0	184	0	0	0	184	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	31	0	31	0	31	31	3	35	0	35	0	35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	0	0	**56**	0	0	**56**	0	0	0	**62**	0	0	0	**62**	0	0	0	**62**
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	2	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		0							0				0				0	
	Through	2	0	**11**	0	2	**11**	0	2	0	**11**	0	2	0	**11**	0	2	0	**11**
	Through-Right		0							0				0				0	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		842	*North-South:*		872	*North-South:*			1022	*North-South:*			1052	*North-South:*			1043
		East-West:		67	*East-West:*		67	*East-West:*			73	*East-West:*			73	*East-West:*			73
		SUM:		909	*SUM:*		939	*SUM:*			1095	*SUM:*			1125	*SUM:*			1116
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.683				0.796				0.818				0.812
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.561**			**0.583**				**0.696**				**0.718**				**0.712**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.022	Δ*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
21	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	44	1	**44**	0	44	**44**	5	50	1	**50**	0	50	1	**50**	0	50	1	**50**
Left-Through		0							0				0				0	
Through	150	0	187	0	150	187	12	165	0	203	0	165	0	203	0	165	0	203
Through-Right		1							1				1				1	
Right	37	0	0	0	37	0	0	38	0	0	0	38	0	0	0	38	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	43	1	43	0	43	43	27	71	1	71	0	71	1	71	0	71	1	71
Left-Through		0							0				0				0	
Through	367	0	**438**	0	367	**438**	9	383	0	**467**	0	383	0	**467**	0	383	0	**467**
Through-Right		1							1				1				1	
Right	71	0	0	0	71	0	12	84	0	0	0	84	0	0	0	84	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	40	1	**40**	0	40	**40**	16	57	1	**57**	0	57	1	**57**	0	57	1	**57**
Left-Through		0							0				0				0	
Through	1059	2	362	72	1131	386	274	1352	2	461	72	1424	2	485	-21	1403	2	478
Through-Right		1							1				1				1	
Right	28	0	28	0	28	28	2	31	0	31	0	31	0	31	0	31	0	31
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	73	1	73	0	73	73	0	74	1	74	0	74	1	74	0	74	1	74
Left-Through		0							0				0				0	
Through	1473	2	**504**	11	1484	**508**	271	1771	2	**616**	11	1782	2	**620**	-4	1778	2	**618**
Through-Right		1							1				1				1	
Right	40	0	40	0	40	40	36	77	0	77	0	77	0	77	0	77	0	77
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		482	North-South:		482	North-South:			517	North-South:			517	North-South:			517
	East-West:		544	East-West:		548	East-West:			673	East-West:			677	East-West:			675
	SUM:		1026	SUM:		1030	SUM:			1190	SUM:			1194	SUM:			1192
VOLUME/CAPACITY (V/C) RATIO:			0.684			0.687				0.793				0.796				0.795
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.584			0.587				0.693				0.696				0.695
LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
22	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	**24**	0	24	**24**	16	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	499	1	261	0	499	261	80	588	1	318	0	588	1	318	0	588	1	318
	Through-Right		1							1				1				1	
	Right	22	0	22	0	22	22	26	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	47	1	47	0	47	47	30	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	842	1	**517**	0	842	**517**	99	956	1	**577**	0	956	1	**577**	0	956	1	**577**
	Through-Right		1							1				1				1	
	Right	192	0	192	0	192	192	3	198	0	198	0	198	0	198	0	198	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	168	1	**168**	0	168	**168**	13	184	1	**184**	0	184	1	**184**	0	184	1	**184**
	Left-Through		0							0				0				0	
	Through	956	2	336	72	1028	360	281	1254	2	438	72	1326	2	462	-21	1305	2	455
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	7	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	113	0	113	113	7	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	1244	2	**425**	11	1255	**429**	288	1555	2	**535**	11	1566	2	**539**	-4	1562	2	**538**
	Through-Right		1							1				1				1	
	Right	31	0	31	2	33	33	18	50	0	50	2	52	0	52	-1	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		541	*North-South:*		541	*North-South:*			617	*North-South:*			617	*North-South:*			617
		East-West:		593	*East-West:*		597	*East-West:*			719	*East-West:*			723	*East-West:*			722
		SUM:		1134	*SUM:*		1138	*SUM:*			1336	*SUM:*			1340	*SUM:*			1339
VOLUME/CAPACITY *(V/C)* RATIO:				0.796			0.799				0.938				0.940				0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.696**			**0.699**				**0.838**				**0.840**				**0.840**
LEVEL OF SERVICE (LOS):				B			B				D				D				D

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
23	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	0	**19**	0	19	**19**	0	19	0	**19**	0	19	0	**19**	0	19	0	**19**
	Left-Through		0							0				0				0	
	Through	84	0	158	0	84	158	0	86	0	161	0	86	0	161	0	86	0	161
	Through-Right		0							0				0				0	
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	27	1	27	0	27	27	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	194	0	**349**	0	194	**349**	0	198	0	**356**	0	198	0	**356**	0	198	0	**356**
	Through-Right		1							1				1				1	
	Right	155	0	0	0	155	0	0	158	0	0	0	158	0	0	0	158	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	**53**	0	53	**53**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	945	2	325	72	1017	349	323	1285	2	440	72	1357	2	464	-21	1336	2	457
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	3	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	44	1	44	0	44	44	2	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1209	2	**427**	13	1222	**431**	313	1544	2	**539**	13	1557	2	**543**	-5	1552	2	**542**
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		368	North-South:		368	North-South:			375	North-South:			375	North-South:			375
		East-West:		480	East-West:		484	East-West:			593	East-West:			597	East-West:			596
		SUM:		848	SUM:		852	SUM:			968	SUM:			972	SUM:			971
VOLUME/CAPACITY (V/C) RATIO:				0.565			0.568				0.645				0.648				0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.465**			**0.468**				**0.545**				**0.548**				**0.547**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
24	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	0	93	**93**	25	120	1	**120**	0	120	1	**120**	0	120	1	**120**
	Left-Through		0							0				0				0	
	Through	597	2	299	2	599	300	99	707	2	354	2	709	2	355	-1	708	2	354
	Through-Right		0							0				0				0	
	Right	109	1	0	0	109	0	69	180	1	0	0	180	1	0	0	180	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	31	1	31	25	56	56	32	64	1	64	25	89	1	89	-8	81	1	81
	Left-Through		0							0				0				0	
	Through	1107	1	**589**	4	1111	**591**	98	1225	1	**653**	4	1229	1	**655**	-1	1228	1	**655**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	10	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	1	35	0	35	35	13	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	875	2	**318**	72	947	**342**	280	1171	2	**427**	72	1243	2	**451**	-21	1222	2	**444**
	Through-Right		1							1				1				1	
	Right	78	0	78	0	78	78	30	109	0	109	0	109	0	109	0	109	0	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	197	1	**197**	0	197	**197**	99	300	1	**300**	0	300	1	**300**	0	300	1	**300**
	Left-Through		0							0				0				0	
	Through	1342	2	467	13	1355	472	280	1646	2	588	13	1659	2	593	-5	1654	2	591
	Through-Right		1							1				1				1	
	Right	58	0	58	2	60	60	60	119	0	119	2	121	0	121	-1	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		682	*North-South:*		684	*North-South:*			773	*North-South:*			775	*North-South:*			775
		East-West:		515	*East-West:*		539	*East-West:*			727	*East-West:*			751	*East-West:*			744
		SUM:		1197	*SUM:*		1223	*SUM:*			1500	*SUM:*			1526	*SUM:*			1519
VOLUME/CAPACITY (*V/C*) RATIO:				0.871			0.889				1.091				1.110				1.105
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.771**			**0.789**				**0.991**				**1.010**				**1.005**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**F**				**F**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.019	Δ*v/c* after mitigation:	0.014
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
25	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	0	134	0	134	134	10	146	0	146	0	146	0	146	0	146	0	146
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	202	0	**336**	0	202	**336**	14	220	0	**366**	0	220	0	**366**	0	220	0	**366**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	86	1	**86**	0	86	**86**	28	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	889	3	296	98	987	329	447	1352	3	451	98	1450	3	483	-29	1421	3	474
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1493	2	**539**	15	1508	**545**	348	1868	2	**666**	15	1883	2	**672**	-6	1877	2	**670**
	Through-Right		1							1				1				1	
	Right	125	0	125	1	126	126	4	131	0	131	1	132	0	132	0	132	0	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		336	*North-South:*		336	*North-South:*			366	*North-South:*			366	*North-South:*			366
		East-West:		625	*East-West:*		631	*East-West:*			782	*East-West:*			788	*East-West:*			786
		SUM:		961	*SUM:*		967	*SUM:*			1148	*SUM:*			1154	*SUM:*			1152
VOLUME/CAPACITY (*V/C*) RATIO:				0.641			0.645				0.765				0.769				0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.541**			**0.545**				**0.665**				**0.669**				**0.668**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
26	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	30	1	**30**	0	30	**30**	29	60	1	**60**	0	60	1	**60**	0	60	1	**60**
Left-Through		0							0				0				0	
Through	296	0	365	0	296	365	36	337	0	410	0	337	0	410	0	337	0	410
Through-Right		1							1				1				1	
Right	69	0	0	0	69	0	3	73	0	0	0	73	0	0	0	73	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	57	1	57	30	87	87	9	67	1	67	30	97	1	97	-9	88	1	88
Left-Through		0							0				0				0	
Through	391	0	**428**	0	391	**428**	68	466	0	**592**	0	466	0	**592**	0	466	0	**592**
Through-Right		1							1				1				1	
Right	37	0	0	0	37	0	88	126	0	0	0	126	0	0	0	126	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	47	1	**47**	0	47	**47**	64	112	1	**112**	0	112	1	**112**	0	112	1	**112**
Left-Through		0							0				0				0	
Through	884	2	321	98	982	354	480	1380	2	494	98	1478	2	526	-29	1449	2	517
Through-Right		1							1				1				1	
Right	79	0	79	0	79	79	21	101	0	101	0	101	0	101	0	101	0	101
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	213	1	213	0	213	213	7	224	1	224	0	224	1	224	0	224	1	224
Left-Through		0							0				0				0	
Through	1542	2	**537**	16	1558	**543**	473	2043	2	**705**	16	2059	2	**712**	-6	2053	2	**709**
Through-Right		1							1				1				1	
Right	68	0	68	3	71	71	4	73	0	73	3	76	0	76	-1	75	0	75
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		458	*North-South:*		458	*North-South:*			652	*North-South:*			652	*North-South:*			652
	East-West:		584	*East-West:*		590	*East-West:*			817	*East-West:*			824	*East-West:*			821
	SUM:		1042	*SUM:*		1048	*SUM:*			1469	*SUM:*			1476	*SUM:*			1473
VOLUME/CAPACITY (*V/C*) RATIO:			0.731			0.735				1.031				1.036				1.034
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.631**			**0.635**				**0.931**				**0.936**				**0.934**
LEVEL OF SERVICE (LOS):			**B**			**B**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gordon St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
27	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	0	15	14	29	29	0	15	0	15	14	29	0	29	-5	24	0	24
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	46	0	**61**	12	58	**87**	0	47	0	**62**	12	59	0	**88**	-4	55	0	**79**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	951	2	325	16	967	331	462	1430	2	485	16	1446	2	490	-6	1440	2	488
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	98	85	183	183	0	100	1	100	85	185	1	185	-25	160	1	160
	Left-Through		0							0				0				0	
	Through	1867	3	**622**	64	1931	**644**	446	2347	3	**782**	64	2411	3	**804**	-19	2392	3	**797**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		61	North-South:		87	North-South:			62	North-South:			88	North-South:			79
		East-West:		622	East-West:		644	East-West:			782	East-West:			804	East-West:			797
		SUM:		683	SUM:		731	SUM:			844	SUM:			892	SUM:			876
VOLUME/CAPACITY (V/C) RATIO:				0.455			0.487				0.563				0.595				0.584
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.355**			**0.387**				**0.463**				**0.495**				**0.484**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	Δ*v/c* after mitigation:	0.021
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
28	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3						3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0						0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB-- 3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2						2
Override Capacity			0			0			0			0						0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	65	1	**65**	0	65	1	**65**	0	65	1	**65**
	Left-Through		0							0				0				0	
	Through	143	0	279	0	143	279	26	172	1	172	0	172	1	172	0	172	1	172
	Through-Right		1							0				0				0	
	Right	136	0	0	0	136	0	0	138	1	53	0	138	1	53	0	138	1	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	0	67	67	16	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	316	0	**497**	0	316	**518**	28	350	1	**350**	0	350	1	**350**	0	350	1	**350**
	Through-Right		1							0				0				0	
	Right	181	0	0	21	202	0	23	207	1	111	21	228	1	127	-6	222	1	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	**46**	5	51	**51**	49	96	1	**96**	5	101	1	**101**	-2	99	1	**99**
	Left-Through		0							0				0				0	
	Through	884	2	300	23	907	307	471	1371	2	462	23	1394	2	470	-9	1385	2	467
	Through-Right		1							1				1				1	
	Right	15	0	15	0	15	15	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	0	85	1	85	0	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	1598	2	**556**	127	1725	**598**	469	2096	2	**741**	127	2223	2	**784**	-38	2185	2	**771**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	57	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		561	*North-South:*		582	*North-South:*			415	*North-South:*			415	*North-South:*			415
		East-West:		602	*East-West:*		649	*East-West:*			837	*East-West:*			885	*East-West:*			870
		SUM:		1163	*SUM:*		1231	*SUM:*			1252	*SUM:*			1300	*SUM:*			1285
VOLUME/CAPACITY (*V/C*) RATIO:				0.816			0.864				0.879				0.912				0.902
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.716**			**0.764**				**0.779**				**0.812**				**0.802**
LEVEL OF SERVICE (LOS):				C			C				C				D				D

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.033	Δ*v/c* after mitigation:	0.023
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
29	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	48	48	13	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	22	0	**219**	0	22	**219**	0	22	0	**230**	0	22	0	**230**	0	22	0	**230**
	Through-Right		1							1				1				1	
	Right	197	0	0	0	197	0	7	208	0	0	0	208	0	0	0	208	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	462	1	**462**	0	462	**462**	6	476	1	**476**	0	476	1	**476**	0	476	2	**262**
	Left-Through		0							0				0				0	
	Through	328	0	355	0	328	368	52	386	0	413	0	386	0	426	0	386	0	422
	Through-Right		1							1				1				1	
	Right	27	0	0	13	40	0	0	27	0	0	13	40	0	0	-4	36	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	**4**	0	4	1	**4**
	Left-Through		0							0				0				0	
	Through	1008	2	355	23	1031	363	458	1484	2	524	23	1507	2	531	-9	1498	2	528
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	28	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	0	96	96	48	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	1911	2	**646**	114	2025	**684**	511	2457	2	**828**	114	2571	2	**866**	-34	2537	2	**854**
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		681	North-South:		681	North-South:			706	North-South:			706	North-South:			492
		East-West:		650	East-West:		688	East-West:			832	East-West:			870	East-West:			858
		SUM:		1331	SUM:		1369	SUM:			1538	SUM:			1576	SUM:			1350
VOLUME/CAPACITY (V/C) RATIO:				0.887			0.913				1.025				1.051				0.947
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.787**			**0.813**				**0.925**				**0.951**				**0.847**
LEVEL OF SERVICE (LOS):				**C**			**D**				**E**				**E**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	Δ*v/c* after mitigation:	-0.078
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
30	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	0	62	**62**	7	70	1	**70**	0	70	1	**70**	0	70	1	**70**
	Left-Through		0							0				0				0	
	Through	220	1	206	0	220	206	2	226	1	211	0	226	1	211	0	226	1	211
	Through-Right		1							1				1				1	
	Right	191	0	191	0	191	191	1	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	122	1	122	0	122	122	11	135	1	135	0	135	1	135	0	135	1	135
	Left-Through		0							0				0				0	
	Through	444	1	**273**	0	444	**273**	6	458	1	**283**	0	458	1	**283**	0	458	1	**283**
	Through-Right		1							1				1				1	
	Right	102	0	102	0	102	102	4	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	**61**	1	62	**62**	1	63	1	**63**	1	64	1	**64**	-1	63	1	**63**
	Left-Through		0							0				0				0	
	Through	1107	2	424	10	1117	427	163	1290	2	486	10	1300	2	489	-4	1296	2	488
	Through-Right		1							1				1				1	
	Right	164	0	164	0	164	164	1	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	107	1	107	0	107	107	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	1051	2	**526**	42	1093	**547**	218	1288	2	**644**	42	1330	2	**665**	-13	1317	2	**659**
	Through-Right		0							0				0				0	
	Right	109	1	48	0	109	48	20	131	1	64	0	131	1	64	0	131	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		335	North-South:		335	North-South:			353	North-South:			353			North-South:	353
		East-West:		587	East-West:		609	East-West:			707	East-West:			729			East-West:	722
		SUM:		922	SUM:		944	SUM:			1060	SUM:			1082			SUM:	1075
VOLUME/CAPACITY (V/C) RATIO:				0.615			0.629				0.707				0.721				0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.515**			**0.529**				**0.607**				**0.621**				**0.617**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
31	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	98	1	**98**	0	98	**98**	26	126	1	**126**	0	126	1	**126**	0	126	1	**126**
Left-Through		0							0				0				0	
Through	455	2	228	0	455	228	9	472	2	236	0	472	2	236	0	472	2	236
Through-Right		0							0				0				0	
Right	89	1	23	0	89	23	5	96	1	0	0	96	1	0	0	96	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	179	1	179	0	179	179	0	182	1	182	0	182	1	182	0	182	1	182
Left-Through		0							0				0				0	
Through	777	1	**548**	0	777	**558**	5	796	2	**398**	0	796	2	**398**	0	796	2	**398**
Through-Right		1							0				0				0	
Right	318	0	318	21	339	339	17	341	1	166	21	362	1	184	-6	356	1	179
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	164	1	164	3	167	167	8	175	1	175	3	178	1	178	-1	177	1	177
Left-Through		0							0				0				0	
Through	1029	2	**364**	3	1032	**366**	164	1212	2	**435**	3	1215	2	**437**	-1	1214	2	**436**
Through-Right		1							1				1				1	
Right	63	0	63	3	66	66	28	92	0	92	3	95	0	95	-1	94	0	94
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	133	1	**133**	0	133	**133**	2	137	1	**137**	0	137	1	**137**	0	137	1	**137**
Left-Through		0							0				0				0	
Through	751	2	279	21	772	286	154	919	2	336	21	940	2	343	-6	934	2	341
Through-Right		1							1				1				1	
Right	87	0	87	0	87	87	0	89	0	89	0	89	0	89	0	89	0	89
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		646	North-South:		656	North-South:			524	North-South:			524	North-South:			524
	East-West:		497	East-West:		499	East-West:			572	East-West:			574	East-West:			573
	SUM:		1143	SUM:		1155	SUM:			1096	SUM:			1098	SUM:			1097
VOLUME/CAPACITY (V/C) RATIO:			0.831			0.840				0.797				0.799				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.731			0.740				0.697				0.699				0.698
LEVEL OF SERVICE (LOS):			C			C				B				B				B

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
32	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
Left-Through		0							0				0				0	
Through	193	0	211	0	193	211	12	209	0	227	0	209	0	227	0	209	0	227
Through-Right		1							1				1				1	
Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	28	1	28	0	28	28	2	31	1	31	0	31	1	31	0	31	1	31
Left-Through		0							0				0				0	
Through	293	0	**342**	0	293	**342**	9	307	0	**357**	0	307	0	**357**	0	307	0	**357**
Through-Right		1							1				1				1	
Right	49	0	0	0	49	0	0	50	0	0	0	50	0	0	0	50	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	30	0	**30**	0	30	**30**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
Left-Through		1							1				1				1	
Through	291	0	321	17	308	338	31	327	0	358	17	344	0	375	-5	339	0	370
Through-Right		0							0				0				0	
Right	23	1	19	0	23	19	0	23	1	19	0	23	1	19	0	23	1	19
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
Left-Through		0							0				0				0	
Through	402	0	**465**	3	405	**468**	31	440	0	**509**	3	443	0	**512**	-1	442	0	**511**
Through-Right		0							0				0				0	
Right	42	0	0	0	42	0	5	48	0	0	0	48	0	0	0	48	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		350	North-South:		350	North-South:		365		North-South:		365		North-South:		365	
	East-West:		495	East-West:		498	East-West:		540		East-West:		543		East-West:		542	
	SUM:		845	SUM:		848	SUM:		905		SUM:		908		SUM:		907	
VOLUME/CAPACITY (V/C) RATIO:			0.563			0.565			0.603				0.605				0.605	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.463			0.465			0.503				0.505				0.505	
LEVEL OF SERVICE (LOS):			A			A			A				A				A	

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
33	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	**13**	0	13	**13**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		1							1				1				1	
	Through	562	0	322	0	562	333	55	627	0	368	0	627	0	379	0	627	0	376
	Through-Right		1							1				1				1	
	Right	30	0	322	21	51	333	0	31	0	368	21	52	0	379	-6	46	0	376
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		1							1				1				1	
	Through	870	0	**489**	0	870	**505**	99	985	0	**573**	0	985	0	**573**	0	985	0	**573**
	Through-Right		1							1				1				1	
	Right	76	0	489	0	76	505	19	96	0	573	0	96	0	573	0	96	0	573
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	92	0	**92**	0	92	**92**	35	129	0	**129**	0	129	0	**129**	0	129	0	**129**
	Left-Through		0							0				0				0	
	Through	261	0	368	17	278	385	24	290	0	434	17	307	0	451	-5	302	0	446
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	0	50	3	53	53	0	51	0	51	3	54	0	54	-1	53	0	53
	Left-Through		0							0				0				0	
	Through	407	0	**507**	3	410	**513**	12	426	0	**528**	3	429	0	**534**	-1	428	0	**532**
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		518	*North-South:*			586	*North-South:*			586	*North-South:*			586
		East-West:		599	*East-West:*		605	*East-West:*			657	*East-West:*			663	*East-West:*			661
		SUM:		1101	*SUM:*		1123	*SUM:*			1243	*SUM:*			1249	*SUM:*			1247
VOLUME/CAPACITY *(V/C)* RATIO:				0.734			0.749				0.829				0.833				0.831
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.634**			**0.649**				**0.729**				**0.733**				**0.731**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
34	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	1	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	829	1	436	0	829	447	161	1005	1	525	0	1005	1	535	0	1005	1	532
	Through-Right		1							1				1				1	
	Right	43	0	43	21	64	64	0	44	0	44	21	65	0	65	-6	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	1	24	4	28	28	2	26	1	26	4	30	1	30	-1	29	1	29
	Left-Through		0							0				0				0	
	Through	1287	1	**671**	0	1287	**671**	174	1484	1	**775**	0	1484	1	**775**	0	1484	1	**775**
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	10	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	**45**	0	45	**45**	12	58	1	**58**	0	58	1	**58**	0	58	1	**58**
	Left-Through		0							0				0				0	
	Through	218	0	242	38	256	280	9	231	0	259	38	269	0	297	-11	258	0	286
	Through-Right		1							1				1				1	
	Right	24	0	0	0	24	0	4	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	86	3	89	89	0	88	1	88	3	91	1	91	-1	90	1	90
	Left-Through		0							0				0				0	
	Through	359	0	**395**	6	365	**403**	2	368	0	**407**	6	374	0	**415**	-2	372	0	**412**
	Through-Right		1							1				1				1	
	Right	36	0	0	2	38	0	2	39	0	0	2	41	0	0	-1	40	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		707	*North-South:*		707	*North-South:*			813	*North-South:*			813	*North-South:*			813
		East-West:		440	*East-West:*		448	*East-West:*			465	*East-West:*			473	*East-West:*			470
		SUM:		1147	*SUM:*		1155	*SUM:*			1278	*SUM:*			1286	*SUM:*			1283
VOLUME/CAPACITY *(V/C)* RATIO:				0.765			0.770				0.852				0.857				0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.665**			**0.670**				**0.752**				**0.757**				**0.755**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
35	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	0	**18**	0	18	**18**	0	18	0	**18**	0	18	0	**18**	0	18	0	**18**
	Left-Through		0							0				0				0	
	Through	71	0	105	0	71	105	0	72	0	106	0	72	0	106	0	72	0	106
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0							0				0				0	
	Through	117	0	**197**	0	117	**197**	0	119	0	**200**	0	119	0	**200**	0	119	0	**200**
	Through-Right		0							0				0				0	
	Right	73	0	0	0	73	0	0	74	0	0	0	74	0	0	0	74	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	11	0	**11**	0	11	**11**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		0							0				0				0	
	Through	235	0	282	64	299	346	15	254	0	302	64	318	0	366	-19	299	0	347
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	525	0	**564**	12	537	**576**	3	538	0	**577**	12	550	0	**589**	-4	546	0	**585**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		215	*North-South:*		215	*North-South:*			218	*North-South:*			218	*North-South:*			218
		East-West:		575	*East-West:*		587	*East-West:*			588	*East-West:*			600	*East-West:*			596
		SUM:		790	*SUM:*		802	*SUM:*			806	*SUM:*			818	*SUM:*			814
VOLUME/CAPACITY *(V/C)* RATIO:				0.527			0.535				0.537				0.545				0.543
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.427**			**0.435**				**0.437**				**0.445**				**0.443**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
36	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	36	1	**36**	0	36	**36**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	354	0	391	0	354	429	67	427	0	471	0	427	0	509	0	427	0	498
	Through-Right		1							1				1				1	
	Right	37	0	0	38	75	0	6	44	0	0	38	82	0	0	-11	71	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	42	1	42	0	42	42	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	420	0	**511**	0	420	**511**	96	524	0	**617**	0	524	0	**617**	0	524	0	**617**
	Through-Right		1							1				1				1	
	Right	91	0	0	0	91	0	0	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	**38**	0	38	**38**	0	39	0	**39**	0	39	0	**39**	0	39	0	**39**
	Left-Through		0							0				0				0	
	Through	203	0	266	64	267	330	15	222	0	286	64	286	0	350	-19	267	0	331
	Through-Right		0							0				0				0	
	Right	25	0	0	0	25	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	0	41	5	46	46	1	43	0	43	5	48	0	48	-2	46	0	46
	Left-Through		0							0				0				0	
	Through	497	0	**581**	12	509	**598**	4	510	0	**597**	12	522	0	**614**	-4	518	0	**608**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	0	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		547	*North-South:*		547	*North-South:*			654	*North-South:*			654	*North-South:*			654
		East-West:		619	*East-West:*		636	*East-West:*			636	*East-West:*			653	*East-West:*			647
		SUM:		1166	*SUM:*		1183	*SUM:*			1290	*SUM:*			1307	*SUM:*			1301
	VOLUME/CAPACITY *(V/C)* RATIO:			0.777			0.789				0.860				0.871				0.867
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.677**			**0.689**				**0.760**				**0.771**				**0.767**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
37	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	109	0	142	0	109	142	12	123	0	156	0	123	0	156	0	123	0	156
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	0	48	0	48	48	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through		0							0				0				0	
	Through	205	0	**364**	0	205	**364**	9	218	0	**380**	0	218	0	**380**	0	218	0	**380**
	Through-Right		0							0				0				0	
	Right	111	0	0	0	111	0	0	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	87	1	**87**	0	87	**87**	0	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	970	1	492	17	987	500	228	1216	1	615	17	1233	1	623	-5	1228	1	621
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	40	0	40	40	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	1279	1	**657**	3	1282	**658**	354	1656	1	**846**	3	1659	1	**847**	-1	1658	1	**847**
	Through-Right		1							1				1				1	
	Right	34	0	34	0	34	34	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		371	*North-South:*		371	*North-South:*			387	*North-South:*			387	*North-South:*			387
		East-West:		744	*East-West:*		745	*East-West:*			935	*East-West:*			936	*East-West:*			936
		SUM:		1115	*SUM:*		1116	*SUM:*			1322	*SUM:*			1323	*SUM:*			1323
VOLUME/CAPACITY *(V/C)* RATIO:				0.743			0.744				0.881				0.882				0.882
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.644**				**0.781**				**0.782**				**0.782**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
38	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	23	0	**23**	0	23	**23**	0	23	0	**23**	0	23	0	**23**	0	23	0	**23**
	Left-Through		1							1				1				1	
	Through	533	0	331	21	554	341	37	580	0	355	21	601	0	365	-6	595	0	362
	Through-Right		1							1				1				1	
	Right	36	0	331	0	36	341	0	37	0	355	0	37	0	365	0	37	0	362
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	0	34	0	34	34	5	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		1							1				1				1	
	Through	671	0	**458**	3	674	**459**	34	717	0	**558**	3	720	0	**560**	-1	719	0	**559**
	Through-Right		1							1				1				1	
	Right	176	0	458	0	176	459	60	239	0	558	0	239	0	560	0	239	0	559
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	**73**	0	73	**73**	13	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	882	1	461	17	899	469	246	1144	1	592	17	1161	1	601	-5	1156	1	598
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	0	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	1179	1	**609**	3	1182	**611**	298	1498	1	**771**	3	1501	1	**772**	-1	1500	1	**772**
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	3	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		481	*North-South:*		482	*North-South:*		581		*North-South:*		583		*North-South:*			582
		East-West:		682	*East-West:*		684	*East-West:*		858		*East-West:*		859		*East-West:*			859
		SUM:		1163	*SUM:*		1166	*SUM:*		1439		*SUM:*		1442		*SUM:*			1441
	VOLUME/CAPACITY (*V/C*) RATIO:			0.775			0.777			0.959				0.961					0.961
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.675**			**0.677**			**0.859**				**0.861**					**0.861**
	LEVEL OF SERVICE (LOS):			**B**			**B**			**D**				**D**					**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **Δ*v/c* after mitigation:** 0.002

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
39	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	54	1	**54**	0	54	**54**	3	58	1	**58**	0	58	1	**58**	0	58	1	**58**
Left-Through		0							0				0				0	
Through	901	2	451	21	922	461	101	1018	2	509	21	1039	2	520	-6	1033	2	517
Through-Right		0							0				0				0	
Right	122	1	65	0	122	65	5	129	1	70	0	129	1	70	0	129	1	70
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	41	1	41	0	41	41	53	95	1	95	0	95	1	95	0	95	1	95
Left-Through		0							0				0				0	
Through	997	1	**567**	3	1000	**569**	110	1125	1	**641**	3	1128	1	**642**	-1	1127	1	**642**
Through-Right		1							1				1				1	
Right	137	0	137	0	137	137	17	156	0	156	0	156	0	156	0	156	0	156
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	71	1	**71**	0	71	**71**	18	90	1	**90**	0	90	1	**90**	0	90	1	**90**
Left-Through		0							0				0				0	
Through	803	1	424	17	820	432	230	1048	1	548	17	1065	1	556	-5	1060	1	554
Through-Right		1							1				1				1	
Right	44	0	44	0	44	44	2	47	0	47	0	47	0	47	0	47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	115	1	115	0	115	115	1	118	1	118	0	118	1	118	0	118	1	118
Left-Through		0							0				0				0	
Through	1119	1	**586**	3	1122	**587**	282	1421	1	**760**	3	1424	1	**762**	-1	1423	1	**761**
Through-Right		1							1				1				1	
Right	52	0	52	0	52	52	46	99	0	99	0	99	0	99	0	99	0	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		621	*North-South:*		623	*North-South:*			699	*North-South:*			700	*North-South:*			700
	East-West:		657	*East-West:*		658	*East-West:*			850	*East-West:*			852	*East-West:*			851
	SUM:		1278	*SUM:*		1281	*SUM:*			1549	*SUM:*			1552	*SUM:*			1551
VOLUME/CAPACITY *(V/C)* RATIO:			0.852			0.854				1.033				1.035				1.034
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.752**			**0.754**				**0.933**				**0.935**				**0.934**
LEVEL OF SERVICE (LOS):			**C**			**C**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
40	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	20	1	**20**	0	20	**20**	8	28	1	**28**	0	28	1	**28**	0	28	1	**28**
	Left-Through		0							0				0				0	
	Through	306	0	361	21	327	382	41	353	0	409	21	374	0	430	-6	368	0	424
	Through-Right		1							1				1				1	
	Right	55	0	0	0	55	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	5	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	371	0	**418**	3	374	**422**	81	459	0	**523**	3	462	0	**527**	-1	461	0	**525**
	Through-Right		1							1				1				1	
	Right	47	0	0	1	48	0	16	64	0	0	1	65	0	0	-1	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	**89**	17	106	**106**	29	120	1	**120**	17	137	1	**137**	-5	132	1	**132**
	Left-Through		0							0				0				0	
	Through	855	1	452	0	855	452	235	1106	1	590	0	1106	1	590	0	1106	1	590
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	25	74	0	74	0	74	0	74	0	74	0	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	168	1	168	0	168	168	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	1276	1	**669**	1	1277	**670**	306	1605	1	**835**	1	1606	1	**835**	-1	1605	1	**835**
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	1	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		438	*North-South:*		442	*North-South:*			551	*North-South:*			555	*North-South:*			553
		East-West:		758	*East-West:*		776	*East-West:*			955	*East-West:*			972	*East-West:*			967
		SUM:		1196	*SUM:*		1218	*SUM:*			1506	*SUM:*			1527	*SUM:*			1520
	VOLUME/CAPACITY *(V/C)* RATIO:			0.797			0.812				1.004				1.018				1.013
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.697**			**0.712**				**0.904**				**0.918**				**0.913**
	LEVEL OF SERVICE (LOS):			**B**			**C**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
41	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	3	0	14	0	3	14	0	3	0	14	0	3	0	14	0	3	0	14
	Through-Right		0							0				0				0	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	83	1	83	4	87	87	3	88	1	88	4	92	1	92	-2	90	1	90
	Left-Through		0							0				0				0	
	Through	10	0	**147**	0	10	**147**	0	10	0	**151**	0	10	0	**151**	0	10	0	**151**
	Through-Right		1							1				1				1	
	Right	137	0	0	0	137	0	2	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	1	**99**	0	99	**99**	12	113	1	**113**	0	113	1	**113**	0	113	1	**113**
	Left-Through		0							0				0				0	
	Through	859	1	434	0	859	434	228	1103	1	556	0	1103	1	556	0	1103	1	556
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	1420	1	**732**	13	1433	**755**	305	1751	1	**907**	13	1764	1	**930**	-4	1760	1	**923**
	Through-Right		1							1				1				1	
	Right	43	0	43	34	77	77	18	62	0	62	34	96	0	96	-10	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		154	*North-South:*		154	*North-South:*			158	*North-South:*			158	*North-South:*			158
		East-West:		831	*East-West:*		854	*East-West:*			1020	*East-West:*			1043	*East-West:*			1036
		SUM:		985	*SUM:*		1008	*SUM:*			1178	*SUM:*			1201	*SUM:*			1194
VOLUME/CAPACITY (*V/C*) RATIO:				0.657			0.672				0.785				0.801				0.796
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.557**			**0.572**				**0.685**				**0.701**				**0.696**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**C**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
42	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	44	0	**44**	0	44	**44**	0	45	0	**45**	0	45	0	**45**	0	45	0	**45**
Left-Through		0							0				0				0	
Through	328	0	418	0	328	418	16	350	0	466	0	350	0	466	0	350	0	466
Through-Right		0							0				0				0	
Right	46	0	0	0	46	0	24	71	0	0	0	71	0	0	0	71	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21
Left-Through		0							0				0				0	
Through	422	0	**543**	0	422	**543**	38	468	0	**592**	0	468	0	**592**	0	468	0	**592**
Through-Right		0							0				0				0	
Right	100	0	0	0	100	0	1	103	0	0	0	103	0	0	0	103	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	61	1	**61**	0	61	**61**	9	71	1	**71**	0	71	1	**71**	0	71	1	**71**
Left-Through		0							0				0				0	
Through	805	1	436	4	809	438	214	1034	1	554	4	1038	1	556	-2	1036	1	555
Through-Right		1							1				1				1	
Right	66	0	66	0	66	66	7	74	0	74	0	74	0	74	0	74	0	74
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	59	1	59	0	59	59	39	99	1	99	0	99	1	99	0	99	1	99
Left-Through		0							0				0				0	
Through	1273	1	**648**	47	1320	**671**	319	1615	1	**820**	47	1662	1	**844**	-14	1648	1	**837**
Through-Right		1							1				1				1	
Right	22	0	22	0	22	22	3	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		587	*North-South:*		587	*North-South:*			637	*North-South:*			637	*North-South:*			637
	East-West:		709	*East-West:*		732	*East-West:*			891	*East-West:*			915	*East-West:*			908
	SUM:		1296	*SUM:*		1319	*SUM:*			1528	*SUM:*			1552	*SUM:*			1545
VOLUME/CAPACITY *(V/C)* RATIO:			0.864			0.879				1.019				1.035				1.030
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.764**			**0.779**				**0.919**				**0.935**				**0.930**
LEVEL OF SERVICE (LOS):			**C**			**C**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.011
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
43	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	669	1	379	0	669	379	9	690	1	394	0	690	1	394	0	690	1	394
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	7	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	850	1	**491**	0	850	**491**	9	874	1	**509**	0	874	1	**509**	0	874	1	**509**
	Through-Right		1							1				1				1	
	Right	132	0	132	0	132	132	10	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	41	1	**41**	0	41	**41**	2	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	747	1	407	4	751	409	236	997	1	533	4	1001	1	535	-2	999	1	534
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	124	1	124	0	124	124	10	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	1164	1	**588**	47	1211	**612**	351	1536	1	**774**	47	1583	1	**798**	-14	1569	1	**791**
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		491	North-South:		491	North-South:			509	North-South:			509	North-South:			509
		East-West:		629	East-West:		653	East-West:			818	East-West:			842	East-West:			835
		SUM:		1120	SUM:		1144	SUM:			1327	SUM:			1351	SUM:			1344
VOLUME/CAPACITY (V/C) RATIO:				0.747			0.763				0.885				0.901				0.896
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.663**				**0.785**				**0.801**				**0.796**
LEVEL OF SERVICE (LOS):				B			B				C				D				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
44	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	21	114	**114**	6	101	1	**101**	21	122	1	**122**	-6	116	1	**116**
	Left-Through		0							0				0				0	
	Through	791	2	396	0	791	396	28	833	2	417	0	833	2	417	0	833	2	417
	Through-Right		0							0				0				0	
	Right	166	1	20	0	166	20	1	170	1	21	0	170	1	21	0	170	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	101	0	101	101	27	130	1	130	0	130	1	130	0	130	1	130
	Left-Through		0							0				0				0	
	Through	957	1	**513**	3	960	**514**	28	1002	1	**548**	3	1005	1	**549**	-1	1004	1	**549**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	24	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	49	104	1	**104**	0	104	1	**104**	0	104	1	**104**
	Left-Through		0							0				0				0	
	Through	789	2	395	4	793	397	262	1065	2	533	4	1069	2	535	-2	1067	2	534
	Through-Right		0							0				0				0	
	Right	109	1	16	0	109	0	1	112	1	11	0	112	1	0	0	112	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	146	1	146	0	146	146	0	149	1	149	0	149	1	149	0	149	1	149
	Left-Through		0							0				0				0	
	Through	935	1	**489**	25	960	**502**	326	1278	1	**666**	25	1303	1	**679**	-8	1295	1	**675**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	10	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		606	*North-South:*		628	*North-South:*			649	*North-South:*			671	*North-South:*			665
		East-West:		543	*East-West:*		556	*East-West:*			770	*East-West:*			783	*East-West:*			779
		SUM:		1149	*SUM:*		1184	*SUM:*			1419	*SUM:*			1454	*SUM:*			1444
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.861				1.032				1.057				1.050
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.761**				**0.932**				**0.957**				**0.950**
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.025	Δ*v/c* after mitigation:	0.018
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB On-ramp	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
45	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	67	0	67	67	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		0							0				0				0	
	Through	13	0	**95**	0	13	**95**	0	13	0	**96**	0	13	0	**96**	0	13	0	**96**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	0	**9**	0	9	**9**	0	9	0	**9**	0	9	0	**9**	0	9	0	**9**
	Left-Through		1							1				1				1	
	Through	846	1	450	2	848	451	68	929	1	492	2	931	1	493	-1	930	1	492
	Through-Right		0							0				0				0	
	Right	275	1	275	2	277	277	221	501	1	501	2	503	1	503	-1	502	1	502
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	43	0	43	43	5	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1241	1	**637**	25	1266	**650**	337	1601	1	**818**	25	1626	1	**830**	-8	1618	1	**826**
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		95	North-South:		95	North-South:			96	North-South:			96			North-South:	96
		East-West:		646	East-West:		659	East-West:			827	East-West:			839			East-West:	835
		SUM:		741	SUM:		754	SUM:			923	SUM:			935			SUM:	931
VOLUME/CAPACITY (V/C) RATIO:				0.494			0.503				0.615				0.623				0.621
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.394**			**0.403**				**0.515**				**0.523**				**0.521**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
46	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	533	1	**333**	13	546	**340**	235	778	1	**457**	13	791	1	**464**	-4	787	1	**462**
Left-Through		0							0				0				0	
Through	56	0	333	0	56	340	0	57	0	457	0	57	0	464	0	57	0	462
Through-Right		0							0				0				0	
Right	77	0	0	0	77	0	1	79	0	0	0	79	0	0	0	79	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	66	0	**99**	0	66	**99**	0	67	0	**101**	0	67	0	**101**	0	67	0	**101**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
EASTBOUND																		
Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
Left-Through		0							0				0				0	
Through	959	2	**480**	2	961	**481**	68	1044	2	**522**	2	1046	2	**523**	-1	1045	2	**523**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	676	1	355	13	689	361	107	795	1	415	13	808	1	421	-4	804	1	419
Through-Right		1							1				1				1	
Right	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		432	*North-South:*		439	*North-South:*			558	*North-South:*			565	*North-South:*			563
	East-West:		480	*East-West:*		481	*East-West:*			522	*East-West:*			523	*East-West:*			523
	SUM:		912	*SUM:*		920	*SUM:*			1080	*SUM:*			1088	*SUM:*			1086
VOLUME/CAPACITY *(V/C)* RATIO:			0.640			0.646				0.758				0.764				0.762
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.540**			**0.546**				**0.658**				**0.664**				**0.662**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
47	East-West Street:	Melrose Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	113	1	**113**	0	113	**113**	0	115	1	**115**	0	115	1	**115**	0	115	1	**115**
Left-Through		0							0				0				0	
Through	1071	1	567	21	1092	577	62	1152	1	608	21	1173	1	618	-6	1167	1	615
Through-Right		1							1				1				1	
Right	62	0	62	0	62	62	0	63	0	63	0	63	0	63	0	63	0	63
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	96	1	96	0	96	96	2	100	1	100	0	100	1	100	0	100	1	100
Left-Through		0							0				0				0	
Through	1097	1	**601**	3	1100	**602**	44	1161	1	**636**	3	1164	1	**638**	-1	1163	1	**637**
Through-Right		1							1				1				1	
Right	104	0	104	0	104	104	5	111	0	111	0	111	0	111	0	111	0	111
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	55	1	**55**	0	55	**55**	7	63	1	**63**	0	63	1	**63**	0	63	1	**63**
Left-Through		0							0				0				0	
Through	1053	1	555	11	1064	561	28	1100	1	580	11	1111	1	585	-3	1108	1	584
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	1	59	0	59	0	59	0	59	0	59	0	59
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	67	1	67	0	67	67	0	68	1	68	0	68	1	68	0	68	1	68
Left-Through		0							0				0				0	
Through	1124	1	**600**	2	1126	**601**	10	1154	1	**617**	2	1156	1	**618**	-1	1155	1	**617**
Through-Right		1							1				1				1	
Right	76	0	76	0	76	76	2	79	0	79	0	79	0	79	0	79	0	79
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		714	*North-South:*		715	*North-South:*			751	*North-South:*			753	*North-South:*			752
	East-West:		655	*East-West:*		656	*East-West:*			680	*East-West:*			681	*East-West:*			680
	SUM:		1369	*SUM:*		1371	*SUM:*			1431	*SUM:*			1434	*SUM:*			1432
VOLUME/CAPACITY *(V/C)* RATIO:			0.913			0.914				0.954				0.956				0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.813**			**0.814**				**0.854**				**0.856**				**0.855**
LEVEL OF SERVICE (LOS):			**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
48	East-West Street:	Melrose Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	346	1	**346**	2	348	**348**	0	352	1	**352**	2	354	1	**354**	-1	353	1	**353**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	255	1	176	2	257	172	0	260	1	179	2	262	1	176	-1	261	1	176
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	159	1	**159**	11	170	**170**	0	162	1	**162**	11	173	1	**173**	-3	170	1	**170**
Left-Through		0							0				0				0	
Through	961	2	481	0	961	481	29	1007	2	504	0	1007	2	504	0	1007	2	504
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1142	1	**703**	0	1142	**708**	11	1174	1	**721**	0	1174	1	**727**	0	1174	1	**725**
Through-Right		1							1				1				1	
Right	263	0	263	11	274	274	0	268	0	268	11	279	0	279	-3	276	0	276
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		346	*North-South:*		348	*North-South:*			352	*North-South:*			354	*North-South:*			353
	East-West:		862	*East-West:*		878	*East-West:*			883	*East-West:*			900	*East-West:*			895
	SUM:		1208	*SUM:*		1226	*SUM:*			1235	*SUM:*			1254	*SUM:*			1248
VOLUME/CAPACITY *(V/C)* RATIO:			0.848			0.860				0.867				0.880				0.876
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.748**			**0.760**				**0.767**				**0.780**				**0.776**
LEVEL OF SERVICE (LOS):			**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
49	East-West Street:	Melrose Ave	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**	0	91	**91**	1	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	1155	1	628	21	1176	638	36	1212	1	664	21	1233	1	675	-6	1227	1	672
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	14	116	0	116	0	116	0	116	0	116	0	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	1122	1	**636**	3	1125	**637**	24	1166	1	**659**	3	1169	1	**661**	-1	1168	1	**660**
	Through-Right		1							1				1				1	
	Right	149	0	149	0	149	149	0	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	**67**	0	67	**67**	0	68	1	68	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	1035	1	559	2	1037	560	33	1087	1	**587**	2	1089	1	588	-1	1088	1	587
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	1	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	91	0	91	91	9	102	1	**102**	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	1167	1	**603**	11	1178	**608**	13	1201	1	620	11	1212	1	**626**	-3	1209	1	**624**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		727	*North-South:*		728	*North-South:*			753	*North-South:*			755	*North-South:*			754
		East-West:		670	*East-West:*		675	*East-West:*			689	*East-West:*			694	*East-West:*			692
		SUM:		1397	*SUM:*		1403	*SUM:*			1442	*SUM:*			1449	*SUM:*			1446
VOLUME/CAPACITY *(V/C)* RATIO:				0.931			0.935				0.961				0.966				0.964
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.831**			**0.835**				**0.861**				**0.866**				**0.864**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
1	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	62	1	62	0	62	62	6	69	1	69	0	69	1	69	0	69	1	69
Left-Through		0							0				0				0	
Through	1284	2	**642**	12	1296	**648**	104	1411	2	**706**	12	1423	2	**712**	-4	1419	2	**710**
Through-Right		0							0				0				0	
Right	122	1	76	0	122	76	74	198	1	151	0	198	1	151	0	198	1	151
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	59	1	**59**	0	59	**59**	0	60	1	**60**	0	60	1	**60**	0	60	1	**60**
Left-Through		0							0				0				0	
Through	647	2	324	0	647	324	167	826	2	413	0	826	2	413	0	826	2	413
Through-Right		0							0				0				0	
Right	17	1	0	0	17	0	31	48	1	0	0	48	1	0	0	48	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	165	1	**165**	0	165	**165**	6	174	1	**174**	0	174	1	**174**	0	174	1	**174**
Left-Through		0							0				0				0	
Through	420	1	236	1	421	237	77	505	1	282	1	506	1	282	0	506	1	282
Through-Right		1							1				1				1	
Right	52	0	52	0	52	52	5	58	0	58	0	58	0	58	0	58	0	58
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	92	1	92	0	92	92	0	94	1	94	0	94	1	94	0	94	1	94
Left-Through		0							0				0				0	
Through	336	1	336	8	344	344	66	408	1	408	8	416	1	416	-2	414	1	414
Through-Right		0							0				0				0	
Right	494	1	**465**	12	506	**477**	9	512	1	**482**	12	524	1	**494**	-4	520	1	**490**
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		701	*North-South:*		707	*North-South:*			766	*North-South:*			772	*North-South:*			770
	East-West:		630	*East-West:*		642	*East-West:*			656	*East-West:*			668	*East-West:*			664
	SUM:		1331	*SUM:*		1349	*SUM:*			1422	*SUM:*			1440	*SUM:*			1434
VOLUME/CAPACITY *(V/C)* RATIO:			0.887			0.899				0.948				0.960				0.956
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.787**			**0.799**				**0.848**				**0.860**				**0.856**
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

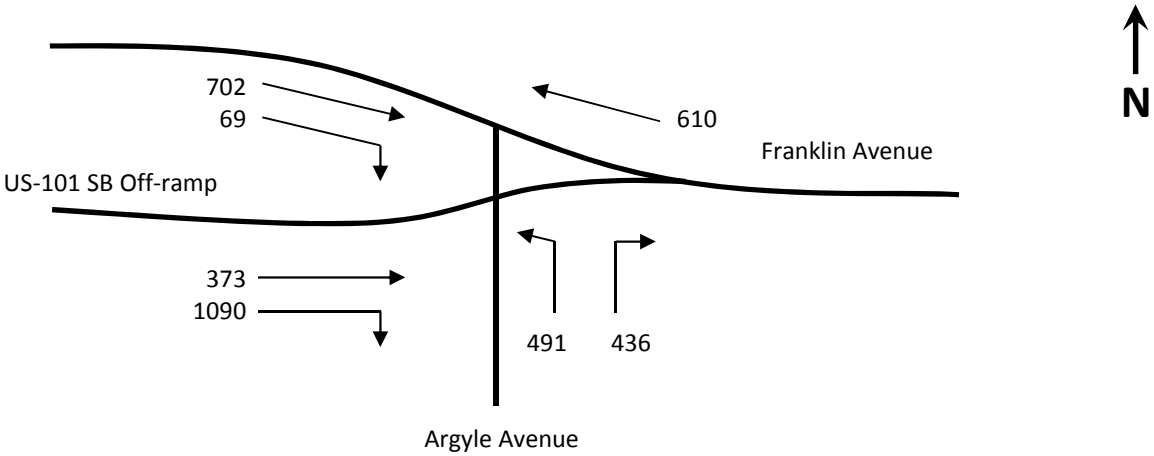
Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future without Project Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{610}{2} = 305$ or

Eastbound Through (Franklin): $\frac{702}{2} = 351$ or

Eastbound Through (US-101): 373

Critical Volume #1 (CV1): **373**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{491 + 436}{2} = \frac{927}{2} = 464$ or

Northbound Right: 436 or

Eastbound Right (Franklin): 69

Critical Volume #2 (CV2): **464**

Critical Volume: 373 + 464 = **837**

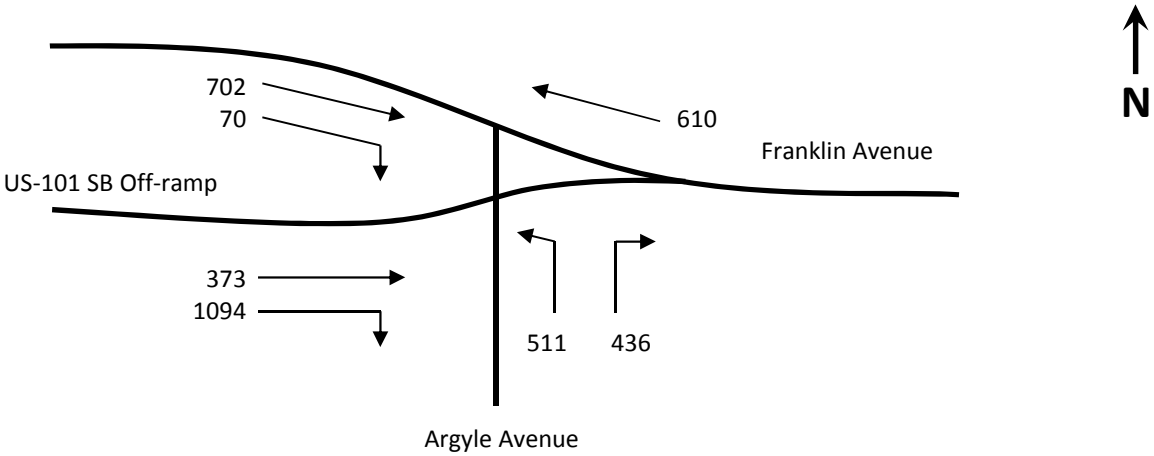
Intersection V/C: $\frac{837}{1500} =$ **0.558**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.458** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{610}{2} = 305$ or

Eastbound Through (Franklin): $\frac{702}{2} = 351$ or

Eastbound Through (US-101): 373

Critical Volume #1 (CV1): **373**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{511 + 436}{2} = \frac{947}{2} = 474$ or

Northbound Right: 436 or

Eastbound Right (Franklin): 70

Critical Volume #2 (CV2): **474**

Critical Volume: 373 + 474 = **847**

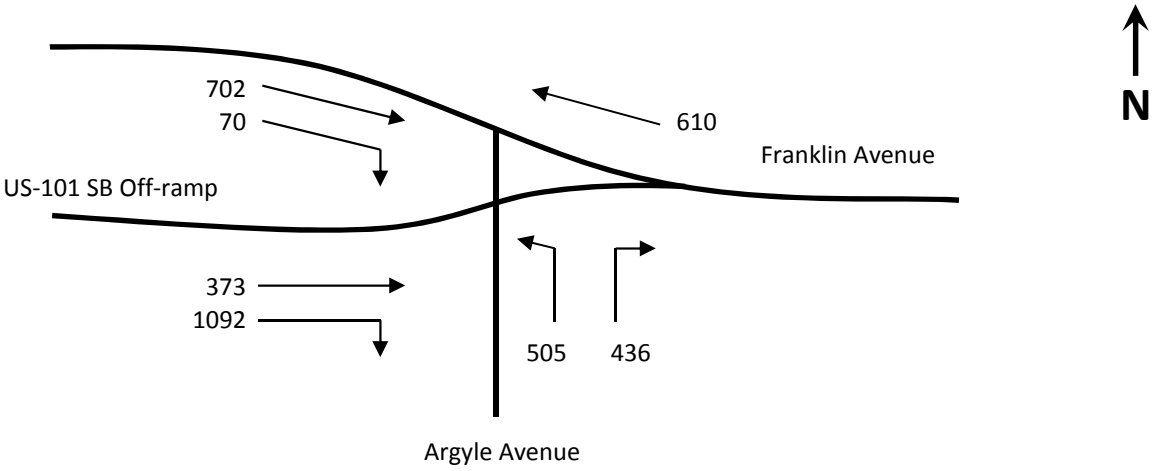
Intersection V/C: $\frac{847}{1500} =$ **0.565**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.465** **Intersection LOS:** **A**

Intersection 2 - Vine Street & US-101 SB Off-Ramp/Franklin Avenue

Future with Project with Full Mitigation Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound through traffic on Franklin Avenue and eastbound traffic from US-101 southbound off-ramp to eastbound Franklin Avenue

Westbound Through: $\frac{610}{2} = 305$ or

Eastbound Through (Franklin): $\frac{702}{2} = 351$ or

Eastbound Through (US-101): 373

Critical Volume #1 (CV1): **373**

2) Critical volume calculation for northbound traffic on Argyle Avenue and eastbound right turns from Franklin Avenue

Northbound Left + Right: $\frac{505 + 436}{2} = \frac{941}{2} = 471$ or

Northbound Right: 436 or

Eastbound Right (Franklin): 70

Critical Volume #2 (CV2): **471**

Critical Volume: 373 + 471 = **844**

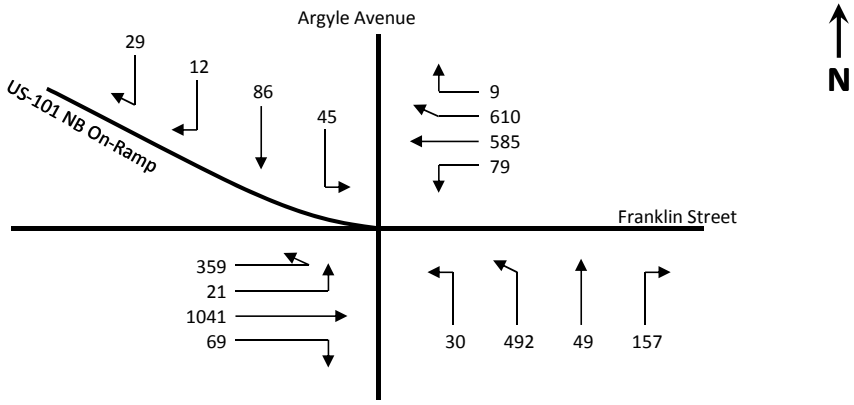
Intersection V/C: $\frac{844}{1500} =$ **0.563**

ATSAC/ATCS Credit: 0.10

Final intersection V/C: **0.463** **Intersection LOS:** **A**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future without Project Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

359 + 21 = 380 and

Westbound Throughs + Rights:

$$\frac{585 + \frac{610}{2} + 9}{} = \frac{1204}{2} = 602 \quad \text{or}$$

Westbound Rights: 610 + 9 = 619 or

Westbound Lefts: 79 and

Eastbound Throughs: $\frac{1041}{2} = 521$ or

Eastbound Rights: 69

Critical Volume #1 (CV1): **999**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{30 + \frac{492}{2} + 49}{} = \frac{571}{2} = 286 \quad \text{or}$$

Northbound Rights: 157 - 0.5*WBL = 117

Critical Volume #2 (CV2): **286**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 45 or

Southbound Throughs + Rights:

$$\frac{86 + \frac{12}{2} + 29}{} = \frac{127}{2} = 64 \quad \text{or}$$

Southbound Rights: 12 + 29 = 41

Critical Volume #3 (CV3): **64**

Critical Volume: 999 + 286 + 64 = **1349**

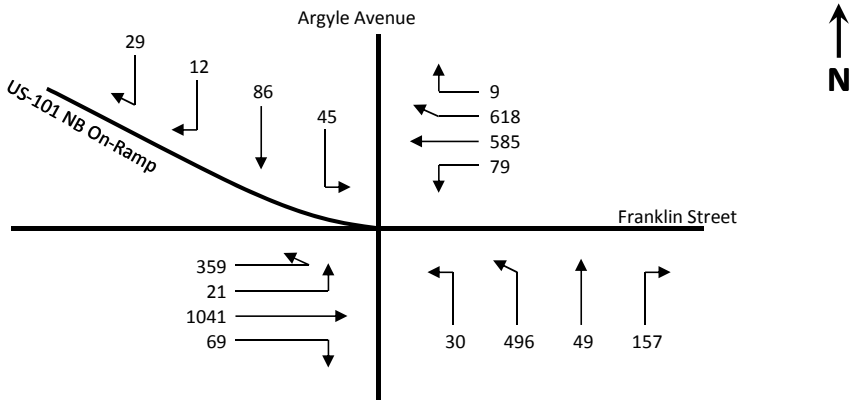
Intersection V/C: $\frac{1349}{1375} = \mathbf{0.981}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.881 **Intersection LOS: D**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

359 + 21 = 380 and

Westbound Throughs + Rights:

$$\frac{585 + \frac{618}{2} + 9}{} = \frac{1212}{2} = 606 \quad \text{or}$$

Westbound Rights: 618 + 9 = 627 or

Westbound Lefts: 79 and

Eastbound Throughs: $\frac{1041}{2} = 521$ or

Eastbound Rights: 69

Critical Volume #1 (CV1): **1007**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{30 + \frac{496}{2} + 49}{} = \frac{575}{2} = 288 \quad \text{or}$$

Northbound Rights: 157 - 0.5*WBL = 117

Critical Volume #2 (CV2): **288**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 45 or

Southbound Throughs + Rights:

$$\frac{86 + \frac{12}{2} + 29}{} = \frac{127}{2} = 64 \quad \text{or}$$

Southbound Rights: 12 + 29 = 41

Critical Volume #3 (CV3): **64**

Critical Volume: 1007 + 288 + 64 = **1359**

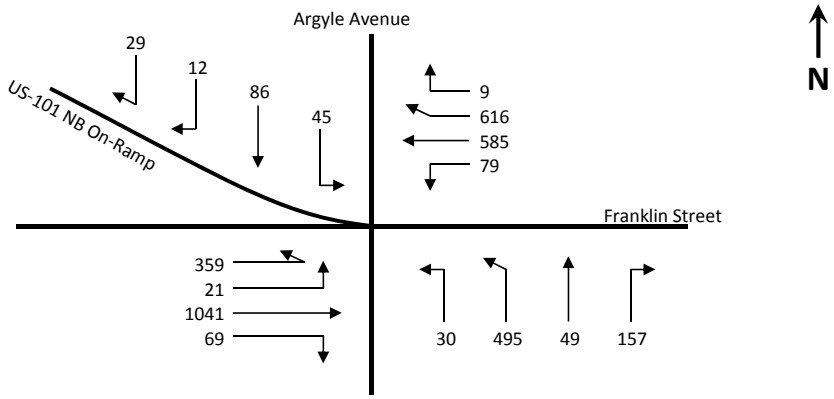
Intersection V/C: $\frac{1359}{1375} = \mathbf{0.988}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.888 **Intersection LOS: D**

Intersection 3 - Argyle Avenue/US-101 Northbound On-Ramp & Franklin Street

Future with Project with Full Mitigation Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Franklin Street

Eastbound Lefts to Argyle Avenue and US-101 Northbound On-Ramp:

359 + 21 = 380 and

Westbound Throughs + Rights:

$$\frac{585 + 616}{2} + 9$$

$$= \frac{1210}{2} = 605 \text{ or}$$

Westbound Rights: 616 + 9 = 625 or

Westbound Lefts: 79 and

Eastbound Throughs: $\frac{1041}{2} = 521$ or

Eastbound Rights: 69

Critical Volume #1 (CV1): **1005**

2) Critical volume calculation for northbound traffic on Argyle Avenue

Northbound Lefts + Throughs:

$$\frac{30 + 495}{2} + 49 = \frac{574}{2} = 287 \text{ or}$$

Northbound Rights: 157 - 0.5*WBL = 117

Critical Volume #2 (CV2): **287**

3) Critical volume calculation for southbound traffic on Argyle Avenue

Southbound Lefts: 45 or

Southbound Throughs + Rights:

$$\frac{86 + 12}{2} + 29 = \frac{127}{2} = 64 \text{ or}$$

Southbound Rights: 12 + 29 = 41

Critical Volume #3 (CV3): **64**

Critical Volume: 1005 + 287 + 64 = **1356**

Intersection V/C: $\frac{1356}{1375} = \mathbf{0.986}$

ATSAC/ATCS Credit: 0.10

Final intersection V/C: 0.886 **Intersection LOS: D**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
4	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	381	1	255	8	389	259	74	462	1	**298**	8	470	1	**302**	-2	468	1	**301**
Left-Through		1							1				1				1	
Through	128	0	255	0	128	259	4	134	0	298	0	134	0	302	0	134	0	301
Through-Right		0							0				0				0	
Right	404	1	**266**	8	412	**272**	8	419	1	269	8	427	1	275	-2	425	1	274
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
Left-Through		0							0				0				0	
Through	70	0	**114**	0	70	**114**	2	73	0	**117**	0	73	0	**117**	0	73	0	**117**
Through-Right		0							0				0				0	
Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22	0	22	1	22
Left-Through		0							0				0				0	
Through	1016	1	**528**	0	1016	**528**	37	1071	1	**558**	0	1071	1	**558**	0	1071	1	**558**
Through-Right		1							1				1				1	
Right	40	0	40	0	40	40	3	44	0	44	0	44	0	44	0	44	0	44
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	138	1	**138**	2	140	**140**	9	150	1	**150**	2	152	1	**152**	-1	151	1	**151**
Left-Through		0							0				0				0	
Through	792	1	405	0	792	405	39	845	1	432	0	845	1	432	0	845	1	432
Through-Right		1							1				1				1	
Right	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		380	*North-South:*		386	*North-South:*			415	*North-South:*			419	*North-South:*			418
	East-West:		666	*East-West:*		668	*East-West:*			708	*East-West:*			710	*East-West:*			709
	SUM:		1046	*SUM:*		1054	*SUM:*			1123	*SUM:*			1129	*SUM:*			1127
VOLUME/CAPACITY *(V/C)* RATIO:			0.761			0.767				0.817				0.821				0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.661**			**0.667**				**0.717**				**0.721**				**0.720**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	3	0	0	0
	3	0	0	0
	3	0	0	0
	3	0	0	0
	3	0	0	0

No. of Phases	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Beachwood Dr	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
5	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB-- 3	NB--	0	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
Left-Through		0							0				0				0	
Through	58	0	**103**	0	58	**103**	0	59	0	**105**	0	59	0	**105**	0	59	0	**105**
Through-Right		0							0				0				0	
Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	212	0	**212**	0	212	**212**	0	216	0	**216**	0	216	0	**216**	0	216	0	**216**
Left-Through		1							1				1				1	
Through	6	0	218	0	6	218	0	6	0	222	0	6	0	222	0	6	0	222
Through-Right		0							0				0				0	
Right	197	1	0	2	199	0	0	201	1	0	2	203	1	0	-1	202	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	216	1	**216**	8	224	**224**	0	220	1	**220**	8	228	1	**228**	-2	226	1	**226**
Left-Through		0							0				0				0	
Through	1108	1	559	0	1108	559	44	1172	1	591	0	1172	1	591	0	1172	1	591
Through-Right		1							1				1				1	
Right	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
Left-Through		0							0				0				0	
Through	853	1	**520**	0	853	**520**	48	916	1	**553**	0	916	1	**553**	0	916	1	**553**
Through-Right		1							1				1				1	
Right	187	0	187	0	187	187	0	190	0	190	0	190	0	190	0	190	0	190
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		315	*North-South:*		315	*North-South:*			321	*North-South:*			321	*North-South:*			321
	East-West:		736	*East-West:*		744	*East-West:*			773	*East-West:*			781	*East-West:*			779
	SUM:		1051	*SUM:*		1059	*SUM:*			1094	*SUM:*			1102	*SUM:*			1100
VOLUME/CAPACITY *(V/C)* RATIO:			0.738			0.743				0.768				0.773				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.638**			**0.643**				**0.668**				**0.673**				**0.672**
LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
6	East-West Street:	Franklin Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	0	44	0	44	44	1	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	147	0	**485**	4	151	**493**	9	159	0	**505**	4	163	0	**513**	-1	162	0	**511**
	Through-Right		0							0				0				0	
	Right	294	0	0	4	298	0	1	300	0	0	4	304	0	0	-1	303	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	115	0	**115**	0	115	**115**	0	117	0	**117**	0	117	0	**117**	0	117	0	**117**
	Left-Through		0							0				0				0	
	Through	108	0	308	1	109	309	3	113	0	317	1	114	0	318	0	114	0	318
	Through-Right		0							0				0				0	
	Right	85	0	0	0	85	0	0	87	0	0	0	87	0	0	0	87	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	96	1	96	0	96	96	0	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	1287	1	**677**	0	1287	**677**	43	1353	1	**711**	0	1353	1	**711**	0	1353	1	**711**
	Through-Right		1							1				1				1	
	Right	67	0	67	0	67	67	1	69	0	69	0	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	**86**	1	87	**87**	1	89	1	**89**	1	90	1	**90**	0	90	1	**90**
	Left-Through		0							0				0				0	
	Through	882	1	472	0	882	472	47	945	1	504	0	945	1	504	0	945	1	504
	Through-Right		1							1				1				1	
	Right	61	0	61	0	61	61	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		600	North-South:		608	North-South:			622	North-South:			630	North-South:			628
		East-West:		763	East-West:		764	East-West:			800	East-West:			801	East-West:			801
		SUM:		1363	SUM:		1372	SUM:			1422	SUM:			1431	SUM:			1429
VOLUME/CAPACITY (*V/C*) RATIO:				0.909			0.915				0.948				0.954				0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.809**			**0.815**				**0.848**				**0.854**				**0.853**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
7	East-West Street:	Carlos Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	722	1	**379**	16	738	**387**	78	813	1	**426**	16	829	1	**434**	-5	824	1	**432**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	2	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	24	0	**24**	0	24	**24**	0	24	0	**24**	0	24	0	**24**	0	24	0	**24**
	Left-Through		1							1				1				1	
	Through	529	0	319	5	534	321	63	602	0	355	5	607	0	358	-2	605	0	357
	Through-Right		1							1				1				1	
	Right	12	0	319	0	12	321	0	12	0	355	0	12	0	358	0	12	0	357
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	0	0	**24**	0	0	**24**	0	0	0	**24**	0	0	0	**24**	0	0	0	**24**
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	0	38	0	38	38	1	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	1	0	**76**	0	1	**76**	0	1	0	**79**	0	1	0	**79**	0	1	0	**79**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	38	0	0	0	38	0	0	0	38	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		403	*North-South:*		411	*North-South:*			450	*North-South:*			458	*North-South:*			456
		East-West:		100	*East-West:*		100	*East-West:*			103	*East-West:*			103	*East-West:*			103
		SUM:		503	*SUM:*		511	*SUM:*			553	*SUM:*			561	*SUM:*			559
VOLUME/CAPACITY *(V/C)* RATIO:				0.353			0.359				0.388				0.394				0.392
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.253**			**0.259**				**0.288**				**0.294**				**0.292**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
8	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	9	9	0	0	0	9	0	0	0	9	0	0
	Left-Through		0							0				0				0	
	Through	855	1	**482**	12	867	**488**	143	1014	1	**568**	12	1026	1	**574**	-4	1022	1	**572**
	Through-Right		1							1				1				1	
	Right	108	0	108	0	108	108	11	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	23	23	0	**0**	0	23	0	**0**	0	23	0	**0**
	Left-Through		0							0				0				0	
	Through	640	1	376	0	640	376	162	814	1	464	0	814	1	464	0	814	1	464
	Through-Right		1							1				1				1	
	Right	111	0	111	0	111	111	0	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	89	1	**89**	0	89	**89**	2	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	669	1	357	1	670	357	285	966	1	508	1	967	1	509	0	967	1	509
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	5	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	1	31	0	31	31	8	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	694	2	**347**	4	698	**349**	437	1144	2	**572**	4	1148	2	**574**	-1	1147	2	**574**
	Through-Right		0							0				0				0	
	Right	98	1	98	0	98	98	54	154	1	154	0	154	1	154	0	154	1	154
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		482	*North-South:*		488	*North-South:*			568	*North-South:*			574	*North-South:*			572
		East-West:		436	*East-West:*		438	*East-West:*			665	*East-West:*			667	*East-West:*			667
		SUM:		918	*SUM:*		926	*SUM:*			1233	*SUM:*			1241	*SUM:*			1239
	VOLUME/CAPACITY (*V/C*) RATIO:			0.612			0.617				0.822				0.827				0.826
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.512**			**0.517**				**0.722**				**0.727**				**0.726**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
9	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33	0	33	0	33
Left-Through		0							0				0				0	
Through	160	0	**280**	0	160	**280**	0	163	0	**286**	0	163	0	**286**	0	163	0	**286**
Through-Right		0							0				0				0	
Right	88	0	0	0	88	0	0	90	0	0	0	90	0	0	0	90	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
Left-Through		0							0				0				0	
Through	46	0	83	0	46	83	0	47	0	84	0	47	0	84	0	47	0	84
Through-Right		0							0				0				0	
Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	27	1	**27**	0	27	**27**	0	27	1	**27**	0	27	1	**27**	0	27	1	**27**
Left-Through		0							0				0				0	
Through	730	1	377	1	731	377	300	1043	1	533	1	1044	1	534	0	1044	1	534
Through-Right		1							1				1				1	
Right	23	0	23	0	23	23	0	23	0	23	0	23	0	23	0	23	0	23
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	53	1	53	0	53	53	0	54	1	54	0	54	1	54	0	54	1	54
Left-Through		0							0				0				0	
Through	793	1	**412**	4	797	**414**	510	1317	1	**674**	4	1321	1	**676**	-1	1320	1	**676**
Through-Right		1							1				1				1	
Right	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		297	*North-South:*		297	*North-South:*			303	*North-South:*			303	*North-South:*			303
	East-West:		439	*East-West:*		441	*East-West:*			701	*East-West:*			703	*East-West:*			703
	SUM:		736	*SUM:*		738	*SUM:*			1004	*SUM:*			1006	*SUM:*			1006
VOLUME/CAPACITY *(V/C)* RATIO:			0.491			0.492				0.669				0.671				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.391**			**0.392**				**0.569**				**0.571**				**0.571**
LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
10	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4					4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 3 WB--		0	EB-- 3 WB--		0	EB-- 3 WB--		0		EB-- 3 WB--		0		EB-- 3 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	124	1	**124**	4	128	**128**	11	137	1	**137**	4	141	1	**141**	-1	140	1	**140**
	Left-Through		0							0				0				0	
	Through	908	2	454	20	928	464	142	1066	2	533	20	1086	2	543	-6	1080	2	540
	Through-Right		0							0				0				0	
	Right	169	1	129	0	169	129	2	174	1	128	0	174	1	128	0	174	1	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	50	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	875	1	**470**	5	880	**473**	169	1060	1	**576**	5	1065	1	**579**	-2	1063	1	**578**
	Through-Right		1							1				1				1	
	Right	65	0	65	0	65	65	26	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	39	0	39	39	26	66	1	**66**	0	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	761	2	**381**	0	761	**381**	272	1047	2	524	0	1047	2	524	0	1047	2	524
	Through-Right		0							0				0				0	
	Right	83	1	0	1	84	0	3	88	1	0	1	89	1	0	0	89	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	81	1	**81**	0	81	**81**	11	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	713	1	393	0	713	393	473	1199	1	**643**	0	1199	1	**643**	0	1199	1	**643**
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	13	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		594	*North-South:*		601	*North-South:*			713	*North-South:*			720	*North-South:*			718
		East-West:		462	*East-West:*		462	*East-West:*			709	*East-West:*			709	*East-West:*			709
		SUM:		1056	*SUM:*		1063	*SUM:*			1422	*SUM:*			1429	*SUM:*			1427
	VOLUME/CAPACITY (*V/C*) RATIO:			0.768			0.773				1.034				1.039				1.038
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.668**			**0.673**				**0.934**				**0.939**				**0.938**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 **Δ*v/c* after mitigation:** 0.004

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
11	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	13	1	13	0	13	13	2	15	1	15	0	15	1	15	0	15	1	15
Left-Through		0							0				0				0	
Through	348	1	**348**	4	352	**352**	18	372	1	**372**	4	376	1	**376**	-1	375	1	**375**
Through-Right		0							0				0				0	
Right	33	1	0	0	33	0	16	50	1	0	0	50	1	0	0	50	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	29	1	**29**	0	29	**29**	21	51	1	**51**	0	51	1	**51**	0	51	1	**51**
Left-Through		0							0				0				0	
Through	162	1	162	0	162	162	3	168	1	168	0	168	1	168	0	168	1	168
Through-Right		0							0				0				0	
Right	55	1	7	0	55	7	14	70	1	0	0	70	1	0	0	70	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	97	1	**97**	0	97	**97**	45	144	1	**144**	0	144	1	**144**	0	144	1	**144**
Left-Through		0							0				0				0	
Through	752	2	376	0	752	376	367	1133	2	567	0	1133	2	567	0	1133	2	567
Through-Right		0							0				0				0	
Right	123	1	117	0	123	117	3	128	1	121	0	128	1	121	0	128	1	121
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	99	1	99	0	99	99	13	114	1	114	0	114	1	114	0	114	1	114
Left-Through		0							0				0				0	
Through	774	1	**465**	0	774	**465**	411	1199	1	**701**	0	1199	1	**701**	0	1199	1	**701**
Through-Right		1							1				1				1	
Right	155	0	155	0	155	155	45	203	0	203	0	203	0	203	0	203	0	203
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		377	*North-South:*		381	*North-South:*			423	*North-South:*			427	*North-South:*			426
	East-West:		562	*East-West:*		562	*East-West:*			845	*East-West:*			845	*East-West:*			845
	SUM:		939	*SUM:*		943	*SUM:*			1268	*SUM:*			1272	*SUM:*			1271
VOLUME/CAPACITY *(V/C)* RATIO:			0.626			0.629				0.845				0.848				0.847
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.526**			**0.529**				**0.745**				**0.748**				**0.747**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
12	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	72	1	**72**	0	72	**72**	57	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	625	1	387	16	641	395	73	709	1	462	16	725	1	470	-5	720	1	468
	Through-Right		1							1				1				1	
	Right	148	0	148	0	148	148	64	215	0	215	0	215	0	215	0	215	0	215
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	1	50	0	50	50	2	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	411	1	**411**	5	416	**416**	51	469	1	**469**	5	474	1	**474**	-2	472	1	**472**
	Through-Right		0							0				0				0	
	Right	125	1	91	0	125	91	12	139	1	103	0	139	1	103	0	139	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	3	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	735	1	**397**	0	735	**397**	344	1092	1	**590**	0	1092	1	**590**	0	1092	1	**590**
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	29	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	41	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	699	1	379	0	699	379	386	1098	1	581	0	1098	1	581	0	1098	1	581
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	4	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		483	*North-South:*		488	*North-South:*			599	*North-South:*			604	*North-South:*			602
		East-West:		492	*East-West:*		492	*East-West:*			728	*East-West:*			728	*East-West:*			728
		SUM:		975	*SUM:*		980	*SUM:*			1327	*SUM:*			1332	*SUM:*			1330
VOLUME/CAPACITY *(V/C)* RATIO:				0.650			0.653				0.885				0.888				0.887
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.550**			**0.553**				**0.785**				**0.788**				**0.787**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
13	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	53	1	53	0	53	53	13	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	308	0	**474**	8	316	**502**	11	325	1	**325**	8	333	1	**333**	-2	331	1	**331**
	Through-Right		1							0				0				0	
	Right	166	0	0	20	186	0	81	250	1	187	20	270	1	206	-6	264	1	201
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	0	**84**	0	84	**84**	4	90	1	**90**	0	90	1	**90**	0	90	1	**90**
	Left-Through		0							0				0				0	
	Through	180	0	318	2	182	320	4	187	0	242	2	189	0	244	-1	188	0	243
	Through-Right		0							1				1				1	
	Right	54	0	0	0	54	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	**133**	0	133	**133**	0	135	1	**135**	0	135	1	**135**	0	135	1	**135**
	Left-Through		0							0				0				0	
	Through	753	1	405	0	753	405	406	1173	1	618	0	1173	1	618	0	1173	1	618
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	4	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	2	86	86	40	126	1	126	2	128	1	128	-1	127	1	127
	Left-Through		0							0				0				0	
	Through	758	1	**422**	0	758	**422**	419	1191	1	**644**	0	1191	1	**644**	0	1191	1	**644**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	8	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		558	*North-South:*		586	*North-South:*			415	*North-South:*			423	*North-South:*			421
		East-West:		555	*East-West:*		555	*East-West:*			779	*East-West:*			779	*East-West:*			779
		SUM:		1113	*SUM:*		1141	*SUM:*			1194	*SUM:*			1202	*SUM:*			1200
	VOLUME/CAPACITY (*V/C*) RATIO:			0.742			0.761				0.796				0.801				0.800
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.642**			**0.661**				**0.696**				**0.701**				**0.700**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US 101 SB Ramps	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
14	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	532	1	300	0	532	301	72	614	1	384	0	614	1	385	0	614	1	385
	Left-Through		0							0				0				0	
	Through	7	0	**300**	0	7	**301**	0	7	0	**384**	0	7	0	**385**	0	7	0	**385**
	Through-Right		0							0				0				0	
	Right	60	0	0	2	62	0	86	147	0	0	2	149	0	0	-1	148	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	785	2	393	20	805	403	285	1084	2	**542**	20	1104	2	**552**	-6	1098	2	**549**
	Through-Right		0							0				0				0	
	Right	235	1	235	0	235	235	206	445	1	445	0	445	1	445	0	445	1	445
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	108	145	1	**145**	0	145	1	**145**	0	145	1	**145**
	Left-Through		0							0				0				0	
	Through	882	2	**441**	1	883	**442**	380	1278	2	639	1	1279	2	640	0	1279	2	640
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		300	North-South:		301	North-South:			384	North-South:			385	North-South:			385
		East-West:		441	East-West:		442	East-West:			687	East-West:			697	East-West:			694
		SUM:		741	SUM:		743	SUM:			1071	SUM:			1082	SUM:			1079
VOLUME/CAPACITY (V/C) RATIO:				0.520			0.521				0.752				0.759				0.757
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.420**			**0.421**				**0.652**				**0.659**				**0.657**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

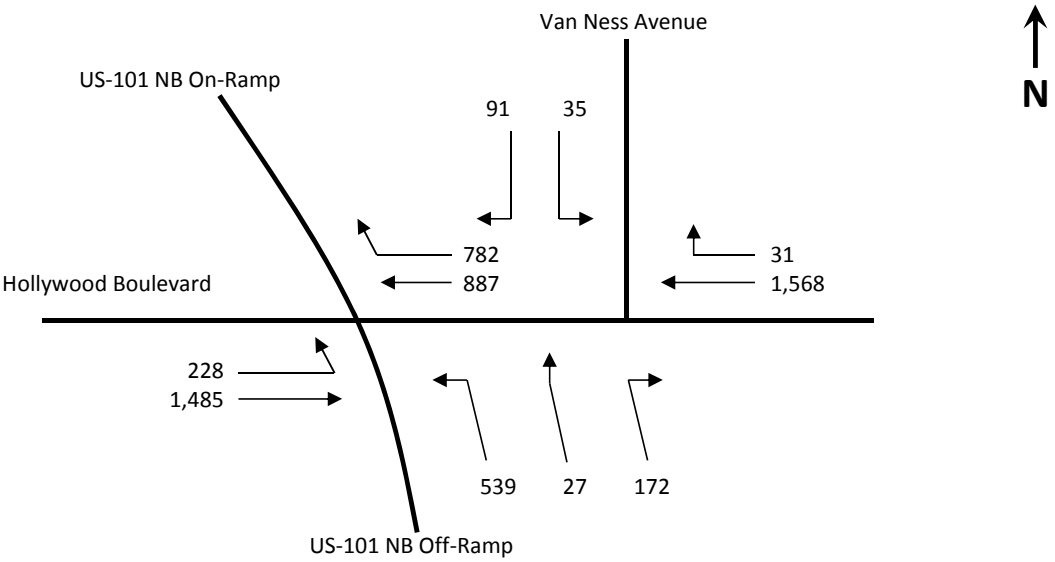
PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.005

Significant impacted? NO — Fully mitigated? N/A

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future without Project Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	228			and	
Westbound Throughs:	887 / 2	=	444	or	
Westbound Rights:	782				or
Eastbound Throughs:	1,485 / 2	=	743		
Critical Volume #1 (CV1):	**1,010**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	539	*	0.55	=	296	or
Northbound Throughs + Rights:	27	+	172	=	199	
Critical Volume #2 (CV2):	**296**					

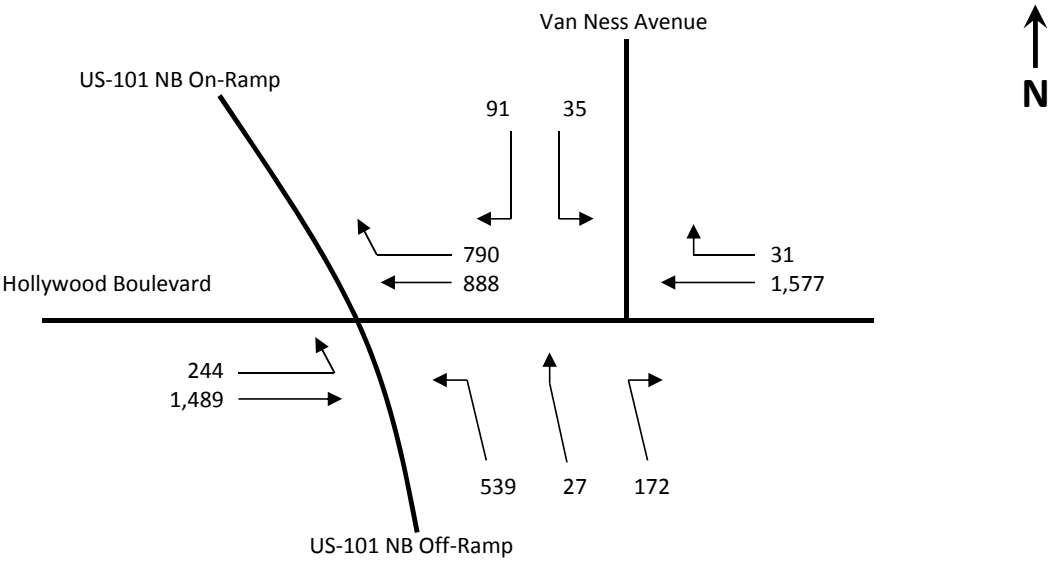
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	35	or
Southbound Rights:	91	
Critical Volume #3 (CV3):	**91**	

Critical Volume:	1,010	+	296	+	91	=	**1,397**
Intersection V/C:	1,397 / 1,425	=	**0.98**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.880**			**Intersection LOS:**			**D**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	244			and	
Westbound Throughs:	888 / 2	=	444	or	
Westbound Rights:	790				or
Eastbound Throughs:	1,489 / 2	=	745		
Critical Volume #1 (CV1):	**1,034**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	539	*	0.55	=	296		or
Northbound Throughs + Rights:	27	+	172	=	199		
Critical Volume #2 (CV2):	**296**						

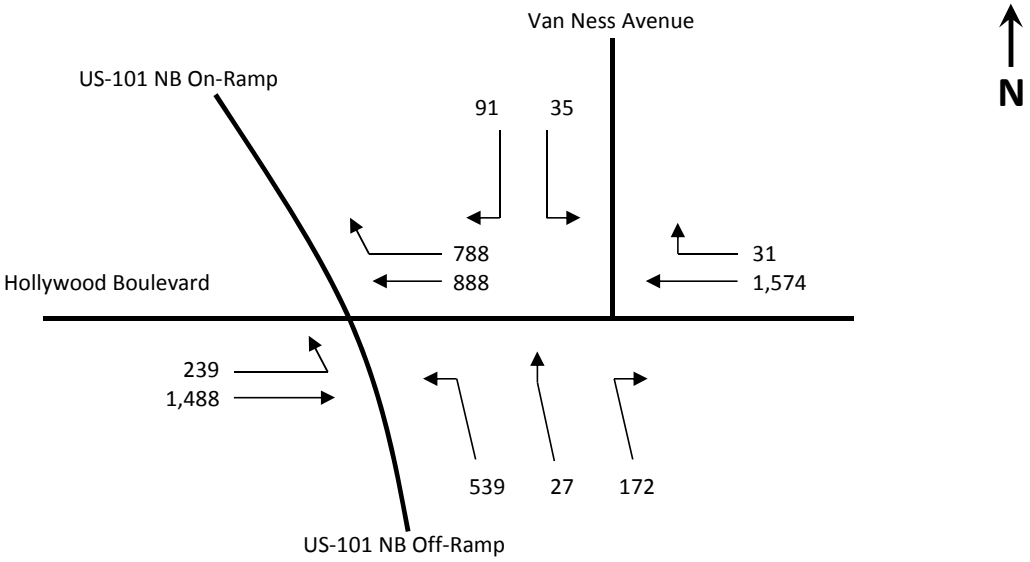
3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	35	or
Southbound Rights:	91	
Critical Volume #3 (CV3):	**91**	

Critical Volume:	1,034	+	296	+	91	=	**1,421**	
Intersection V/C:	1,421 / 1,425	=	**0.997**					
ATSAC/ATCS Credit:	0.10							
Final intersection V/C:	**0.897**					**Intersection LOS:**		**D**

Intersection 15 - US-101 Northbound Ramps/Van Ness Avenue & Hollywood Boulevard

Future with Project with Full Mitigation Conditions (Year 2028) - PM Peak Hour



1) Critical volume calculation for eastbound/westbound traffic on Hollywood Boulevard

Eastbound Lefts:	239			and	
Westbound Throughs:	888 / 2	=	444	or	
Westbound Rights:	788				or
Eastbound Throughs:	1,488 / 2	=	744		
Critical Volume #1 (CV1):	**1,027**				

2) Critical volume calculation for northbound traffic exiting US-101

Northbound Lefts:	539	*	0.55	=	296		or
Northbound Throughs + Rights:	27	+	172	=	199		
Critical Volume #2 (CV2):	**296**						

3) Critical volume calculation for southbound traffic on Van Ness Avenue

Southbound Lefts:	35	or
Southbound Rights:	91	
Critical Volume #3 (CV3):	**91**	

Critical Volume:	1,027	+	296	+	91	=	**1,414**
Intersection V/C:	1,414 / 1,425	=	**0.992**				
ATSAC/ATCS Credit:	0.10						
Final intersection V/C:	**0.892**			**Intersection LOS:**			**D**

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
16	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	314	0	314	8	322	322	16	336	0	336	8	344	0	344	-2	342	0	342
	Left-Through		1							1				1				1	
	Through	151	0	**465**	0	151	**473**	9	163	0	**499**	0	163	0	**507**	0	163	0	**505**
	Through-Right		0							0				0				0	
	Right	113	1	87	0	113	87	0	115	1	88	0	115	1	88	0	115	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	125	0	**155**	0	125	**155**	13	140	0	**171**	0	140	0	**171**	0	140	0	**171**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	1	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	34	0	34	34	5	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	980	2	**490**	4	984	**492**	292	1290	2	645	4	1294	2	647	-1	1293	2	647
	Through-Right		0							0				0				0	
	Right	179	1	22	0	179	18	14	196	1	28	0	196	1	24	0	196	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	52	1	**52**	0	52	**52**	1	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0				0	
	Through	915	1	471	1	916	472	375	1307	1	**667**	1	1308	1	**668**	0	1308	1	**668**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		620	North-South:		628	North-South:			670	North-South:			678	North-South:			676
		East-West:		542	East-West:		544	East-West:			707	East-West:			708	East-West:			708
		SUM:		1162	SUM:		1172	SUM:			1377	SUM:			1386	SUM:			1384
VOLUME/CAPACITY (V/C) RATIO:				0.815			0.822				0.966				0.973				0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.715			0.722				0.866				0.873				0.871
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
17	East-West Street:	Hollywood Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	155	1	**155**	0	155	**155**	4	162	1	**162**	0	162	1	**162**	0	162	1	**162**
Left-Through		0							0				0				0	
Through	770	2	385	20	790	395	23	807	2	404	20	827	2	414	-6	821	2	411
Through-Right		0							0				0				0	
Right	122	1	0	0	122	0	1	125	1	0	0	125	1	0	0	125	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	129	1	129	0	129	129	0	131	1	131	0	131	1	131	0	131	1	131
Left-Through		0							0				0				0	
Through	800	1	**454**	4	804	**456**	21	836	1	**475**	4	840	1	**477**	-2	838	1	**476**
Through-Right		1							1				1				1	
Right	107	0	107	0	107	107	4	113	0	113	0	113	0	113	0	113	0	113
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	185	1	185	0	185	185	2	190	1	190	0	190	1	190	0	190	1	190
Left-Through		0							0				0				0	
Through	870	1	**480**	4	874	**482**	259	1145	1	**620**	4	1149	1	**622**	-1	1148	1	**622**
Through-Right		1							1				1				1	
Right	90	0	90	0	90	90	3	95	0	95	0	95	0	95	0	95	0	95
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	172	1	**172**	0	172	**172**	2	177	1	**177**	0	177	1	**177**	0	177	1	**177**
Left-Through		0							0				0				0	
Through	750	2	375	1	751	376	354	1118	2	559	1	1119	2	560	0	1119	2	560
Through-Right		0							0				0				0	
Right	76	1	0	0	76	0	0	77	1	0	0	77	1	0	0	77	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		609	*North-South:*		611	*North-South:*			637	*North-South:*			639	*North-South:*			638
	East-West:		652	*East-West:*		654	*East-West:*			797	*East-West:*			799	*East-West:*			799
	SUM:		1261	*SUM:*		1265	*SUM:*			1434	*SUM:*			1438	*SUM:*			1437
VOLUME/CAPACITY *(V/C)* RATIO:			0.917			0.920				1.043				1.046				1.045
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.817**			**0.820**				**0.943**				**0.946**				**0.945**
LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
18	East-West Street:	Selma Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	0	0	12	0	42	54	0	0	0	54	0	0	0	54	0	0
	Left-Through		0							0				0				0	
	Through	894	1	**477**	12	906	**483**	118	1028	1	**546**	12	1040	1	**552**	-4	1036	1	**550**
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	4	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	0	**0**	0	14	**0**	3	17	0	**0**	0	17	0	**0**	0	17	0	**0**
	Left-Through		0							0				0				0	
	Through	659	1	359	0	659	359	109	780	1	452	0	780	1	452	0	780	1	452
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	65	124	0	124	0	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	0	68	0	68	68	47	116	0	116	0	116	0	116	0	116	0	116
	Left-Through		0							0				0				0	
	Through	117	0	**236**	0	117	**236**	11	130	0	**328**	0	130	0	**328**	0	130	0	**328**
	Through-Right		0							0				0				0	
	Right	51	0	0	0	51	0	30	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	30	0	**30**	0	30	**30**	12	43	0	**43**	0	43	0	**43**	0	43	0	**43**
	Left-Through		0							0				0				0	
	Through	85	0	185	0	85	185	5	92	0	208	0	92	0	208	0	92	0	208
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	2	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		477	*North-South:*		483	*North-South:*			546	*North-South:*			552	*North-South:*			550
		East-West:		266	*East-West:*		266	*East-West:*			371	*East-West:*			371	*East-West:*			371
		SUM:		743	*SUM:*		749	*SUM:*			917	*SUM:*			923	*SUM:*			921
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.499				0.611				0.615				0.614
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.399**				**0.511**				**0.515**				**0.514**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
19	East-West Street:	Selma Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	50	1	50	0	50	50	0	51	1	51	0	51	1	51	0	51	1	51
Left-Through		0							0				0				0	
Through	1067	2	**534**	25	1092	**546**	162	1248	2	**624**	25	1273	2	**637**	-7	1266	2	**633**
Through-Right		0							0				0				0	
Right	142	1	93	0	142	93	6	151	1	99	0	151	1	99	0	151	1	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	65	1	**65**	0	65	**65**	10	76	1	**76**	0	76	1	**76**	0	76	1	**76**
Left-Through		0							0				0				0	
Through	998	1	517	5	1003	519	214	1230	1	639	5	1235	1	641	-2	1233	1	640
Through-Right		1							1				1				1	
Right	35	0	35	0	35	35	11	47	0	47	0	47	0	47	0	47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	94	1	94	0	94	94	3	99	1	99	0	99	1	99	0	99	1	99
Left-Through		0							0				0				0	
Through	128	0	**247**	0	128	**247**	15	145	0	**266**	0	145	0	**266**	0	145	0	**266**
Through-Right		1							1				1				1	
Right	119	0	0	0	119	0	0	121	0	0	0	121	0	0	0	121	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	99	1	**99**	0	99	**99**	4	105	1	**105**	0	105	1	**105**	0	105	1	**105**
Left-Through		0							0				0				0	
Through	84	0	191	0	84	191	7	93	0	202	0	93	0	202	0	93	0	202
Through-Right		1							1				1				1	
Right	107	0	0	0	107	0	0	109	0	0	0	109	0	0	0	109	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		599	North-South:		611	North-South:			700	North-South:			713	North-South:			709
	East-West:		346	East-West:		346	East-West:			371	East-West:			371	East-West:			371
	SUM:		945	SUM:		957	SUM:			1071	SUM:			1084	SUM:			1080
VOLUME/CAPACITY (V/C) RATIO:			0.630			0.638				0.714				0.723				0.720
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530			0.538				0.614				0.623				0.620
LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
20	East-West Street:	Selma Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2			2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	**40**	0	40	**40**	0	41	1	**41**	0	41	1	**41**	0	41	1	**41**
	Left-Through		0							0				0				0	
	Through	597	1	300	16	613	308	195	803	1	403	16	819	1	411	-5	814	1	409
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	470	0	**630**	5	475	**635**	97	576	0	**746**	5	581	0	**751**	-2	579	0	**749**
	Through-Right		1							1				1				1	
	Right	160	0	0	0	160	0	7	170	0	0	0	170	0	0	0	170	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	71	0	71	0	71	71	2	74	0	74	0	74	0	74	0	74	0	74
	Left-Through		0							0				0				0	
	Through	5	0	**165**	0	5	**165**	0	5	0	**171**	0	5	0	**171**	0	5	0	**171**
	Through-Right		0							0				0				0	
	Right	89	0	0	0	89	0	1	92	0	0	0	92	0	0	0	92	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		0							0				0				0	
	Through	2	0	**21**	0	2	**21**	0	2	0	**21**	0	2	0	**21**	0	2	0	**21**
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		670	*North-South:*		675	*North-South:*			787	*North-South:*			792	*North-South:*			790
		East-West:		186	*East-West:*		186	*East-West:*			192	*East-West:*			192	*East-West:*			192
		SUM:		856	*SUM:*		861	*SUM:*			979	*SUM:*			984	*SUM:*			982
VOLUME/CAPACITY (*V/C*) RATIO:				0.623			0.626				0.712				0.716				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.523**			**0.526**				**0.612**				**0.616**				**0.614**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
21	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	28	28	3	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	306	0	**378**	0	306	**378**	15	327	0	**400**	0	327	0	**400**	0	327	0	**400**
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	40	85	1	**85**	0	85	1	**85**	0	85	1	**85**
	Left-Through		0							0				0				0	
	Through	316	0	368	0	316	368	12	334	0	414	0	334	0	414	0	334	0	414
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	27	80	0	0	0	80	0	0	0	80	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	118	1	118	0	118	118	36	156	1	**156**	0	156	1	**156**	0	156	1	**156**
	Left-Through		0							0				0				0	
	Through	1460	2	**499**	13	1473	**504**	352	1838	2	628	13	1851	2	632	-5	1846	2	630
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	6	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	32	1	**32**	0	32	**32**	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	1107	2	394	65	1172	416	351	1478	2	**535**	65	1543	2	**557**	-20	1523	2	**550**
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	51	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		422	North-South:		422	North-South:			485	North-South:			485	North-South:			485
		East-West:		531	East-West:		536	East-West:			691	East-West:			713	East-West:			706
		SUM:		953	SUM:		958	SUM:			1176	SUM:			1198	SUM:			1191
VOLUME/CAPACITY (V/C) RATIO:				0.635			0.639				0.784				0.799				0.794
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.535**			**0.539**				**0.684**				**0.699**				**0.694**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.015 — Δ*v/c* after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
22	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	38	1	**38**	0	38	**38**	8	47	1	**47**	0	47	1	**47**	0	47	1	**47**
Left-Through		0							0				0				0	
Through	533	1	285	0	533	285	110	653	1	351	0	653	1	351	0	653	1	351
Through-Right		1							1				1				1	
Right	36	0	36	0	36	36	11	48	0	48	0	48	0	48	0	48	0	48
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	61	1	61	0	61	61	53	115	1	115	0	115	1	115	0	115	1	115
Left-Through		0							0				0				0	
Through	698	1	**409**	0	698	**409**	89	800	1	**467**	0	800	1	**467**	0	800	1	**467**
Through-Right		1							1				1				1	
Right	119	0	119	0	119	119	13	134	0	134	0	134	0	134	0	134	0	134
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	221	1	**221**	0	221	**221**	5	230	1	**230**	0	230	1	**230**	0	230	1	**230**
Left-Through		0							0				0				0	
Through	1289	2	445	13	1302	449	373	1685	2	582	13	1698	2	586	-5	1693	2	585
Through-Right		1							1				1				1	
Right	45	0	45	0	45	45	15	61	0	61	0	61	0	61	0	61	0	61
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	45	1	45	0	45	45	17	63	1	63	0	63	1	63	0	63	1	63
Left-Through		0							0				0				0	
Through	1149	2	**412**	65	1214	**437**	381	1551	2	**564**	65	1616	2	**590**	-20	1596	2	**582**
Through-Right		1							1				1				1	
Right	86	0	86	12	98	98	54	142	0	142	12	154	0	154	-4	150	0	150
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		447	*North-South:*		447	*North-South:*			514	*North-South:*			514	*North-South:*			514
	East-West:		633	*East-West:*		658	*East-West:*			794	*East-West:*			820	*East-West:*			812
	SUM:		1080	*SUM:*		1105	*SUM:*			1308	*SUM:*			1334	*SUM:*			1326
VOLUME/CAPACITY *(V/C)* RATIO:			0.758			0.775				0.918				0.936				0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.658**			**0.675**				**0.818**				**0.836**				**0.831**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.013
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Ivar Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
23	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	201	0	**306**	0	201	**306**	0	205	0	**311**	0	205	0	**311**	0	205	0	**311**
	Through-Right		0							0				0				0	
	Right	79	0	0	0	79	0	0	80	0	0	0	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	**44**	0	44	**44**	0	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	142	0	208	0	142	208	0	145	0	212	0	145	0	212	0	145	0	212
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	0	67	0	0	0	67	0	0	0	67	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	54	0	54	54	0	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	1298	2	**450**	13	1311	**455**	420	1742	2	**602**	13	1755	2	**606**	-5	1750	2	**604**
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	9	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	**36**	0	36	**36**	7	44	1	**44**	0	44	1	**44**	0	44	1	**44**
	Left-Through		0							0				0				0	
	Through	1162	2	406	78	1240	432	441	1624	2	560	78	1702	2	586	-23	1679	2	578
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		350	*North-South:*		350	*North-South:*			356	*North-South:*			356	*North-South:*			356
		East-West:		486	*East-West:*		491	*East-West:*			646	*East-West:*			650	*East-West:*			648
		SUM:		836	*SUM:*		841	*SUM:*			1002	*SUM:*			1006	*SUM:*			1004
VOLUME/CAPACITY (*V/C*) RATIO:				0.557			0.561				0.668				0.671				0.669
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.457**			**0.461**				**0.568**				**0.571**				**0.569**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
24	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	107	1	**107**	0	107	**107**	28	137	1	137	0	137	1	137	0	137	1	137
Left-Through		0							0				0				0	
Through	1053	2	527	12	1065	533	110	1182	2	**591**	12	1194	2	**597**	-4	1190	2	**595**
Through-Right		0							0				0				0	
Right	186	1	1	0	186	1	102	291	1	19	0	291	1	19	0	291	1	19
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	62	1	62	5	67	67	91	154	1	**154**	5	159	1	**159**	-2	157	1	**157**
Left-Through		0							0				0				0	
Through	969	1	**520**	1	970	**520**	110	1097	1	593	1	1098	1	593	0	1098	1	593
Through-Right		1							1				1				1	
Right	70	0	70	0	70	70	17	88	0	88	0	88	0	88	0	88	0	88
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	74	1	74	0	74	74	18	93	1	93	0	93	1	93	0	93	1	93
Left-Through		0							0				0				0	
Through	1189	2	**426**	13	1202	**430**	376	1587	2	**568**	13	1600	2	**572**	-5	1595	2	**571**
Through-Right		1							1				1				1	
Right	88	0	88	0	88	88	27	117	0	117	0	117	0	117	0	117	0	117
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	185	1	**185**	0	185	**185**	84	272	1	**272**	0	272	1	**272**	0	272	1	**272**
Left-Through		0							0				0				0	
Through	1190	2	448	78	1268	478	405	1617	2	605	78	1695	2	635	-23	1672	2	626
Through-Right		1							1				1				1	
Right	155	0	155	12	167	167	39	197	0	197	12	209	0	209	-4	205	0	205
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		627	*North-South:*		627	*North-South:*			745	*North-South:*			756	*North-South:*			752
	East-West:		611	*East-West:*		615	*East-West:*			840	*East-West:*			844	*East-West:*			843
	SUM:		1238	*SUM:*		1242	*SUM:*			1585	*SUM:*			1600	*SUM:*			1595
VOLUME/CAPACITY *(V/C)* RATIO:			0.900			0.903				1.153				1.164				1.160
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.800**			**0.803**				**1.053**				**1.064**				**1.060**
LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.007
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Argyle Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
25	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	224	0	224	0	224	224	4	232	0	232	0	232	0	232	0	232	0	232
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	208	0	**432**	0	208	**432**	11	223	0	**455**	0	223	0	**455**	0	223	0	**455**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
EASTBOUND																		
Left	88	1	**88**	0	88	**88**	29	119	1	**119**	0	119	1	**119**	0	119	1	**119**
Left-Through		0							0				0				0	
Through	1419	3	473	18	1437	479	466	1911	3	637	18	1929	3	643	-7	1922	3	641
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	1345	2	**497**	90	1435	**528**	555	1924	2	**695**	90	2014	2	**726**	-27	1987	2	**717**
Through-Right		1							1				1				1	
Right	145	0	145	4	149	149	12	160	0	160	4	164	0	164	-1	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		432	*North-South:*		432	*North-South:*			455	*North-South:*			455	*North-South:*			455
	East-West:		585	*East-West:*		616	*East-West:*			814	*East-West:*			845	*East-West:*			836
	SUM:		1017	*SUM:*		1048	*SUM:*			1269	*SUM:*			1300	*SUM:*			1291
VOLUME/CAPACITY (*V/C*) RATIO:			0.678			0.699				0.846				0.867				0.861
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.578**			**0.599**				**0.746**				**0.767**				**0.761**
LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.021	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
26	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	49	0	49	49	19	69	1	69	0	69	1	69	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	463	0	**535**	0	463	**535**	96	567	0	**648**	0	567	0	**648**	0	567	1	567
	Through-Right		1							1				1				0	
	Right	72	0	0	0	72	0	8	81	0	0	0	81	0	0	0	81	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	**75**	5	80	**80**	6	82	1	**82**	5	87	1	**87**	-2	85	1	85
	Left-Through		0							0				0				0	
	Through	424	0	500	0	424	500	40	472	0	602	0	472	0	602	0	472	0	**602**
	Through-Right		1							1				1				1	
	Right	76	0	0	0	76	0	53	130	0	0	0	130	0	0	0	130	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	1	81	0	81	**81**	90	172	1	**172**	0	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	1429	2	**506**	18	1447	512	560	2015	2	712	18	2033	2	718	-7	2026	2	715
	Through-Right		1							1				1				1	
	Right	90	0	90	0	90	90	28	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	**98**	0	98	98	3	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	1424	2	511	94	1518	**548**	628	2078	2	**733**	94	2172	2	**770**	-28	2144	2	**759**
	Through-Right		1							1				1				1	
	Right	110	0	110	16	126	126	10	122	0	122	16	138	0	138	-5	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		610	*North-South:*		615	*North-South:*			730	*North-South:*			735	*North-South:*			671
		East-West:		604	*East-West:*		629	*East-West:*			905	*East-West:*			942	*East-West:*			931
		SUM:		1214	*SUM:*		1244	*SUM:*			1635	*SUM:*			1677	*SUM:*			1602
VOLUME/CAPACITY *(V/C)* RATIO:				0.852			0.873				1.147				1.177				1.124
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.752**			**0.773**				**1.047**				**1.077**				**1.024**
LEVEL OF SERVICE (LOS):				C			C				F				F				F

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.030	Δ*v/c* after mitigation:	-0.023
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gordon St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
27	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	0	98	86	184	184	0	100	0	100	86	186	0	186	-26	160	0	160
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	71	0	**169**	70	141	**325**	0	72	0	**172**	70	142	0	**328**	-21	121	0	**281**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1568	2	**534**	98	1666	**567**	537	2133	2	**723**	98	2231	2	**756**	-30	2201	2	**746**
	Through-Right		1							1				1				1	
	Right	35	0	35	0	35	35	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	65	1	**65**	15	80	**80**	0	66	1	**66**	15	81	1	**81**	-6	75	1	**75**
	Left-Through		0							0				0				0	
	Through	1564	3	521	12	1576	525	611	2203	3	734	12	2215	3	738	-5	2210	3	737
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		169	North-South:		325	North-South:			172	North-South:			328	North-South:			281
		East-West:		599	East-West:		647	East-West:			789	East-West:			837	East-West:			821
		SUM:		768	SUM:		972	SUM:			961	SUM:			1165	SUM:			1102
VOLUME/CAPACITY (V/C) RATIO:				0.512			0.648				0.641				0.777				0.735
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.412**			**0.548**				**0.541**				**0.677**				**0.635**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.136	Δ*v/c* after mitigation:	0.094
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
28	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB--	3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	40	1	40	0	40	40	0	41	1	41	0	41	1	41	0	41	1	41
Left-Through		0							0				0				0	
Through	327	0	**508**	0	327	**508**	29	362	1	**362**	0	362	1	**362**	0	362	1	**362**
Through-Right		1							0				0				0	
Right	181	0	0	0	181	0	0	184	1	137	0	184	1	137	0	184	1	137
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	75	1	**75**	0	75	**75**	56	132	1	**132**	0	132	1	**132**	0	132	1	**132**
Left-Through		0							0				0				0	
Through	213	0	279	0	213	283	27	244	1	244	0	244	1	244	0	244	1	244
Through-Right		1							0				0				0	
Right	66	0	0	4	70	0	48	115	1	2	4	119	1	0	-2	117	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	83	1	83	29	112	112	28	113	1	113	29	142	1	142	-9	133	1	133
Left-Through		0							0				0				0	
Through	1694	2	**573**	139	1833	**619**	555	2280	2	**768**	139	2419	2	**815**	-42	2377	2	**801**
Through-Right		1							1				1				1	
Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	46	1	**46**	0	46	**46**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
Left-Through		0							0				0				0	
Through	1318	2	464	23	1341	472	619	1961	2	687	23	1984	2	695	-10	1974	2	691
Through-Right		1							1				1				1	
Right	74	0	74	0	74	74	25	100	0	100	0	100	0	100	0	100	0	100
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		583	*North-South:*		583	*North-South:*			494	*North-South:*			494	*North-South:*			494
	East-West:		619	*East-West:*		665	*East-West:*			815	*East-West:*			862	*East-West:*			848
	SUM:		1202	*SUM:*		1248	*SUM:*			1309	*SUM:*			1356	*SUM:*			1342
VOLUME/CAPACITY *(V/C)* RATIO:			0.844			0.876				0.919				0.952				0.942
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.744**			**0.776**				**0.819**				**0.852**				**0.842**
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.033	Δ*v/c* after mitigation:	0.023
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
29	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	84	0	84	84	27	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	57	0	**247**	0	57	**247**	0	58	0	**294**	0	58	0	**294**	0	58	0	**294**
	Through-Right		1							1				1				1	
	Right	190	0	0	0	190	0	43	236	0	0	0	236	0	0	0	236	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	413	1	**413**	0	413	**413**	34	454	1	**454**	0	454	1	**454**	0	454	2	**250**
	Left-Through		0							0				0				0	
	Through	305	0	332	0	305	334	18	329	0	356	0	329	0	358	0	329	0	357
	Through-Right		1							1				1				1	
	Right	27	0	0	2	29	0	0	27	0	0	2	29	0	0	-1	28	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1846	2	**630**	139	1985	**676**	595	2474	2	**844**	139	2613	2	**890**	-42	2571	2	**876**
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	14	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	62	1	**62**	0	62	**62**	9	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	1208	2	420	21	1229	427	616	1846	2	633	21	1867	2	640	-9	1858	2	637
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		660	*North-South:*		660	*North-South:*			748	*North-South:*			748	*North-South:*			544
		East-West:		692	*East-West:*		738	*East-West:*			916	*East-West:*			962	*East-West:*			948
		SUM:		1352	*SUM:*		1398	*SUM:*			1664	*SUM:*			1710	*SUM:*			1492
VOLUME/CAPACITY *(V/C)* RATIO:				0.901			0.932				1.109				1.140				1.047
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.801**			**0.832**				**1.009**				**1.040**				**0.947**
LEVEL OF SERVICE (LOS):				**D**			**D**				**F**				**F**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	Δ*v/c* after mitigation:	-0.062
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
30	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	0	82	**82**	3	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	327	1	253	0	327	253	6	339	1	**261**	0	339	1	**261**	0	339	1	**261**
	Through-Right		1							1				1				1	
	Right	179	0	179	0	179	179	0	182	0	182	0	182	0	182	0	182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	84	0	84	84	60	146	1	**146**	0	146	1	**146**	0	146	1	**146**
	Left-Through		0							0				0				0	
	Through	471	1	**274**	0	471	**274**	3	483	1	281	0	483	1	281	0	483	1	281
	Through-Right		1							1				1				1	
	Right	76	0	76	0	76	76	2	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	120	1	120	8	128	128	2	124	1	124	8	132	1	132	-2	130	1	130
	Left-Through		0							0				0				0	
	Through	1679	2	**617**	61	1740	**637**	270	1979	2	**720**	61	2040	2	**741**	-18	2022	2	**735**
	Through-Right		1							1				1				1	
	Right	172	0	172	0	172	172	7	182	0	182	0	182	0	182	0	182	0	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	**86**	0	86	**86**	1	89	1	**89**	0	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	1038	2	519	8	1046	523	246	1303	2	652	8	1311	2	656	-3	1308	2	654
	Through-Right		0							0				0				0	
	Right	143	1	101	0	143	101	23	169	1	96	0	169	1	96	0	169	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		356	North-South:		356	North-South:			407	North-South:			407	North-South:			407
		East-West:		703	East-West:		723	East-West:			809	East-West:			830	East-West:			824
		SUM:		1059	SUM:		1079	SUM:			1216	SUM:			1237	SUM:			1231
VOLUME/CAPACITY (V/C) RATIO:				0.706			0.719				0.811				0.825				0.821
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.606**			**0.619**				**0.711**				**0.725**				**0.721**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
31	East-West Street:	Sunset Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	3	SB-- 3	NB--	3	SB-- 3	NB--	3	SB--	3	NB--	3	SB-- 3
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2				2			2
Override Capacity			0			0			0			0				0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	148	1	148	0	148	148	24	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	736	2	**368**	0	736	**368**	9	758	2	**379**	0	758	2	**379**	0	758	2	**379**
	Through-Right		0							0				0				0	
	Right	154	1	75	0	154	75	3	160	1	0	0	160	1	0	0	160	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	197	1	**197**	0	197	**197**	0	201	1	**201**	0	201	1	**201**	0	201	1	**201**
	Left-Through		0							0				0				0	
	Through	579	1	392	0	579	394	13	603	2	302	0	603	2	302	0	603	2	302
	Through-Right		1							0				0				0	
	Right	204	0	204	4	208	208	13	221	1	0	4	225	1	0	-2	223	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	294	1	294	20	314	314	18	317	1	317	20	337	1	337	-6	331	1	331
	Left-Through		0							0				0				0	
	Through	1428	2	**502**	20	1448	**515**	195	1649	2	**590**	20	1669	2	**603**	-6	1663	2	**599**
	Through-Right		1							1				1				1	
	Right	77	0	77	20	97	97	43	121	0	121	20	141	0	141	-6	135	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	158	1	**158**	0	158	**158**	5	166	1	**166**	0	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	834	2	319	4	838	320	220	1069	2	398	4	1073	2	399	-2	1071	2	398
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	0	124	0	124	0	124	0	124	0	124	0	124
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		565	*North-South:*		565	*North-South:*			580	*North-South:*			580	*North-South:*			580
		East-West:		660	*East-West:*		673	*East-West:*			756	*East-West:*			769	*East-West:*			765
		SUM:		1225	*SUM:*		1238	*SUM:*			1336	*SUM:*			1349	*SUM:*			1345
VOLUME/CAPACITY *(V/C)* RATIO:				0.891			0.900				0.972				0.981				0.978
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.791**			**0.800**				**0.872**				**0.881**				**0.878**
LEVEL OF SERVICE (LOS):				**C**			**D**				**D**				**D**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
32	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	312	0	**369**	0	312	**369**	15	333	0	**391**	0	333	0	**391**	0	333	0	**391**
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	1	**46**	0	46	**46**	6	53	1	**53**	0	53	1	**53**	0	53	1	**53**
	Left-Through		0							0				0				0	
	Through	319	0	365	0	319	365	12	337	0	384	0	337	0	384	0	337	0	384
	Through-Right		1							1				1				1	
	Right	46	0	0	0	46	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	0	51	0	51	51	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through		1							1				1				1	
	Through	471	0	**522**	3	474	**525**	36	516	0	**568**	3	519	0	**571**	-1	518	0	**570**
	Through-Right		0							0				0				0	
	Right	48	1	40	0	48	40	0	49	1	41	0	49	1	41	0	49	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	**21**	0	21	**21**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	377	0	461	16	393	477	34	418	0	506	16	434	0	522	-5	429	0	517
	Through-Right		0							0				0				0	
	Right	63	0	0	0	63	0	3	67	0	0	0	67	0	0	0	67	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		415	North-South:		415	North-South:			444	North-South:			444			North-South:	444
		East-West:		543	East-West:		546	East-West:			589	East-West:			592			East-West:	591
		SUM:		958	SUM:		961	SUM:			1033	SUM:			1036			SUM:	1035
VOLUME/CAPACITY (V/C) RATIO:				0.639			0.641				0.689				0.691				0.690
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.541**				**0.589**				**0.591**				**0.590**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
33	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	0	**14**	0	14	**14**	0	14	0	**14**	0	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	695	0	400	0	695	402	110	818	0	462	0	818	0	464	0	818	0	463
	Through-Right		1							1				1				1	
	Right	48	0	400	4	52	402	0	49	0	462	4	53	0	464	-2	51	0	463
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35	0	35	35	0	36	0	36	0	36	0	36	0	36	0	36
	Left-Through		1							1				1				1	
	Through	743	0	**467**	0	743	**467**	71	827	0	**530**	0	827	0	**530**	0	827	0	**530**
	Through-Right		1							1				1				1	
	Right	50	0	467	0	50	467	37	88	0	530	0	88	0	530	0	88	0	530
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	130	0	130	0	130	130	24	156	0	156	0	156	0	156	0	156	0	156
	Left-Through		0							0				0				0	
	Through	519	0	**666**	3	522	**669**	17	545	0	**718**	3	548	0	**721**	-1	547	0	**720**
	Through-Right		0							0				0				0	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	0	**66**	20	86	**86**	0	67	0	**67**	20	87	0	**87**	-6	81	0	**81**
	Left-Through		0							0				0				0	
	Through	355	0	474	16	371	510	25	386	0	507	16	402	0	543	-5	397	0	532
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		481	North-South:		481	North-South:			544	North-South:			544	North-South:			544
		East-West:		732	East-West:		755	East-West:			785	East-West:			808	East-West:			801
		SUM:		1213	SUM:		1236	SUM:			1329	SUM:			1352	SUM:			1345
VOLUME/CAPACITY (V/C) RATIO:				0.809			0.824				0.886				0.901				0.897
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.709			0.724				0.786				0.801				0.797
LEVEL OF SERVICE (LOS):				C			C				C				D				C

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.015 — Δ*v/c* after mitigation: 0.011

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
34	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	54	1	**54**	0	54	**54**	4	59	1	**59**	0	59	1	**59**	0	59	1	**59**
Left-Through		0							0				0				0	
Through	1122	1	596	0	1122	598	188	1330	1	700	0	1330	1	702	0	1330	1	701
Through-Right		1							1				1				1	
Right	69	0	69	4	73	73	0	70	0	70	4	74	0	74	-2	72	0	72
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	40	1	40	1	41	41	2	43	1	43	1	44	1	44	0	44	1	44
Left-Through		0							0				0				0	
Through	1154	1	**609**	0	1154	**609**	182	1357	1	**716**	0	1357	1	**716**	0	1357	1	**716**
Through-Right		1							1				1				1	
Right	63	0	63	0	63	63	11	75	0	75	0	75	0	75	0	75	0	75
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	110	1	110	0	110	110	12	124	1	124	0	124	1	124	0	124	1	124
Left-Through		0							0				0				0	
Through	466	0	**506**	7	473	**513**	4	478	0	**521**	7	485	0	**528**	-3	482	0	**525**
Through-Right		1							1				1				1	
Right	40	0	0	0	40	0	2	43	0	0	0	43	0	0	0	43	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	66	1	**66**	20	86	**86**	0	67	1	**67**	20	87	1	**87**	-6	81	1	**81**
Left-Through		0							0				0				0	
Through	345	0	405	37	382	454	10	361	0	425	37	398	0	474	-11	387	0	459
Through-Right		1							1				1				1	
Right	60	0	0	12	72	0	3	64	0	0	12	76	0	0	-4	72	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		663	*North-South:*		663	*North-South:*			775	*North-South:*			775	*North-South:*			775
	East-West:		572	*East-West:*		599	*East-West:*			588	*East-West:*			615	*East-West:*			606
	SUM:		1235	*SUM:*		1262	*SUM:*			1363	*SUM:*			1390	*SUM:*			1381
VOLUME/CAPACITY *(V/C)* RATIO:			0.823			0.841				0.909				0.927				0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.723**			**0.741**				**0.809**				**0.827**				**0.821**
LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	El Centro Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
35	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	120	0	**177**	0	120	**177**	0	122	0	**180**	0	122	0	**180**	0	122	0	**180**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	94	0	172	0	94	172	0	96	0	175	0	96	0	175	0	96	0	175
	Through-Right		0							0				0				0	
	Right	61	0	0	0	61	0	0	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	514	0	**576**	12	526	**588**	7	530	0	**593**	12	542	0	**605**	-5	537	0	**600**
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	13	0	**13**	0	13	**13**	0	13	0	**13**	0	13	0	**13**	0	13	0	**13**
	Left-Through		0							0				0				0	
	Through	400	0	443	70	470	513	12	419	0	463	70	489	0	533	-21	468	0	512
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		194	*North-South:*		194	*North-South:*			197	*North-South:*			197	*North-South:*			197
		East-West:		589	*East-West:*		601	*East-West:*			606	*East-West:*			618	*East-West:*			613
		SUM:		783	*SUM:*		795	*SUM:*			803	*SUM:*			815	*SUM:*			810
VOLUME/CAPACITY (*V/C*) RATIO:				0.522			0.530				0.535				0.543				0.540
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.422**			**0.430**				**0.435**				**0.443**				**0.440**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
36	East-West Street:	Fountain Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	43	1	**43**	0	43	**43**	0	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	480	0	514	0	480	521	122	611	0	**647**	0	611	0	**654**	0	611	0	**651**
	Through-Right		1							1				1				1	
	Right	34	0	0	7	41	0	1	36	0	0	7	43	0	0	-3	40	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	84	0	84	84	0	86	1	**86**	0	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	506	0	**565**	0	506	**565**	70	585	0	645	0	585	0	645	0	585	0	645
	Through-Right		1							1				1				1	
	Right	59	0	0	0	59	0	0	60	0	0	0	60	0	0	0	60	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	64	0	64	0	64	64	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through		0							0				0				0	
	Through	506	0	**614**	12	518	**626**	7	522	0	**632**	12	534	0	**644**	-5	529	0	**639**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	46	0	**46**	29	75	**75**	5	52	0	**52**	29	81	0	**81**	-9	72	0	**72**
	Left-Through		0							0				0				0	
	Through	298	0	397	70	368	496	17	320	0	426	70	390	0	525	-21	369	0	495
	Through-Right		0							0				0				0	
	Right	53	0	0	0	53	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		608	*North-South:*		608	*North-South:*			733	*North-South:*			740	*North-South:*			737
		East-West:		660	*East-West:*		701	*East-West:*			684	*East-West:*			725	*East-West:*			711
		SUM:		1268	*SUM:*		1309	*SUM:*			1417	*SUM:*			1465	*SUM:*			1448
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.873				0.945				0.977				0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.745**			**0.773**				**0.845**				**0.877**				**0.865**
LEVEL OF SERVICE (LOS):				**C**			**C**				**D**				**D**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.032	Δ*v/c* after mitigation:	0.020
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilcox Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
37	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	202	0	239	0	202	239	15	221	0	258	0	221	0	258	0	221	0	258
	Through-Right		0							0				0				0	
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	188	0	**387**	0	188	**387**	12	203	0	**406**	0	203	0	**406**	0	203	0	**406**
	Through-Right		0							0				0				0	
	Right	159	0	0	0	159	0	0	162	0	0	0	162	0	0	0	162	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	**97**	0	97	**97**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	1208	1	614	3	1211	615	365	1595	1	807	3	1598	1	809	-1	1597	1	808
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	36	0	36	36	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	1246	1	**639**	16	1262	**647**	297	1566	1	**799**	16	1582	1	**807**	-5	1577	1	**805**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		404	*North-South:*		404	*North-South:*			423	*North-South:*			423	*North-South:*			423
		East-West:		736	*East-West:*		744	*East-West:*			898	*East-West:*			906	*East-West:*			904
		SUM:		1140	*SUM:*		1148	*SUM:*			1321	*SUM:*			1329	*SUM:*			1327
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.765				0.881				0.886				0.885
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.665**				**0.781**				**0.786**				**0.785**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Cahuenga Blvd	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
38	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	0	**30**	0	30	**30**	0	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		1							1				1				1	
	Through	425	0	294	4	429	296	65	498	0	333	4	502	0	335	-2	500	0	334
	Through-Right		1							1				1				1	
	Right	43	0	294	0	43	296	0	44	0	333	0	44	0	335	0	44	0	334
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	47	0	47	0	47	47	4	52	0	52	0	52	0	52	0	52	0	52
	Left-Through		1							1				1				1	
	Through	713	0	**472**	20	733	**482**	51	777	0	**518**	20	797	0	**528**	-6	791	0	**525**
	Through-Right		1							1				1				1	
	Right	137	0	472	0	137	482	15	154	0	518	0	154	0	528	0	154	0	525
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	**97**	0	97	**97**	39	138	1	**138**	0	138	1	**138**	0	138	1	**138**
	Left-Through		0							0				0				0	
	Through	1182	1	609	3	1185	611	335	1538	1	788	3	1541	1	789	-1	1540	1	789
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	50	1	50	0	50	50	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	1135	1	**593**	16	1151	**601**	314	1470	1	**764**	16	1486	1	**772**	-5	1481	1	**769**
	Through-Right		1							1				1				1	
	Right	50	0	50	0	50	50	6	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		502	*North-South:*		512	*North-South:*			549	*North-South:*			559	*North-South:*			556
		East-West:		690	*East-West:*		698	*East-West:*			902	*East-West:*			910	*East-West:*			907
		SUM:		1192	*SUM:*		1210	*SUM:*			1451	*SUM:*			1469	*SUM:*			1463
VOLUME/CAPACITY *(V/C)* RATIO:				0.795			0.807				0.967				0.979				0.975
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.695**			**0.707**				**0.867**				**0.879**				**0.875**
LEVEL OF SERVICE (LOS):				**B**			**C**				**D**				**D**				**D**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
39	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	57	1	**57**	0	57	**57**	2	60	1	**60**	0	60	1	**60**	0	60	1	**60**
Left-Through		0							0				0				0	
Through	992	2	496	4	996	498	107	1117	2	559	4	1121	2	561	-2	1119	2	560
Through-Right		0							0				0				0	
Right	91	1	53	0	91	53	0	93	1	55	0	93	1	55	0	93	1	55
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	58	1	58	0	58	58	48	107	1	107	0	107	1	107	0	107	1	107
Left-Through		0							0				0				0	
Through	1032	1	**569**	20	1052	**579**	118	1169	1	**649**	20	1189	1	**659**	-6	1183	1	**656**
Through-Right		1							1				1				1	
Right	105	0	105	0	105	105	21	128	0	128	0	128	0	128	0	128	0	128
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	92	1	**92**	0	92	**92**	24	118	1	**118**	0	118	1	**118**	0	118	1	**118**
Left-Through		0							0				0				0	
Through	1040	1	554	3	1043	555	313	1372	1	721	3	1375	1	722	-1	1374	1	722
Through-Right		1							1				1				1	
Right	67	0	67	0	67	67	1	69	0	69	0	69	0	69	0	69	0	69
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	76	1	76	0	76	76	-1	76	1	76	0	76	1	76	0	76	1	76
Left-Through		0							0				0				0	
Through	1045	1	**580**	16	1061	**588**	297	1361	1	**770**	16	1377	1	**778**	-5	1372	1	**775**
Through-Right		1							1				1				1	
Right	114	0	114	0	114	114	62	178	0	178	0	178	0	178	0	178	0	178
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		626	*North-South:*		636	*North-South:*			709	*North-South:*			719	*North-South:*			716
	East-West:		672	*East-West:*		680	*East-West:*			888	*East-West:*			896	*East-West:*			893
	SUM:		1298	*SUM:*		1316	*SUM:*			1597	*SUM:*			1615	*SUM:*			1609
VOLUME/CAPACITY *(V/C)* RATIO:			0.865			0.877				1.065				1.077				1.073
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.765**			**0.777**				**0.965**				**0.977**				**0.973**
LEVEL OF SERVICE (LOS):			**C**			**C**				**E**				**E**				**E**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.008
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
40	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	26	1	26	0	26	**26**	26	52	1	52	0	52	1	**52**	0	52	1	**52**
Left-Through		0							0				0				0	
Through	457	0	**560**	4	461	564	106	571	0	**676**	4	575	0	680	-2	573	0	678
Through-Right		1							1				1				1	
Right	103	0	0	0	103	0	0	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	54	1	**54**	0	54	54	3	58	1	**58**	0	58	1	58	0	58	1	58
Left-Through		0							0				0				0	
Through	534	0	587	20	554	**615**	45	589	0	669	20	609	0	**697**	-6	603	0	**689**
Through-Right		1							1				1				1	
Right	53	0	0	8	61	0	26	80	0	0	8	88	0	0	-2	86	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	89	1	**89**	3	92	**92**	19	110	1	**110**	3	113	1	**113**	-1	112	1	**112**
Left-Through		0							0				0				0	
Through	1176	1	600	0	1176	600	332	1529	1	782	0	1529	1	782	0	1529	1	782
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	11	35	0	35	0	35	0	35	0	35	0	35
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	90	1	90	0	90	90	0	92	1	92	0	92	1	92	0	92	1	92
Left-Through		0							0				0				0	
Through	1170	1	**622**	8	1178	**626**	309	1500	1	**790**	8	1508	1	**794**	-2	1506	1	**793**
Through-Right		1							1				1				1	
Right	74	0	74	0	74	74	5	80	0	80	0	80	0	80	0	80	0	80
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		614	*North-South:*		641	*North-South:*			734	*North-South:*			749	*North-South:*			741
	East-West:		711	*East-West:*		718	*East-West:*			900	*East-West:*			907	*East-West:*			905
	SUM:		1325	*SUM:*		1359	*SUM:*			1634	*SUM:*			1656	*SUM:*			1646
VOLUME/CAPACITY *(V/C)* RATIO:			0.883			0.906				1.089				1.104				1.097
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.783			0.806				0.989				1.004				0.997
LEVEL OF SERVICE (LOS):			C			D				E				F				E

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.008
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Bronson Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
41	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	5	0	23	0	5	23	0	5	0	23	0	5	0	23	0	5	0	23
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	25	136	136	16	129	1	129	25	154	1	154	-7	147	1	147
	Left-Through		0							0				0				0	
	Through	25	0	**163**	0	25	**163**	0	25	0	**177**	0	25	0	**177**	0	25	0	**177**
	Through-Right		1							1				1				1	
	Right	138	0	0	0	138	0	11	152	0	0	0	152	0	0	0	152	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	155	1	**155**	0	155	**155**	4	162	1	**162**	0	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	1047	1	536	0	1047	536	331	1397	1	711	0	1397	1	711	0	1397	1	711
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1197	1	**633**	2	1199	**637**	303	1522	1	**798**	2	1524	1	**802**	-1	1523	1	**800**
	Through-Right		1							1				1				1	
	Right	69	0	69	6	75	75	4	74	0	74	6	80	0	80	-3	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		170	*North-South:*		170	*North-South:*			184	*North-South:*			184	*North-South:*			184
		East-West:		788	*East-West:*		792	*East-West:*			960	*East-West:*			964	*East-West:*			962
		SUM:		958	*SUM:*		962	*SUM:*			1144	*SUM:*			1148	*SUM:*			1146
VOLUME/CAPACITY (*V/C*) RATIO:				0.639			0.641				0.763				0.765				0.764
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.541**				**0.663**				**0.665**				**0.664**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Van Ness Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
42	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	49	0	**49**	0	49	**49**	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		0							0				0				0	
	Through	410	0	529	0	410	529	7	424	0	**620**	0	424	0	**620**	0	424	0	**620**
	Through-Right		0							0				0				0	
	Right	70	0	0	0	70	0	75	146	0	0	0	146	0	0	0	146	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	12	0	12	12	3	15	0	**15**	0	15	0	**15**	0	15	0	**15**
	Left-Through		0							0				0				0	
	Through	409	0	**528**	0	409	**528**	30	446	0	578	0	446	0	578	0	446	0	578
	Through-Right		0							0				0				0	
	Right	107	0	0	0	107	0	8	117	0	0	0	117	0	0	0	117	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	**55**	0	55	**55**	2	58	1	**58**	0	58	1	**58**	0	58	1	**58**
	Left-Through		0							0				0				0	
	Through	1002	1	549	25	1027	561	342	1362	1	731	25	1387	1	744	-7	1380	1	740
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	3	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	18	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	1145	1	**591**	8	1153	**595**	291	1457	1	**748**	8	1465	1	**752**	-4	1461	1	**750**
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		577	*North-South:*		577	*North-South:*			635	*North-South:*			635	*North-South:*			635
		East-West:		646	*East-West:*		650	*East-West:*			806	*East-West:*			810	*East-West:*			808
		SUM:		1223	*SUM:*		1227	*SUM:*			1441	*SUM:*			1445	*SUM:*			1443
	VOLUME/CAPACITY *(V/C)* RATIO:			0.815			0.818				0.961				0.963				0.962
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.715**			**0.718**				**0.861**				**0.863**				**0.862**
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Wilton Pl	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
43	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	697	1	389	0	697	389	14	724	1	414	0	724	1	414	0	724	1	414
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	23	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	879	1	**474**	0	879	**474**	15	910	1	**494**	0	910	1	**494**	0	910	1	**494**
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	7	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	80	1	**80**	0	80	**80**	12	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	861	1	470	25	886	483	407	1284	1	682	25	1309	1	695	-7	1302	1	691
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	94	1	94	0	94	94	12	108	1	108	0	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	1143	1	**591**	8	1151	**595**	303	1467	1	**753**	8	1475	1	**757**	-4	1471	1	**755**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		474	*North-South:*		474	*North-South:*			494	*North-South:*			494	*North-South:*			494
		East-West:		671	*East-West:*		675	*East-West:*			846	*East-West:*			850	*East-West:*			848
		SUM:		1145	*SUM:*		1149	*SUM:*			1340	*SUM:*			1344	*SUM:*			1342
VOLUME/CAPACITY (*V/C*) RATIO:				0.763			0.766				0.893				0.896				0.895
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.666**				**0.793**				**0.796**				**0.795**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
44	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0
	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0	EB--	3	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	86	4	90	**90**	1	89	1	**89**	4	93	1	**93**	-2	91	1	**91**
	Left-Through		0							0				0				0	
	Through	981	2	**491**	0	981	491	42	1041	2	521	0	1041	2	521	0	1041	2	521
	Through-Right		0							0				0				0	
	Right	170	1	32	0	170	32	1	174	1	32	0	174	1	32	0	174	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	**113**	0	113	113	24	139	1	139	0	139	1	139	0	139	1	139
	Left-Through		0							0				0				0	
	Through	965	1	514	20	985	**524**	39	1022	1	**579**	20	1042	1	**589**	-6	1036	1	**586**
	Through-Right		1							1				1				1	
	Right	63	0	63	0	63	63	72	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	83	1	**83**	0	83	**83**	88	173	1	**173**	0	173	1	**173**	0	173	1	**173**
	Left-Through		0							0				0				0	
	Through	865	2	433	25	890	445	369	1250	2	625	25	1275	2	638	-7	1268	2	634
	Through-Right		0							0				0				0	
	Right	115	1	29	0	115	25	5	122	1	33	0	122	1	29	0	122	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	138	1	138	0	138	138	1	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	962	1	**512**	5	967	**515**	371	1350	1	**724**	5	1355	1	**726**	-2	1353	1	**725**
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	34	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		604	*North-South:*		614	*North-South:*			668	*North-South:*			682	*North-South:*			677
		East-West:		595	*East-West:*		598	*East-West:*			897	*East-West:*			899	*East-West:*			898
		SUM:		1199	*SUM:*		1212	*SUM:*			1565	*SUM:*			1581	*SUM:*			1575
VOLUME/CAPACITY (*V/C*) RATIO:				0.872			0.881				1.138				1.150				1.145
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.772**			**0.781**				**1.038**				**1.050**				**1.045**
LEVEL OF SERVICE (LOS):				C			C				F				F				F

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.012	Δ*v/c* after mitigation:	0.007
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 SB On-ramp	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
45	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	0	114	0	114	114	0	116	0	116	0	116	0	116	0	116	0	116
	Left-Through		0							0				0				0	
	Through	38	0	**162**	0	38	**162**	0	39	0	**165**	0	39	0	**165**	0	39	0	**165**
	Through-Right		0							0				0				0	
	Right	10	0	0	0	10	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	16	0	**16**	0	16	**16**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		1							1				1				1	
	Through	924	1	510	12	936	516	118	1059	1	578	12	1071	1	584	-4	1067	1	582
	Through-Right		0							0				0				0	
	Right	345	1	345	12	357	357	276	627	1	627	12	639	1	639	-4	635	1	635
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	40	0	40	40	4	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	1278	1	**668**	5	1283	**670**	405	1706	1	**882**	5	1711	1	**885**	-2	1709	1	**884**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES		*North-South:*	162		*North-South:*	162			*North-South:*	165			*North-South:*	165			*North-South:*	165
			East-West:	684		*East-West:*	686			*East-West:*	898			*East-West:*	901			*East-West:*	900
			SUM:	846		*SUM:*	848			*SUM:*	1063			*SUM:*	1066			*SUM:*	1065
	VOLUME/CAPACITY *(V/C)* RATIO:			0.564			0.565				0.709				0.711				0.710
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.464**			**0.465**				**0.609**				**0.611**				**0.610**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.001

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 NB Off-ramp	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
46	East-West Street:	Santa Monica Blvd	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	682	1	**439**	2	684	**440**	299	993	1	**601**	2	995	1	**602**	-1	994	1	**601**
Left-Through		0							0				0				0	
Through	125	0	439	0	125	440	0	127	0	601	0	127	0	602	0	127	0	601
Through-Right		0							0				0				0	
Right	70	0	0	0	70	0	10	81	0	0	0	81	0	0	0	81	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	53	0	53	0	53	53	0	54	0	54	0	54	0	54	0	54	0	54
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	62	0	**115**	0	62	**115**	0	63	0	**117**	0	63	0	**117**	0	63	0	**117**
Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1	
EASTBOUND																		
Left	43	1	43	0	43	43	0	44	1	44	0	44	1	44	0	44	1	44
Left-Through		0							0				0				0	
Through	1131	2	**566**	12	1143	**572**	118	1270	2	**635**	12	1282	2	**641**	-4	1278	2	**639**
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	646	1	341	2	648	342	111	769	1	403	2	771	1	404	-1	770	1	404
Through-Right		1							1				1				1	
Right	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		554	*North-South:*		555	*North-South:*			718	*North-South:*			719	*North-South:*			718
	East-West:		566	*East-West:*		572	*East-West:*			635	*East-West:*			641	*East-West:*			639
	SUM:		1120	*SUM:*		1127	*SUM:*			1353	*SUM:*			1360	*SUM:*			1357
VOLUME/CAPACITY *(V/C)* RATIO:			0.786			0.791				0.949				0.954				0.952
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.686**			**0.691**				**0.849**				**0.854**				**0.852**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

No. of Phases	3	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1	1	1	1	1	1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2	2
Override Capacity	0	0	0	0	0	0

REMARKS:

Does not include 1% V/C reduction (TSM)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vine St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
47	East-West Street:	Melrose Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	102	1	102	0	102	102	1	105	1	105	0	105	1	105	0	105	1	105
Left-Through		0							0				0				0	
Through	1199	1	**627**	4	1203	**629**	68	1289	1	**672**	4	1293	1	**674**	-2	1291	1	**673**
Through-Right		1							1				1				1	
Right	54	0	54	0	54	54	0	55	0	55	0	55	0	55	0	55	0	55
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	85	1	**85**	0	85	**85**	2	89	1	**89**	0	89	1	**89**	0	89	1	**89**
Left-Through		0							0				0				0	
Through	991	1	538	20	1011	548	87	1096	1	595	20	1116	1	605	-6	1110	1	602
Through-Right		1							1				1				1	
Right	84	0	84	0	84	84	7	93	0	93	0	93	0	93	0	93	0	93
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	83	1	83	0	83	83	5	90	1	90	0	90	1	90	0	90	1	90
Left-Through		0							0				0				0	
Through	1289	1	**689**	2	1291	**690**	19	1331	1	**712**	2	1333	1	**713**	-1	1332	1	**712**
Through-Right		1							1				1				1	
Right	89	0	89	0	89	89	1	92	0	92	0	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	50	1	**50**	0	50	**50**	0	51	1	**51**	0	51	1	**51**	0	51	1	**51**
Left-Through		0							0				0				0	
Through	1049	1	576	10	1059	581	32	1100	1	604	10	1110	1	609	-3	1107	1	608
Through-Right		1							1				1				1	
Right	103	0	103	0	103	103	3	108	0	108	0	108	0	108	0	108	0	108
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		712	North-South:		714	North-South:			761	North-South:			763	North-South:			762
	East-West:		739	East-West:		740	East-West:			763	East-West:			764	East-West:			763
	SUM:		1451	SUM:		1454	SUM:			1524	SUM:			1527	SUM:			1525
VOLUME/CAPACITY (*V/C*) RATIO:			0.967			0.969				1.016				1.018				1.017
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.867**			**0.869**				**0.916**				**0.918**				**0.917**
LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Gower St	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
48	East-West Street:	Melrose Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	494	1	**494**	10	504	**504**	0	503	1	**503**	10	513	1	**513**	-3	510	1	**510**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	254	1	146	10	264	155	0	259	1	149	10	269	1	158	-3	266	1	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	217	1	**217**	2	219	**219**	0	221	1	**221**	2	223	1	**223**	-1	222	1	**222**
	Left-Through		0							0				0				0	
	Through	1187	2	594	0	1187	594	21	1230	2	615	0	1230	2	615	0	1230	2	615
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	994	1	**642**	0	994	**643**	35	1047	1	**671**	0	1047	1	**672**	0	1047	1	**672**
	Through-Right		1							1				1				1	
	Right	290	0	290	2	292	292	0	295	0	295	2	297	0	297	-1	296	0	296
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		494	*North-South:*		504	*North-South:*			503	*North-South:*			513	*North-South:*			510
		East-West:		859	*East-West:*		862	*East-West:*			892	*East-West:*			895	*East-West:*			894
		SUM:		1353	*SUM:*		1366	*SUM:*			1395	*SUM:*			1408	*SUM:*			1404
	VOLUME/CAPACITY *(V/C)* RATIO:			0.949			0.959				0.979				0.988				0.985
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.849**			**0.859**				**0.879**				**0.888**				**0.885**
	LEVEL OF SERVICE (LOS):			D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Western Ave	Year of Count:	2018	Ambient Growth: (%):	0.18	Conducted by:	GTC	Date:	October 2018
49	East-West Street:	Melrose Ave	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	Sunset Gower Studios

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	64	**64**	0	65	1	**65**	0	65	1	**65**	0	65	1	**65**
	Left-Through		0							0				0				0	
	Through	1067	1	580	4	1071	582	38	1124	1	618	4	1128	1	620	-2	1126	1	619
	Through-Right		1							1				1				1	
	Right	92	0	92	0	92	92	18	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	0	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	1152	1	**635**	20	1172	**645**	47	1220	1	**670**	20	1240	1	**680**	-6	1234	1	**677**
	Through-Right		1							1				1				1	
	Right	117	0	117	0	117	117	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	124	1	124	0	124	124	0	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	1162	1	**625**	10	1172	**630**	23	1206	1	**648**	10	1216	1	**653**	-3	1213	1	**652**
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	70	1	**70**	0	70	**70**	23	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	959	1	512	2	961	513	43	1019	1	542	2	1021	1	543	-1	1020	1	543
	Through-Right		1							1				1				1	
	Right	64	0	64	0	64	64	0	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		699	North-South:		709	North-South:			735	North-South:			745	North-South:			742
		East-West:		695	East-West:		700	East-West:			742	East-West:			747	East-West:			746
		SUM:		1394	SUM:		1409	SUM:			1477	SUM:			1492	SUM:			1488
VOLUME/CAPACITY (*V/C*) RATIO:				0.929			0.939				0.985				0.995				0.992
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.829**			**0.839**				**0.885**				**0.895**				**0.892**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Unsignalized Intersections

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	548	0	0	502	199	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	548	0	0	502	199	62
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]	137	0	0	126	50	16
Total Analysis Volume [veh/h]	548	0	0	502	199	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.62	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	32.50	10.44
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.86	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	96.42	7.00
d_A, Approach Delay [s/veh]	0.00		0.00		27.26	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.43					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	114.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	334	28	30	686	0	201	24	410	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	334	28	30	686	0	201	24	410	0	0	0
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	84	7	8	172	0	50	6	103	0	0	0
Total Analysis Volume [veh/h]	0	334	28	30	686	0	201	24	410	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	0.90	0.12	0.63	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.09	0.00	0.00	112.29	113.96	19.35	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.27	0.64	0.00	9.46	6.94	4.42	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	31.76	15.88	0.00	236.61	173.55	110.49	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.34			52.34			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	19.55											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	28.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	11	349	964	132	10	28
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	11	349	964	132	10	28
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]	3	87	241	33	3	7
Total Analysis Volume [veh/h]	11	349	964	132	10	28
Pedestrian Volume [ped/h]	0		0		0	

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	0.02	0.00	0.01	0.00	0.06	0.06
d_M, Delay for Movement [s/veh]	10.79	0.00	0.00	0.00	27.99	13.99
Movement LOS	B	A	A	A	D	B
95th-Percentile Queue Length [veh]	1.17	0.58	0.00	0.00	0.40	0.40
95th-Percentile Queue Length [ft]	29.23	14.61	0.00	0.00	9.92	9.92
d_A, Approach Delay [s/veh]	0.33		0.00		17.67	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	35	0	891	41	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	35	0	891	41	0	23
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]	9	0	223	10	0	6
Total Analysis Volume [veh/h]	35	0	891	41	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	783	793	1055
Degree of Utilization, x	0.04	0.60	0.59	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.01	3.90	0.07
95th-Percentile Queue Length [ft]	3.17	100.19	97.46	1.67
Approach Delay [s/veh]	7.35	13.66		6.49
Approach LOS	A	B		A
Intersection Delay [s/veh]	13.27			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	367	38	15	322	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	367	38	15	322	0	6	0	0	0	0
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	92	10	4	81	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	367	38	15	322	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	630	648	677	
Degree of Utilization, x	0.33	0.32	0.51	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.45	1.39	2.88	
95th-Percentile Queue Length [ft]	36.29	34.87	72.07	
Approach Delay [s/veh]	11.06		13.65	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.23			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	159	0	3	78	0	79	34	213
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	159	0	3	78	0	79	34	213
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]	40	0	1	20	0	20	9	53
Total Analysis Volume [veh/h]	159	0	3	78	0	79	34	213
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	634	495	581
Degree of Utilization, x	0.38	0.23	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.87	1.68
95th-Percentile Queue Length [ft]	44.18	21.77	41.92
Approach Delay [s/veh]	12.11	12.33	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.23		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	30.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1333	280	54	2054
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1333	280	54	2054
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]	0	0	333	70	14	514
Total Analysis Volume [veh/h]	0	0	1333	280	54	2054
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance						
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.28	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	30.24	0.00
Movement LOS			A	A	D	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.08	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	26.93	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	5	10	8	5	11	91	71	220	6	8	487	14
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	5	10	8	5	11	91	71	220	6	8	487	14
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	3	2	1	3	23	18	55	2	2	122	4
Total Analysis Volume [veh/h]	5	10	8	5	11	91	71	220	6	8	487	14
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	0.04	0.01	0.02	0.04	0.16	0.07	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	24.88	19.72	10.34	22.14	20.81	13.35	8.63	0.00	0.00	7.70	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.24	0.24	0.24	0.84	0.84	0.84	1.15	1.15	1.15	1.80	1.80	1.80
95th-Percentile Queue Length [ft]	5.99	5.99	5.99	20.90	20.90	20.90	28.73	28.73	28.73	45.03	45.03	45.03
d_A, Approach Delay [s/veh]	17.58			14.53			2.06			0.12		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.81											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	174	298	174	110	141	115
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	174	298	174	110	141	115
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]	44	75	44	28	35	29
Total Analysis Volume [veh/h]	174	298	174	110	141	115
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	585	637	692	647
Degree of Utilization, x	0.30	0.47	0.41	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.24	2.49	2.01	1.89
95th-Percentile Queue Length [ft]	31.01	62.22	50.18	47.27
Approach Delay [s/veh]	12.56		11.77	12.16
Approach LOS	B		B	B
Intersection Delay [s/veh]	12.24			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	26.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	915	0	0	253	60	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	915	0	0	253	60	65
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]	229	0	0	63	15	16
Total Analysis Volume [veh/h]	915	0	0	253	60	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.27	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	26.67	12.42
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.04	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	25.91	9.98
d_A, Approach Delay [s/veh]	0.00		0.00		19.26	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	46.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	714	27	6	313	0	228	11	253	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	714	27	6	313	0	228	11	253	0	0	0
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	179	7	2	78	0	57	3	63	0	0	0
Total Analysis Volume [veh/h]	0	714	27	6	313	0	228	11	253	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.68	0.05	0.29	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.21	0.00	0.00	40.85	46.49	10.91	0.00	0.00	0.00
Movement LOS		A	A	A	A		E	E	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.68	0.34	0.00	5.48	3.35	1.23	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	16.91	8.45	0.00	136.94	83.82	30.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.17			25.58			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	8.14											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	22.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.092

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	49	698	520	46	21	50
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	49	698	520	46	21	50
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]	12	175	130	12	5	13
Total Analysis Volume [veh/h]	49	698	520	46	21	50
Pedestrian Volume [ped/h]	0		0		0	

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	0.05	0.01	0.01	0.00	0.09	0.07
d_M, Delay for Movement [s/veh]	8.78	0.00	0.00	0.00	22.33	11.62
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.74	0.87	0.00	0.00	0.57	0.57
95th-Percentile Queue Length [ft]	43.60	21.80	0.00	0.00	14.31	14.31
d_A, Approach Delay [s/veh]	0.58		0.00		14.79	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	112	0	678	3	0	25
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	112	0	678	3	0	25
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]	28	0	170	1	0	6
Total Analysis Volume [veh/h]	112	0	678	3	0	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	774	775	1004
Degree of Utilization, x	0.13	0.44	0.44	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.45	2.26	2.26	0.08
95th-Percentile Queue Length [ft]	11.16	56.60	56.47	1.91
Approach Delay [s/veh]	7.81	10.95		6.68
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.39			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	538	45	26	448	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	538	45	26	448	0	13	0	0	0	0
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]	6	0	135	11	7	112	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	538	45	26	448	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	613	628	659	
Degree of Utilization, x	0.50	0.48	0.74	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.75	2.63	6.52	
95th-Percentile Queue Length [ft]	68.77	65.87	163.04	
Approach Delay [s/veh]	13.94		22.31	0.00
Approach LOS	B		C	A
Intersection Delay [s/veh]	16.63			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	155	0	7	42	0	31	10	30
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	155	0	7	42	0	31	10	30
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]	39	0	2	11	0	8	3	8
Total Analysis Volume [veh/h]	155	0	7	42	0	31	10	30
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	561	446	516
Degree of Utilization, x	0.36	0.09	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.66	0.30	0.18
95th-Percentile Queue Length [ft]	41.38	7.55	4.61
Approach Delay [s/veh]	13.05	10.96	
Approach LOS	B	B	
Intersection Delay [s/veh]	16.63		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	81.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1969	394	37	1495
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1969	394	37	1495
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]	0	0	492	99	9	374
Total Analysis Volume [veh/h]	0	0	1969	394	37	1495
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance						
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.45	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	81.60	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.87	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	46.68	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		1.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.78					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	30.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	4	24	20	11	12	97	58	554	15	1	307	21
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	4	24	20	11	12	97	58	554	15	1	307	21
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	6	5	3	3	24	15	139	4	0	77	5
Total Analysis Volume [veh/h]	4	24	20	11	12	97	58	554	15	1	307	21
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	0.02	0.11	0.04	0.06	0.05	0.13	0.05	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	29.97	23.69	14.43	27.43	23.47	12.43	8.07	0.00	0.00	8.59	0.00	0.00
Movement LOS	D	C	B	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.60	0.60	0.60	0.97	0.97	0.97	2.99	2.99	2.99	1.44	1.44	1.44
95th-Percentile Queue Length [ft]	15.06	15.06	15.06	24.30	24.30	24.30	74.82	74.82	74.82	35.98	35.98	35.98
d_A, Approach Delay [s/veh]	20.35			14.91			0.75			0.03		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.88											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	202	222	194	79	209	364
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	202	222	194	79	209	364
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]	51	56	49	20	52	91
Total Analysis Volume [veh/h]	202	222	194	79	209	364
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	490	527	562	646
Degree of Utilization, x	0.41	0.42	0.49	0.89

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.99	2.07	2.64	10.78
95th-Percentile Queue Length [ft]	49.84	51.82	65.97	269.46
Approach Delay [s/veh]	14.75		15.29	36.67
Approach LOS	B		C	E
Intersection Delay [s/veh]	24.75			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	551	0	0	510	199	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	551	0	0	510	199	62
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]	138	0	0	128	50	16
Total Analysis Volume [veh/h]	551	0	0	510	199	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.62	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	33.16	10.45
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.93	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	98.17	7.02
d_A, Approach Delay [s/veh]	0.00		0.00		27.77	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.48					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	119.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.121

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	337	28	30	694	0	201	24	431	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	337	28	30	694	0	201	24	431	0	0	0
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	84	7	8	174	0	50	6	108	0	0	0
Total Analysis Volume [veh/h]	0	337	28	30	694	0	201	24	431	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	0.92	0.12	0.66	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.10	0.00	0.00	117.90	119.59	20.81	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.30	0.65	0.00	9.69	7.35	5.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	32.38	16.19	0.00	242.30	183.76	125.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.34			54.17			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	20.50											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	29.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	11	352	994	132	10	28
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	11	352	994	132	10	28
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]	3	88	249	33	3	7
Total Analysis Volume [veh/h]	11	352	994	132	10	28
Pedestrian Volume [ped/h]	0		0		0	

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	0.02	0.00	0.01	0.00	0.06	0.06
d_M, Delay for Movement [s/veh]	10.95	0.00	0.00	0.00	29.16	14.27
Movement LOS	B	A	A	A	D	B
95th-Percentile Queue Length [veh]	1.23	0.61	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft]	30.63	15.31	0.00	0.00	10.32	10.32
d_A, Approach Delay [s/veh]	0.33		0.00		18.19	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	35	0	904	41	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	35	0	904	41	0	23
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]	9	0	226	10	0	6
Total Analysis Volume [veh/h]	35	0	904	41	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	783	793	1055
Degree of Utilization, x	0.04	0.60	0.60	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.13	4.02	0.07
95th-Percentile Queue Length [ft]	3.17	103.22	100.42	1.67
Approach Delay [s/veh]	7.35	13.87		6.49
Approach LOS	A	B		A
Intersection Delay [s/veh]	13.47			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	368	38	15	322	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	368	38	15	322	0	6	0	0	0	0
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	92	10	4	81	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	368	38	15	322	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	629	648	677	
Degree of Utilization, x	0.33	0.32	0.51	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.46	1.40	2.88	
95th-Percentile Queue Length [ft]	36.42	34.99	72.10	
Approach Delay [s/veh]	11.07		13.66	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.24			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	159	0	3	78	0	79	34	213
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	159	0	3	78	0	79	34	213
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]	40	0	1	20	0	20	9	53
Total Analysis Volume [veh/h]	159	0	3	78	0	79	34	213
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	634	495	580
Degree of Utilization, x	0.38	0.23	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.87	1.68
95th-Percentile Queue Length [ft]	44.20	21.78	41.95
Approach Delay [s/veh]	12.12	12.33	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.24		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1345	292	54	2168
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1345	292	54	2168
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]	0	0	336	73	14	542
Total Analysis Volume [veh/h]	0	0	1345	292	54	2168
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance						
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.28	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	31.21	0.00
Movement LOS			A	A	D	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.11	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	27.86	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	41.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	5	23	8	9	12	107	173	220	6	8	487	48
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	5	23	8	9	12	107	173	220	6	8	487	48
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	6	2	2	3	27	43	55	2	2	122	12
Total Analysis Volume [veh/h]	5	23	8	9	12	107	173	220	6	8	487	48
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	0.14	0.01	0.06	0.07	0.19	0.17	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	41.42	31.32	13.97	35.03	30.48	15.73	9.19	0.00	0.00	7.70	0.00	0.00
Movement LOS	E	D	B	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.69	0.69	0.69	1.39	1.39	1.39	1.85	1.85	1.85	2.00	2.00	2.00
95th-Percentile Queue Length [ft]	17.30	17.30	17.30	34.64	34.64	34.64	46.14	46.14	46.14	49.94	49.94	49.94
d_A, Approach Delay [s/veh]	28.87			18.47			3.98			0.11		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	4.57											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	208	298	174	110	141	119
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	208	298	174	110	141	119
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]	52	75	44	28	35	30
Total Analysis Volume [veh/h]	208	298	174	110	141	119
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	583	635	686	641
Degree of Utilization, x	0.36	0.47	0.41	0.41

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.61	2.51	2.04	1.97
95th-Percentile Queue Length [ft]	40.28	62.71	51.02	49.18
Approach Delay [s/veh]	12.88		11.92	12.40
Approach LOS	B		B	B
Intersection Delay [s/veh]	12.50			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	931	0	0	255	60	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	931	0	0	255	60	65
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]	233	0	0	64	15	16
Total Analysis Volume [veh/h]	931	0	0	255	60	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.27	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	27.43	12.52
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.07	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	26.74	10.12
d_A, Approach Delay [s/veh]	0.00		0.00		19.68	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.88					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	48.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	730	27	6	315	0	228	11	257	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	730	27	6	315	0	228	11	257	0	0	0
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	183	7	2	79	0	57	3	64	0	0	0
Total Analysis Volume [veh/h]	0	730	27	6	315	0	228	11	257	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.69	0.05	0.30	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.27	0.00	0.00	42.67	48.54	10.96	0.00	0.00	0.00
Movement LOS		A	A	A	A		E	E	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.69	0.35	0.00	5.66	3.46	1.26	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	17.32	8.66	0.00	141.41	86.43	31.44	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.17			26.37			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	8.34											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	49	714	525	46	21	50
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	49	714	525	46	21	50
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]	12	179	131	12	5	13
Total Analysis Volume [veh/h]	49	714	525	46	21	50
Pedestrian Volume [ped/h]	0		0		0	

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	0.05	0.01	0.01	0.00	0.09	0.07
d_M, Delay for Movement [s/veh]	8.79	0.00	0.00	0.00	22.69	11.69
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.81	0.91	0.00	0.00	0.58	0.58
95th-Percentile Queue Length [ft]	45.37	22.68	0.00	0.00	14.53	14.53
d_A, Approach Delay [s/veh]	0.56		0.00		14.94	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.06					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	112	0	680	3	0	25
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	112	0	680	3	0	25
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]	28	0	170	1	0	6
Total Analysis Volume [veh/h]	112	0	680	3	0	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	773	774	1004
Degree of Utilization, x	0.13	0.44	0.44	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.45	2.28	2.27	0.08
95th-Percentile Queue Length [ft]	11.16	56.88	56.75	1.91
Approach Delay [s/veh]	7.81	10.97		6.68
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.41			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	546	45	26	448	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	546	45	26	448	0	13	0	0	0	0
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]	6	0	137	11	7	112	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	546	45	26	448	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	612	628	658	
Degree of Utilization, x	0.50	0.49	0.74	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.82	2.70	6.54	
95th-Percentile Queue Length [ft]	70.46	67.50	163.62	
Approach Delay [s/veh]	14.09		22.41	0.00
Approach LOS	B		C	A
Intersection Delay [s/veh]	16.72			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	155	0	7	42	0	31	10	30
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	155	0	7	42	0	31	10	30
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]	39	0	2	11	0	8	3	8
Total Analysis Volume [veh/h]	155	0	7	42	0	31	10	30
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	560	445	515
Degree of Utilization, x	0.36	0.09	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.66	0.30	0.18
95th-Percentile Queue Length [ft]	41.49	7.57	4.62
Approach Delay [s/veh]	13.08	10.98	
Approach LOS	B	B	
Intersection Delay [s/veh]	16.72		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	106.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2039	464	37	1516
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2039	464	37	1516
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]	0	0	510	116	9	379
Total Analysis Volume [veh/h]	0	0	2039	464	37	1516
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.54	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	106.11	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	2.23	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	55.71	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		2.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	40.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	4	26	20	36	20	195	76	554	15	1	307	27
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	4	26	20	36	20	195	76	554	15	1	307	27
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	7	5	9	5	49	19	139	4	0	77	7
Total Analysis Volume [veh/h]	4	26	20	36	20	195	76	554	15	1	307	27
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	0.13	0.04	0.22	0.10	0.27	0.06	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	40.90	26.00	15.39	38.27	33.57	21.27	8.13	0.00	0.00	8.59	0.00	0.00
Movement LOS	E	D	C	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.73	0.73	0.73	3.66	3.66	3.66	3.19	3.19	3.19	1.48	1.48	1.48
95th-Percentile Queue Length [ft]	18.21	18.21	18.21	91.39	91.39	91.39	79.84	79.84	79.84	36.94	36.94	36.94
d_A, Approach Delay [s/veh]	22.95			24.69			0.96			0.03		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	6.22											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	28.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.929

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	208	222	194	79	209	389
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	208	222	194	79	209	389
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]	52	56	49	20	52	97
Total Analysis Volume [veh/h]	208	222	194	79	209	389
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	483	519	553	644
Degree of Utilization, x	0.43	0.43	0.49	0.93

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.14	2.12	2.72	12.39
95th-Percentile Queue Length [ft]	53.41	53.08	67.95	309.70
Approach Delay [s/veh]	15.19		15.71	43.54
Approach LOS	C		C	E
Intersection Delay [s/veh]	28.33			
Intersection LOS	D			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	66.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	602	0	0	523	261	70
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	602	0	0	523	261	70
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]	151	0	0	131	65	18
Total Analysis Volume [veh/h]	602	0	0	523	261	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.89	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	66.64	10.76
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	8.06	0.33
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	201.59	8.36
d_A, Approach Delay [s/veh]	0.00		0.00		54.82	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	12.46					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	201.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	384	29	31	767	0	205	24	489	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	384	29	31	767	0	205	24	489	0	0	0
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	96	7	8	192	0	51	6	122	0	0	0
Total Analysis Volume [veh/h]	0	384	29	31	767	0	205	24	489	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	1.11	0.14	0.80	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.24	0.00	0.00	199.26	201.35	29.76	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	D			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.58	0.79	0.00	12.54	10.17	7.80	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	39.58	19.79	0.00	313.57	254.30	195.02	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.32			83.89			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	31.36											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	34.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	15	399	1044	212	10	34
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	15	399	1044	212	10	34
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]	4	100	261	53	3	9
Total Analysis Volume [veh/h]	15	399	1044	212	10	34
Pedestrian Volume [ped/h]	0		0		0	

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	0.01	0.00	0.08	0.08
d_M, Delay for Movement [s/veh]	11.73	0.00	0.00	0.00	34.76	15.80
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh]	1.74	0.87	0.00	0.00	0.54	0.54
95th-Percentile Queue Length [ft]	43.55	21.77	0.00	0.00	13.61	13.61
d_A, Approach Delay [s/veh]	0.43		0.00		20.11	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	37	0	965	42	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	0	965	42	0	23
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]	9	0	241	11	0	6
Total Analysis Volume [veh/h]	37	0	965	42	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	782	793	1054
Degree of Utilization, x	0.04	0.64	0.64	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.76	4.63	0.07
95th-Percentile Queue Length [ft]	3.36	119.06	115.77	1.67
Approach Delay [s/veh]	7.36	15.01		6.49
Approach LOS	A	C		A
Intersection Delay [s/veh]	14.56			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	398	39	15	341	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	398	39	15	341	0	6	0	0	0	0
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	100	10	4	85	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	398	39	15	341	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	623	640	669	
Degree of Utilization, x	0.36	0.35	0.54	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.64	1.58	3.27	
95th-Percentile Queue Length [ft]	41.06	39.49	81.68	
Approach Delay [s/veh]	11.53		14.57	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.83			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	162	0	3	79	0	80	35	224
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	162	0	3	79	0	80	35	224
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]	41	0	1	20	0	20	9	56
Total Analysis Volume [veh/h]	162	0	3	79	0	80	35	224
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	621	485	566
Degree of Utilization, x	0.39	0.24	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.87	0.92	1.88
95th-Percentile Queue Length [ft]	46.73	22.88	47.05
Approach Delay [s/veh]	12.51	12.91	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.83		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	94.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1522	591	78	2650
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1522	591	78	2650
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]	0	0	381	148	20	663
Total Analysis Volume [veh/h]	0	0	1522	591	78	2650
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.71	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	94.46	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.79	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	94.64	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		2.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.52					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	26.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	5	10	8	5	11	93	72	245	6	8	500	14
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	5	10	8	5	11	93	72	245	6	8	500	14
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	3	2	1	3	23	18	61	2	2	125	4
Total Analysis Volume [veh/h]	5	10	8	5	11	93	72	245	6	8	500	14
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	0.04	0.01	0.02	0.04	0.16	0.07	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	26.51	20.67	10.61	23.37	21.81	13.65	8.68	0.00	0.00	7.76	0.00	0.00
Movement LOS	D	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.26	0.26	0.26	0.88	0.88	0.88	1.31	1.31	1.31	1.94	1.94	1.94
95th-Percentile Queue Length [ft]	6.39	6.39	6.39	22.12	22.12	22.12	32.78	32.78	32.78	48.46	48.46	48.46
d_A, Approach Delay [s/veh]	18.44			14.91			1.93			0.12		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.80											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	177	337	183	115	164	117
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	177	337	183	115	164	117
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]	44	84	46	29	41	29
Total Analysis Volume [veh/h]	177	337	183	115	164	117
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	572	621	670	627
Degree of Utilization, x	0.31	0.54	0.44	0.45

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.31	3.26	2.29	2.31
95th-Percentile Queue Length [ft]	32.80	81.48	57.31	57.74
Approach Delay [s/veh]	14.00		12.61	13.30
Approach LOS	B		B	B
Intersection Delay [s/veh]	13.44			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	70.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	1004	0	0	271	154	79
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	1004	0	0	271	154	79
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]	251	0	0	68	39	20
Total Analysis Volume [veh/h]	1004	0	0	271	154	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.79	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	70.30	13.26
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	5.47	0.54
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	136.83	13.47
d_A, Approach Delay [s/veh]	0.00		0.00		50.96	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	7.87					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	97.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	799	27	6	424	0	232	11	333	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	799	27	6	424	0	232	11	333	0	0	0
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	200	7	2	106	0	58	3	83	0	0	0
Total Analysis Volume [veh/h]	0	799	27	6	424	0	232	11	333	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.90	0.07	0.42	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.53	0.00	0.00	89.81	97.41	12.78	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.09	0.54	0.00	8.99	5.54	2.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	27.14	13.57	0.00	224.70	138.52	52.35	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.13			45.42			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	14.31											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	29.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	56	783	589	168	21	55
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	56	783	589	168	21	55
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]	14	196	147	42	5	14
Total Analysis Volume [veh/h]	56	783	589	168	21	55
Pedestrian Volume [ped/h]	0		0		0	

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	0.07	0.01	0.01	0.00	0.12	0.09
d_M, Delay for Movement [s/veh]	9.54	0.00	0.00	0.00	29.07	13.53
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh]	2.78	1.39	0.00	0.00	0.80	0.80
95th-Percentile Queue Length [ft]	69.53	34.76	0.00	0.00	19.89	19.89
d_A, Approach Delay [s/veh]	0.64		0.00		17.83	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.13					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	115	0	742	3	0	26
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	115	0	742	3	0	26
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]	29	0	186	1	0	7
Total Analysis Volume [veh/h]	115	0	742	3	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	772	774	1002
Degree of Utilization, x	0.13	0.48	0.48	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.46	2.65	2.64	0.08
95th-Percentile Queue Length [ft]	11.51	66.26	66.12	2.00
Approach Delay [s/veh]	7.83	11.60		6.69
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.97			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	579	46	26	486	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	579	46	26	486	0	13	0	0	0	0
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]	6	0	145	12	7	122	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	579	46	26	486	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	603	617	650	
Degree of Utilization, x	0.54	0.53	0.81	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.20	3.07	8.26	
95th-Percentile Queue Length [ft]	80.06	76.72	206.56	
Approach Delay [s/veh]	15.11		27.67	0.00
Approach LOS	C		D	A
Intersection Delay [s/veh]	19.04			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	158	0	7	43	0	32	10	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	158	0	7	43	0	32	10	67
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]	40	0	2	11	0	8	3	17
Total Analysis Volume [veh/h]	158	0	7	43	0	32	10	67
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	547	434	501
Degree of Utilization, x	0.38	0.10	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.32	0.46
95th-Percentile Queue Length [ft]	44.20	7.99	11.49
Approach Delay [s/veh]	13.57	11.34	
Approach LOS	B	B	
Intersection Delay [s/veh]	19.04		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	631.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.800

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2283	794	62	2146
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2283	794	62	2146
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]	0	0	571	199	16	537
Total Analysis Volume [veh/h]	0	0	2283	794	62	2146
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	1.80	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	631.50	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	6.84	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	171.05	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		17.73	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.41					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	4	24	20	11	12	99	59	572	15	1	334	21
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	4	24	20	11	12	99	59	572	15	1	334	21
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	6	5	3	3	25	15	143	4	0	84	5
Total Analysis Volume [veh/h]	4	24	20	11	12	99	59	572	15	1	334	21
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	0.11	0.04	0.07	0.06	0.14	0.05	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	32.46	25.19	14.97	29.54	24.96	12.96	8.14	0.00	0.00	8.65	0.00	0.00
Movement LOS	D	D	B	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.65	0.65	0.65	1.06	1.06	1.06	3.32	3.32	3.32	1.66	1.66	1.66
95th-Percentile Queue Length [ft]	16.18	16.18	16.18	26.43	26.43	26.43	82.93	82.93	82.93	41.38	41.38	41.38
d_A, Approach Delay [s/veh]	21.54			15.64			0.74			0.02		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	2.93											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	31.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.955

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	206	235	229	98	219	371
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	206	235	229	98	219	371
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]	52	59	57	25	55	93
Total Analysis Volume [veh/h]	206	235	229	98	219	371
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	470	503	543	618
Degree of Utilization, x	0.44	0.47	0.60	0.95

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.20	2.45	3.95	13.23
95th-Percentile Queue Length [ft]	55.01	61.29	98.84	330.67
Approach Delay [s/veh]	16.10		19.13	49.68
Approach LOS	C		C	E
Intersection Delay [s/veh]	31.42			
Intersection LOS	D			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	68.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	605	0	0	531	261	70
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	605	0	0	531	261	70
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]	151	0	0	133	65	18
Total Analysis Volume [veh/h]	605	0	0	531	261	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.90	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	68.87	10.77
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	8.22	0.34
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	205.40	8.38
d_A, Approach Delay [s/veh]	0.00		0.00		56.58	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	12.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	209.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.146

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	387	29	31	775	0	205	24	510	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	387	29	31	775	0	205	24	510	0	0	0
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	97	7	8	194	0	51	6	128	0	0	0
Total Analysis Volume [veh/h]	0	387	29	31	775	0	205	24	510	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	1.12	0.15	0.83	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.25	0.00	0.00	207.81	209.92	33.67	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	D			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.61	0.81	0.00	12.78	10.84	8.89	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	40.33	20.17	0.00	319.52	270.88	222.25	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.32			87.70			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	33.18											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	36.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	15	402	1074	212	10	34
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	15	402	1074	212	10	34
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]	4	101	269	53	3	9
Total Analysis Volume [veh/h]	15	402	1074	212	10	34
Pedestrian Volume [ped/h]	0		0		0	

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	0.01	0.00	0.08	0.08
d_M, Delay for Movement [s/veh]	11.92	0.00	0.00	0.00	36.31	16.18
Movement LOS	B	A	A	A	E	C
95th-Percentile Queue Length [veh]	1.83	0.92	0.00	0.00	0.57	0.57
95th-Percentile Queue Length [ft]	45.80	22.90	0.00	0.00	14.18	14.18
d_A, Approach Delay [s/veh]	0.43		0.00		20.76	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	37	0	978	42	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	0	978	42	0	23
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]	9	0	245	11	0	6
Total Analysis Volume [veh/h]	37	0	978	42	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	782	792	1054
Degree of Utilization, x	0.04	0.65	0.64	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.91	4.77	0.07
95th-Percentile Queue Length [ft]	3.36	122.67	119.28	1.67
Approach Delay [s/veh]	7.36	15.27		6.49
Approach LOS	A	C		A
Intersection Delay [s/veh]	14.81			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	399	39	15	341	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	399	39	15	341	0	6	0	0	0	0
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	100	10	4	85	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	399	39	15	341	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	623	640	668	
Degree of Utilization, x	0.36	0.35	0.54	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.65	1.59	3.27	
95th-Percentile Queue Length [ft]	41.20	39.63	81.72	
Approach Delay [s/veh]	11.54		14.58	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.83			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	162	0	3	79	0	80	35	224
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	162	0	3	79	0	80	35	224
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]	41	0	1	20	0	20	9	56
Total Analysis Volume [veh/h]	162	0	3	79	0	80	35	224
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	621	485	566
Degree of Utilization, x	0.39	0.24	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.87	0.92	1.88
95th-Percentile Queue Length [ft]	46.75	22.89	47.08
Approach Delay [s/veh]	12.51	12.92	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.83		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	100.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1534	603	78	2764
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1534	603	78	2764
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]	0	0	384	151	20	691
Total Analysis Volume [veh/h]	0	0	1534	603	78	2764
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.73	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	100.15	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.91	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	97.84	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		2.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	44.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	5	23	8	9	12	109	174	245	6	8	500	48
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	5	23	8	9	12	109	174	245	6	8	500	48
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	6	2	2	3	27	44	61	2	2	125	12
Total Analysis Volume [veh/h]	5	23	8	9	12	109	174	245	6	8	500	48
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	0.05	0.15	0.01	0.07	0.08	0.20	0.17	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	44.89	33.45	14.83	37.57	32.34	16.33	9.25	0.00	0.00	7.76	0.00	0.00
Movement LOS	E	D	B	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.75	0.75	0.75	1.49	1.49	1.49	2.08	2.08	2.08	2.15	2.15	2.15
95th-Percentile Queue Length [ft]	18.68	18.68	18.68	37.13	37.13	37.13	51.99	51.99	51.99	53.76	53.76	53.76
d_A, Approach Delay [s/veh]	30.90			19.28			3.79			0.11		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	4.61											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	211	337	183	115	164	121
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	211	337	183	115	164	121
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]	53	84	46	29	41	30
Total Analysis Volume [veh/h]	211	337	183	115	164	121
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	569	619	663	623
Degree of Utilization, x	0.37	0.55	0.45	0.46

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.70	3.29	2.33	2.40
95th-Percentile Queue Length [ft]	42.61	82.18	58.24	59.96
Approach Delay [s/veh]	14.29		12.78	13.58
Approach LOS	B		B	B
Intersection Delay [s/veh]	13.71			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	75.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	1020	0	0	273	154	79
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	1020	0	0	273	154	79
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]	255	0	0	68	39	20
Total Analysis Volume [veh/h]	1020	0	0	273	154	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.81	0.16
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	75.02	13.38
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	5.69	0.55
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	142.20	13.66
d_A, Approach Delay [s/veh]	0.00		0.00		54.12	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	8.26					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	102.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	815	27	6	426	0	232	11	337	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	815	27	6	426	0	232	11	337	0	0	0
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	204	7	2	107	0	58	3	84	0	0	0
Total Analysis Volume [veh/h]	0	815	27	6	426	0	232	11	337	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.91	0.07	0.43	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.60	0.00	0.00	94.92	102.83	12.87	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.11	0.56	0.00	9.25	5.69	2.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	27.82	13.91	0.00	231.17	142.35	53.52	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.13			47.40			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	14.86											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 103: Gower Street & Yucca Street

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Gower St		Gower St		Yucca St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gower St		Gower St		Yucca St	
Base Volume Input [veh/h]	56	799	594	168	21	55
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	56	799	594	168	21	55
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]	14	200	149	42	5	14
Total Analysis Volume [veh/h]	56	799	594	168	21	55
Pedestrian Volume [ped/h]	0		0		0	

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	0.07	0.01	0.01	0.00	0.13	0.09
d_M, Delay for Movement [s/veh]	9.56	0.00	0.00	0.00	29.60	13.64
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh]	2.90	1.45	0.00	0.00	0.81	0.81
95th-Percentile Queue Length [ft]	72.57	36.28	0.00	0.00	20.22	20.22
d_A, Approach Delay [s/veh]	0.63		0.00		18.05	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.13					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	115	0	744	3	0	26
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	115	0	744	3	0	26
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]	29	0	186	1	0	7
Total Analysis Volume [veh/h]	115	0	744	3	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	773	773	1002
Degree of Utilization, x	0.13	0.48	0.48	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.46	2.66	2.66	0.08
95th-Percentile Queue Length [ft]	11.51	66.58	66.44	2.00
Approach Delay [s/veh]	7.83	11.62		6.69
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.99			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	587	46	26	486	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	587	46	26	486	0	13	0	0	0	0
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]	6	0	147	12	7	122	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	587	46	26	486	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	603	617	649	
Degree of Utilization, x	0.55	0.53	0.81	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.28	3.14	8.29	
95th-Percentile Queue Length [ft]	82.01	78.60	207.28	
Approach Delay [s/veh]	15.29		27.80	0.00
Approach LOS	C		D	A
Intersection Delay [s/veh]	19.15			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	158	0	7	43	0	32	10	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	158	0	7	43	0	32	10	67
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]	40	0	2	11	0	8	3	17
Total Analysis Volume [veh/h]	158	0	7	43	0	32	10	67
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	546	433	500
Degree of Utilization, x	0.38	0.10	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.32	0.46
95th-Percentile Queue Length [ft]	44.30	8.01	11.52
Approach Delay [s/veh]	13.60	11.36	
Approach LOS	B	B	
Intersection Delay [s/veh]	19.15		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	814.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.137

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2353	864	62	2167
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2353	864	62	2167
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]	0	0	588	216	16	542
Total Analysis Volume [veh/h]	0	0	2353	864	62	2167
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	2.14	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	814.64	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	7.31	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	182.64	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		22.66	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.27					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 107: Gordon St & Fountain Ave

Control Type:	Two-way stop	Delay (sec / veh):	45.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			No			No		

Volumes

Name	Gordon St			Gordon St			Fountain Ave			Fountain Ave		
Base Volume Input [veh/h]	4	26	20	36	20	197	77	572	15	1	334	27
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	4	26	20	36	20	197	77	572	15	1	334	27
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	7	5	9	5	49	19	143	4	0	84	7
Total Analysis Volume [veh/h]	4	26	20	36	20	197	77	572	15	1	334	27
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	0.14	0.04	0.24	0.10	0.28	0.06	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	44.97	27.83	16.13	42.76	37.32	23.96	8.21	0.00	0.00	8.65	0.00	0.00
Movement LOS	E	D	C	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.79	0.79	0.79	4.12	4.12	4.12	3.54	3.54	3.54	1.70	1.70	1.70
95th-Percentile Queue Length [ft]	19.71	19.71	19.71	103.06	103.06	103.06	88.62	88.62	88.62	42.45	42.45	42.45
d_A, Approach Delay [s/veh]	24.52			27.69			0.95			0.02		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	6.68											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 108: Bronson Ave & Fountain Ave

Control Type:	All-way stop	Delay (sec / veh):	36.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.000

Intersection Setup

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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	1	0	0	0	0	0
Pocket Length [ft]	60.00	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	
Crosswalk	No		Yes		Yes	

Volumes

Name	Bronson Ave		Bronson Ave		Fountain Ave	
Base Volume Input [veh/h]	212	235	229	98	219	396
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	212	235	229	98	219	396
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]	53	59	57	25	55	99
Total Analysis Volume [veh/h]	212	235	229	98	219	396
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	462	494	534	615
Degree of Utilization, x	0.46	0.48	0.61	1.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.37	2.52	4.10	15.17
95th-Percentile Queue Length [ft]	59.15	63.01	102.44	379.32
Approach Delay [s/veh]	16.65		19.84	60.08
Approach LOS	C		C	F
Intersection Delay [s/veh]	36.63			
Intersection LOS	E			

Appendix E

Conceptual Mitigation Measures

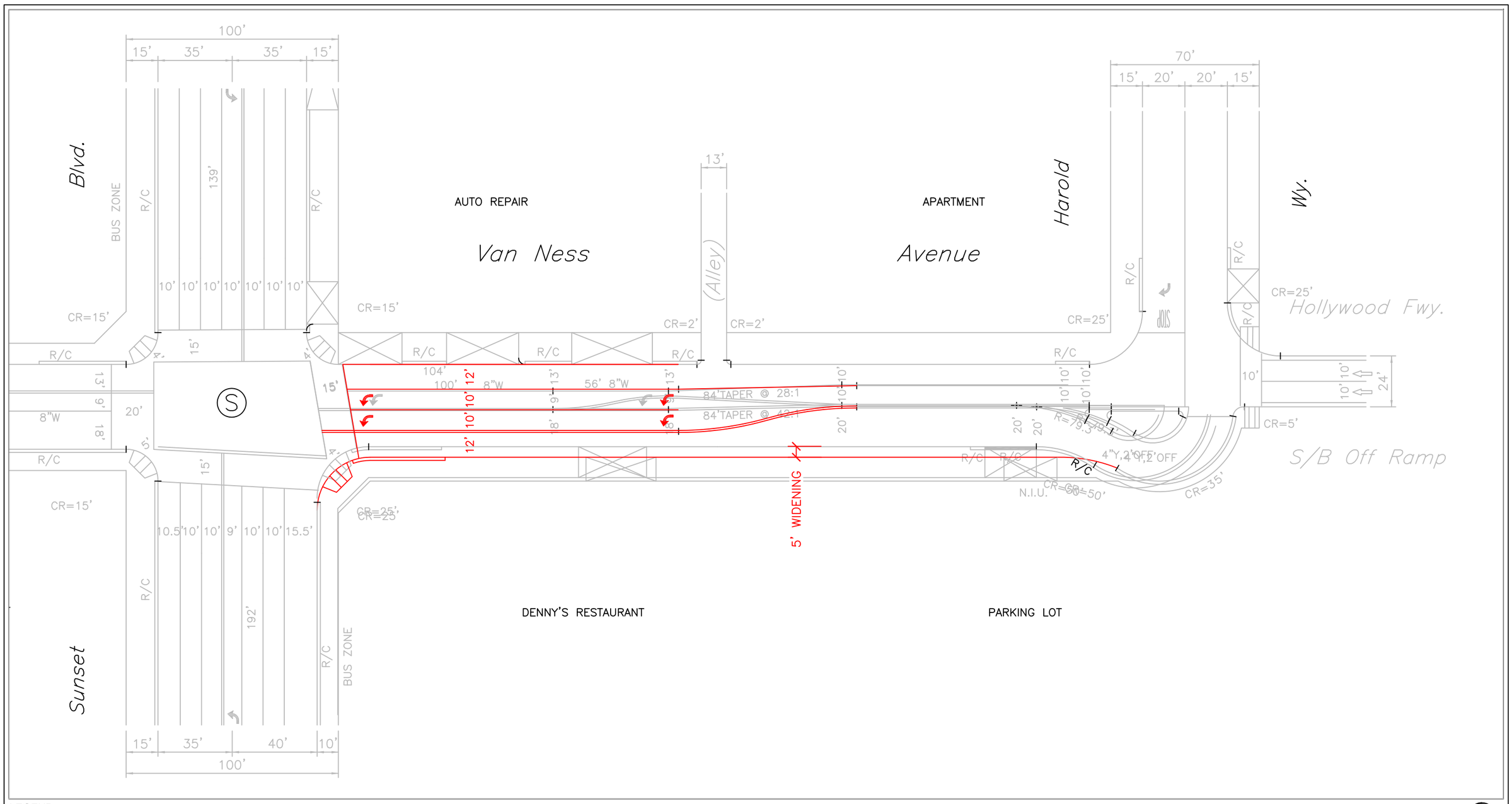
APPENDIX E

SUNSET GOWER STUDIOS PRELIMINARY TSM IMPROVEMENTS

NO.	**LOCATION** [a]	APPROACH	IMPROVEMENT
1	Bronson Ave & Santa Monica Blvd	Southbound	System Loops
2	Van Ness Ave & Santa Monica Blvd	Northbound & Southbound	System Loops
3	US-101 SB On-Ramp & Santa Monica Blvd	Westbound	Video Detection
4	US-101 NB Off-Ramp & Santa Monica Blvd	Eastbound	Video Detection
5	El Centro Ave & Fountain Ave	Northbound & Southbound	System Loops
6	Wilcox Ave & Sunset Blvd	Northbound & Southbound	System Loops
7	Argyle Ave & Sunset Blvd	Southbound	System Loops
8	Vine St & Selma Ave	Eastbound & Westbound	System Loops
9	Argyle Ave & Hollywood Blvd	Northbound & Southbound	System Loops
10	US-101 SB Ramps & Hollywood Blvd	Westbound	Video Detection
11	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	Eastbound	Video Detection
12	Bronson Ave & Franklin Ave	Northbound & Southbound	System Loops
13	Sunset Blvd: Cahuenga Blvd to Van Ness Ave	--	3" Conduit 48SM Fiber

Note

[a] Based on LADOT preliminary review of available TSM improvements within Study Area. Preliminary TSM improvements would better accommodate traffic operations along the following corridors: Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard.



VAN NESS AVE & SUNSET BLVD (INTERSECTION 29)
CONCEPTUAL MITIGATION PLAN

APPENDIX
E

Appendix F

Signal Warrant Analysis

Existing Conditions (Year 2018)

SR#

Traffic Signal Warrants Worksheet

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 NB Off-Ramp

Critical Approach Speed MPH _____ or Speed Limit MPH 30

Speed limit or critical speed on major street traffic > 40 mph..... ☐

or

In built up area of isolated community of < 10,000 population..... ☐

RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1050
Higher Approach - Minor Street		✓	199

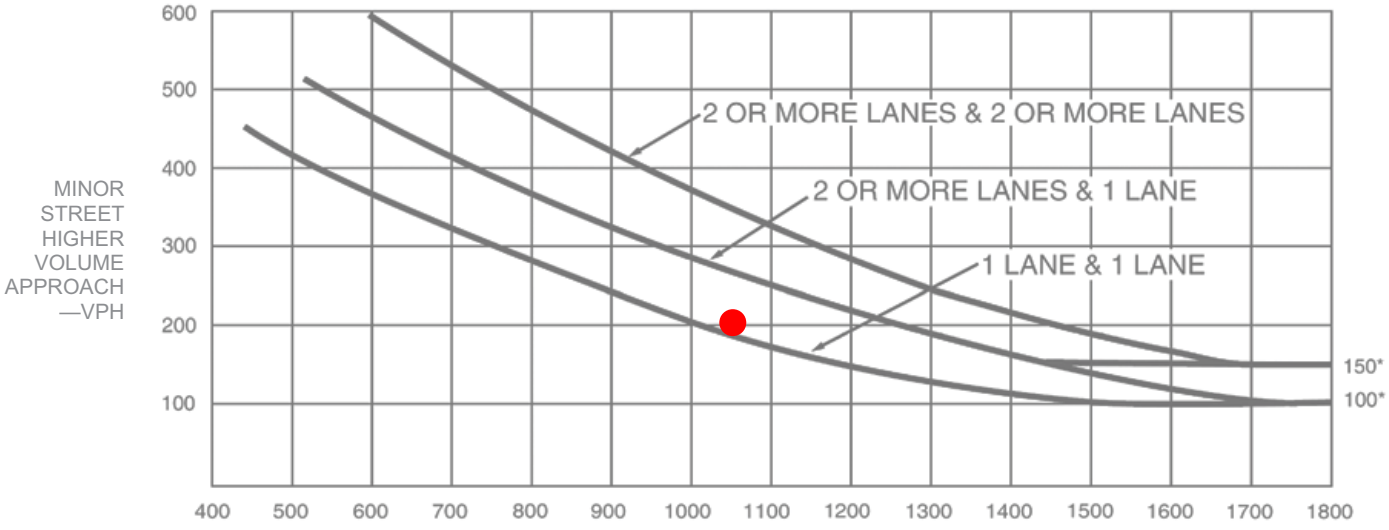
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN

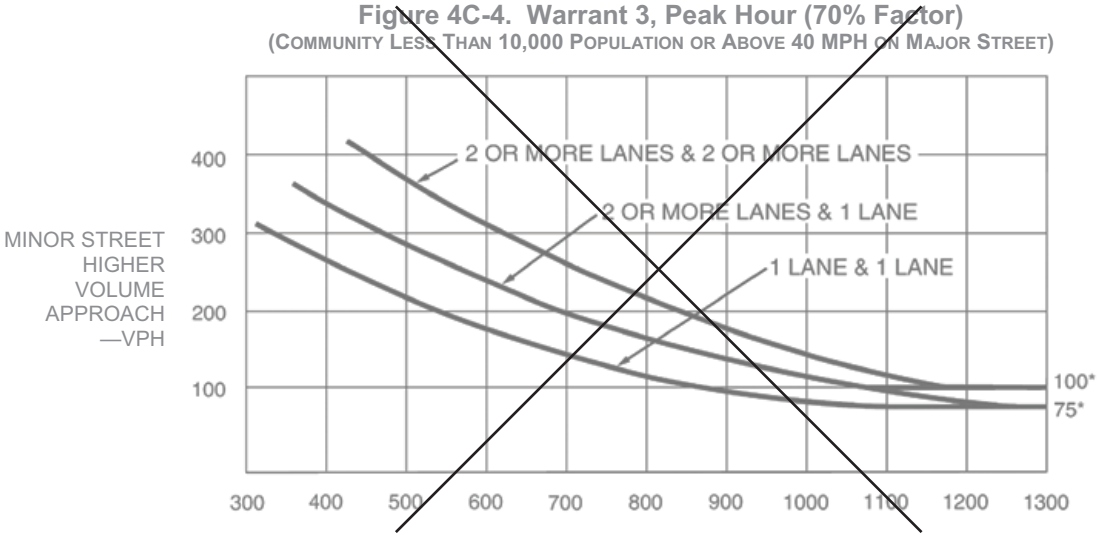
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing with Project Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 NB Off-Ramp

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

✭ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✭

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

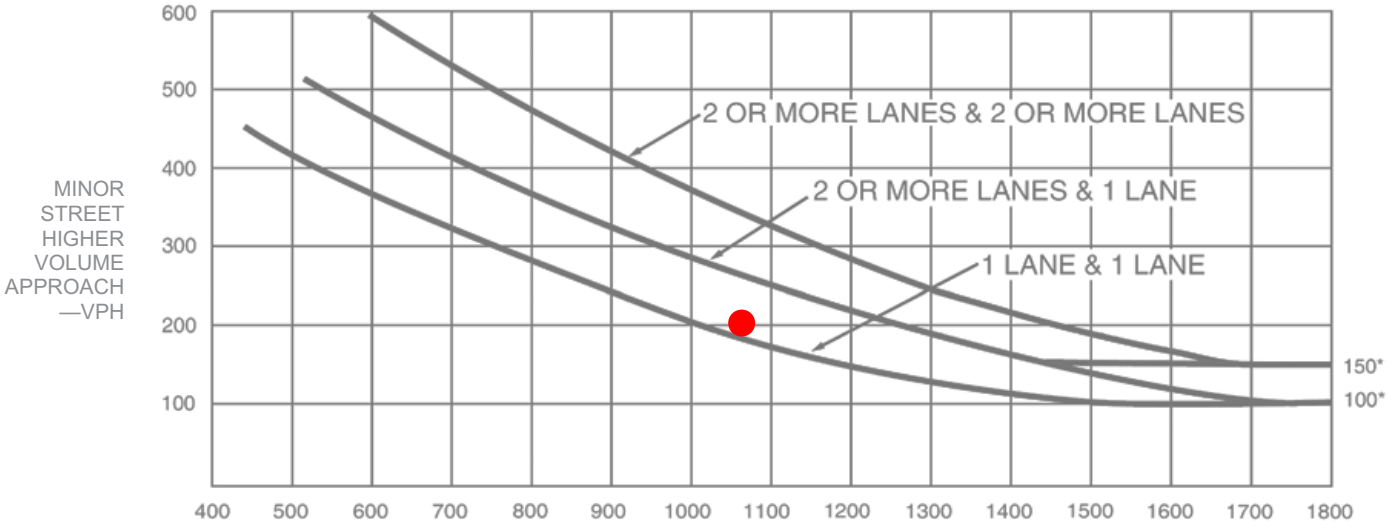
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1061
Higher Approach - Minor Street		✓	199

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

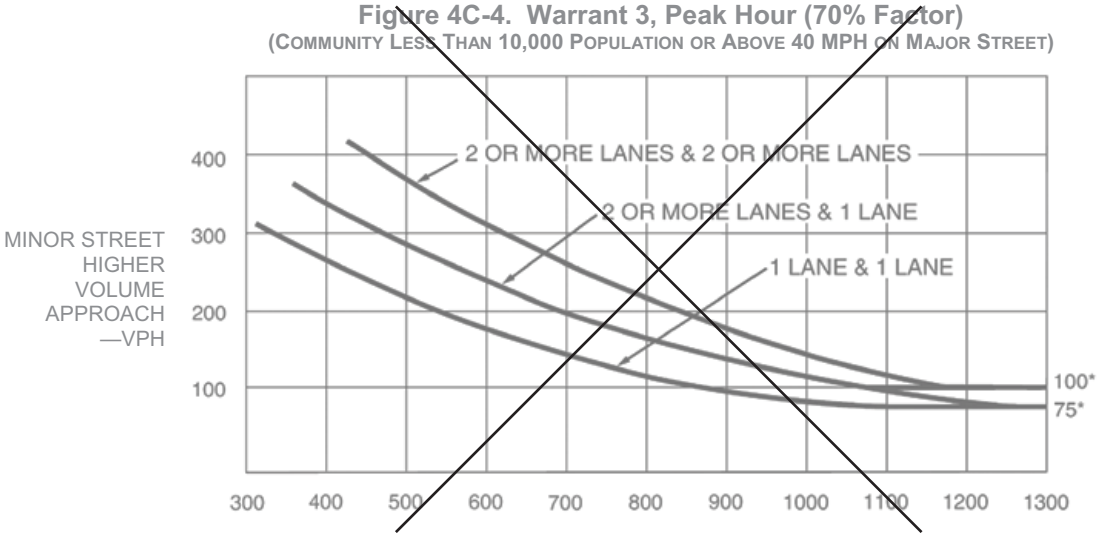
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future without Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 NB Off-Ramp

Critical Approach Speed [MPH] _____ or Speed Limit [MPH] 30

Speed limit or critical speed on major street traffic > 40 mph..... ☐

In built up area of isolated community of < 10,000 population..... ☐

or

RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

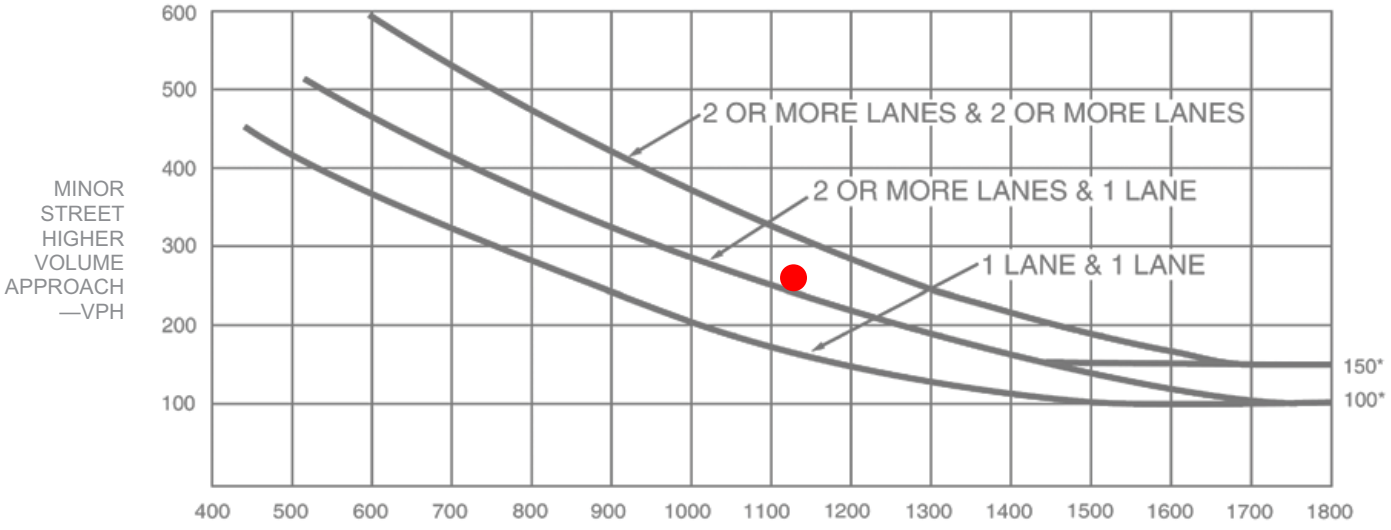
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1125
Higher Approach - Minor Street		✓	261

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

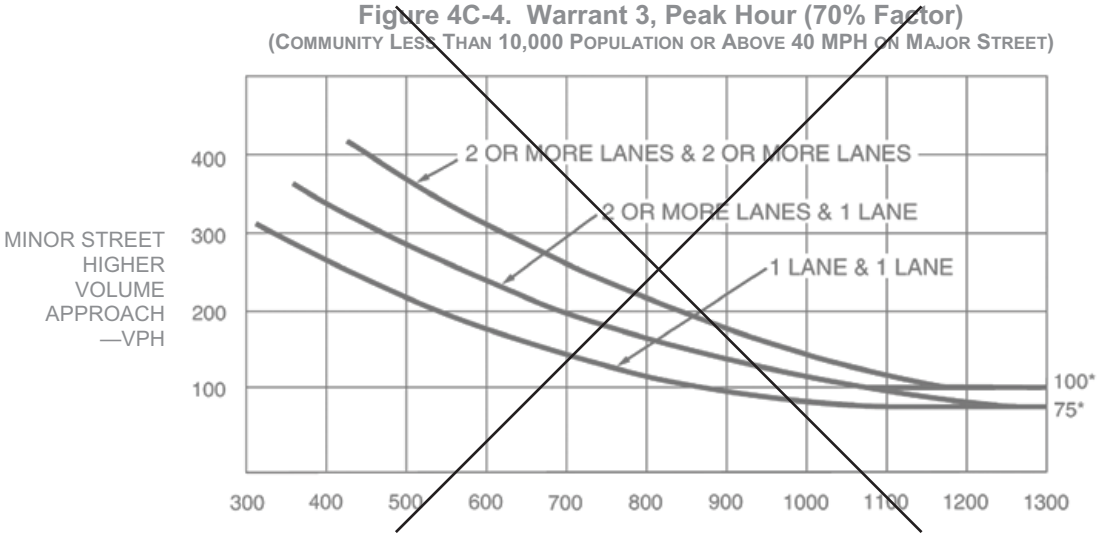
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future with Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 NB Off-Ramp

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

SATISFIED	YES	NO
	☐	☒

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☒	☐

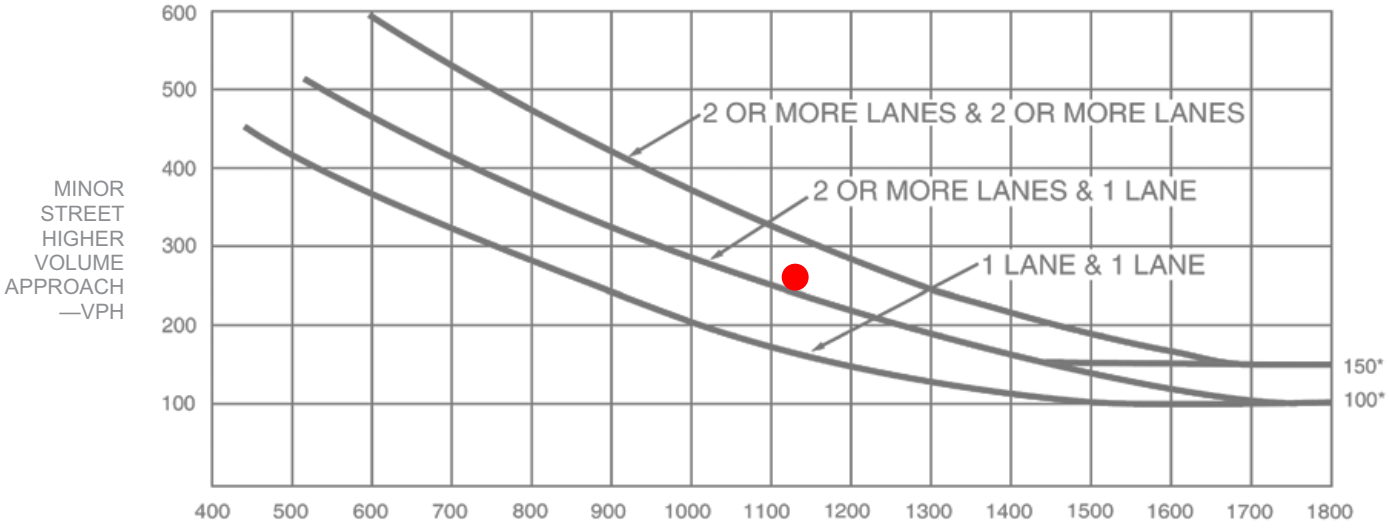
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1136
Higher Approach - Minor Street		✓	261

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

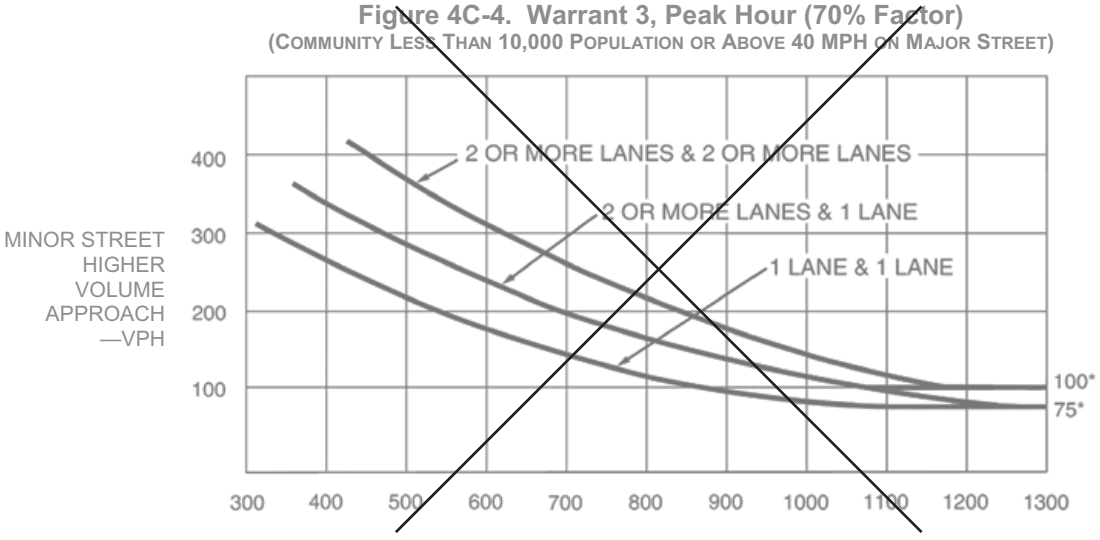
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1078
Higher Approach - Minor Street		✓	225

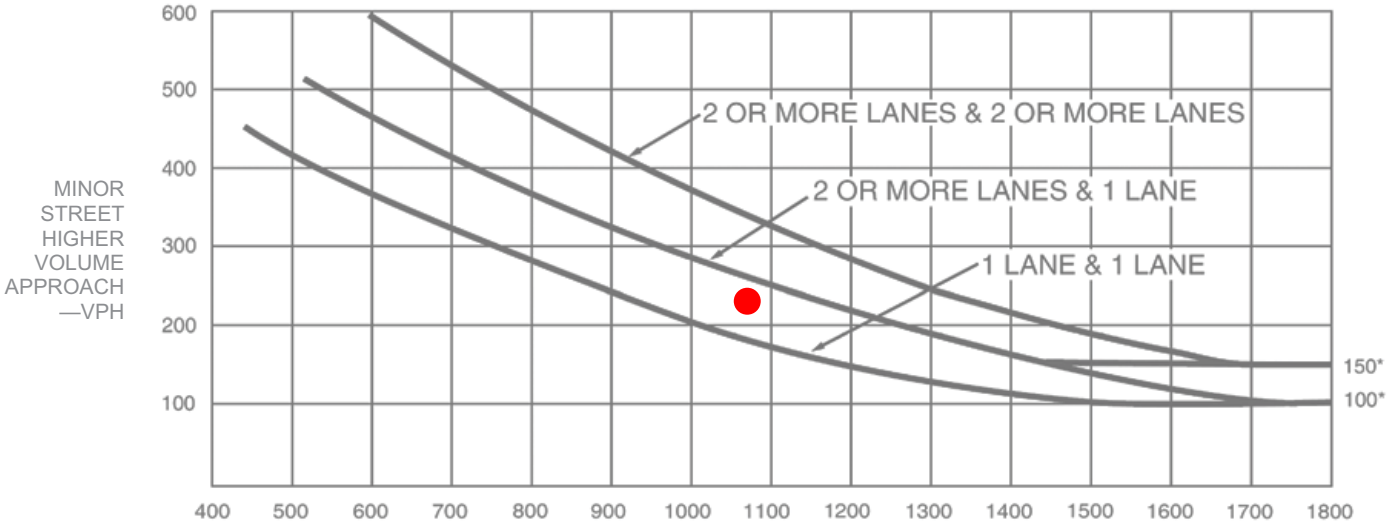
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN

Figure 4C-3. Warrant 3, Peak Hour

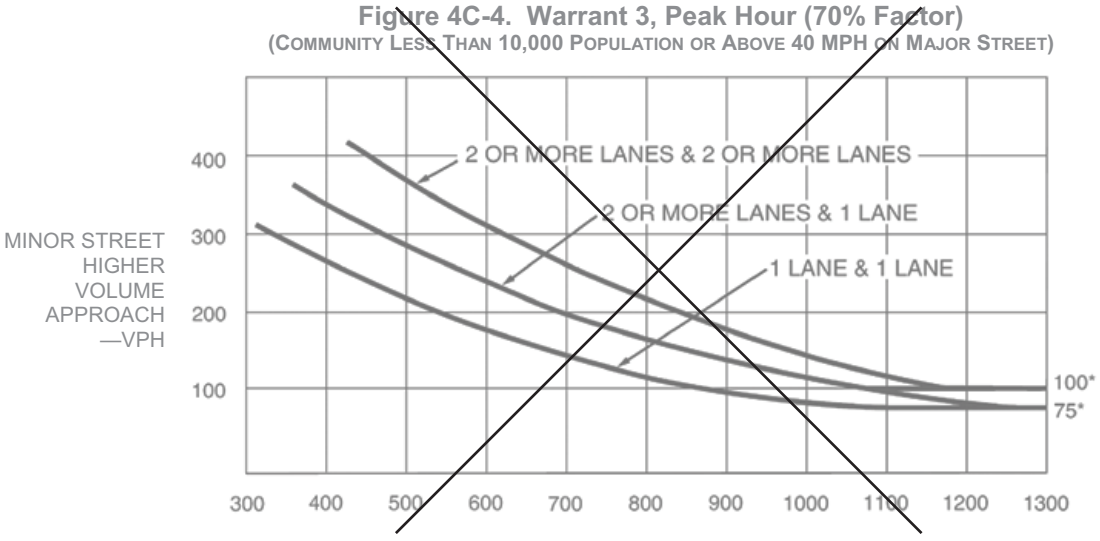


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing with Project Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

✭ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✭

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

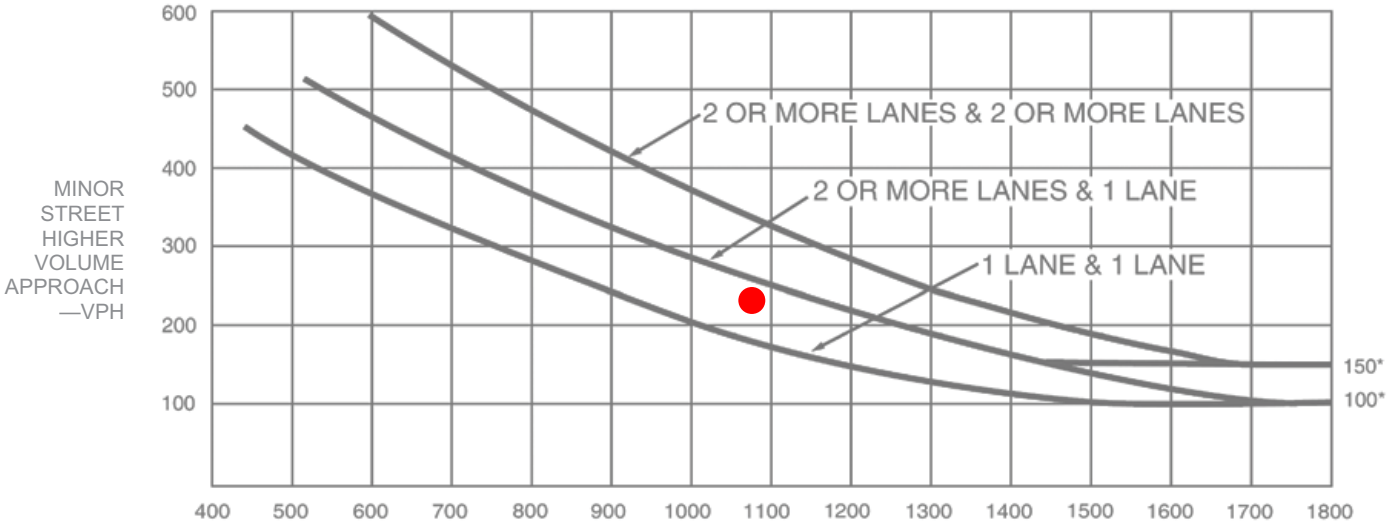
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1089
Higher Approach - Minor Street		✓	225

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

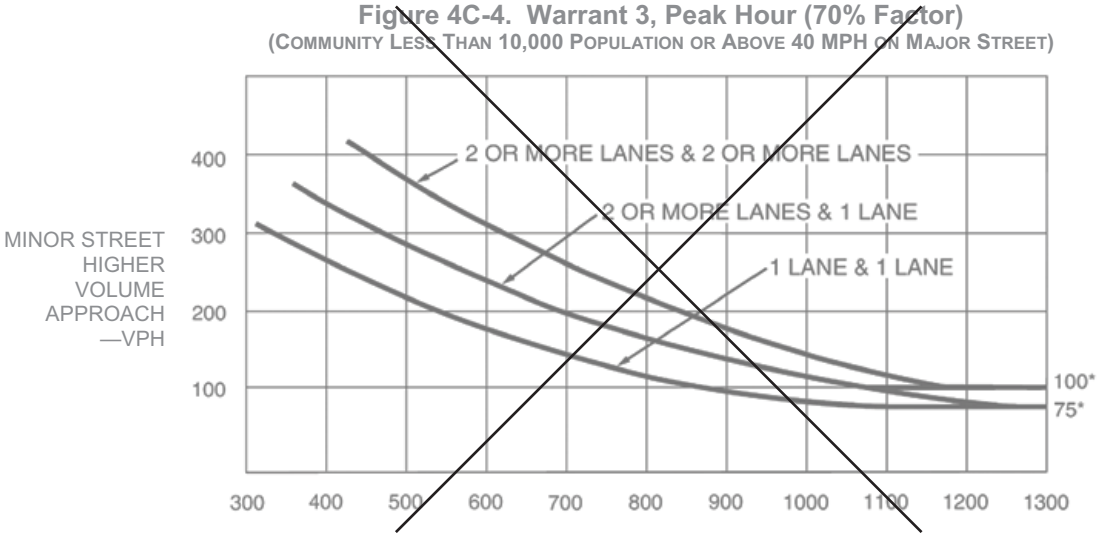
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future without Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed MPH _____ or Speed Limit MPH 30

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1211
Higher Approach - Minor Street		✓	229

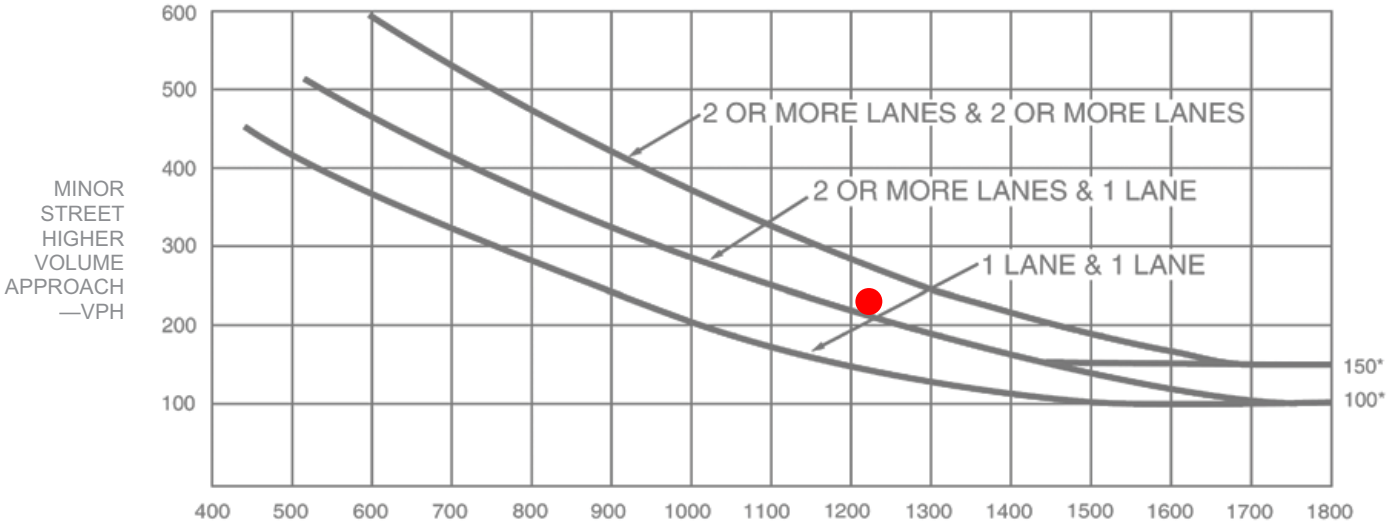
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN

Figure 4C-3. Warrant 3, Peak Hour

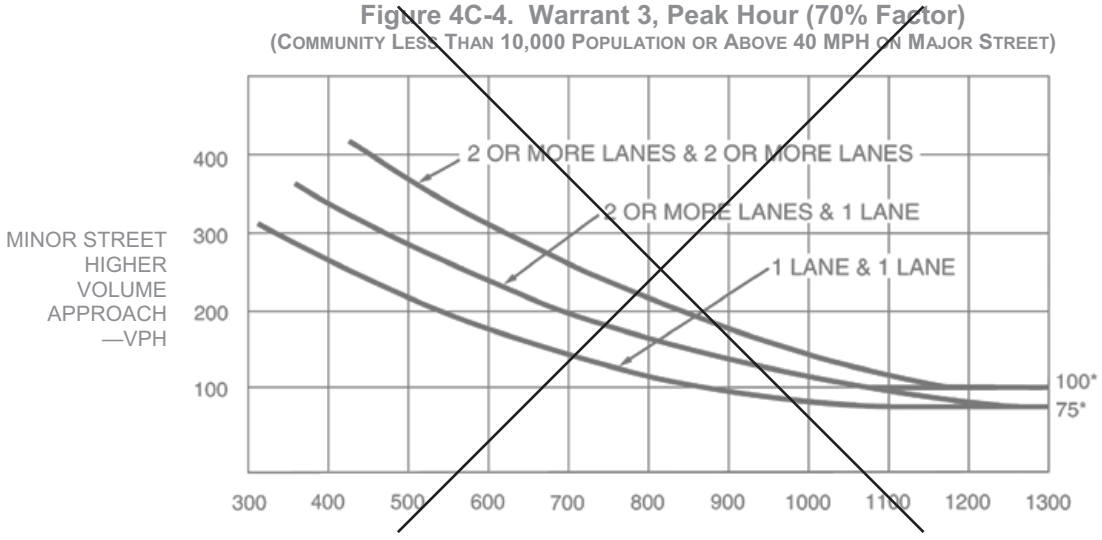


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future with Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: US 101 SB Off-Ramp/Yucca Street

Critical Approach Speed MPH _____ or Speed Limit MPH 30

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

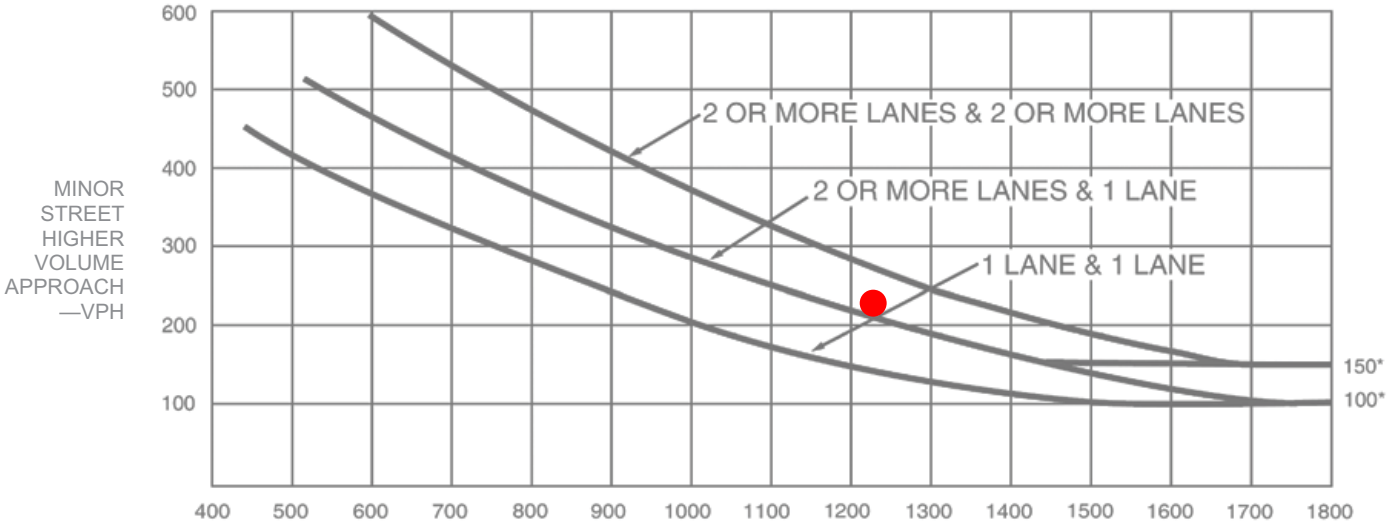
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1222
Higher Approach - Minor Street		✓	229

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

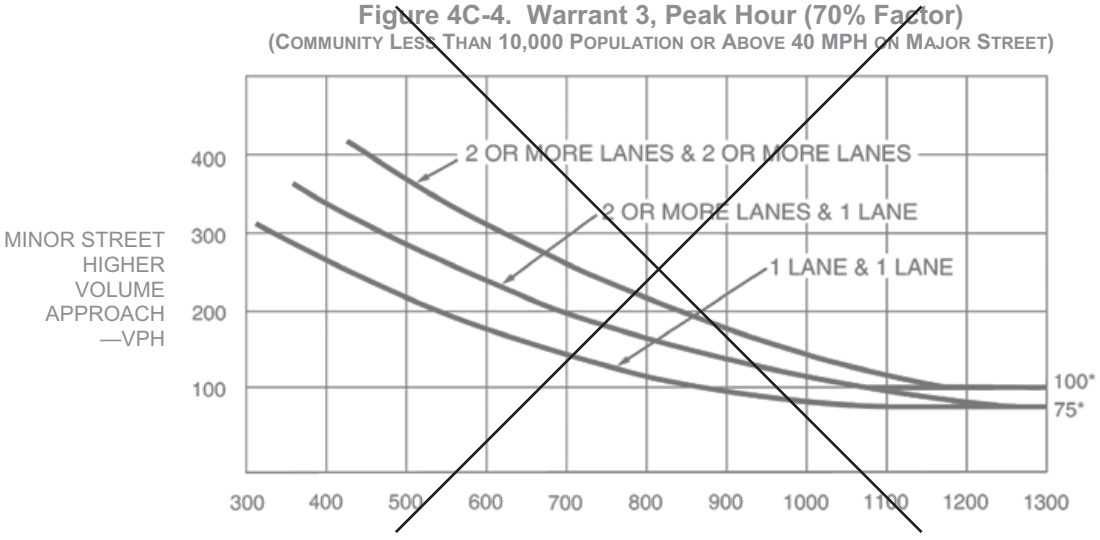
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

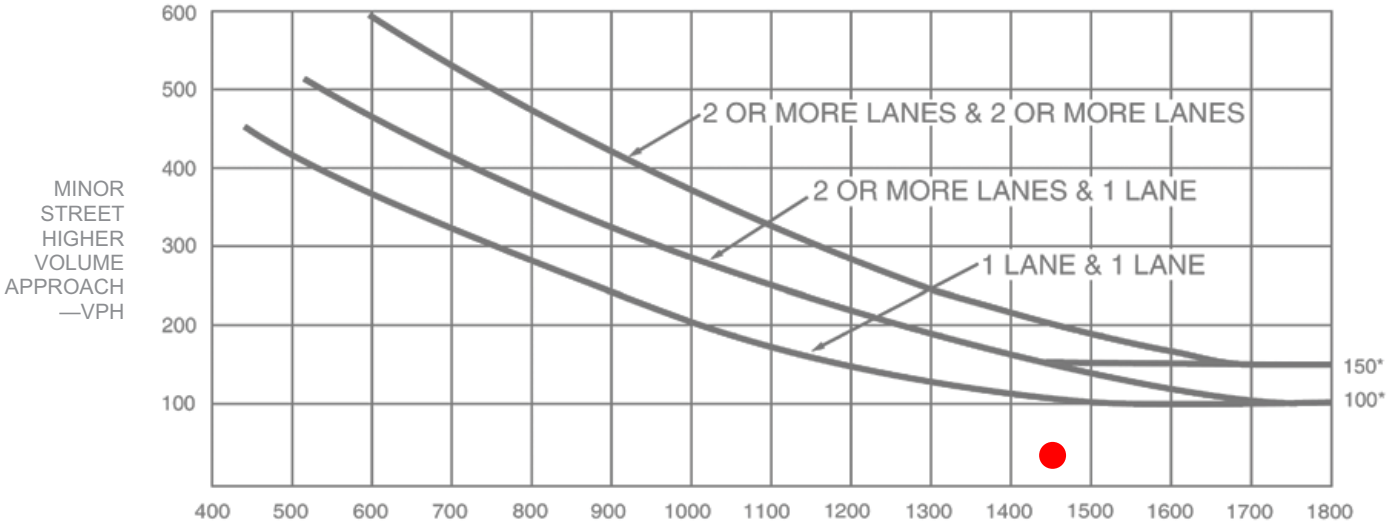
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1456
Higher Approach - Minor Street	✓		38

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

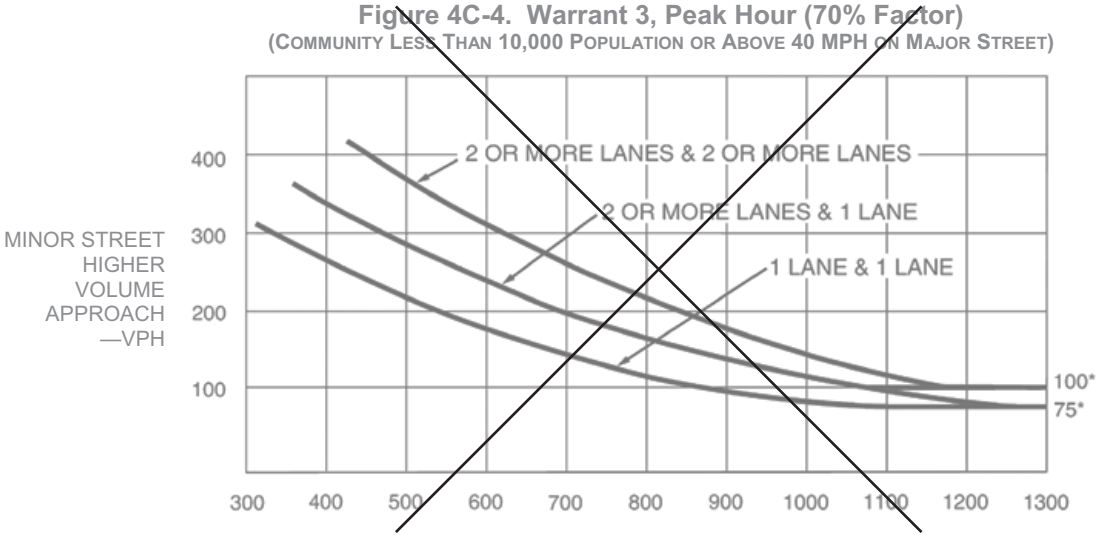
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing with Project Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

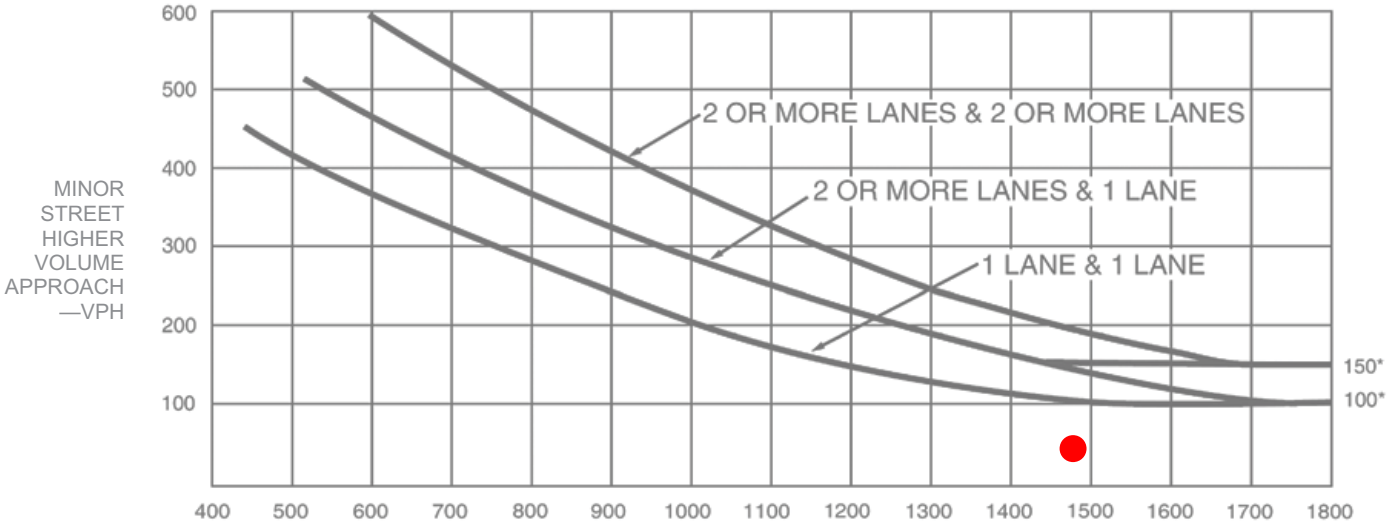
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1489
Higher Approach - Minor Street	✓		38

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

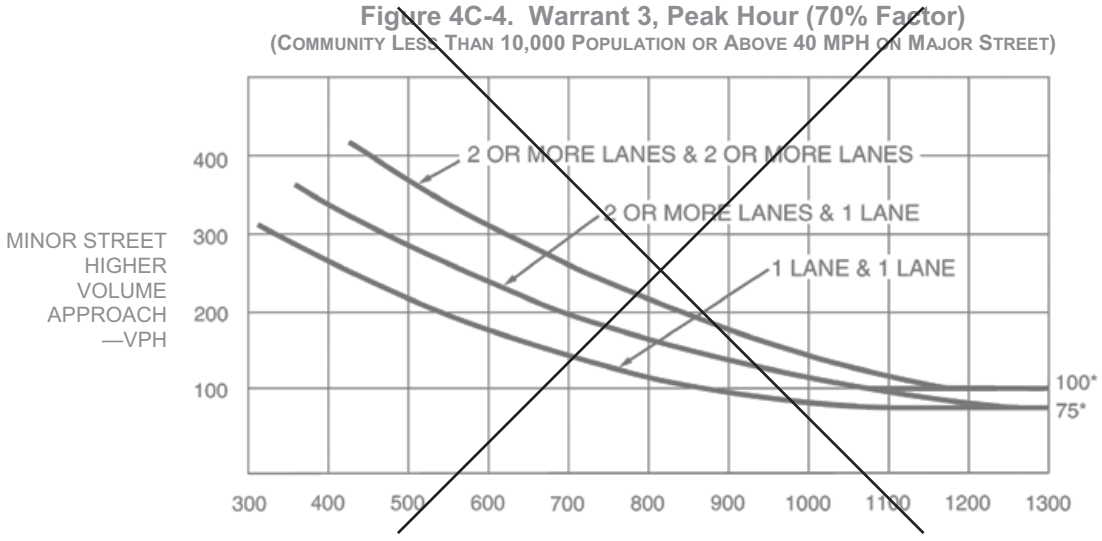
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future without Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

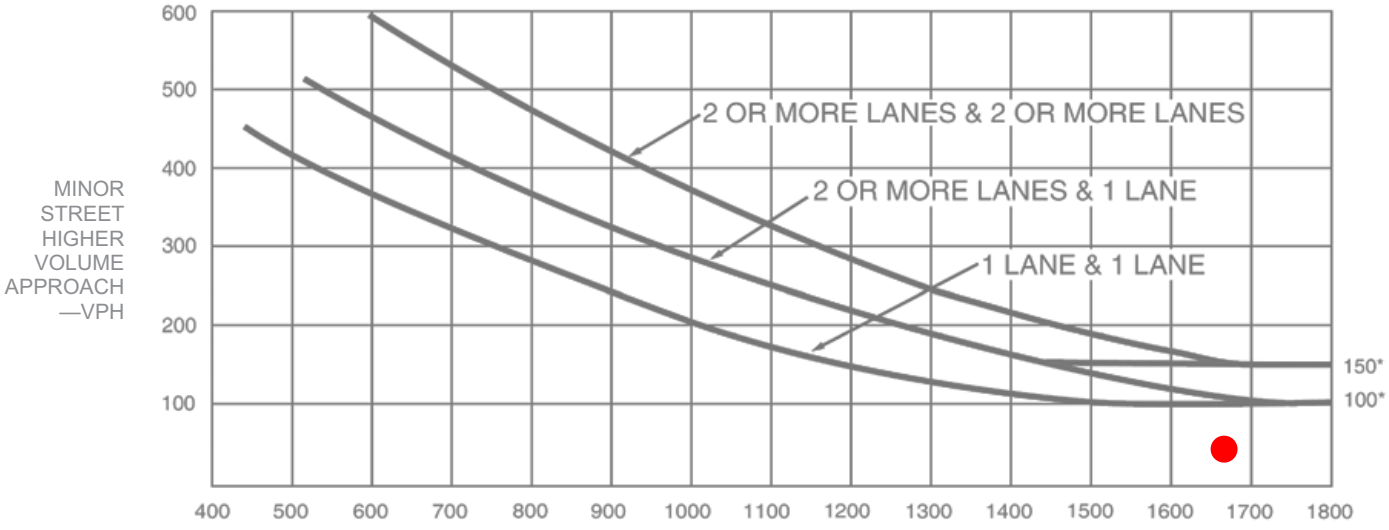
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1670
Higher Approach - Minor Street	✓		44

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

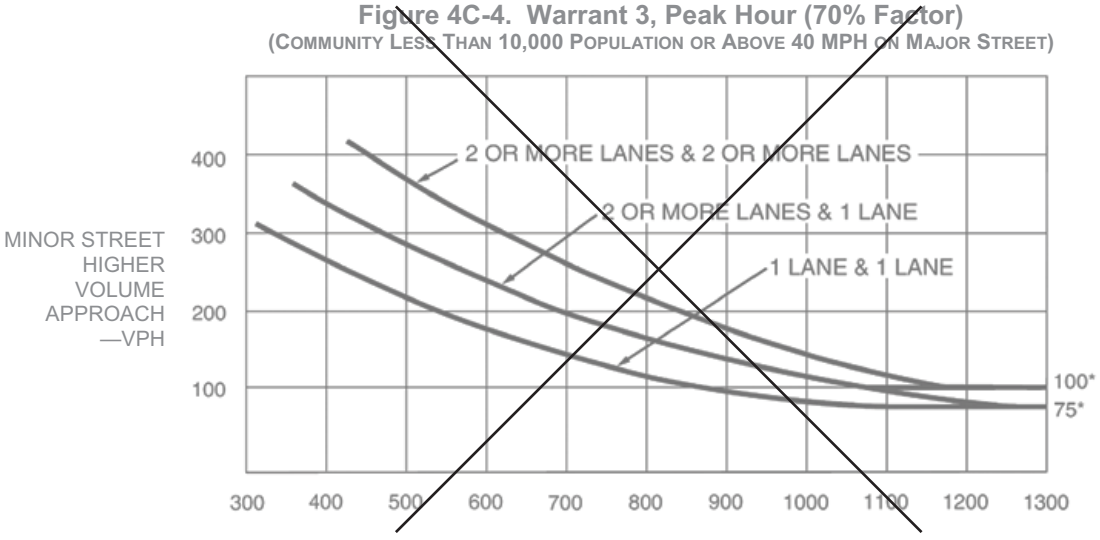
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future with Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gower Street

MINOR ST: Yucca Street

Critical Approach Speed ____ MPH or Speed Limit 30 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

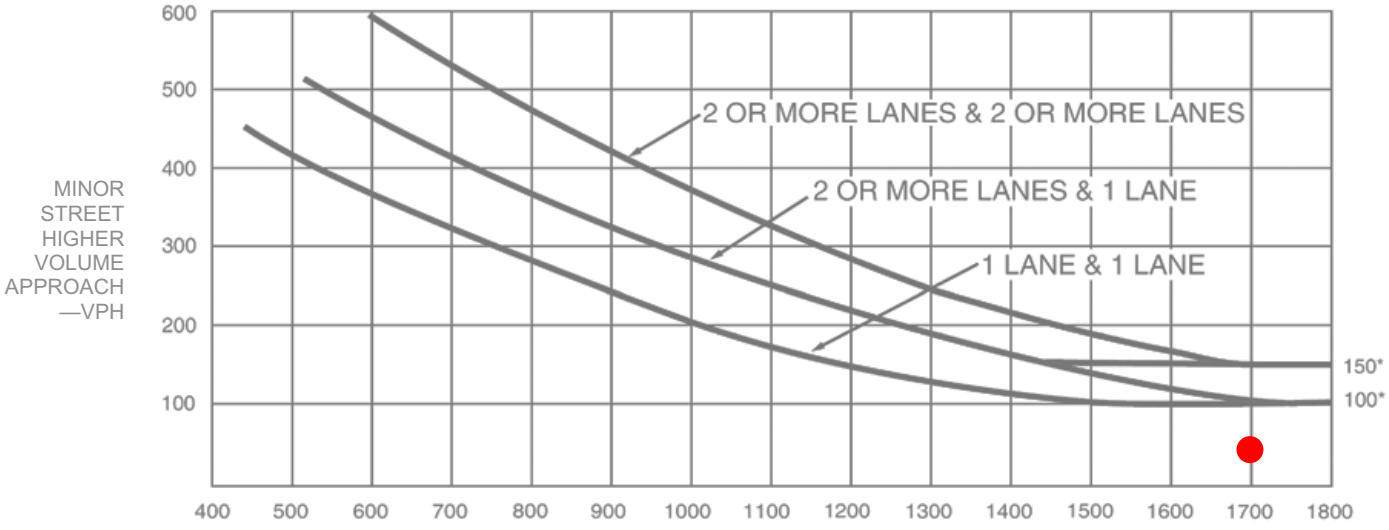
APPROACH LANES	One	2 or More	Hour 8:30
Both Approaches - Major Street		✓	1703
Higher Approach - Minor Street	✓		44

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

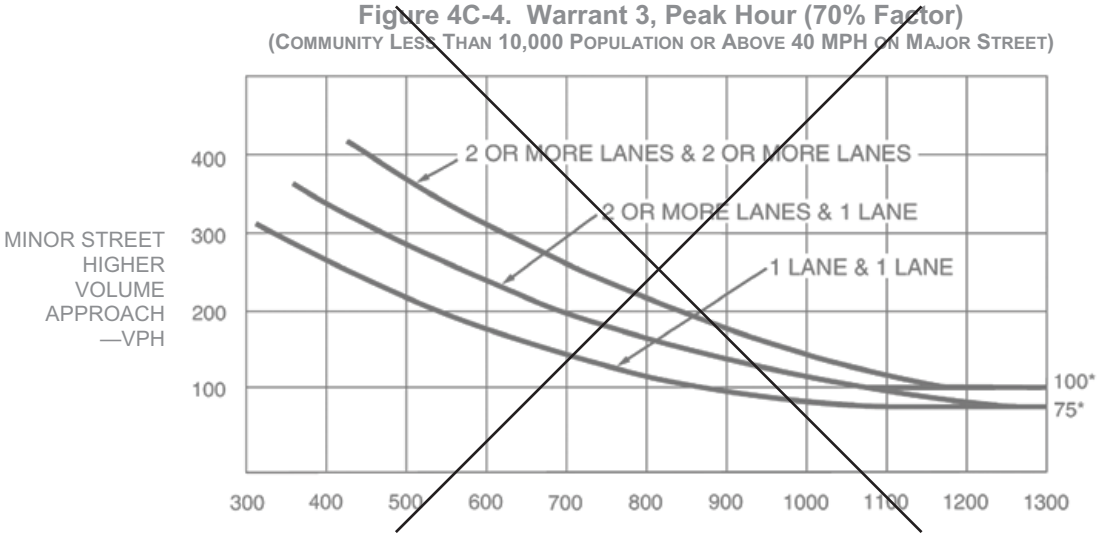
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Sunset Boulevard

MINOR ST: US 101 SB On-Ramp

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

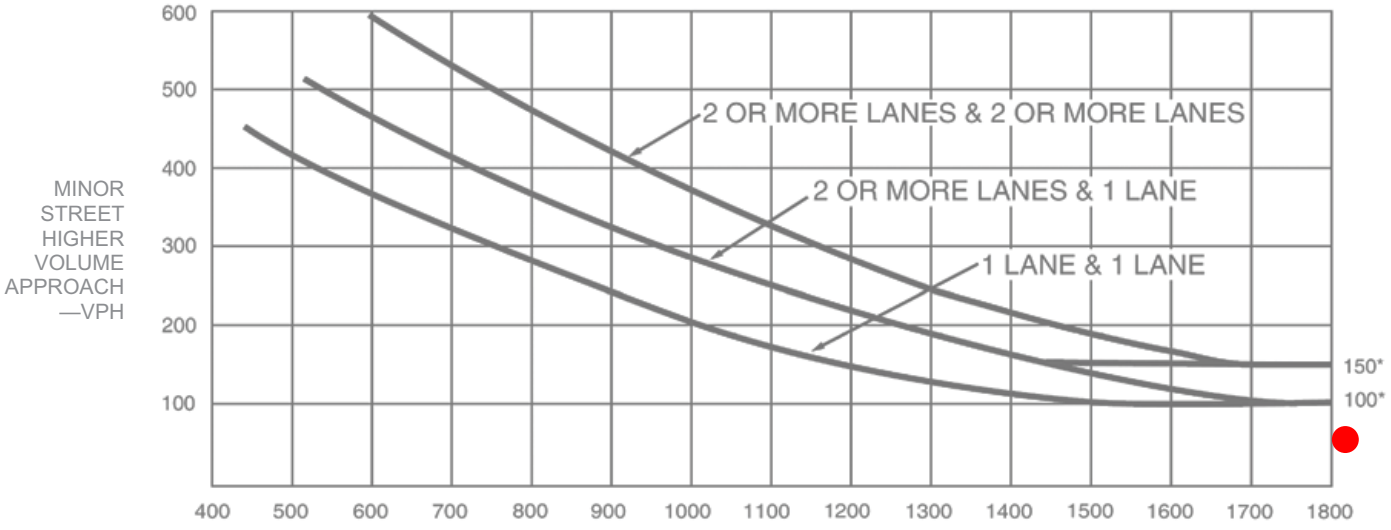
APPROACH LANES	One	2 or More	Hour 7:30
Both Approaches - Major Street		✓	3667
Higher Approach - Minor Street	✓		54

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

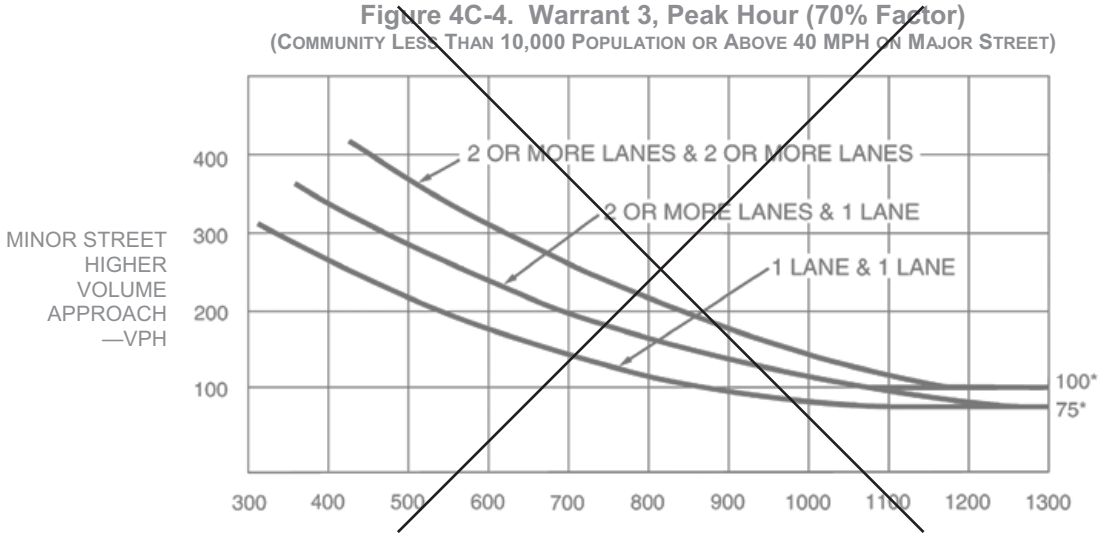
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing with Project Conditions (Year 2018)

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Sunset Boulevard

MINOR ST: US 101 SB On-Ramp

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

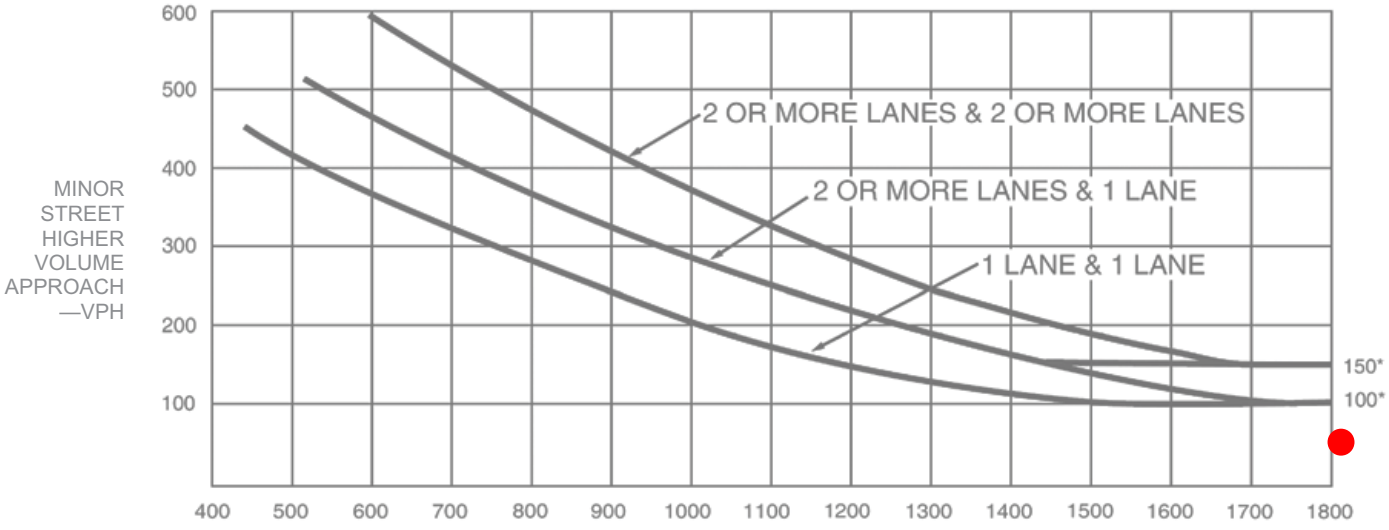
APPROACH LANES	One	2 or More	Hour 7:30
Both Approaches - Major Street		✓	3805
Higher Approach - Minor Street	✓		54

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

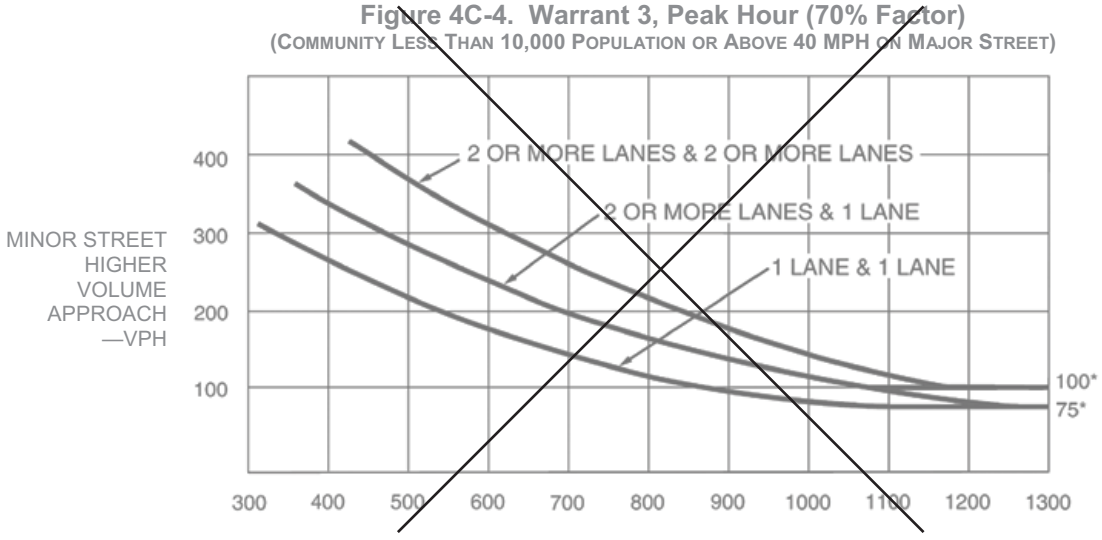
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future without Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Sunset Boulevard

MINOR ST: US 101 SB On-Ramp

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

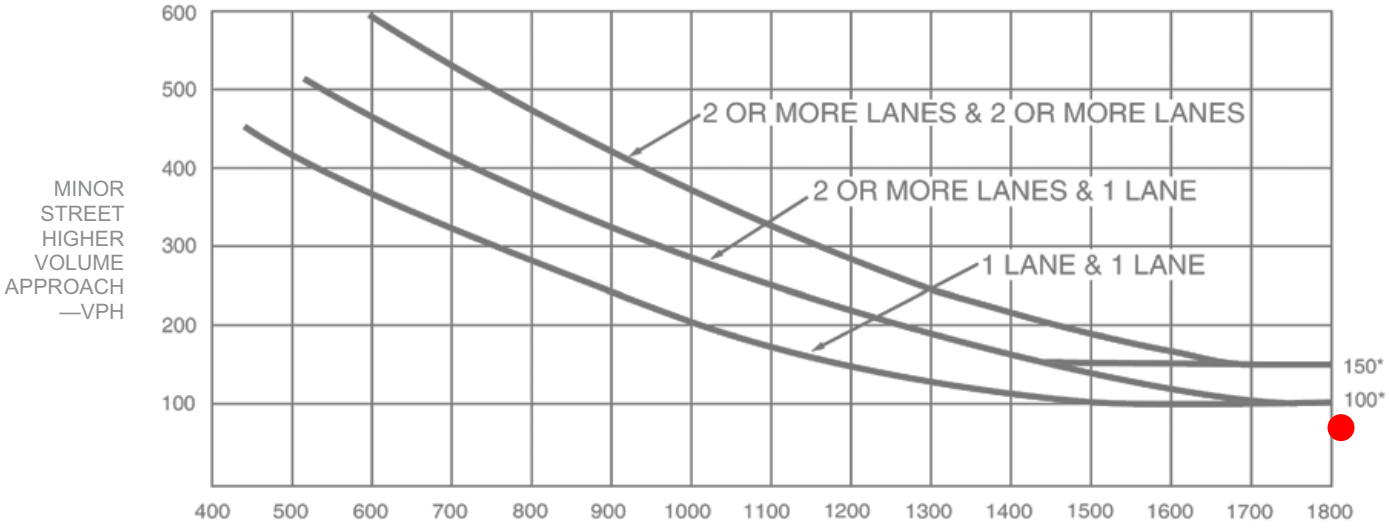
APPROACH LANES	One	2 or More	Hour 7:30
Both Approaches - Major Street		✓	4763
Higher Approach - Minor Street	✓		78

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

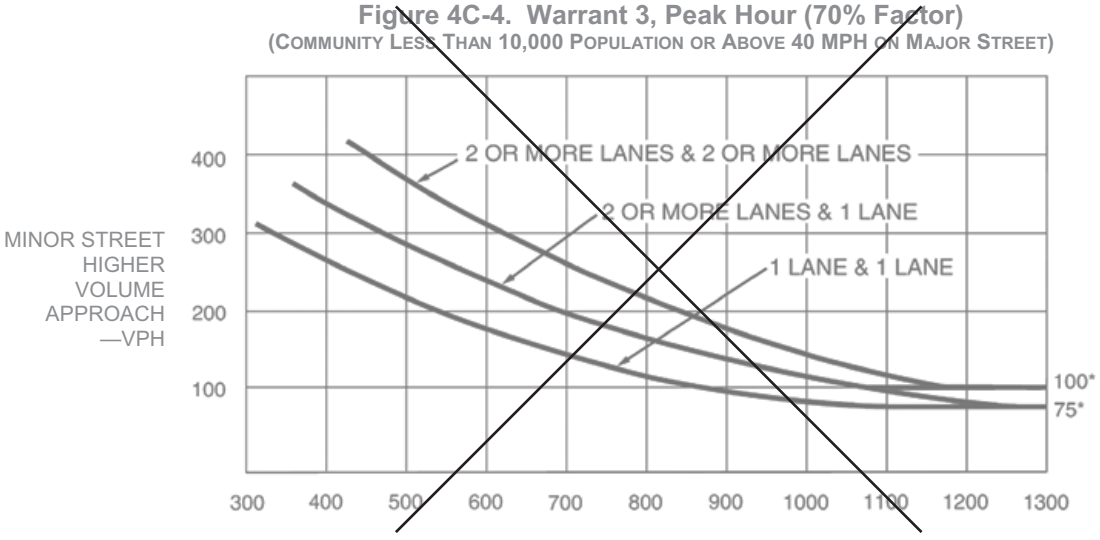
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future with Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Sunset Boulevard

MINOR ST: US 101 SB On-Ramp

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour 7:30
Both Approaches - Major Street		✓	4901
Higher Approach - Minor Street	✓		78

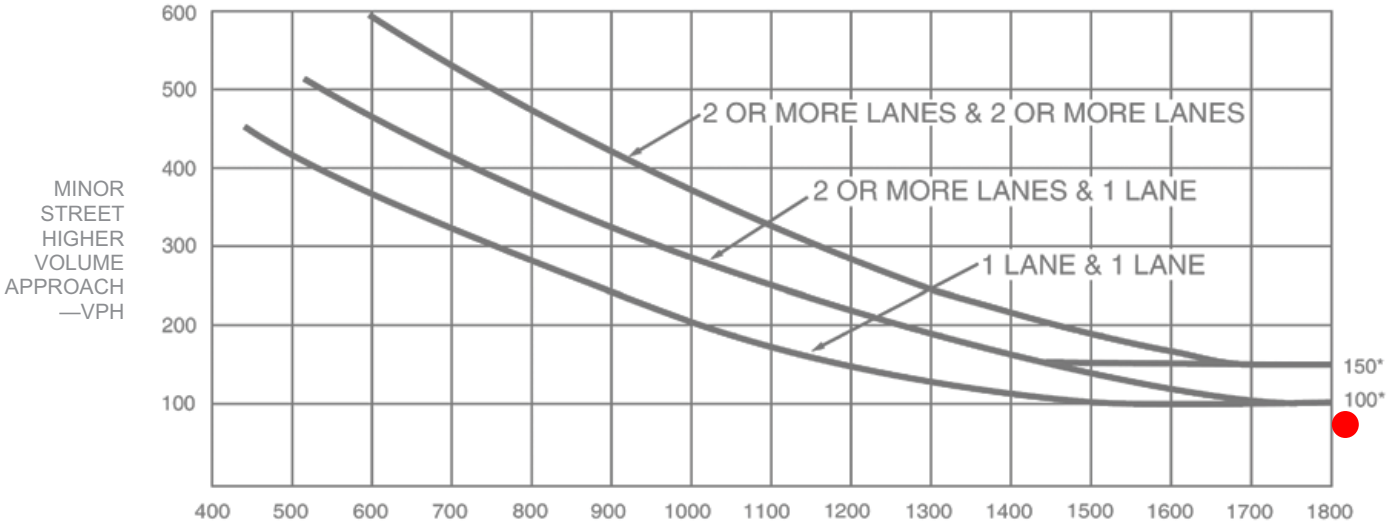
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN

Figure 4C-3. Warrant 3, Peak Hour

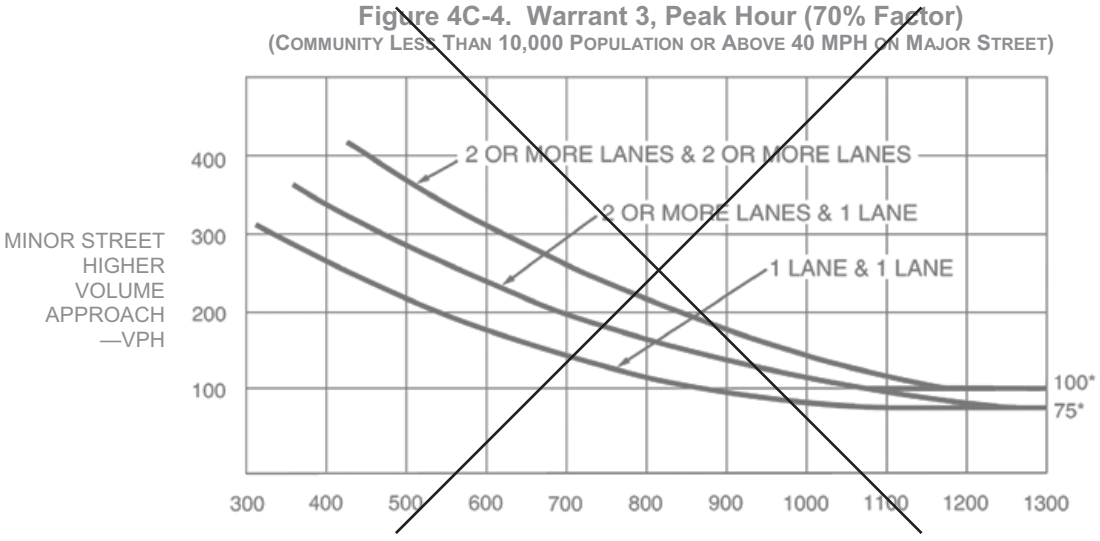


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/12/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gordon Street

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street	✓		956
Higher Approach - Minor Street	✓		28

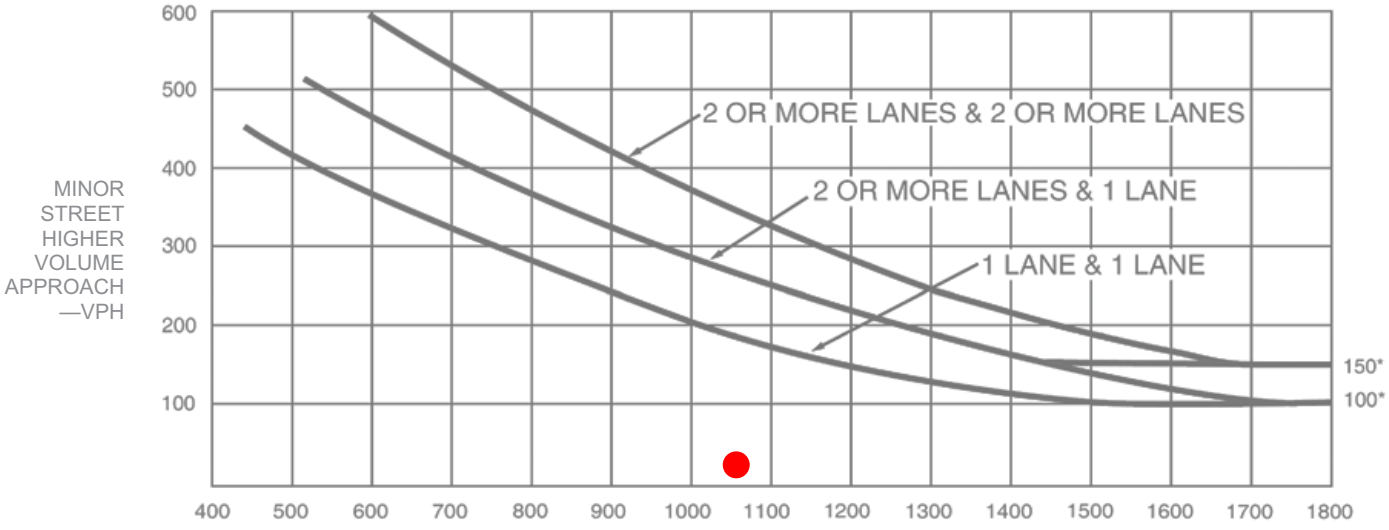
	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN

Figure 4C-3. Warrant 3, Peak Hour

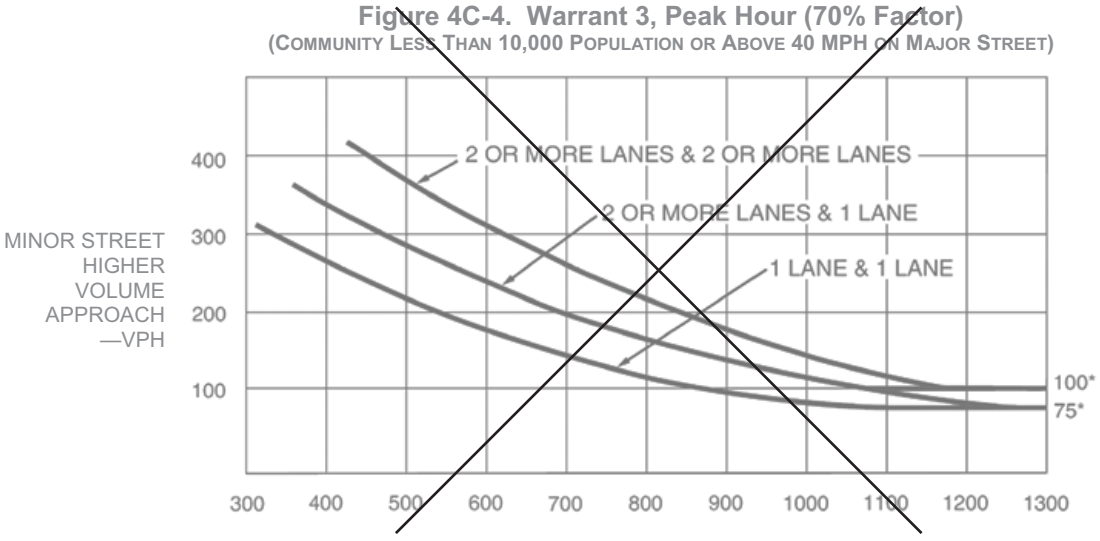


** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.*

RURAL

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(Community Less Than 10,000 Population or Above 40 MPH on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing with Project Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gordon Street

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or ☐ In built up area of isolated community of < 10,000 population..... } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐ NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

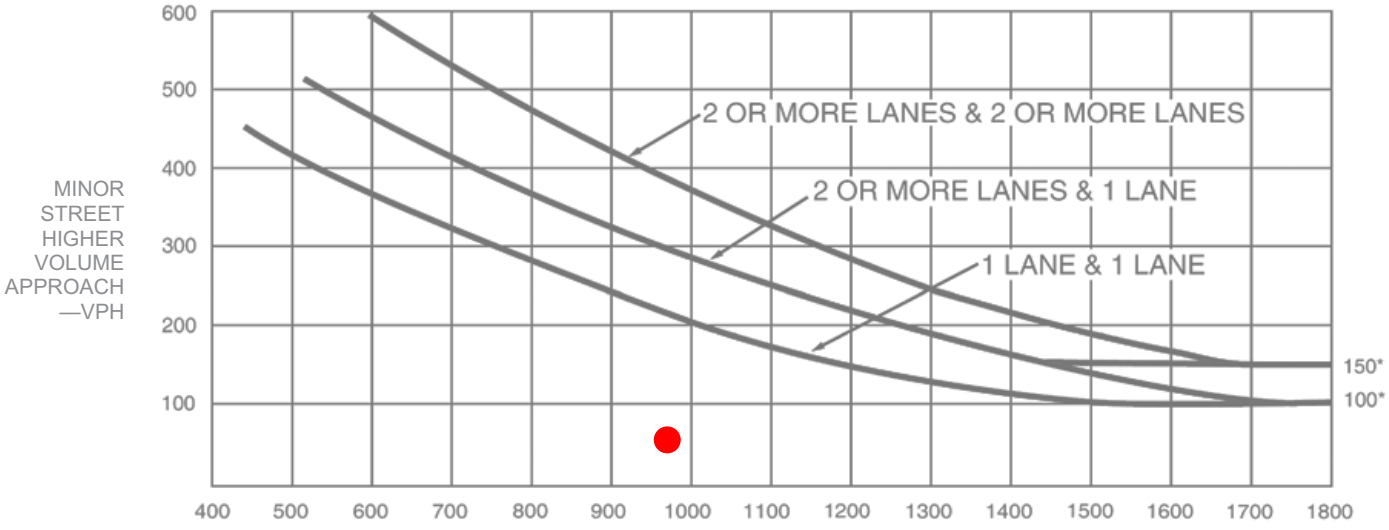
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street	✓		980
Higher Approach - Minor Street	✓		56

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

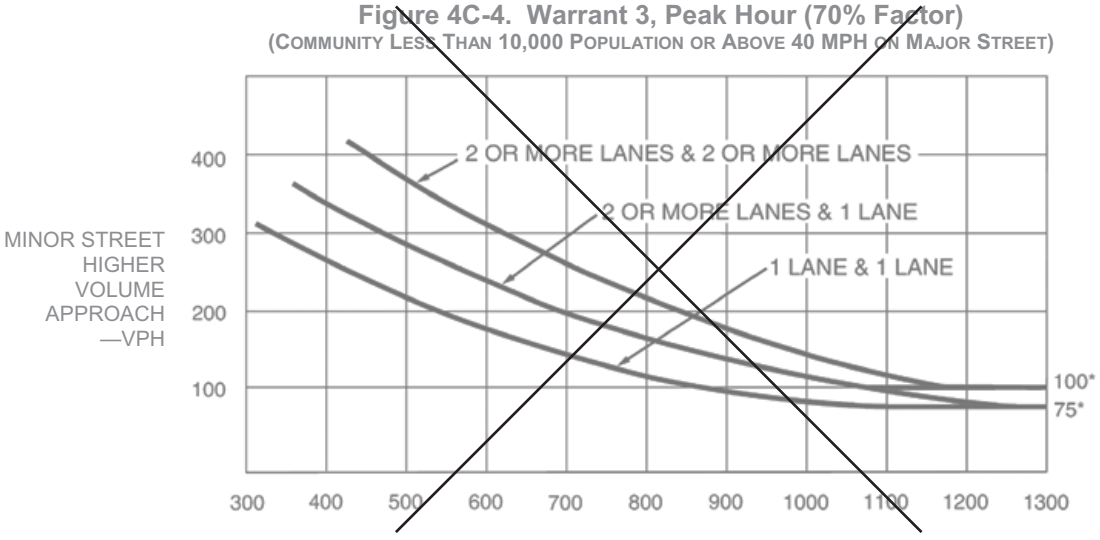
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future without Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gordon Street

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or ☐ In built up area of isolated community of < 10,000 population..... } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐ NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☐
NO ☒

✭ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✭

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☐ NO ☒

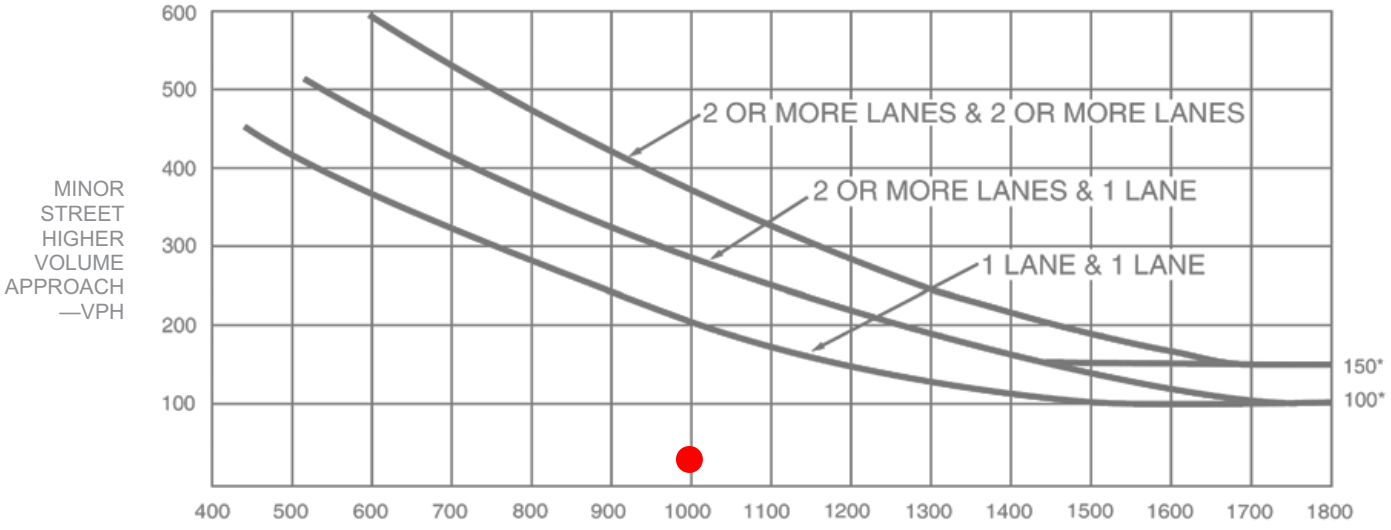
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street	✓		1002
Higher Approach - Minor Street	✓		28

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

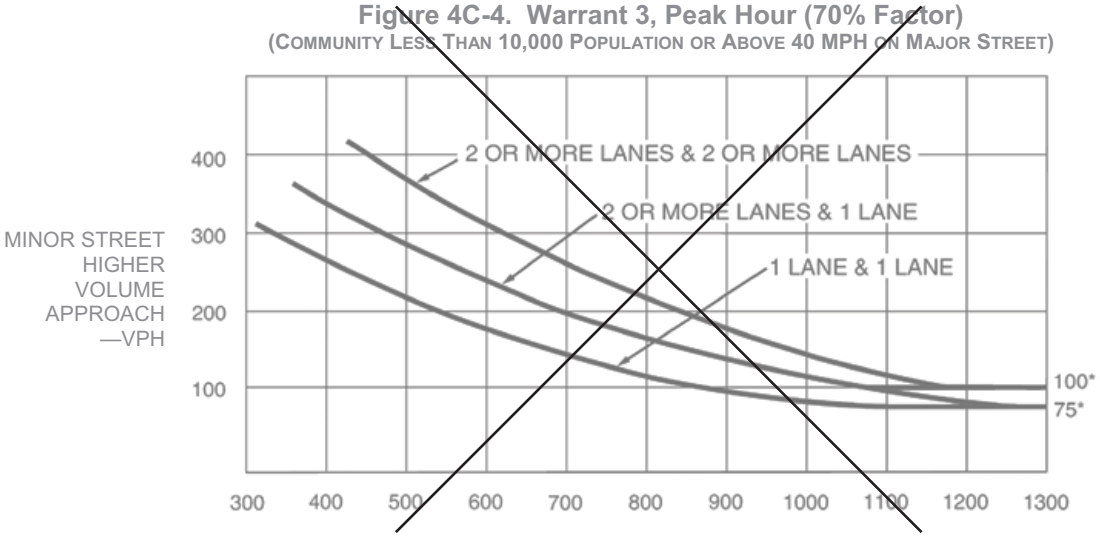
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future with Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Gordon Street

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or ☐ In built up area of isolated community of < 10,000 population..... } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☐	☒	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

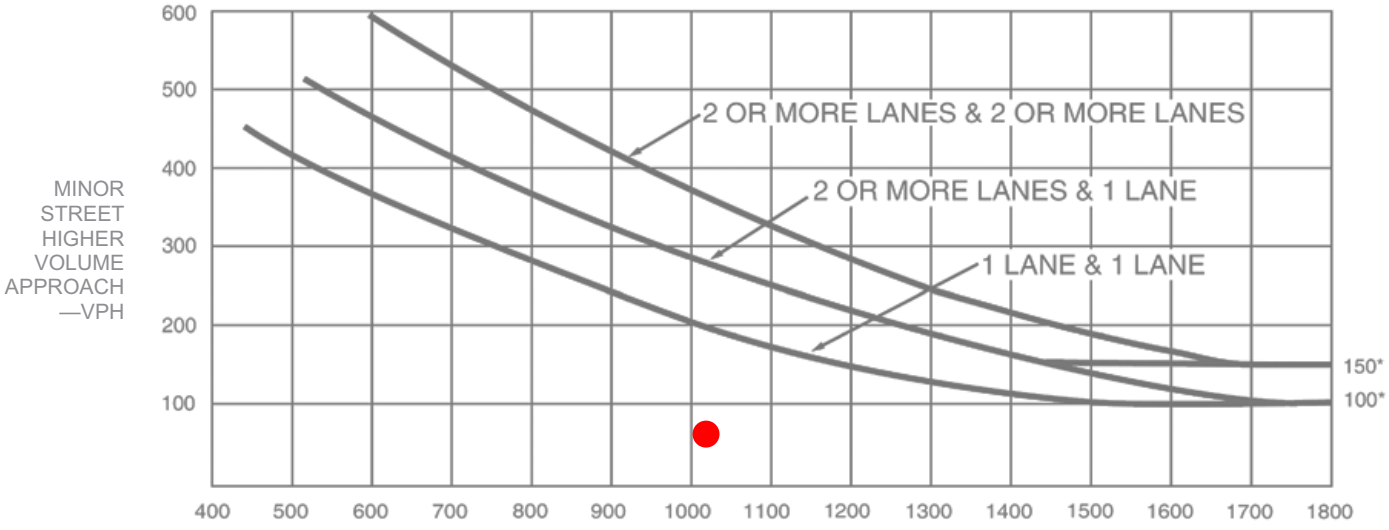
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street	✓		1026
Higher Approach - Minor Street	✓		56

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

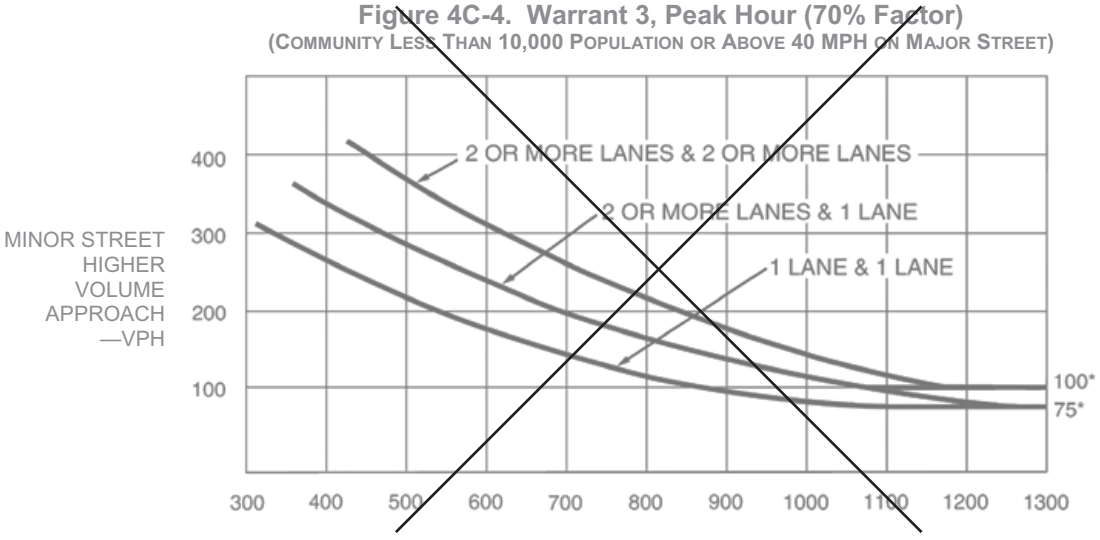
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing Conditions (Year 2018)

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Bronson Avenue

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R) ☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED	YES	NO
	☐	☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

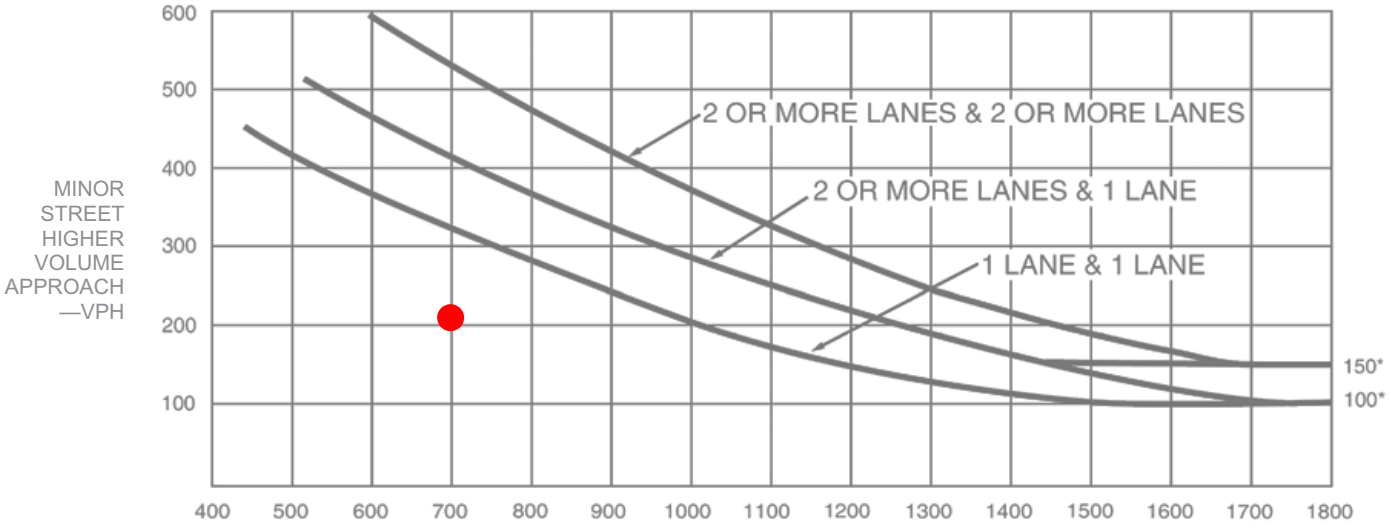
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street		✓	697
Higher Approach - Minor Street	✓		209

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

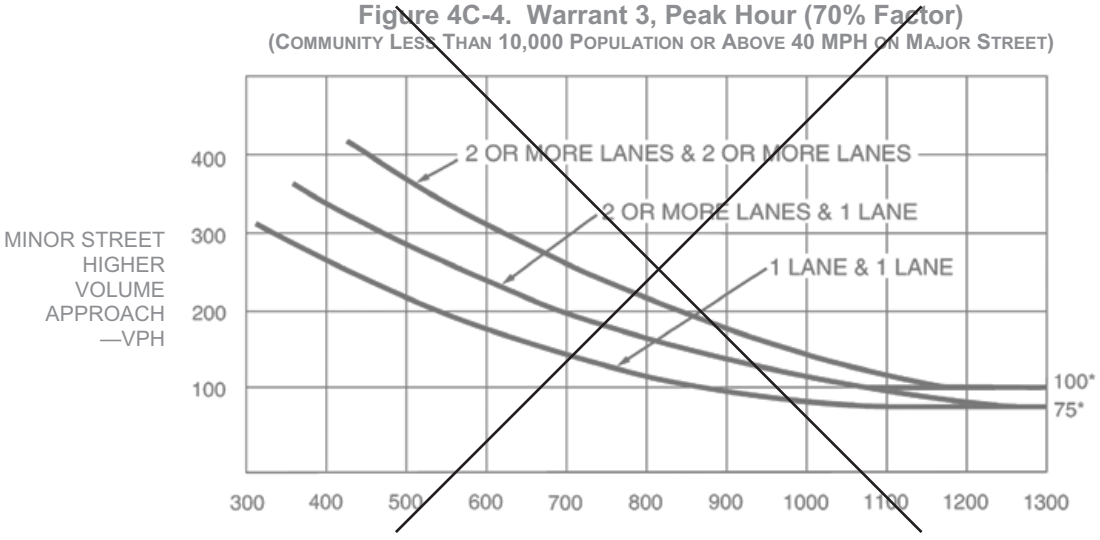
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Existing with Project Conditions (Year 2018)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Bronson Avenue

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

SATISFIED	YES	NO
	☐	☒

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

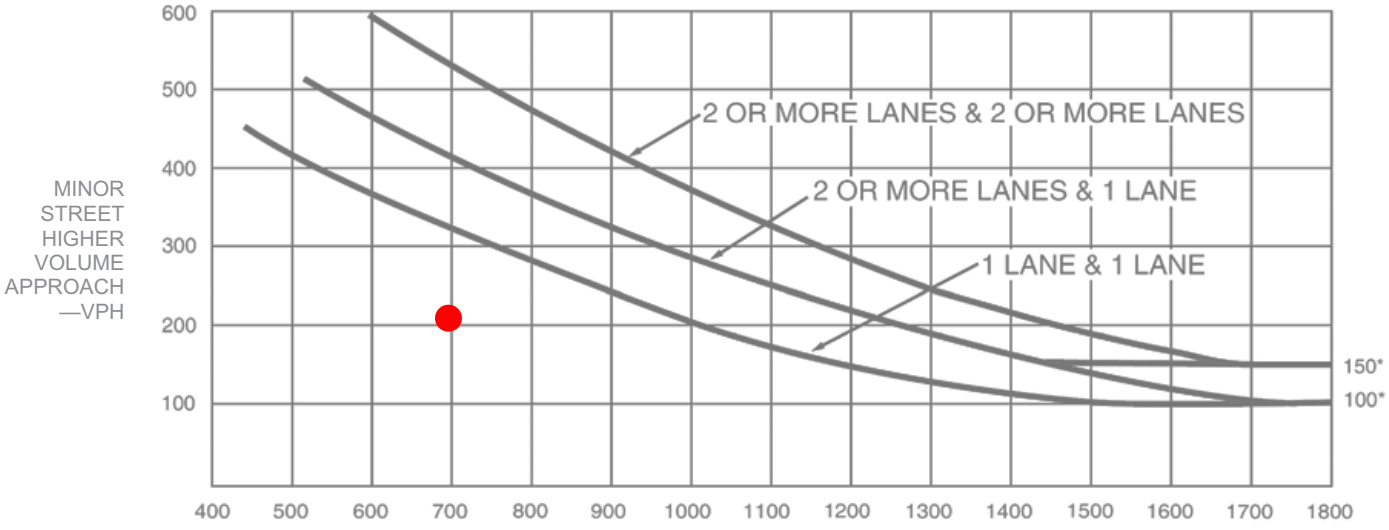
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street		✓	703
Higher Approach - Minor Street	✓		209

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour *(continued)*

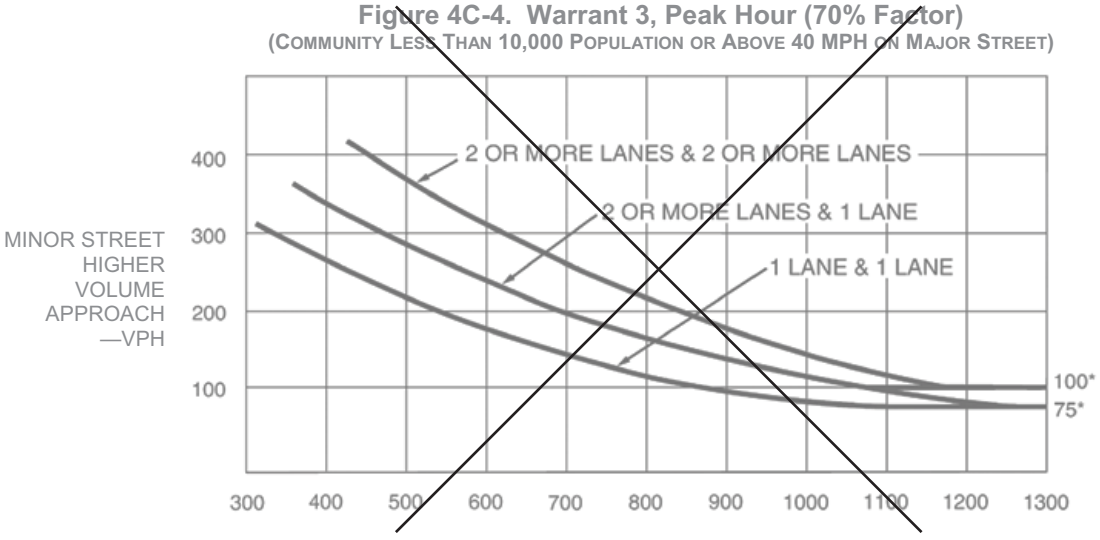
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future without Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Bronson Avenue

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume

WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A ☐
SATISFIED YES ☐
NO ☒

✭ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✭

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
e. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

SATISFIED YES ☐ NO ☒

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED YES ☐ NO ☒

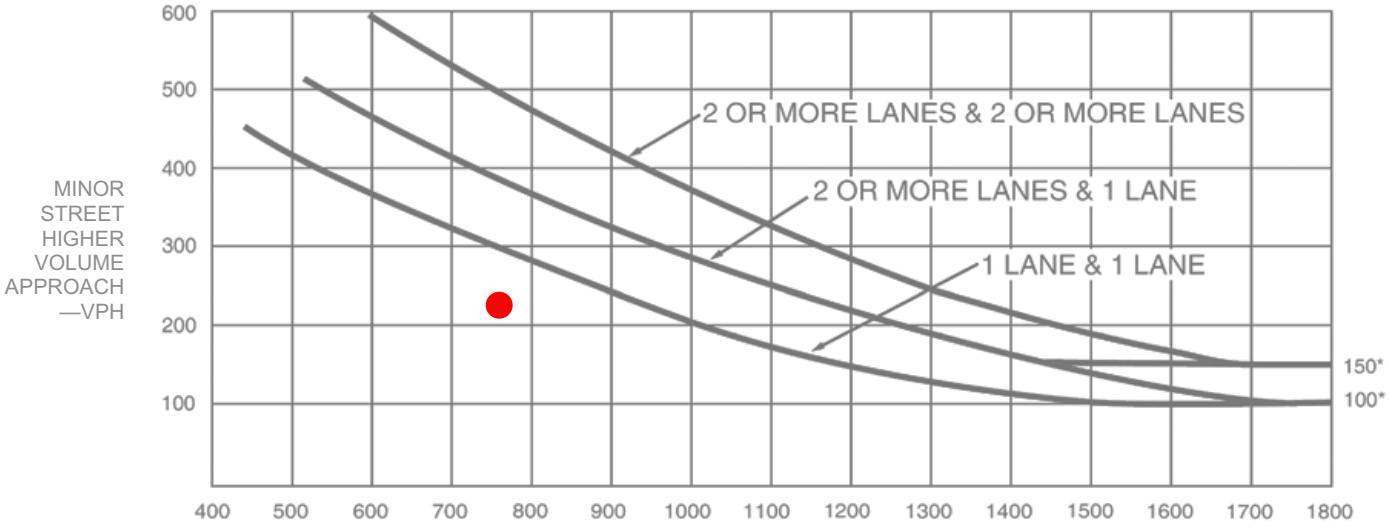
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street		✓	768
Higher Approach - Minor Street	✓		219

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

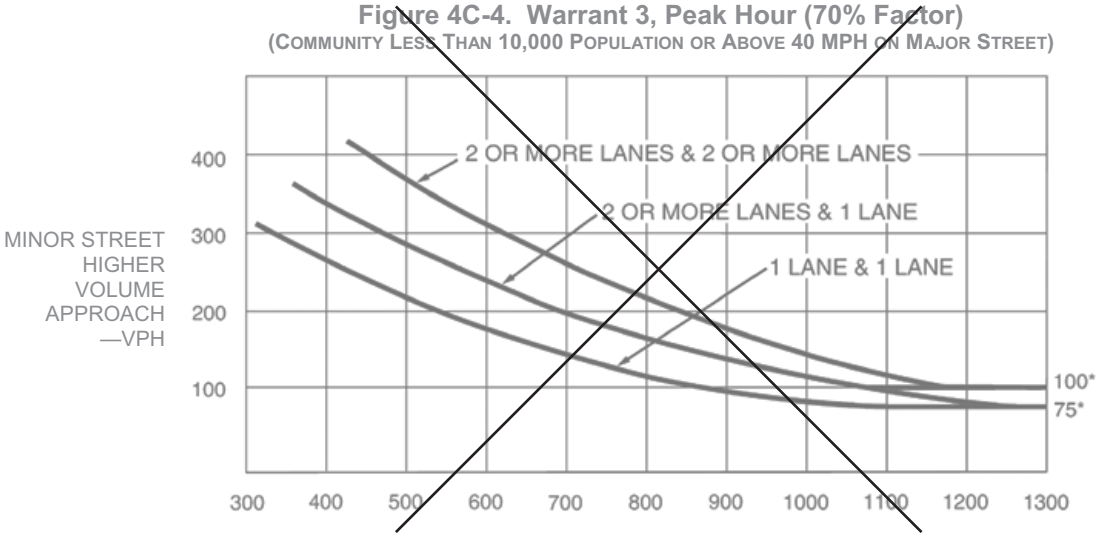
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Future with Project Conditions (Year 2028)

LADOT

Traffic Signal Warrants Worksheet

SR#

DATE 7/10/18 PREPARER GTC REVIEWER _____

MAJOR ST: Bronson Avenue

MINOR ST: Fountain Avenue

Critical Approach Speed ____ MPH or Speed Limit 35 MPH

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or

In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

Eight-Hour Vehicular Volume — WARRANT 1

N/A ☒

SATISFIED YES ☐

NO ☐

☆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ☆

a. Condition A or Condition B or combination of 80% of both parts A and B must be satisfied.
b. A 6-hour Manual Count may be used in a determination that this warrant is not met. However, supplement manual counts should be taken during separate hours for a determination that this warrant is met.
c. In applying each condition, the major street and minor street volumes shall be for the same hours. On the minor street, the higher volume does not need to be the same approach during each of the hours.
d. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
e. Figure 4C-103(CA) should be used for new intersections, significantly reconstructed intersections, where near-term land development will result in increased volumes, or where it is not reasonable to use current traffic volumes.
f. Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. This site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles. Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
g. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

Peak Hour WARRANT 3

N/A	☐
SATISFIED YES	☐
NO	☒

⋆ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ⋆

a. Part A or Part B must be satisfied.
b. In applying each condition, the major street and minor street volumes shall be for the same hours.
c. The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count.
d. Estimated Peak Hour Volumes may be used for new intersections, significantly reconstructed intersections, or where near-term land development will result in increased volumes.
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f. At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor-street approach as the “minor street” volume and both approaches of the major street minus the higher of the major-street left-turn volume as “major street” volume. In these cases, engineering judgment should be used to determine if left-turn phasing is necessary to accommodate the high volume of left-turn traffic.

PART A

All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

SATISFIED	YES	NO
	☐	☒

	YES	NO	N/A
1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	☐	☐	☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	☒	☐	☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	☒	☐	☐

PART B

SATISFIED	YES	NO
	☐	☒

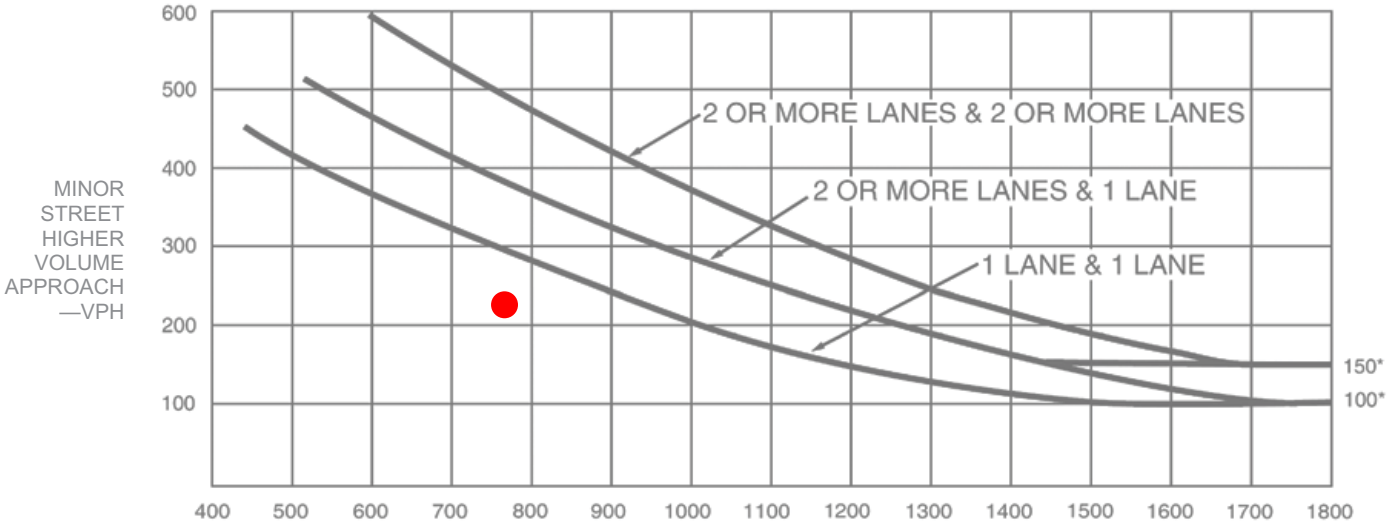
APPROACH LANES	One	2 or More	Hour 17:00
Both Approaches - Major Street		✓	774
Higher Approach - Minor Street	✓		219

	YES	NO
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	☐	☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)		

Peak Hour (continued)

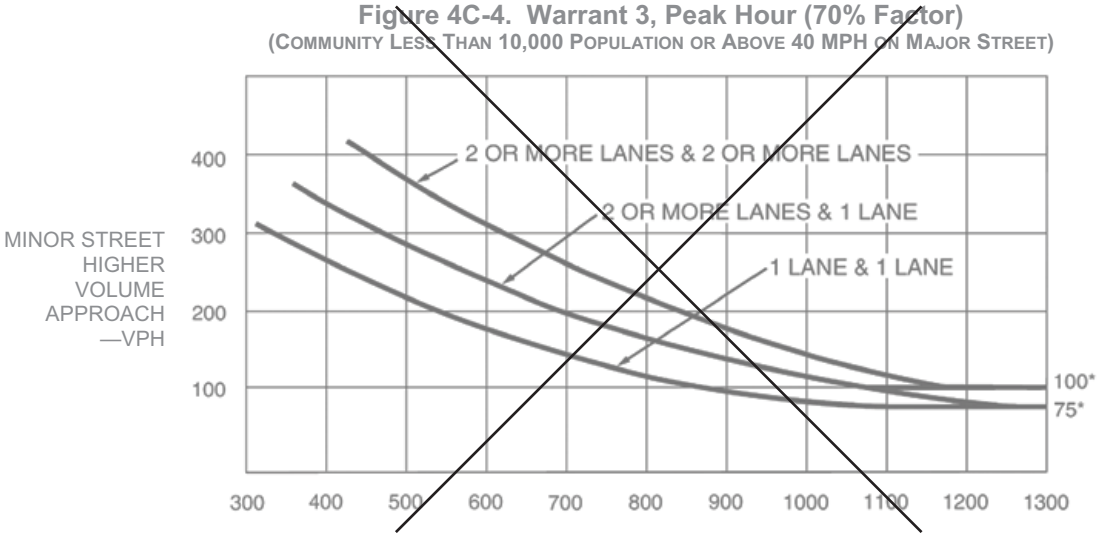
✯ The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal ✯

URBAN
Figure 4C-3. Warrant 3, Peak Hour



** 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.*

RURAL
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor street approach with one lane.*

Appendix G

Caltrans Analysis

Appendix G
Caltrans Analysis

This appendix presents an analysis of Caltrans facilities, including freeway mainline segments, Caltrans intersections, and off-ramp queuing to provide further information to the decision makers.

ANALYZED FACILITIES

As shown in Table G-1, the analyses conducted on Caltrans facilities included freeway mainline segments, signalized and unsignalized ramp intersections, and off-ramp queuing.

Six freeway mainline segments on US 101 were analyzed using HCM methodology to determine density, speed, and level of service (LOS). The LOS definitions for freeway mainline segments based on HCM methodology are presented in Table G-2. Six signalized and five unsignalized intersections located at freeway ramps and under partial Caltrans jurisdiction and eight signalized intersections along Santa Monica Boulevard under Caltrans jurisdiction were analyzed using HCM methodology to identify average vehicle delay and LOS. Eight freeway off-ramps were analyzed for ramp queue lengths using the Vistro software to estimate queues. Detailed LOS worksheets for each type of analysis are included in the Attachment.

In accordance with Caltrans' desire to review *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life* (Southern California Association of Governments, April 2016) long-range planning horizon year of 2040, the cumulative analysis of freeway facilities herein includes projections of Year 2040 conditions without and with Project traffic.

FREEWAY MAINLINE SEGMENTS

Six freeway mainline segments on US 101 were analyzed using the HCM methodology. Existing freeway volume data was collected from Caltrans' Performance Measurement System for the average weekday traffic volume in January and February 2018 and are summarized in Table G-3. Table G-4 summarizes the results of the HCM analysis for Existing Conditions and Existing with Project Conditions.

Traffic volumes were projected for Year 2028 to reflect the Project buildout year and Year 2040 to reflect a 22-year horizon and are summarized in Tables G-3 and G-4, respectively. The existing traffic volumes were increased by both ambient growth (assumed to be 0.18% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for Year 2028 in Chapter 3. Tables G-5 and G-6 summarize the results of the HCM analysis for Future without Project Conditions and Future with Project Conditions Year 2028 and Year 2040, respectively.

INTERSECTIONS

As described in Chapter 2, a total of 49 signalized and eight unsignalized intersections located in the City are analyzed as part of the Transportation Impact Study according to the significance thresholds established by the lead agency (City of Los Angeles). As shown in Table G-1, this Caltrans analysis focuses on the six signalized and five unsignalized freeway ramp locations associated with US 101 and eight signalized intersections along Santa Monica Boulevard, all of which are Caltrans-operated facilities with the City.

Overview

As described in Chapter 7 of the Transportation Impact Study, in response to significant impacts identified using City significance criteria, the Project would implement a TDM program, which would reduce Project traffic throughout the Study Area and generally improve intersection operating conditions. Caltrans does not have specific criteria to determine significance of incremental changes in intersection operations. Therefore, the significance of the traffic-related

impacts on Caltrans facilities is identified by the analyses based on the lead agency's significance thresholds, which is presented in Chapters 1 through 9 of the Transportation Impact Study.

The intersections under Caltrans jurisdiction, as listed in Table G-1, were further analyzed using the HCM methodology and implemented using the Vistro software. Table G-7 summarizes the LOS definitions for signalized intersections.

Intersection Analysis

The analysis of Year 2018 conditions was conducted using the traffic volumes for Year 2018 utilized for the Existing Conditions analysis presented in Chapter 2. Tables G-8 and G-9 summarize the results of the signalized and unsignalized HCM analysis, respectively, for Existing Conditions and Existing with Project Conditions for Year 2018.

The Year 2028 and 2040 traffic volumes were developed by increasing the Existing traffic volumes with both ambient growth (assumed to be 0.18% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for Year 2028 in Chapter 3 of the Transportation Impact Study. Tables G-10 and G-11 summarize the results of the signalized and unsignalized HCM analysis, respectively, for Future without Project conditions and Future with Project Conditions for Year 2028. Tables G-12 and G-13 summarize the results of the signalized and unsignalized HCM analysis, respectively, for Future without Project Conditions and Future with Project Conditions for Year 2040.

OFF-RAMP QUEUES

Eight off-ramps from US 101 were analyzed to determine whether the length of the ramps were sufficient to accommodate vehicle queue lengths. The queue lengths were estimated using Vistro, which reports the 95th percentile queue length, in feet, for each approach lane on the off-ramp.

The assessment of the off-ramps include a review of the vehicle queue length as compared to the total available queuing capacity of the ramp to determine whether the vehicle queue would extend beyond the length of the ramp onto the mainline. To this end, the queuing analysis looks at two separate components of ramp capacity: the first is the length of each approach lane to the intersection, and the remaining length of the ramp, behind any approach lane delineation lines, to the gore point where the ramp diverges from the freeway mainline. The queue may exceed the striped length of a given approach lane, as long as there is sufficient additional queuing capacity on the ramp, it will not spill over onto the mainline.

Off-Ramp Queue Analysis

The analysis of Year 2018 conditions was conducted using available traffic count data utilized for the Existing Conditions analysis presented in Chapter 2. Table G-14 summarizes the results of the queuing analysis for Existing Conditions and Existing with Project Conditions for Year 2018.

The Year 2028 and Year 2040 traffic volumes were developed by increasing the existing traffic volumes by both ambient growth (assumed to be 0.18% per year) and Related Project traffic, in the same manner as Future without Project traffic volumes were developed for Year 2028 in Chapter 3 of the Transportation Impact Study. Table G-15 summarizes the results of the queuing analysis for Future without Project Conditions and Future with Project Conditions for Year 2028. Table G-16 summarizes the results of the queuing analysis for Future without Project Conditions and Future with Project Conditions for Year 2040.

Off-Ramp Results

The queues at all four off-ramps do not extend beyond the available capacity under Existing, Future Year 2028, and Future Year 2040 Conditions, without and with the addition of Project traffic. The addition of Project traffic does not substantially increase the off-ramp queue under any of the conditions tested above (less than four vehicle lengths during any of the scenarios tested).

TABLE G-1
ANALYZED CALTRANS FACILITIES

ID	Location
Freeway Mainline Segments	
FS-1.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue
FS-2.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard
FS-3.	US 101 between Hollywood Boulevard & Sunset Boulevard
FS-4.	US 101 between Sunset Boulevard & Western Avenue
FS-5.	US 101 between Western Avenue & Santa Monica Boulevard
FS-6.	US 101 between Santa Monica Boulevard & Melrose Avenue
Signalized Intersections	
S-1.	Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp (Intersection #2)
S-2.	Argyle Avenue & Franklin Avenue / US 101 Northbound On-Ramp (Intersection #3)
S-3.	US 101 Southbound Ramps & Hollywood Boulevard (Intersection #14)
S-4.	US 101 Northbound Ramps / Van Ness Avenue & Hollywood Boulevard (Intersection #15)
S-5.	US 101 Southbound On-Ramp & Santa Monica Boulevard (Intersection #45)
S-6.	US 101 Northbound Off-Ramp & Santa Monica Boulevard (Intersection #46)
S-7.	Wilcox Avenue & Santa Monica Boulevard (Intersection #37)
S-8.	Cahuenga Boulevard & Santa Monica Boulevard (Intersection #38)
S-9.	Vine Street & Santa Monica Boulevard (Intersection #39)
S-10.	Gower Street & Santa Monica Boulevard (Intersection #40)
S-11.	Bronson Avenue & Santa Monica Boulevard (Intersection #41)
S-12.	Van Ness Avenue & Santa Monica Boulevard (Intersection #42)
S-13.	Wilton Place & Santa Monica Boulevard (Intersection #43)
S-14.	Western Avenue & Santa Monica Boulevard (Intersection #44)
Unsignalized Intersections	
U-1.	Gower Street & US-101 Northbound Off-Ramp (Intersection #1)
U-2.	Gower Street & US-101 Southbound Off-Ramp / Yucca Street (Intersection #2)
U-3.	US 101 Southbound Off-ramp / Van Ness Avenue & Harold Way (Intersection #4)
U-4.	Wilton Place & US 101 NB Off-Ramp/Harold Way (Intersection #5)
U-5.	US 101 Southbound On-Ramp & Sunset Boulevard (Intersection #6)
Off-ramp Queues	
Q-1.	Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp (Sig. Intersection #2)
Q-2.	US 101 Southbound Ramps & Hollywood Boulevard (Sig. Intersection #14)
Q-3.	US 101 Northbound Ramps / Van Ness Avenue & Hollywood Boulevard (Sig. Intersection #15)
Q-4.	US 101 Northbound Off-Ramp & Santa Monica Boulevard (Sig. Intersection #46)
Q-5.	Gower Street & US-101 Northbound Off-Ramp (Unsig. Intersection #1)
Q-6.	Gower Street & US-101 Southbound Off-Ramp / Yucca Street (Unsig. Intersection #2)
Q-7.	US 101 Southbound Off-ramp / Van Ness Avenue & Harold Way (Unsig. Intersection #4)
Q-8.	Wilton Place & US-101 Northbound Off-Ramp / Harold Way (Unsig. Intersection #5)

TABLE G-2
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS - DENSITY

Level of Service	Description	Density [a]
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 11
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 and ≤ 18
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 and ≤ 26
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 and ≤ 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 and ≤ 45
F	Represents a breakdown in flow and oversaturated conditions.	> 45

Notes

Source: *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016) and Caltrans.

[a] Density is defined in vehicles per mile per lane and describes the proximity to other vehicles and is related to the freedom to maneuver within the traffic stream (*Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis).*

TABLE G-3
FREEWAY MAINLINE SEGMENT TRAFFIC VOLUMES

ID	Freeway Mainline Segment	Peak Hour	Direction	Vehicles per Hour (VPH)					
				Existing Conditions (Year 2018) [a]	Existing with Project Conditions (Year 2018)	Future without Project Conditions (Year 2028)	Future with Project Conditions (Year 2028)	Future without Project Conditions (Year 2040)	Future with Project Conditions (Year 2040)
FS-1.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM Peak Hour	NB	5,803	5,809	6,368	6,374	6,957	6,963
			SB	8,157	8,220	8,766	8,829	9,408	9,471
		PM Peak Hour	NB	4,921	4,958	5,658	5,695	6,415	6,452
			SB	7,061	7,073	7,739	7,751	8,445	8,457
FS-2.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM Peak Hour	NB	6,056	6,060	6,464	6,468	6,897	6,901
			SB	5,636	5,657	6,084	6,105	6,556	6,577
		PM Peak Hour	NB	4,993	5,018	5,552	5,577	6,133	6,158
			SB	4,868	4,872	5,362	5,366	5,876	5,880
FS-3.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM Peak Hour	NB	6,618	6,618	7,109	7,109	7,626	7,626
			SB	4,423	4,436	4,867	4,880	5,330	5,343
		PM Peak Hour	NB	5,230	5,230	5,860	5,860	6,510	6,510
			SB	3,687	3,689	4,316	4,318	4,960	4,962
FS-4.	US 101 between Sunset Boulevard & Western Avenue	AM Peak Hour	NB	6,852	6,924	7,708	7,780	8,592	8,664
			SB	4,727	4,739	5,448	5,460	6,188	6,200
		PM Peak Hour	NB	5,421	5,434	6,488	6,501	7,577	7,590
			SB	4,428	4,498	5,436	5,506	6,462	6,532
FS-5.	US 101 between Western Avenue & Santa Monica Boulevard	AM Peak Hour	NB	6,117	6,189	6,864	6,936	7,636	7,708
			SB	4,306	4,318	4,996	5,008	5,704	5,716
		PM Peak Hour	NB	4,782	4,795	5,702	5,715	6,641	6,654
			SB	3,731	3,801	4,625	4,695	5,533	5,603
FS-6.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM Peak Hour	NB	6,148	6,233	7,131	7,216	8,139	8,224
			SB	4,079	4,093	4,989	5,003	5,916	5,930
		PM Peak Hour	NB	5,149	5,164	6,383	6,398	7,639	7,654
			SB	3,633	3,715	4,799	4,881	5,980	6,062

Notes
[a] Traffic volumes based on average January and February 2018 weekday traffic data from Caltrans *Performance Measurement System.*

TABLE G-4
EXISTING OPERATING CONDITIONS (YEAR 2018)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Existing Conditions			Existing with Project Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**
FS-1.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM	NB	48	35	D	48	35	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	48	29	D	48	30	D
			SB	48	42	E	48	42	E
FS-2.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM	NB	48	36	E	48	36	E
			SB	48	34	D	48	34	D
		PM	NB	48	30	D	48	30	D
			SB	48	29	D	48	29	D
FS-3.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM	NB	48	40	E	48	40	E
			SB	48	26	D	48	27	D
		PM	NB	48	31	D	48	31	D
			SB	48	22	C	48	22	C
FS-4.	US 101 between Sunset Boulevard & Western Avenue	AM	NB	48	41	E	48	41	E
			SB	48	28	D	48	28	D
		PM	NB	48	32	D	48	32	D
			SB	48	26	D	48	27	D
FS-4.	US 101 between Western Avenue & Santa Monica Boulevard	AM	NB	48	37	E	48	37	E
			SB	48	26	C	48	26	C
		PM	NB	48	29	D	48	29	D
			SB	48	22	C	48	23	C
FS-5.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM	NB	48	37	E	48	37	E
			SB	48	24	C	48	24	C
		PM	NB	48	31	D	48	31	D
			SB	48	22	C	48	22	C

Notes

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis*(Transportation Research Board, 2016).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 58.2 mph. Free-flow speed, as defined in HCM 6th Edition, is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

TABLE G-5
FUTURE OPERATING CONDITIONS (YEAR 2028)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**
FS-1.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM	NB	48	38	E	48	38	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	48	34	D	48	34	D
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-2.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM	NB	48	39	E	48	39	E
			SB	48	36	E	48	36	E
		PM	NB	48	33	D	48	33	D
			SB	48	32	D	48	32	D
FS-3.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM	NB	48	42	E	48	42	E
			SB	48	29	D	48	29	D
		PM	NB	48	35	D	48	35	D
			SB	48	26	C	48	26	C
FS-4.	US 101 between Sunset Boulevard & Western Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	48	33	D	48	33	D
		PM	NB	48	39	E	48	39	E
			SB	48	32	D	48	33	D
FS-4.	US 101 between Western Avenue & Santa Monica Boulevard	AM	NB	48	41	E	48	41	E
			SB	48	30	D	48	30	D
		PM	NB	48	34	D	48	34	D
			SB	48	28	D	48	28	D
FS-5.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM	NB	48	43	E	48	43	E
			SB	48	30	D	48	30	D
		PM	NB	48	38	E	48	38	E
			SB	48	29	D	48	29	D

Notes

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis*(Transportation Research Board, 2016).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 58.2 mph. Free-flow speed, as defined in HCM 6th Edition, is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

TABLE G-6
FUTURE OPERATING CONDITIONS (YEAR 2040)
FREEWAY SEGMENT LEVEL OF SERVICE EVALUATION

ID	Freeway Segment	Peak Hour	Direction	Future without Project Conditions			Future with Project Conditions		
				Speed [a][b]	**Density** [b][c]	**LOS**	**Speed** [a][b]	**Density** [b][c]	**LOS**
FS-1.	US 101 between Cahuenga Boulevard & Gower Street/Argyle Avenue	AM	NB	48	42	E	48	42	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
		PM	NB	48	38	E	48	39	E
			SB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
FS-2.	US 101 between Gower Street/Argyle Avenue & Hollywood Boulevard	AM	NB	48	41	E	48	41	E
			SB	48	39	E	48	39	E
		PM	NB	48	37	E	48	37	E
			SB	48	35	E	48	35	E
FS-3.	US 101 between Hollywood Boulevard & Sunset Boulevard	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	48	32	D	48	32	D
		PM	NB	48	39	E	48	39	E
			SB	48	30	D	48	30	D
FS-4.	US 101 between Sunset Boulevard & Western Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	48	37	E	48	37	E
		PM	NB	49	45	E	OVERFLOW	OVERFLOW	F
			SB	48	39	E	48	39	E
FS-4.	US 101 between Western Avenue & Santa Monica Boulevard	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	48	34	D	48	34	D
		PM	NB	48	40	E	48	40	E
			SB	48	33	D	48	33	D
FS-5.	US 101 between Santa Monica Boulevard & Melrose Avenue	AM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	48	35	E	48	35	E
		PM	NB	OVERFLOW	OVERFLOW	F	OVERFLOW	OVERFLOW	F
			SB	48	36	E	48	36	E

Notes

[a] Mean speed measured in miles per hour (mph).

[b] Methodology from *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis*(Transportation Research Board, 2016).

[c] Measured in vehicles per mile per lane (v/m/l) for freeways with a free-flow speed of 58.2 mph. Free-flow speed, as defined in HCM 6th Edition, is the theoretical speed when the density and flow rate of the freeway mainline segment are both zero.

TABLE G-7
CALTRANS INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	0.0 - 10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	10.1 - 15.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	15.1 - 25.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	25.1 - 35.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	35.1 - 50.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50.0

Notes

Source: *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016).

[a] Measured in seconds.

TABLE G-8
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
S-1.	Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp (Intersection #2)	A.M. P.M.	18.7 16.8	B B	19.2 16.8	B B
S-2.	Argyle Avenue / US 101 Northbound On-Ramp & Franklin Avenue (Intersection #3)	A.M. P.M.	26.9 27.0	C C	27.0 27.1	C C
S-3.	US 101 Southbound Ramps & Hollywood Boulevard (Intersection #14)	A.M. P.M.	16.6 16.2	B B	16.7 16.2	B B
S-4.	US 101 Northbound Off-Ramp & Hollywood Boulevard (Intersection #15)	A.M. P.M.	59.7 16.1	E B	59.9 16.4	E B
S-5.	US 101 Southbound On-Ramp & Santa Monica Boulevard (Intersection #45)	A.M. P.M.	30.8 26.8	C C	28.5 30.0	C C
S-6.	US 101 Northbound Off-Ramp & Santa Monica Boulevard (Intersection #46)	A.M. P.M.	41.5 76.9	D E	42.0 79.4	D E
S-7.	Wilcox Avenue & Santa Monica Boulevard (Intersection #37)	A.M. P.M.	18.1 20.1	B C	18.1 20.1	B C
S-8.	Cahuenga Boulevard & Santa Monica Boulevard (Intersection #38)	A.M. P.M.	23.8 25.2	C C	24.0 25.7	C C
S-9.	Vine Street & Santa Monica Boulevard (Intersection #39)	A.M. P.M.	25.7 27.0	C C	25.9 27.4	C C
S-10.	Gower Street & Santa Monica Boulevard (Intersection #40)	A.M. P.M.	32.9 39.1	C D	34.1 41.6	C D
S-11.	Bronson Avenue & Santa Monica Boulevard (Intersection #41)	A.M. P.M.	18.4 18.4	B B	19.3 18.7	B B
S-12.	Van Ness Avenue & Santa Monica Boulevard (Intersection #42)	A.M. P.M.	24.9 25.5	C C	25.5 25.7	C C
S-13.	Wilton Pl & Santa Monica Boulevard (Intersection #43)	A.M. P.M.	24.2 23.9	C C	24.3 24.0	C C
S-14.	Western Avenue & Santa Monica Boulevard (Intersection #44)	A.M. P.M.	30.6 32.5	C C	31.0 33.2	C C

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Vistro 5 (HCM 6th Edition methodology).

TABLE G-9
EXISTING WITH PROJECT CONDITIONS (YEAR 2018)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
U-1.	Gower Street & US 101 NB Off-Ramp (Intersection #1)	A.M. P.M.	32.5 26.7	D D	33.2 27.4	D D
U-2.	Gower Street & US 101 SB Off-Ramp/Yucca Street (Intersection #2)	A.M. P.M.	114.0 46.5	F E	119.6 48.5	F E
U-3.	US 101 SB Off-Ramp/Van Ness & Harold Way (Intersection #4)	A.M. P.M.	13.3 10.4	B B	13.5 10.4	B B
U-4.	Wilton Pl & US 101 NB Off-Ramp/Harold Way (Intersection #5)	A.M. P.M.	12.2 16.6	B C	12.2 16.7	B C
U-5. [a]	US 101 SB On-Ramp & Sunset Blvd (intersection #6)	A.M. P.M.	30.2 81.6	D F	31.2 106.1	D F

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Vistro 5 (HCM 6th Edition methodology).

[a] Intersection is uncontrolled.

TABLE G-10
FUTURE WITH PROJECT CONDITIONS (YEAR 2028)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
S-1.	Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp (Intersection #2)	A.M. P.M.	25.2 17.1	C B	26.8 17.0	C B
S-2.	Argyle Avenue / US 101 Northbound On-Ramp & Franklin Avenue (Intersection #3)	A.M. P.M.	40.2 42.5	D D	40.3 43.5	D D
S-3.	US 101 Southbound Ramps & Hollywood Boulevard (Intersection #14)	A.M. P.M.	20.7 22.4	C C	20.8 22.6	C C
S-4.	US 101 Northbound Off-Ramp & Hollywood Boulevard (Intersection #15)	A.M. P.M.	71.9 25.7	E C	72.3 26.9	E C
S-5.	US 101 Southbound On-Ramp & Santa Monica Boulevard (Intersection #45)	A.M. P.M.	22.8 19.7	C B	22.5 18.0	C B
S-6.	US 101 Northbound Off-Ramp & Santa Monica Boulevard (Intersection #46)	A.M. P.M.	64.1 141.8	E F	65.8 144.4	E F
S-7.	Wilcox Avenue & Santa Monica Boulevard (Intersection #37)	A.M. P.M.	19.5 22.8	B C	19.6 23.3	B C
S-8.	Cahuenga Boulevard & Santa Monica Boulevard (Intersection #38)	A.M. P.M.	33.2 44.2	C D	33.8 47.0	C D
S-9.	Vine Street & Santa Monica Boulevard (Intersection #39)	A.M. P.M.	36.5 44.5	D D	36.9 46.1	D D
S-10.	Gower Street & Santa Monica Boulevard (Intersection #40)	A.M. P.M.	61.5 95.5	E F	67.3 101.7	E F
S-11.	Bronson Avenue & Santa Monica Boulevard (Intersection #41)	A.M. P.M.	34.3 31.9	C C	39.9 32.5	D C
S-12.	Van Ness Avenue & Santa Monica Boulevard (Intersection #42)	A.M. P.M.	34.7 42.6	C D	37.3 44.1	D D
S-13.	Wilton Pl & Santa Monica Boulevard (Intersection #43)	A.M. P.M.	28.2 28.6	C C	29.0 28.9	C C
S-14.	Western Avenue & Santa Monica Boulevard (Intersection #44)	A.M. P.M.	45.7 61.2	D E	47.2 63.6	D E

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Vistro 5 (HCM 6th Edition methodology).

TABLE G-11
EXISTING WITH PROJECT CONDITIONS (YEAR 2028)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
U-1.	Gower Street & US 101 NB Off-Ramp (Intersection #1)	A.M. P.M.	66.6 70.3	F F	68.9 75.0	F F
U-2.	Gower Street & US 101 SB Off-Ramp/Yucca Street (Intersection #2)	A.M. P.M.	Overflow 97.4	F F	Overflow 102.8	F F
U-3.	US 101 SB Off-Ramp/Van Ness & Harold Way (Intersection #4)	A.M. P.M.	14.6 11.0	B B	14.8 11.0	B B
U-4.	Wilton Pl & US 101 NB Off-Ramp/Harold Way (Intersection #5)	A.M. P.M.	12.8 19.0	B C	12.8 19.2	B C
U-5. [a]	US 101 SB On-Ramp & Sunset Blvd (intersection #6)	A.M. P.M.	94.5 Overflow	F F	100.1 Overflow	F F

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Vistro 5 (HCM 6th Edition methodology).

[a] Intersection is uncontrolled.

Overflow conditions result when the HCM analysis methodology projects that the worst-case traffic movement cannot be completed due to the traffic volume along the major street.

TABLE G-12
FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
S-1.	Vine Street & Franklin Avenue / US 101 Southbound Off-Ramp (Intersection #2)	A.M. P.M.	38.8 17.5	D B	41.2 17.5	D B
S-2.	Argyle Avenue / US 101 Northbound On-Ramp & Franklin Avenue (Intersection #3)	A.M. P.M.	69.9 111.3	E F	70.1 114.1	E F
S-3.	US 101 Southbound Ramps & Hollywood Boulevard (Intersection #14)	A.M. P.M.	32.9 88.6	C F	33.4 91.7	C F
S-4.	US 101 Northbound Off-Ramp & Hollywood Boulevard (Intersection #15)	A.M. P.M.	103.6 64.6	F E	104.8 69.1	F E
S-5.	US 101 Southbound On-Ramp & Santa Monica Boulevard (Intersection #45)	A.M. P.M.	20.0 21.6	B C	28.6 17.1	C B
S-6.	US 101 Northbound Off-Ramp & Santa Monica Boulevard (Intersection #46)	A.M. P.M.	110.6 Overflow	F F	112.5 Overflow	F F
S-7.	Wilcox Avenue & Santa Monica Boulevard (Intersection #37)	A.M. P.M.	25.3 59.0	C E	25.4 60.1	C E
S-8.	Cahuenga Boulevard & Santa Monica Boulevard (Intersection #38)	A.M. P.M.	70.4 113.8	E F	72.5 117.6	E F
S-9.	Vine Street & Santa Monica Boulevard (Intersection #39)	A.M. P.M.	71.7 105.4	E F	72.9 107.6	E F
S-10.	Gower Street & Santa Monica Boulevard (Intersection #40)	A.M. P.M.	132.7 Overflow	F F	141.5 Overflow	F F
S-11.	Bronson Avenue & Santa Monica Boulevard (Intersection #41)	A.M. P.M.	70.5 64.7	E E	76.6 65.2	E E
S-12.	Van Ness Avenue & Santa Monica Boulevard (Intersection #42)	A.M. P.M.	61.2 83.6	E F	65.4 86.0	E F
S-13.	Wilton Pl & Santa Monica Boulevard (Intersection #43)	A.M. P.M.	40.4 71.2	D E	42.9 73.2	D E
S-14.	Western Avenue & Santa Monica Boulevard (Intersection #44)	A.M. P.M.	89.4 Overflow	F F	92.0 Overflow	F F

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Vistro 5 (HCM 6th Edition methodology).

Overflow conditions result when the HCM analysis methodology projects that the worst-case traffic movement cannot be completed due to the traffic volume along the major street.

TABLE G-13
FUTURE WITH PROJECT CONDITIONS (YEAR 2040)
UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
U-1.	Gower Street & US 101 NB Off-Ramp (Intersection #1)	A.M. P.M.	163.5 Overflow	F F	168.7 Overflow	F F
U-2.	Gower Street & US 101 SB Off-Ramp/Yucca Street (Intersection #2)	A.M. P.M.	Overflow Overflow	F F	Overflow Overflow	F F
U-3.	US 101 SB Off-Ramp/Van Ness & Harold Way (Intersection #4)	A.M. P.M.	16.3 11.7	C B	16.6 11.7	C B
U-4.	Wilton Pl & US 101 NB Off-Ramp/Harold Way (Intersection #5)	A.M. P.M.	13.6 22.9	B C	13.6 23.0	B C
U-5. [a]	US 101 SB On-Ramp & Sunset Blvd (intersection #6)	A.M. P.M.	Overflow Overflow	F F	Overflow Overflow	F F

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Vistro 5 (HCM 6th Edition methodology).

[a] Intersection is uncontrolled.

Overflow conditions result when the HCM analysis methodology projects that the worst-case traffic movement cannot be completed due to the traffic volume along the major street.

TABLE G-14
FREEWAY OFF-RAMP QUEUE EVALUATION
EXISTING OPERATING CONDITIONS (YEAR 2018)

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Existing Conditions				Existing with Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	Vine Street &	US 101 Southbound Off-Ramp									
[c]	Franklin Avenue/US 101 SB Off-Ramp	Through	925	181		302		181		302	
	(Signalized Intersection #2)	Right	925	182		35		201		35	
		Ramp	485	0	NO	0	NO	0	NO	0	NO
Q-2.	US 101 SB Ramps &	US 101 Southbound Off-Ramp									
	Hollywood Boulevard	Left	195	195		195		195		195	
	(Signalized Intersection #14)	Shared Left/Through/Right	195	195		195		195		195	
		Ramp	620	147	NO	158	NO	152	NO	160	NO
Q-3.	US 101 NB Ramps/Van Ness Avenue &	US 101 Northbound Off-Ramp									
	Hollywood Boulevard	Left	510	110		96		110		98	
	(Signalized Intersection #15)	Left	510	111		97		111		98	
		Right	390	43		44		43		45	
		Ramp	465	0	NO	0	NO	0	NO	0	NO
Q-4.	US 101 NB Off-Ramp/Serrano Avenue &	US 101 Northbound Off-Ramp									
	Santa Monica Boulevard	Left	160	160		160		160		160	
	(Signalized Intersection #46)	Shared Left/Through/Right	160	160		160		160		160	
		Ramp	610	332	NO	690	**YES**	349	NO	694	**YES**
Q-5.	Gower Street &	US 101 Northbound Off-Ramp									
	US 101 NB Off-Ramp	Left	430	96		26		98		27	
	(Unsignalized Intersection #1)	Right	430	7		10		7		10	
		Ramp	230	0	NO	0	NO	0	NO	0	NO
Q-6.	Gower Street &	US 101 Southbound Off-Ramp									
	US 101 SB Off-Ramp/Yucca Street	Shared Left/Through	290	237		137		242		141	
	(Unsignalized Intersection #2)	Shared Through/Right	290	174		84		184		86	
		Ramp	750	0	NO	0	NO	0	NO	0	NO
Q-7.	US 101 SB Off-Ramp/Van Ness &	US 101 Southbound Off-Ramp									
	Harold Way	Through	265	100		57		103		57	
	(Unsignalized Intersection #4)	Shared Through/Right	265	98		56		100		57	
		Ramp	565	0	NO	0	NO	0	NO	0	NO
Q-8.	Wilton Place &	US 101 Northbound Off-Ramp									
[d]	US 101 NB Off-Ramp/Harold Way	Shared Left/Through	305	22		8		22		8	
	(Unsignalized Intersection #5)	Right	305	42		5		42		5	
		Ramp	330	0	NO	0	NO	0	NO	0	NO

[a] Expressed in feet.

[b] 95th Percentile queue results per Vistro 5 (HCM 6th Edition Methodology).

[c] The right-turn from the off-ramp is a channelized free right-turn.

[d] Intersection has a free-flow off-ramp to Sunset Boulevard in the westbound direction.

TABLE G-15
FREEWAY OFF-RAMP QUEUE EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2028)

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Future without Project Conditions				Future with Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	Vine Street &	US 101 Southbound Off-Ramp									
[c]	Franklin Avenue/US 101 SB Off-Ramp	Through	925	180		301		180		302	
	(Signalized Intersection #2)	Right	925	386		56		439		57	
		Ramp	485	0	NO	0	NO	0	NO	0	NO
Q-2.	US 101 SB Ramps &	US 101 Southbound Off-Ramp									
	Hollywood Boulevard	Left	195	195		195		195		195	
	(Signalized Intersection #14)	Shared Left/Through/Right	195	195		195		195		195	
		Ramp	620	269	NO	266	NO	273	NO	268	NO
Q-3.	US 101 NB Ramps/Van Ness Avenue &	US 101 Northbound Off-Ramp									
	Hollywood Boulevard	Left	510	113		105		113		105	
	(Signalized Intersection #15)	Left	510	114		105		114		105	
		Right	390	44		48		44		48	
		Ramp	465	0	NO	0	NO	0	NO	0	NO
Q-4.	US 101 NB Off-Ramp/Serrano Avenue &	US 101 Northbound Off-Ramp									
	Santa Monica Boulevard	Left	160	160		160		160		160	
	(Signalized Intersection #46)	Shared Left/Through/Right	160	160		160		160		160	
		Ramp	610	798	**YES**	1,931	**YES**	836	**YES**	1,940	**YES**
Q-5.	Gower Street &	US 101 Northbound Off-Ramp									
	US 101 NB Off-Ramp	Left	430	202		137		205		142	
	(Unsignalized Intersection #1)	Right	430	8		13		8		14	
		Ramp	230	0	NO	0	NO	0	NO	0	NO
Q-6.	Gower Street &	US 101 Southbound Off-Ramp									
	US 101 SB Off-Ramp/Yucca Street	Shared Left/Through	290	290		225		290		232	
	(Unsignalized Intersection #2)	Shared Through/Right	290	254		139		271		143	
		Ramp	750	24	NO	0	NO	30	NO	0	NO
Q-7.	US 101 SB Off-Ramp/Van Ness &	US 101 Southbound Off-Ramp									
	Harold Way	Through	265	119		66		123		67	
	(Unsignalized Intersection #4)	Shared Through/Right	265	116		66		119		66	
		Ramp	565	0	NO	0	NO	0	NO	0	NO
Q-8.	Wilton Place &	US 101 Northbound Off-Ramp									
[d]	US 101 NB Off-Ramp/Harold Way	Shared Left/Through	305	23		8		23		8	
	(Unsignalized Intersection #5)	Right	305	47		11		47		12	
		Ramp	330	0	NO	0	NO	0	NO	0	NO

[a] Expressed in feet.

[b] 95th Percentile queue results per Vistro 5 (HCM 6th Edition Methodology).

[c] The right-turn from the off-ramp is a channelized free right-turn.

[d] Intersection has a free-flow off-ramp to Sunset Boulevard in the westbound direction.

TABLE G-16
FREEWAY OFF-RAMP QUEUE EVALUATION
FUTURE OPERATING CONDITIONS (YEAR 2040)

ID	Freeway Off-ramp	Ramp and Lane Description	Vehicle Storage Capacity [a]	Future without Project Conditions				Future with Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?	Vehicle Queue Length [b]	Exceeds Capacity?
Q-1.	Vine Street &	US 101 Southbound Off-Ramp									
[c]	Franklin Avenue/US 101 SB Off-Ramp	Through	925	180		292		180		292	
	(Signalized Intersection #2)	Right	925	872		105		925		104	
		Ramp	485	0	NO	0	NO	31	NO	0	NO
Q-2.	US 101 SB Ramps &	US 101 Southbound Off-Ramp									
	Hollywood Boulevard	Left	195	195		195		195		195	
	(Signalized Intersection #14)	Shared Left/Through/Right	195	195		195		195		195	
		Ramp	620	480	NO	355	NO	488	NO	356	NO
Q-3.	US 101 NB Ramps/Van Ness Avenue &	US 101 Northbound Off-Ramp									
	Hollywood Boulevard	Left	510	117		106		117		108	
	(Signalized Intersection #15)	Left	510	118		107		118		108	
		Right	390	46		49		46		49	
		Ramp	465	0	NO	0	NO	0	NO	0	NO
Q-4.	US 101 NB Off-Ramp/Serrano Avenue &	US 101 Northbound Off-Ramp									
	Santa Monica Boulevard	Left	160	160		160		160		160	
	(Signalized Intersection #46)	Shared Left/Through/Right	160	160		160		160		160	
		Ramp	610	1,840	**YES**	3,666	**YES**	1,922	**YES**	3,658	**YES**
Q-5.	Gower Street &	US 101 Northbound Off-Ramp									
	US 101 NB Off-Ramp	Left	430	375		398		381		408	
	(Unsignalized Intersection #1)	Right	430	10		18		10		18	
		Ramp	230	0	NO	0	NO	0	NO	0	NO
Q-6.	Gower Street &	US 101 Southbound Off-Ramp									
	US 101 SB Off-Ramp/Yucca Street	Shared Left/Through	290	290		290		290		290	
	(Unsignalized Intersection #2)	Shared Through/Right	290	290		215		290		219	
		Ramp	750	190	NO	51	NO	223	NO	58	NO
Q-7.	US 101 SB Off-Ramp/Van Ness &	US 101 Southbound Off-Ramp									
	Harold Way	Through	265	143		78		147		78	
	(Unsignalized Intersection #4)	Shared Through/Right	265	139		78		143		78	
		Ramp	565	0	NO	0	NO	0	NO	0	NO
Q-8.	Wilton Place &	US 101 Northbound Off-Ramp									
[d]	US 101 NB Off-Ramp/Harold Way	Shared Left/Through	305	24		8		24		8	
	(Unsignalized Intersection #5)	Right	305	53		20		53		20	
		Ramp	330	0	NO	0	NO	0	NO	0	NO

[a] Expressed in feet.

[b] 95th Percentile queue results per Vistro 5 (HCM 6th Edition Methodology).

[c] The right-turn from the off-ramp is a channelized free right-turn.

[d] Intersection has a free-flow off-ramp to Sunset Boulevard in the westbound direction.

Attachment

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,803	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,668	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*		D:	**34.6**	pc/mi/ln
Level of Service (LOS):			LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,157	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 2,345 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **n/a** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **n/a** pc/mi/ln

Level of Service (LOS): LOS: **F**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,056	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,741	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**36.1**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,636	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,620 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **33.6** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,618	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,903 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **39.5** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,423	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,272	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **26.4** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,852	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,970	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**40.9**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,727	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,359	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**28.2**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,117	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,759	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq$ BP: FFS_{adj}			*(Eq. 12-1)*	
	If BP < $v_p \leq$ c: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	D = v_p / S *(Eq. 12-11)*	D:	**36.5**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,306	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,238 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **25.7** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,148	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,768	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**36.7**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,079	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,173	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*		D:	**24.3**	pc/mi/ln
Level of Service (LOS):			LOS:	**C**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,921	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,415 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **29.4** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,061	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 2,030 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **42.1** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,993	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,436 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **29.8** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,868	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,400 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **29.0** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,230	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,504	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**31.2**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	3,687	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,060	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**22.0**	pc/mi/ln
Level of Service (LOS):			LOS:	**C**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,421	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,559	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**32.3**	pc/mi/ln
Level of Service (LOS):			LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,428	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,273 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **26.4** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,782	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,375 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **28.5** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	3,731	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,073	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**22.3**	pc/mi/ln
Level of Service (LOS):		LOS:	**C**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,149	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,480	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **30.7** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	3,633	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,045	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **21.7** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,809	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,670 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **34.7** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,220	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 2,363 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **n/a** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **n/a** pc/mi/ln

Level of Service (LOS): LOS: **F**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,060	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,742	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**36.1**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,657	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,627	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**33.7**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,618	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,903	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **39.5** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,436	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,275 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **26.5** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,924	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,991	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}		*(Eq. 12-1)*	
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**41.3**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,739	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,363	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**28.3**	pc/mi/ln
Level of Service (LOS):		LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,189	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,779	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**36.9**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,318	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,242 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **25.8** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,233	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,792 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **37.2** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,093	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,177 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **24.4** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,958	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,426	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.6**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,073	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,034	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq$ BP:	FFS_{adj}	*(Eq. 12-1)*		
	If BP < $v_p \leq$ c:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**42.2**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,018	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,443	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.9**	pc/mi/ln
Level of Service (LOS):		LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,872	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,401 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **29.1** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,230	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,504	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**31.2**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	3,689	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,061 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **22.0** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,434	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,562 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **32.4** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,498	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,293	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**26.8**	pc/mi/ln
Level of Service (LOS):		LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,795	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,379 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **28.6** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	3,801	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,093	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):

If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **22.7** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,164	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,485	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **30.8** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	3,715	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,068	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):

If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **22.2** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,368	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,831	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.0**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,766	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,520	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,464	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,859	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **38.6** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,084	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,749 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **36.3** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,109	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,044	pc/h/ln	
Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)?		NO			

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**42.4**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,867	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,399	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.0**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,708	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	2,216	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,448	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,566	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*		D:	**32.5**	pc/mi/ln
Level of Service (LOS):			LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,864	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	1,974	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**40.9**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,996	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,436	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.8**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,131	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,050	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**42.5**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,989	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,434	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.8**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,658	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,627	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**33.8**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,739	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,225	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**n/a**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):		LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,552	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,596	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):

If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **33.1** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,362	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,542 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **32.0** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,860	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,685	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **35.0** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,316	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,241	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*		D:	**25.7**	pc/mi/ln
Level of Service (LOS):			LOS:	**C**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,488	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,865 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **38.7** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,436	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,563	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**32.4**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,702	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,639	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**34.0**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,625	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,330	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **27.6** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,383	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,835	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **38.1** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,799	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,380	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **28.6** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,374	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,833	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.0**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,829	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,539	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **n/a** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **n/a** pc/mi/ln

Level of Service (LOS): LOS: **F**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,468	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,860	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.6**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,105	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,755	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):

If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **36.4** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,109	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,044	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**42.4**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,880	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,403	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **29.1** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,780	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,237	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,460	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,570	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**32.6**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,936	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,994 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **41.4** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,008	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,440	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.9**	pc/mi/ln
Level of Service (LOS):		LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,216	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,075	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**43.0**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,003	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,438	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **29.8** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,695	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,637 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **34.0** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,751	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,229	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,577	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,604	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **33.3** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,366	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,543	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**32.0**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,860	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,685	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **35.0** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,318	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,242	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **25.8** pc/mi/ln

Level of Service (LOS): LOS: **C**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,501	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,869	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.8**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,506	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,583	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):

If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **32.8** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,715	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,643	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **34.1** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,695	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,350	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**28.0**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,398	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,840	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**38.2**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,881	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,403	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **29.1** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,957	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 2,000 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **41.5** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,408	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 2,705 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **n/a** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **n/a** pc/mi/ln

Level of Service (LOS): — LOS: **F**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,897	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,983 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **41.1** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,556	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,885	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**39.1**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,626	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,193	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,330	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,532	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**31.8**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,592	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,470	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,188	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,779	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**36.9**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

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Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,636	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,196	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,704	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,640	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**34.0**	pc/mi/ln
Level of Service (LOS):		LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,139	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]
		[f_{RLC}:	0.00	]
		FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]
		v_p:	2,340	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**n/a**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**n/a**	pc/mi/ln
Level of Service (LOS):			LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,916	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,701	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**35.3**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,415	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,844 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **38.3** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,445	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,428	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **n/a** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **n/a** pc/mi/ln

Level of Service (LOS): LOS: **F**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,133	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,763 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **36.6** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,876	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,689	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):		D = v_p / S *(Eq. 12-11)*	D:	**35.1**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,510	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,872	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.8**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,960	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,426	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.6**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,577	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,179	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.5**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**44.9**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,462	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,858	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.5**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,641	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,909	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**39.6**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,533	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,591 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **33.0** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,639	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,196	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**n/a**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):		LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,980	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,719	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **35.7** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE WITH PROJECT CONDITIONS (YEAR 2040)

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,963	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,002	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**41.5**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	9,471	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,723	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,901	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,984	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**41.2**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,577	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,891	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **39.2** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,626	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,193	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,343	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,536	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **31.9** pc/mi/ln

Level of Service (LOS): LOS: **D**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,664	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,491	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE WITH PROJECT CONDITIONS (YEAR 2040)

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,200	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,783	pc/h/ln	
Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)?			NO		

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**37.0**	pc/mi/ln	
Level of Service (LOS):		LOS:	**E**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,708	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,216	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,716	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,643	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**34.1**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,224	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,365	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***AM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,930	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,705	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **35.4** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

FUTURE WITH PROJECT CONDITIONS (YEAR 2040)

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Northbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,452	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,855	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.5**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

1 US-101 Southbound

between Cahuenga Boulevard & Gower Street/Argyle Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	8,457	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,432	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**n/a**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):		LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Northbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,158	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,771 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **36.7** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

2 US-101 Southbound

between Gower Street/Argyle Avenue & Hollywood Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,880	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS): BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*

[f_{LW}: 1.90]
[f_{RLC}: 0.00]
FFS: 48.2 mi/h

Adjusted Free Flow Speed (FFS_{adj}): FFS x SAF *(Eq. 12-5)* — FFS_{adj}: 48.2 mi/h

Basic Freeway Seg. Capacity (c): 2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)* — c: 2,182 pc/h/ln

Adj. Freeway Seg. Capacity (c_{adj}): c x CAF *(Eq. 12-8)* — c_{adj}: 2,182 pc/h/ln

Breakpoint (BP): [1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)* — BP: 2,072 pc/h/ln

Flow Rate (v_p): $\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*

[f_{HV}: 0.925]
v_p: 1,691 pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* — D: **35.1** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Northbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,510	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,872	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**38.8**	pc/mi/ln
Level of Service (LOS):		LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

3 US-101 Southbound

between Hollywood Boulevard & Sunset Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	4,962	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,427	pc/h/ln	
Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)?			NO		

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}			*(Eq. 12-1)*	
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**48.2**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**29.6**	pc/mi/ln	
Level of Service (LOS):		LOS:	**D**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Northbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,590	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,182	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
		S:	**n/a**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln
Level of Service (LOS):		LOS:	**F**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

4 US-101 Southbound

between Sunset Boulevard & Western Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,532	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,878	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): *(Eq. 12-1)*

If $v_p \leq BP$: FFS_{adj}

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **39.0** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Northbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,654	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,913	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	D = v_p / S *(Eq. 12-11)*		D:	**39.7**	pc/mi/ln
Level of Service (LOS):			LOS:	**E**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

5 US-101 Southbound

between Western Avenue & Santa Monica Boulevard ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	5,603	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[	f_{LW}:	1.90	]
		[	f_{RLC}:	0.00	]
			FFS:	48.2	mi/h
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*		FFS_{adj}:	48.2	mi/h
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*		c:	2,182	pc/h/ln
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*		c_{adj}:	2,182	pc/h/ln
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*		BP:	2,072	pc/h/ln
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[	f_{HV}:	0.925	]
			v_p:	1,611	pc/h/ln

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$:	FFS_{adj}	*(Eq. 12-1)*		
	If $BP < v_p \leq c$:	$FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$			
			S:	**48.2**	mi/h
Density (D):	$D = v_p / S$ *(Eq. 12-11)*		D:	**33.4**	pc/mi/ln
Level of Service (LOS):			LOS:	**D**	

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Northbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	7,654	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	2,201	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? **YES**

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S):	If $v_p \leq BP$: FFS_{adj}	*(Eq. 12-1)*			
	If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$				
		S:	**n/a**	mi/h	
Density (D):	$D = v_p / S$ *(Eq. 12-11)*	D:	**n/a**	pc/mi/ln	
Level of Service (LOS):		LOS:	**F**		

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Sunset Gower Studios Project

Highway Capacity Manual 6th Edition - Basic Freeway Segments Worksheet

6 US-101 Southbound

between Santa Monica Boulevard & Melrose Avenue ***PM Peak Hour***

GEOMETRIC DATA INPUTS			DEMAND INPUTS		
Base Free Flow Speed (BFFS):	58.2	mi/h	Hourly Demand Volume (V):	6,062	veh/h
Mainline Lanes (N):	4	lanes	Heavy Vehicle Percentage (P_T):	4.04	%
Lane Widths:	11	ft	Peak Hour Factor (PHF):	0.940	
Right-Side Lateral Clearance:	8	ft	Capacity Adj. Factor (CAF):	1.00	
Total Ramp Density (TRD):	3.0	ramps/mi	Speed Adj. Factor (SAF):	1.00	
Terrain Type:	Rolling		Density at Capacity (D_C):	45.0	pc/mi/ln
			Exponent Calibration Parameter (a):	2.00	

FREE FLOW SPEED, CAPACITY, & FLOW CALCULATIONS

Free Flow Speed (FFS):	BFFS - f_{LW} - f_{RLC} - 3.22 x TRD ^ 0.84 *(Eq. 12-2)*	[f_{LW}:	1.90	]	
		[f_{RLC}:	0.00	]	
		FFS:	48.2	mi/h	
Adjusted Free Flow Speed (FFS_{adj}):	FFS x SAF *(Eq. 12-5)*	FFS_{adj}:	48.2	mi/h	
Basic Freeway Seg. Capacity (c):	2,200 + 10 x (FFS_{adj} - 50) *(Eq. 12-6)*	c:	2,182	pc/h/ln	
Adj. Freeway Seg. Capacity (c_{adj}):	c x CAF *(Eq. 12-8)*	c_{adj}:	2,182	pc/h/ln	
Breakpoint (BP):	[1,000 + 40 x (75 - FFS_{adj})] x CAF ^ 2 *(Ex. 12-6)*	BP:	2,072	pc/h/ln	
Flow Rate (v_p):	$\frac{V}{(PHF \times N \times f_{HV})}$ *(Eq. 12-9)*	[f_{HV}:	0.925	]	
		v_p:	1,743	pc/h/ln	

Flow Rate > Adjusted Freeway Segment Capacity ($v_p > c_{adj}$)? NO

SPEED, DENSITY, & LEVEL OF SERVICE

Mean Speed (S): If $v_p \leq BP$: FFS_{adj} *(Eq. 12-1)*

If $BP < v_p \leq c$: $FFS_{adj} - \frac{[(FFS_{adj} - c_{adj} / D_C) \times (v_p - BP)^a]}{(c_{adj} - BP)^a}$

S: **48.2** mi/h

Density (D): $D = v_p / S$ *(Eq. 12-11)* D: **36.2** pc/mi/ln

Level of Service (LOS): LOS: **E**

Notes: Methodology from *Highway Capacity Manual 6th Edition* , Transportation Research Board, 2016.

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	118	0	298	274	0	28	0	0	793	0	221	1380
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	118	0	298	274	0	28	0	0	793	0	221	1380
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]	30	0	75	69	0	7	0	0	198	0	55	345
Total Analysis Volume [veh/h]	118	0	298	274	0	28	0	0	793	0	221	1380
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	21	0	0	69	0	21	0	0	69	0	69	69
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	59	23	23	86
g / C, Green / Cycle	0.65	0.65	0.26	0.65	0.26	0.26	0.96
(v / s)_i Volume / Saturation Flow Rate	0.07	0.19	0.08	0.02	0.22	0.12	0.87
s, saturation flow rate [veh/h]	1781	1589	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1164	1039	916	1039	916	481	1519
d1, Uniform Delay [s]	5.77	6.64	26.83	5.49	31.87	28.09	0.68
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.70	0.18	0.05	2.61	0.68	9.57
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.29	0.30	0.03	0.87	0.46	0.91
d, Delay for Lane Group [s/veh]	5.95	7.33	27.01	5.54	34.48	28.77	10.24
Lane Group LOS	A	A	C	A	C	C	B
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.79	2.32	2.35	0.18	8.32	4.01	4.04
50th-Percentile Queue Length [ft]	19.67	58.02	58.64	4.47	207.89	100.34	100.88
95th-Percentile Queue Length [veh]	1.42	4.18	4.22	0.32	13.04	7.22	7.26
95th-Percentile Queue Length [ft]	35.41	104.44	105.56	8.04	326.12	180.60	181.59

Movement, Approach, & Intersection Results

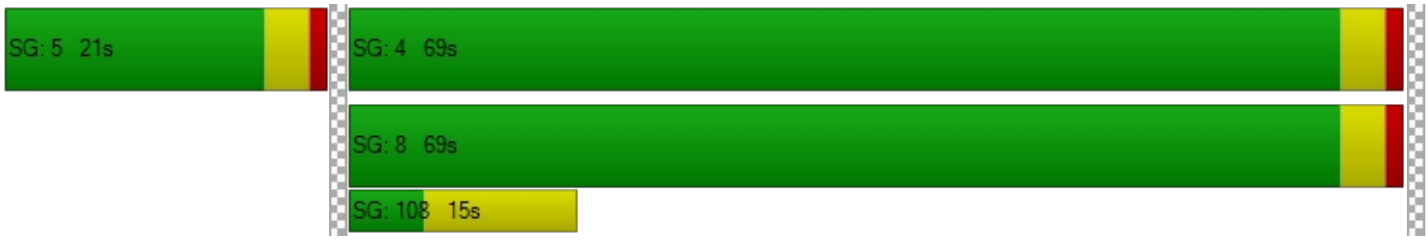
d_M, Delay for Movement [s/veh]	5.95	0.00	7.33	27.01	0.00	5.54	0.00	0.00	34.48	0.00	28.77	10.24
Movement LOS	A		A	C		A			C		C	B
d_A, Approach Delay [s/veh]	6.94			25.02			34.48			12.80		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	18.73											
Intersection LOS	B											
Intersection V/C	0.586											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.535	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	378	378	0	1444
d_b, Bicycle Delay [s]	29.61	29.61	45.00	3.47
l_b,int, Bicycle LOS Score for Intersection	2.246	1.809	4.787	4.201
Bicycle LOS	B	A	E	D

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	213	26	67	178	19	53	218	421	155	164	776	582
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	213	26	67	178	19	53	218	421	155	164	776	582
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]	53	7	17	45	5	13	55	105	39	41	194	146
Total Analysis Volume [veh/h]	213	26	67	178	19	53	218	421	155	164	776	582
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	19	0	0	17	0	12	41	0	28	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	13	13	13	71	55	55	12	60	60
g / C, Green / Cycle	0.09	0.09	0.09	0.12	0.12	0.12	0.68	0.53	0.53	0.11	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.04	0.10	0.01	0.03	0.37	0.12	0.10	0.09	0.38	0.40
s, saturation flow rate [veh/h]	1781	1799	1589	1781	1870	1589	583	3560	1589	1781	1870	1613
c, Capacity [veh/h]	158	159	141	217	228	194	376	1870	835	200	1061	915
d1, Uniform Delay [s]	46.77	46.76	45.56	44.99	40.91	41.89	16.35	13.43	13.13	45.62	15.91	16.38
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	7.14	7.03	2.49	7.43	0.15	0.75	6.37	0.28	0.49	8.16	3.42	4.52
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.75	0.75	0.48	0.82	0.08	0.27	0.58	0.23	0.19	0.82	0.67	0.70
d, Delay for Lane Group [s/veh]	53.90	53.79	48.05	52.41	41.06	42.64	22.71	13.71	13.62	53.77	19.33	20.90
Lane Group LOS	D	D	D	D	D	D	C	B	B	D	B	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	3.34	3.36	1.76	4.94	0.45	1.29	2.30	2.69	2.00	4.61	12.23	11.56
50th-Percentile Queue Length [ft]	83.39	84.03	43.90	123.62	11.16	32.18	57.50	67.19	49.88	115.29	305.66	289.11
95th-Percentile Queue Length [veh]	6.00	6.05	3.16	8.59	0.80	2.32	4.14	4.84	3.59	8.13	17.96	17.14
95th-Percentile Queue Length [ft]	150.10	151.25	79.02	214.79	20.08	57.92	103.50	120.94	89.78	203.34	449.02	428.54

Movement, Approach, & Intersection Results

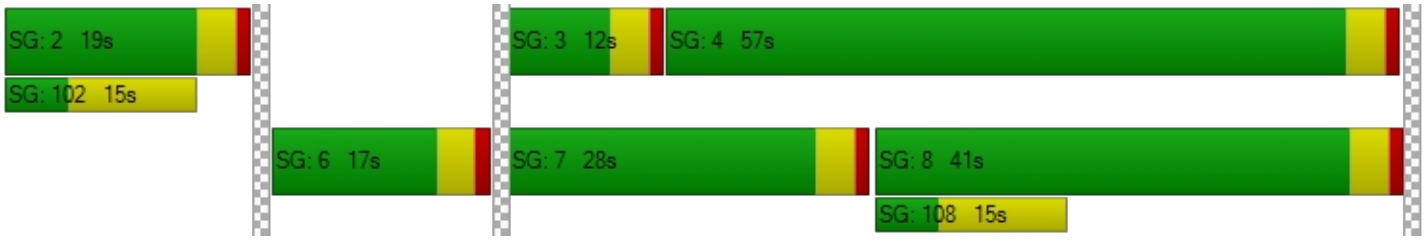
d_M, Delay for Movement [s/veh]	53.86	53.79	48.05	52.41	41.06	42.64	22.71	13.71	13.62	53.77	19.46	20.90
Movement LOS	D	D	D	D	D	D	C	B	B	D	B	C
d_A, Approach Delay [s/veh]	52.58			49.48			16.17			23.71		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	26.94											
Intersection LOS	C											
Intersection V/C	0.617											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.434	0.000	0.000	2.735
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	286	248	705	1010
d_b, Bicycle Delay [s]	38.57	40.30	22.02	12.88
l_b,int, Bicycle LOS Score for Intersection	2.065	1.972	2.215	2.815
Bicycle LOS	B	A	B	C

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	506	3	73	0	483	232	50	1034	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	506	3	73	0	483	232	50	1034	0	0	0	0
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]	127	1	18	0	121	58	13	259	0	0	0	0
Total Analysis Volume [veh/h]	506	3	73	0	483	232	50	1034	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	19	19	55	55	4	63	
g / C, Green / Cycle	0.22	0.22	0.61	0.61	0.04	0.70	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.18	0.15	0.16	0.03	0.32	
s, saturation flow rate [veh/h]	1603	1556	3204	1431	1603	3204	
c, Capacity [veh/h]	346	336	1954	873	65	2228	
d1, Uniform Delay [s]	33.92	33.93	8.07	8.18	42.76	6.18	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.97	6.17	0.30	0.75	16.62	0.70	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.85	0.85	0.25	0.27	0.76	0.46	
d, Delay for Lane Group [s/veh]	39.89	40.10	8.37	8.92	59.38	6.87	
Lane Group LOS	D	D	A	A	E	A	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	6.63	6.46	2.03	2.08	1.39	3.83	
50th-Percentile Queue Length [ft]	165.63	161.45	50.76	51.95	34.80	95.74	
95th-Percentile Queue Length [veh]	10.85	10.63	3.65	3.74	2.51	6.89	
95th-Percentile Queue Length [ft]	271.16	265.64	91.37	93.51	62.64	172.34	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.98	40.10	40.10	0.00	8.37	8.92	59.38	6.87	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		A	A	E	A				
d_A, Approach Delay [s/veh]	40.00			8.55			9.30			0.00		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	16.58											
Intersection LOS	B											
Intersection V/C	0.507											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.000	0.000	0.000	1.703
Crosswalk LOS	B	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	2.520	2.149	2.454	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	59.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	297	22	0	69	113	0	832	0	0	790	867	13
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	297	22	0	69	113	0	832	0	0	790	867	13
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]	74	6	0	17	28	0	208	0	0	198	217	3
Total Analysis Volume [veh/h]	297	22	0	69	113	0	832	0	0	790	867	13
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	47	0	0	0	0	24	0	0	24	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	64	64	64	64	64	64	64
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.14	0.14	0.14	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.05	0.18	0.26	0.25	0.62
s, saturation flow rate [veh/h]	1603	1613	1431	617	3204	3204	1431
c, Capacity [veh/h]	227	228	202	266	1489	1489	665
d1, Uniform Delay [s]	26.40	26.40	24.99	22.23	12.48	12.27	17.27
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.92	3.90	0.99	1.08	0.33	0.29	155.99
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.70	0.34	0.43	0.56	0.53	1.32
d, Delay for Lane Group [s/veh]	30.33	30.30	25.98	23.31	12.81	12.56	173.26
Lane Group LOS	C	C	C	C	B	B	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.45	2.46	0.96	1.53	3.81	3.55	37.08
50th-Percentile Queue Length [ft]	61.24	61.58	24.01	38.35	95.28	88.83	927.02
95th-Percentile Queue Length [veh]	4.41	4.43	1.73	2.76	6.86	6.40	56.35
95th-Percentile Queue Length [ft]	110.23	110.85	43.22	69.04	171.50	159.89	1408.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.31	30.30	0.00	25.98	23.31	0.00	12.81	0.00	0.00	12.56	173.26	173.26
Movement LOS	C	C		C	C		B			B	F	F
d_A, Approach Delay [s/veh]	29.54				14.07				97.24			
Approach LOS	C				B				F			
d_I, Intersection Delay [s/veh]	59.74											
Intersection LOS	E											
Intersection V/C	0.888											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.068	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	444	444
d_b, Bicycle Delay [s]	12.27	27.22	27.22
l_b,int, Bicycle LOS Score for Intersection	2.200	2.339	2.927
Bicycle LOS	B	B	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	13	0	248	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	248	0	0	0	0	0
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]	3	0	62	0	0	0	0	0
Total Analysis Volume [veh/h]	13	0	248	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	64	64	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	13	13	
g / C, Green / Cycle	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.17	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	333	297	
d1, Uniform Delay [s]	20.40	24.48	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.05	6.07	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.04	0.83	
d, Delay for Lane Group [s/veh]	20.45	30.55	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.15	3.89	
50th-Percentile Queue Length [ft]	3.81	97.23	
95th-Percentile Queue Length [veh]	0.27	7.00	
95th-Percentile Queue Length [ft]	6.86	175.02	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.45	0.00	30.55	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	30.05				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	59.74							
Intersection LOS	E							
Intersection V/C	0.888							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.031	2.563
Crosswalk LOS	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.630

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	109	26	48	205	111	87	970	13	40	1279	34
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	109	26	48	205	111	87	970	13	40	1279	34
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]	2	27	7	12	51	28	22	243	3	10	320	9
Total Analysis Volume [veh/h]	7	109	26	48	205	111	87	970	13	40	1279	34
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	34	0	0	34	0	0	66	0	0	66	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	59	59	59	59	59	59
g / C, Green / Cycle	0.33	0.33	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.09	0.24	0.23	0.29	0.29	0.08	0.39	0.39
s, saturation flow rate [veh/h]	1611	1532	377	1683	1675	515	1683	1668
c, Capacity [veh/h]	573	550	170	989	984	260	989	980
d1, Uniform Delay [s]	24.40	28.99	35.52	12.02	12.02	21.91	13.97	13.99
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.11	0.20	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.03	6.16	2.36	0.39	0.39	0.27	1.41	1.43
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	0.25	0.66	0.51	0.50	0.50	0.15	0.67	0.67
d, Delay for Lane Group [s/veh]	25.44	35.15	37.88	12.41	12.41	22.19	15.38	15.42
Lane Group LOS	C	D	D	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.60	8.38	2.11	6.07	6.04	0.66	9.66	9.60
50th-Percentile Queue Length [ft]	65.02	209.53	52.68	151.78	151.10	16.50	241.57	240.06
95th-Percentile Queue Length [veh]	4.68	13.13	3.79	10.11	10.08	1.19	14.76	14.68
95th-Percentile Queue Length [ft]	117.03	328.23	94.82	252.81	251.90	29.71	369.02	367.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.44	25.44	25.44	35.15	35.15	35.15	37.88	12.41	12.41	22.19	15.40	15.42
Movement LOS	C	C	C	D	D	D	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	25.44			35.15			14.48			15.60		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	18.10											
Intersection LOS	B											
Intersection V/C	0.630											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.973	2.135	2.797	2.842
Crosswalk LOS	A	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	1240	1240
d_b, Bicycle Delay [s]	24.50	24.50	7.22	7.22
l_b,int, Bicycle LOS Score for Intersection	1.794	2.160	2.442	2.676
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	23	533	36	34	671	176	73	882	39	105	1179	39
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	23	533	36	34	671	176	73	882	39	105	1179	39
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]	6	133	9	9	168	44	18	221	10	26	295	10
Total Analysis Volume [veh/h]	23	533	36	34	671	176	73	882	39	105	1179	39
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.29	0.29	0.18	0.28	0.28	0.19	0.36	0.36
s, saturation flow rate [veh/h]	1328	1501	1582	1425	412	1683	1658	546	1683	1664
c, Capacity [veh/h]	598	632	704	600	149	840	827	227	840	831
d1, Uniform Delay [s]	20.38	21.17	23.30	23.69	40.11	17.32	17.32	31.70	19.71	19.73
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.13	0.13	0.11	0.26	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.62	2.75	4.79	6.51	2.47	0.69	0.70	1.46	2.97	3.02
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.47	0.49	0.66	0.69	0.49	0.55	0.55	0.46	0.73	0.73
d, Delay for Lane Group [s/veh]	22.99	23.92	28.09	30.20	42.57	18.01	18.02	33.16	22.68	22.75
Lane Group LOS	C	C	C	C	D	B	B	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.86	5.70	9.52	8.86	1.85	7.22	7.11	2.30	11.29	11.20
50th-Percentile Queue Length [ft]	121.61	142.39	238.07	221.61	46.18	180.43	177.81	57.49	282.14	279.90
95th-Percentile Queue Length [veh]	8.48	9.61	14.58	13.75	3.32	11.62	11.49	4.14	16.80	16.68
95th-Percentile Queue Length [ft]	212.04	240.24	364.59	343.68	83.12	290.57	287.15	103.48	419.88	417.09

Movement, Approach, & Intersection Results

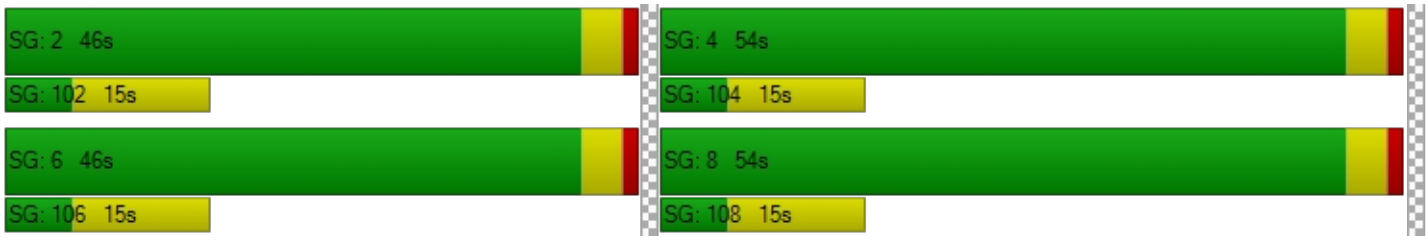
d_M, Delay for Movement [s/veh]	22.99	23.48	23.92	28.09	28.85	30.20	42.57	18.01	18.02	33.16	22.71	22.75
Movement LOS	C	C	C	C	C	C	D	B	B	C	C	C
d_A, Approach Delay [s/veh]	23.48			29.09			19.82			23.54		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	23.85											
Intersection LOS	C											
Intersection V/C	0.658											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.630	2.614	2.802	2.798
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.048	2.286	2.380	2.651
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	54	901	122	41	997	137	71	803	44	115	1119	52
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	901	122	41	997	137	71	803	44	115	1119	52
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	225	31	10	249	34	18	201	11	29	280	13
Total Analysis Volume [veh/h]	54	901	122	41	997	137	71	803	44	115	1119	52
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	50	0	0	50	0	0	50	0	0	50	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	46	46	46	46	46	46	46	46	46	46	46	46
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.12	0.28	0.09	0.07	0.34	0.34	0.16	0.25	0.25	0.20	0.35	0.35
s, saturation flow rate [veh/h]	447	3204	1431	556	1683	1613	431	1683	1652	585	1683	1657
c, Capacity [veh/h]	144	1477	659	202	775	743	134	773	759	219	773	761
d1, Uniform Delay [s]	39.98	20.21	15.88	31.75	22.14	22.16	43.75	19.59	19.59	34.82	22.50	22.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.13	0.13	0.11	0.29	0.29
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
d2, Incremental Delay [s]	7.30	1.89	0.62	2.27	6.45	6.76	3.24	0.75	0.76	1.94	4.16	4.26
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.37	0.61	0.19	0.20	0.75	0.75	0.53	0.55	0.55	0.52	0.76	0.76
d, Delay for Lane Group [s/veh]	47.28	22.10	16.50	34.01	28.59	28.92	46.99	20.34	20.36	36.76	26.65	26.78
Lane Group LOS	D	C	B	C	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.55	7.97	1.73	0.94	12.06	11.65	1.89	7.11	6.98	2.68	11.89	11.76
50th-Percentile Queue Length [ft]	38.65	199.26	43.18	23.56	301.47	291.19	47.18	177.63	174.49	66.93	297.36	293.95
95th-Percentile Queue Length [veh]	2.78	12.60	3.11	1.70	17.75	17.24	3.40	11.48	11.31	4.82	17.55	17.38
95th-Percentile Queue Length [ft]	69.57	315.02	77.72	42.41	443.84	431.12	84.92	286.92	282.81	120.48	438.76	434.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.28	22.10	16.50	34.01	28.73	28.92	46.99	20.35	20.36	36.76	26.71	26.78
Movement LOS	D	C	B	C	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	22.73			28.94			22.41			27.61		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.71											
Intersection LOS	C											
Intersection V/C	0.695											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.986	2.836	2.818	2.804
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	920	920	920	920
d_b, Bicycle Delay [s]	14.58	14.58	14.58	14.58
l_b,int, Bicycle LOS Score for Intersection	2.448	2.529	2.317	2.621
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	20	306	55	54	371	47	89	855	48	168	1276	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	20	306	55	54	371	47	89	855	48	168	1276	62
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	77	14	14	93	12	22	214	12	42	319	16
Total Analysis Volume [veh/h]	20	306	55	54	371	47	89	855	48	168	1276	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	19	0	0	0	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	7	44	44	44
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.07	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.02	0.22	0.06	0.25	0.06	0.10	0.40	0.40
s, saturation flow rate [veh/h]	872	1639	918	1650	1603	1603	1683	1656
c, Capacity [veh/h]	194	607	233	611	113	704	740	728
d1, Uniform Delay [s]	37.83	25.45	36.15	26.57	45.75	17.55	26.18	26.26
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.18	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.06	4.26	2.32	6.13	11.43	0.17	7.40	7.90
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	0.10	0.60	0.23	0.68	0.79	0.24	0.91	0.91
d, Delay for Lane Group [s/veh]	38.89	29.71	38.46	32.70	57.18	17.73	33.58	34.16
Lane Group LOS	D	C	D	C	E	B	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.49	7.48	1.30	9.21	2.52	2.41	15.74	15.70
50th-Percentile Queue Length [ft]	12.17	186.92	32.45	230.28	63.05	60.36	393.50	392.52
95th-Percentile Queue Length [veh]	0.88	11.96	2.34	14.19	4.54	4.35	22.25	22.20
95th-Percentile Queue Length [ft]	21.90	299.03	58.42	354.72	113.49	108.65	556.17	554.98

Movement, Approach, & Intersection Results

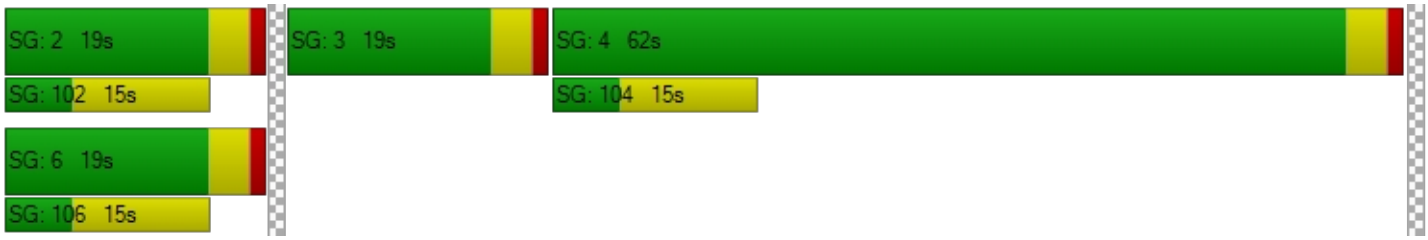
d_M, Delay for Movement [s/veh]	38.89	29.71	29.71	38.46	32.70	32.70	57.18	0.00	0.00	17.73	33.86	34.16
Movement LOS	D	C	C	D	C	C	E			B	C	C
d_A, Approach Delay [s/veh]	30.19			33.36			57.18			32.07		
Approach LOS	C			C			E			C		
d_I, Intersection Delay [s/veh]	32.94											
Intersection LOS	C											
Intersection V/C	0.711											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.246	2.249	2.614	2.698
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	0	1160
d_b, Bicycle Delay [s]	36.13	36.13	50.00	8.82
l_b,int, Bicycle LOS Score for Intersection	2.188	2.338	1.560	2.802
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.539

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	3	4	83	10	137	99	859	9	21	1420	43
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	3	4	83	10	137	99	859	9	21	1420	43
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]	2	1	1	21	3	34	25	215	2	5	355	11
Total Analysis Volume [veh/h]	7	3	4	83	10	137	99	859	9	21	1420	43
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.10	0.30	0.26	0.26	0.04	0.44	0.44
s, saturation flow rate [veh/h]	1039	1267	1445	326	1683	1677	574	1683	1666
c, Capacity [veh/h]	408	370	493	145	974	971	306	974	964
d1, Uniform Delay [s]	22.15	24.49	24.16	41.74	11.95	11.95	18.25	15.73	15.76
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.29	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	1.40	1.54	5.77	0.32	0.32	0.09	3.14	3.23
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.22	0.30	0.68	0.45	0.45	0.07	0.75	0.76
d, Delay for Lane Group [s/veh]	22.31	25.90	25.70	47.51	12.28	12.28	18.34	18.87	18.99
Lane Group LOS	C	C	C	D	B	B	B	B	B
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.24	1.59	2.74	2.70	5.24	5.23	0.30	12.31	12.26
50th-Percentile Queue Length [ft]	5.89	39.74	68.42	67.42	131.11	130.64	7.59	307.74	306.57
95th-Percentile Queue Length [veh]	0.42	2.86	4.93	4.85	9.00	8.97	0.55	18.06	18.01
95th-Percentile Queue Length [ft]	10.61	71.53	123.15	121.35	225.00	224.36	13.67	451.58	450.14

Movement, Approach, & Intersection Results

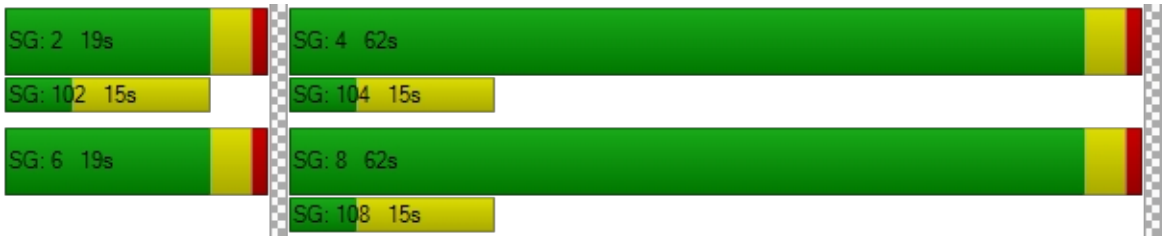
d_M, Delay for Movement [s/veh]	22.31	22.31	22.31	25.90	25.70	25.70	47.51	12.28	12.28	18.34	18.93	18.99
Movement LOS	C	C	C	C	C	C	D	B	B	B	B	B
d_A, Approach Delay [s/veh]	22.31			25.77			15.88			18.92		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	18.44											
Intersection LOS	B											
Intersection V/C	0.539											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.778	2.210	0.000	2.898
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.583	1.939	2.357	2.784
Bicycle LOS	A	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	44	328	46	21	422	100	61	805	66	59	1273	22
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	44	328	46	21	422	100	61	805	66	59	1273	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]	11	82	12	5	106	25	15	201	17	15	318	6
Total Analysis Volume [veh/h]	44	328	46	21	422	100	61	805	66	59	1273	22
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.29	0.34	0.16	0.26	0.26	0.10	0.39	0.39
s, saturation flow rate [veh/h]	1442	1612	383	1683	1639	572	1683	1673
c, Capacity [veh/h]	647	716	133	840	818	242	840	835
d1, Uniform Delay [s]	22.69	25.13	42.04	17.00	17.00	27.55	20.42	20.43
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.11	0.30	0.30
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.93	7.40	2.45	0.53	0.54	0.52	4.17	4.21
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	0.65	0.76	0.46	0.53	0.53	0.24	0.77	0.77
d, Delay for Lane Group [s/veh]	27.62	32.53	44.50	17.53	17.54	28.07	24.58	24.64
Lane Group LOS	C	C	D	B	B	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.41	12.21	1.57	6.71	6.54	1.13	12.61	12.57
50th-Percentile Queue Length [ft]	210.25	305.25	39.37	167.80	163.46	28.22	315.31	314.14
95th-Percentile Queue Length [veh]	13.17	17.94	2.83	10.96	10.73	2.03	18.44	18.38
95th-Percentile Queue Length [ft]	329.15	448.51	70.87	274.02	268.30	50.79	460.92	459.47

Movement, Approach, & Intersection Results

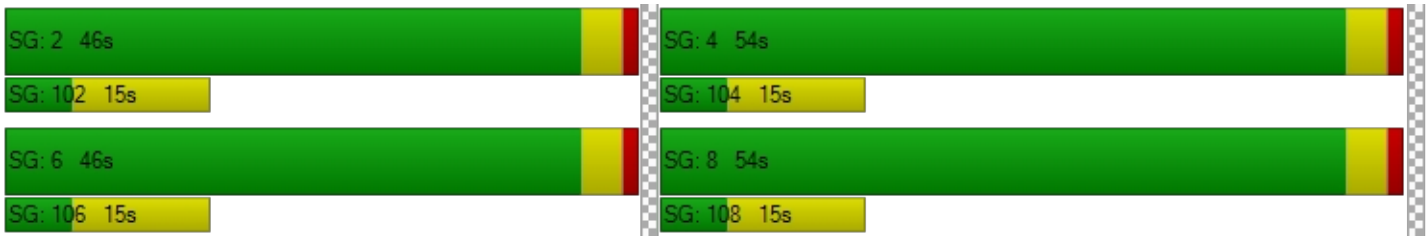
d_M, Delay for Movement [s/veh]	27.62	27.62	27.62	32.53	32.53	32.53	44.50	17.53	17.54	28.07	24.61	24.64
Movement LOS	C	C	C	C	C	C	D	B	B	C	C	C
d_A, Approach Delay [s/veh]	27.62			32.53			19.30			24.76		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	24.86											
Intersection LOS	C											
Intersection V/C	0.723											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.276	2.273	2.827	2.770
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.249	2.456	2.329	2.677
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	669	89	0	850	132	41	747	67	124	1164	12
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	669	89	0	850	132	41	747	67	124	1164	12
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	167	22	0	213	33	10	187	17	31	291	3
Total Analysis Volume [veh/h]	0	669	89	0	850	132	41	747	67	124	1164	12
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	47	47	45	45	45	45	45	45
g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.45	0.45	0.45	0.45	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.23	0.23	0.29	0.31	0.10	0.25	0.25	0.21	0.35	0.35
s, saturation flow rate [veh/h]	1683	1616	1683	1607	429	1683	1635	604	1683	1677
c, Capacity [veh/h]	792	761	792	756	128	756	734	222	756	753
d1, Uniform Delay [s]	18.07	18.29	19.77	20.17	41.86	20.10	20.10	35.59	23.33	23.34
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.07	2.32	3.63	4.29	1.43	0.62	0.64	2.20	3.78	3.80
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.48	0.50	0.62	0.65	0.32	0.55	0.55	0.56	0.78	0.78
d, Delay for Lane Group [s/veh]	20.14	20.62	23.40	24.45	43.30	20.71	20.74	37.80	27.11	27.14
Lane Group LOS	C	C	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	6.23	6.34	8.99	9.25	1.02	6.92	6.73	2.95	12.04	12.01
50th-Percentile Queue Length [ft]	155.82	158.50	224.68	231.33	25.40	173.06	168.30	73.66	301.11	300.32
95th-Percentile Queue Length [veh]	10.33	10.47	13.90	14.24	1.83	11.24	10.99	5.30	17.74	17.70
95th-Percentile Queue Length [ft]	258.18	261.74	347.59	356.04	45.72	280.94	274.67	132.58	443.40	442.43

Movement, Approach, & Intersection Results

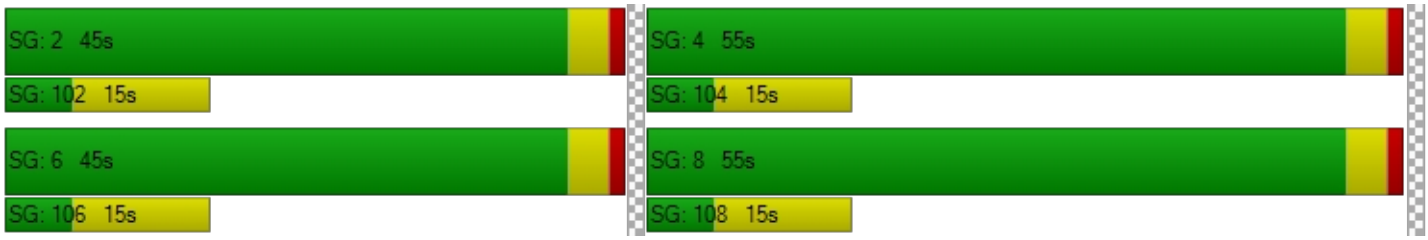
d_M, Delay for Movement [s/veh]	0.00	20.35	20.62	0.00	23.84	24.45	43.30	20.72	20.74	37.80	27.13	27.14
Movement LOS		C	C		C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	20.38			23.92			21.81			28.14		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.18											
Intersection LOS	C											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.753	2.611	2.726	2.898
Crosswalk LOS	C	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.185	2.370	2.265	2.632
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	93	791	166	101	957	68	54	789	109	146	935	43
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	93	791	166	101	957	68	54	789	109	146	935	43
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]	23	198	42	25	239	17	14	197	27	37	234	11
Total Analysis Volume [veh/h]	93	791	166	101	957	68	54	789	109	146	935	43
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	27	27	9	27	0	9	19	19	45	55	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	51	42	55	51	42	42	41	28	37	41	33	33
g / C, Green / Cycle	0.51	0.42	0.55	0.51	0.42	0.42	0.41	0.28	0.37	0.41	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.14	0.25	0.12	0.13	0.31	0.31	0.08	0.25	0.08	0.17	0.29	0.29
s, saturation flow rate [veh/h]	647	3204	1431	752	1683	1644	676	3204	1431	876	1683	1657
c, Capacity [veh/h]	305	1354	785	369	711	694	236	900	531	316	552	543
d1, Uniform Delay [s]	16.91	22.16	11.51	14.96	24.13	24.14	22.48	34.34	21.42	22.94	31.95	31.96
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.14	0.14
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
d2, Incremental Delay [s]	2.57	1.85	0.61	0.40	6.48	6.64	0.49	2.93	0.19	1.06	6.73	6.85
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.30	0.58	0.21	0.27	0.73	0.73	0.23	0.88	0.21	0.46	0.89	0.89
d, Delay for Lane Group [s/veh]	19.48	24.01	12.12	15.36	30.61	30.77	22.97	37.27	21.61	24.00	38.69	38.81
Lane Group LOS	B	C	B	B	C	C	C	D	C	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.27	7.25	1.94	1.19	11.13	10.91	0.79	9.32	1.75	2.28	12.04	11.88
50th-Percentile Queue Length [ft]	31.70	181.18	48.57	29.69	278.16	272.69	19.80	232.98	43.77	56.94	301.00	296.96
95th-Percentile Queue Length [veh]	2.28	11.66	3.50	2.14	16.60	16.32	1.43	14.33	3.15	4.10	17.73	17.53
95th-Percentile Queue Length [ft]	57.06	291.56	87.42	53.44	414.92	408.10	35.65	358.15	78.78	102.49	443.26	438.26

Movement, Approach, & Intersection Results

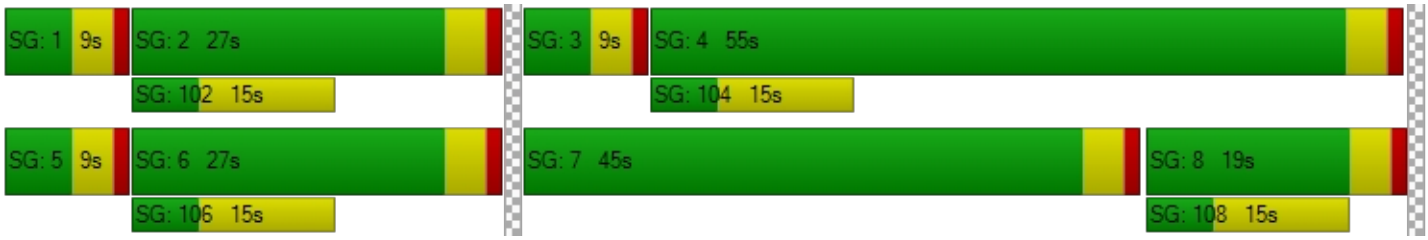
d_M, Delay for Movement [s/veh]	19.48	24.01	12.12	15.36	30.68	30.77	22.97	37.27	21.61	24.00	38.75	38.81
Movement LOS	B	C	B	B	C	C	C	D	C	C	D	D
d_A, Approach Delay [s/veh]	21.73			29.32			34.66			36.83		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	30.63											
Intersection LOS	C											
Intersection V/C	0.655											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.889	2.726	2.851	2.795
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	460	300	1020
d_b, Bicycle Delay [s]	29.65	29.65	36.13	12.01
l_b,int, Bicycle LOS Score for Intersection	2.426	2.489	2.345	2.487
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	9	846	275	43	1241	33	0	0	0	67	13	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	9	846	275	43	1241	33	0	0	0	67	13	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]	2	212	69	11	310	8	0	0	0	17	3	4
Total Analysis Volume [veh/h]	9	846	275	43	1241	33	0	0	0	67	13	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	78	0	0	78	0	0	0	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	44	44	44	44	44	44		48
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.44	0.44		0.48
(v / s)_i Volume / Saturation Flow Rate	0.30	0.29	0.19	0.07	0.38	0.38		0.06
s, saturation flow rate [veh/h]	1369	1532	1431	586	1683	1668		1583
c, Capacity [veh/h]	634	668	624	181	734	727		766
d1, Uniform Delay [s]	21.30	22.53	19.68	35.68	25.64	25.65		14.17
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	1.07	1.20	0.49	0.66	13.46	13.65		0.33
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.64	0.68	0.44	0.24	0.87	0.87		0.12
d, Delay for Lane Group [s/veh]	22.38	23.73	20.17	36.34	39.10	39.30		14.51
Lane Group LOS	C	C	C	D	D	D		B
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	6.97	8.39	4.43	0.95	15.91	15.83		1.23
50th-Percentile Queue Length [ft]	174.31	209.70	110.79	23.68	397.86	395.80		30.74
95th-Percentile Queue Length [veh]	11.30	13.14	7.88	1.71	22.46	22.36		2.21
95th-Percentile Queue Length [ft]	282.57	328.45	197.10	42.63	561.43	558.93		55.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.38	23.10	20.17	36.34	39.20	39.30	0.00	0.00	0.00	14.51	14.51	14.51
Movement LOS	C	C	C	D	D	D				B	B	B
d_A, Approach Delay [s/veh]	22.38			39.11			0.00			14.51		
Approach LOS	C			D			A			B		
d_I, Intersection Delay [s/veh]	30.75											
Intersection LOS	C											
Intersection V/C	0.440											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.741	0.000	1.801
Crosswalk LOS	F	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1480	1480	0	360
d_b, Bicycle Delay [s]	3.38	3.38	50.00	33.62
l_b,int, Bicycle LOS Score for Intersection	2.492	2.646	4.132	1.716
Bicycle LOS	B	B	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	41.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	533	56	77	32	959	0	0	676	33	33	0	66
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	533	56	77	32	959	0	0	676	33	33	0	66
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]	133	14	19	8	240	0	0	169	8	8	0	17
Total Analysis Volume [veh/h]	533	56	77	32	959	0	0	676	33	33	0	66
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	37	0	0	44	0	0	44	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.05	0.30	0.21	0.21	0.07
s, saturation flow rate [veh/h]	1603	1571	666	3204	1683	1656	1484
c, Capacity [veh/h]	466	457	136	957	503	495	431
d1, Uniform Delay [s]	31.86	31.88	43.01	35.11	31.19	31.33	26.99
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.12	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.29	9.54	0.88	13.96	1.85	2.10	1.24
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.72	0.24	1.00	0.71	0.72	0.23
d, Delay for Lane Group [s/veh]	41.15	41.42	43.89	49.07	33.04	33.43	28.23
Lane Group LOS	D	D	D	F	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	8.36	8.25	0.78	13.18	7.71	7.77	1.93
50th-Percentile Queue Length [ft]	208.94	206.21	19.52	329.46	192.73	194.31	48.37
95th-Percentile Queue Length [veh]	13.10	12.96	1.41	19.15	12.26	12.34	3.48
95th-Percentile Queue Length [ft]	327.47	323.96	35.14	478.85	306.57	308.62	87.07

Movement, Approach, & Intersection Results

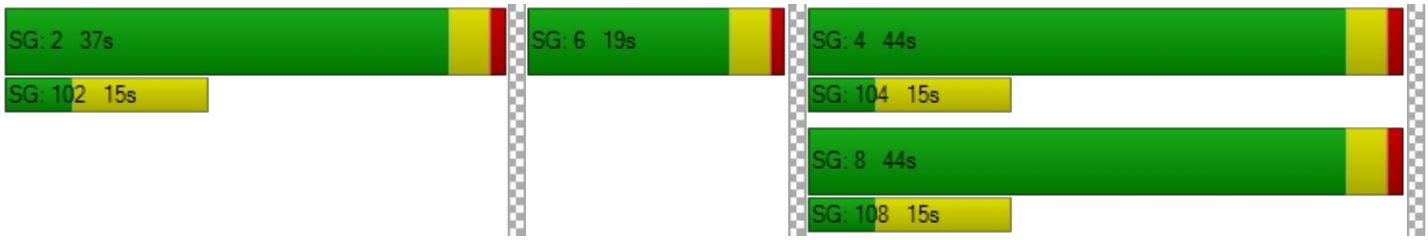
d_M, Delay for Movement [s/veh]	41.25	41.42	41.42	43.89	49.07	0.00	0.00	33.23	33.43	28.23	28.23	28.23
Movement LOS	D	D	D	D	F			C	C	C	C	C
d_A, Approach Delay [s/veh]	41.28			48.90			33.24			28.23		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	41.51											
Intersection LOS	D											
Intersection V/C	0.576											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.163	0.000	2.571	1.874
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	800	800	300
d_b, Bicycle Delay [s]	22.45	18.00	18.00	36.13
l_b,int, Bicycle LOS Score for Intersection	2.659	2.377	2.145	1.723
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	548	0	0	502	199	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	548	0	0	502	199	62
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]	137	0	0	126	50	16
Total Analysis Volume [veh/h]	548	0	0	502	199	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.62	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	32.50	10.44
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.86	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	96.42	7.00
d_A, Approach Delay [s/veh]	0.00		0.00		27.26	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.43					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	114.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	334	28	30	686	0	201	24	410	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	334	28	30	686	0	201	24	410	0	0	0
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	84	7	8	172	0	50	6	103	0	0	0
Total Analysis Volume [veh/h]	0	334	28	30	686	0	201	24	410	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	0.90	0.12	0.63	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.09	0.00	0.00	112.29	113.96	19.35	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.27	0.64	0.00	9.46	6.94	4.42	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	31.76	15.88	0.00	236.61	173.55	110.49	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.34			52.34			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	19.55											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	35	0	891	41	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	35	0	891	41	0	23
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]	9	0	223	10	0	6
Total Analysis Volume [veh/h]	35	0	891	41	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	783	793	1055
Degree of Utilization, x	0.04	0.60	0.59	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.01	3.90	0.07
95th-Percentile Queue Length [ft]	3.17	100.19	97.46	1.67
Approach Delay [s/veh]	7.35	13.66		6.49
Approach LOS	A	B		A
Intersection Delay [s/veh]	13.27			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	367	38	15	322	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	367	38	15	322	0	6	0	0	0	0
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	92	10	4	81	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	367	38	15	322	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	630	648	677	
Degree of Utilization, x	0.33	0.32	0.51	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.45	1.39	2.88	
95th-Percentile Queue Length [ft]	36.29	34.87	72.07	
Approach Delay [s/veh]	11.06		13.65	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.23			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	159	0	3	78	0	79	34	213
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	159	0	3	78	0	79	34	213
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]	40	0	1	20	0	20	9	53
Total Analysis Volume [veh/h]	159	0	3	78	0	79	34	213
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	634	495	581
Degree of Utilization, x	0.38	0.23	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.87	1.68
95th-Percentile Queue Length [ft]	44.18	21.77	41.92
Approach Delay [s/veh]	12.11	12.33	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.23		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	30.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1333	280	54	2054
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1333	280	54	2054
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]	0	0	333	70	14	514
Total Analysis Volume [veh/h]	0	0	1333	280	54	2054
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance						
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.28	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	30.24	0.00
Movement LOS			A	A	D	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.08	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	26.93	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	452	0	355	564	0	44	0	0	556	0	366	923
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	452	0	355	564	0	44	0	0	556	0	366	923
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]	113	0	89	141	0	11	0	0	139	0	92	231
Total Analysis Volume [veh/h]	452	0	355	564	0	44	0	0	556	0	366	923
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	59	23	23	86
g / C, Green / Cycle	0.65	0.65	0.26	0.65	0.26	0.26	0.96
(v / s)_i Volume / Saturation Flow Rate	0.23	0.24	0.16	0.03	0.16	0.20	0.58
s, saturation flow rate [veh/h]	1781	1605	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1165	1050	915	1039	915	481	1519
d1, Uniform Delay [s]	7.02	7.11	29.46	5.53	29.38	30.82	0.21
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.15	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.86	1.01	0.68	0.08	0.66	3.40	1.82
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.37	0.62	0.04	0.61	0.76	0.61
d, Delay for Lane Group [s/veh]	7.88	8.13	30.14	5.61	30.03	34.22	2.03
Lane Group LOS	A	A	C	A	C	C	A
Critical Lane Group	No	No	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh]	3.41	3.28	5.33	0.28	5.24	7.58	0.77
50th-Percentile Queue Length [ft]	85.18	81.99	133.35	7.08	131.06	189.51	19.17
95th-Percentile Queue Length [veh]	6.13	5.90	9.12	0.51	9.00	12.10	1.38
95th-Percentile Queue Length [ft]	153.32	147.58	228.04	12.74	224.94	302.40	34.51

Movement, Approach, & Intersection Results

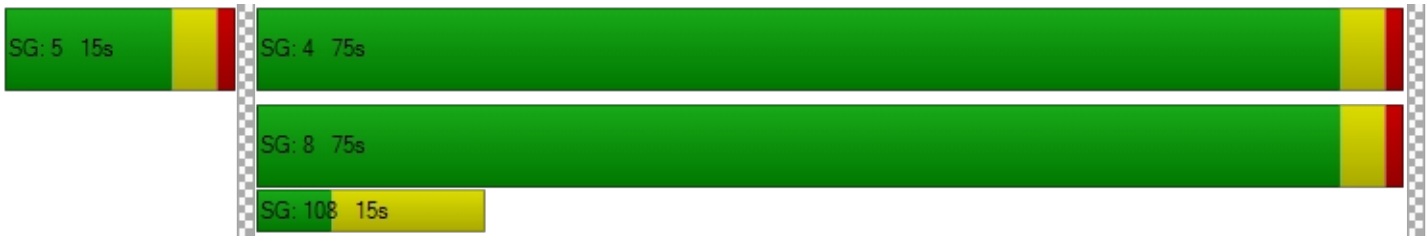
d_M, Delay for Movement [s/veh]	7.90	0.00	8.13	30.14	0.00	5.61	0.00	0.00	30.03	0.00	34.22	2.03
Movement LOS	A		A	C		A			C		C	A
d_A, Approach Delay [s/veh]	8.00			28.36			30.03			11.17		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	16.81											
Intersection LOS	B											
Intersection V/C	0.588											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.518	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	2.891	2.061	4.591	3.686
Bicycle LOS	C	B	E	D

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	433	46	154	126	12	28	230	984	51	78	523	549
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	433	46	154	126	12	28	230	984	51	78	523	549
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]	108	12	39	32	3	7	58	246	13	20	131	137
Total Analysis Volume [veh/h]	433	46	154	126	12	28	230	984	51	78	523	549
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	45	0	13	19	0	9	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	10	10	10	66	56	56	6	54	54
g / C, Green / Cycle	0.16	0.16	0.16	0.09	0.09	0.09	0.63	0.54	0.54	0.06	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.10	0.07	0.01	0.02	0.32	0.28	0.03	0.04	0.28	0.35
s, saturation flow rate [veh/h]	1781	1797	1589	1781	1870	1589	723	3560	1589	1781	1870	1589
c, Capacity [veh/h]	288	291	257	163	171	146	420	1910	852	103	962	817
d1, Uniform Delay [s]	42.60	42.59	40.85	46.65	43.63	44.12	14.73	15.61	11.67	48.77	17.21	18.94
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	5.98	5.90	2.22	7.53	0.17	0.63	1.12	1.00	0.13	10.75	2.21	4.38
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.83	0.83	0.60	0.77	0.07	0.19	0.55	0.52	0.06	0.76	0.54	0.67
d, Delay for Lane Group [s/veh]	48.57	48.49	43.07	54.18	43.80	44.76	15.85	16.61	11.80	59.52	19.42	23.31
Lane Group LOS	D	D	D	D	D	D	B	B	B	E	B	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	6.42	6.47	3.84	3.54	0.29	0.70	2.20	7.49	0.59	2.32	8.77	10.44
50th-Percentile Queue Length [ft]	160.47	161.66	95.93	88.62	7.34	17.48	55.00	187.24	14.79	57.88	219.15	260.94
95th-Percentile Queue Length [veh]	10.57	10.64	6.91	6.38	0.53	1.26	3.96	11.98	1.07	4.17	13.62	15.74
95th-Percentile Queue Length [ft]	264.35	265.92	172.67	159.51	13.21	31.46	99.00	299.45	26.63	104.18	340.54	393.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.53	48.49	43.07	54.18	43.80	44.76	15.85	16.61	11.80	59.52	19.42	23.31
Movement LOS	D	D	D	D	D	D	B	B	B	E	B	C
d_A, Approach Delay [s/veh]	47.20			51.84			16.27			24.00		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	26.97											
Intersection LOS	C											
Intersection V/C	0.610											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.460	0.000	0.000	2.780
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	781	286	210
d_b, Bicycle Delay [s]	28.23	19.50	38.57	42.08
l_b,int, Bicycle LOS Score for Intersection	2.604	1.834	2.603	2.508
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	532	7	60	0	785	235	36	882	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	532	7	60	0	785	235	36	882	0	0	0	0
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]	133	2	15	0	196	59	9	221	0	0	0	0
Total Analysis Volume [veh/h]	532	7	60	0	785	235	36	882	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	20	20	55	55	3	62	
g / C, Green / Cycle	0.22	0.22	0.61	0.61	0.03	0.69	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.24	0.16	0.02	0.28	
s, saturation flow rate [veh/h]	1603	1566	3204	1431	1603	3204	
c, Capacity [veh/h]	354	346	1960	875	55	2212	
d1, Uniform Delay [s]	33.69	33.70	8.99	8.13	42.96	5.96	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.94	6.11	0.61	0.75	12.56	0.54	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.86	0.86	0.40	0.27	0.66	0.40	
d, Delay for Lane Group [s/veh]	39.63	39.81	9.61	8.88	55.52	6.50	
Lane Group LOS	D	D	A	A	E	A	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	6.78	6.65	3.71	2.10	0.97	3.12	
50th-Percentile Queue Length [ft]	169.54	166.31	92.66	52.45	24.37	78.04	
95th-Percentile Queue Length [veh]	11.05	10.88	6.67	3.78	1.75	5.62	
95th-Percentile Queue Length [ft]	276.31	272.05	166.79	94.41	43.87	140.47	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.71	39.81	39.81	0.00	9.61	8.88	55.52	6.50	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		A	A	E	A				
d_A, Approach Delay [s/veh]	39.72			9.44			8.42		0.00			
Approach LOS	D			A			A		A			
d_I, Intersection Delay [s/veh]	16.22											
Intersection LOS	B											
Intersection V/C	0.464											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.008	0.000	0.000	1.696
Crosswalk LOS	B	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	2.548	2.401	2.317	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	332	27	0	90	111	0	1221	0	0	588	669	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	332	27	0	90	111	0	1221	0	0	588	669	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]	83	7	0	23	28	0	305	0	0	147	167	8
Total Analysis Volume [veh/h]	332	27	0	90	111	0	1221	0	0	588	669	30
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	16	0	0	0	0	55	0	0	55	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	53	53	53	53	53	53	53
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	28	28	28	28
g / C, Green / Cycle	0.16	0.16	0.16	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.15	0.38	0.18	0.49
s, saturation flow rate [veh/h]	1603	1614	1431	745	3204	3204	1431
c, Capacity [veh/h]	262	263	233	420	1683	1683	752
d1, Uniform Delay [s]	21.06	21.06	19.97	11.94	9.73	7.37	11.77
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.36
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.15	3.13	1.04	0.33	0.61	0.12	15.27
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.68	0.39	0.26	0.73	0.35	0.93
d, Delay for Lane Group [s/veh]	24.21	24.19	21.01	12.28	10.33	7.50	27.04
Lane Group LOS	C	C	C	B	B	A	C
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.14	2.16	0.98	0.85	4.23	1.52	8.85
50th-Percentile Queue Length [ft]	53.56	53.90	24.51	21.36	105.74	38.03	221.31
95th-Percentile Queue Length [veh]	3.86	3.88	1.76	1.54	7.60	2.74	13.73
95th-Percentile Queue Length [ft]	96.40	97.02	44.12	38.45	190.06	68.45	343.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.20	24.19	0.00	21.01	12.28	0.00	10.33	0.00	0.00	7.50	27.04	27.04
Movement LOS	C	C		C	B		B			A	C	C
d_A, Approach Delay [s/veh]	23.56				10.50				18.11			
Approach LOS	C				B				B			
d_I, Intersection Delay [s/veh]	16.12											
Intersection LOS	B											
Intersection V/C	0.662											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.088	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1133	1133
d_b, Bicycle Delay [s]	33.80	8.45	8.45
l_b,int, Bicycle LOS Score for Intersection	2.300	2.659	2.597
Bicycle LOS	B	B	B

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	32	0	89	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	32	0	89	0	0	0	0	0
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]	8	0	22	0	0	0	0	0
Total Analysis Volume [veh/h]	32	0	89	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	53	53	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	5	5	
g / C, Green / Cycle	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	139	124	
d1, Uniform Delay [s]	22.73	23.75	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.83	7.43	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.23	0.72	
d, Delay for Lane Group [s/veh]	23.56	31.18	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.38	1.27	
50th-Percentile Queue Length [ft]	9.48	31.65	
95th-Percentile Queue Length [veh]	0.68	2.28	
95th-Percentile Queue Length [ft]	17.07	56.97	

Movement, Approach, & Intersection Results

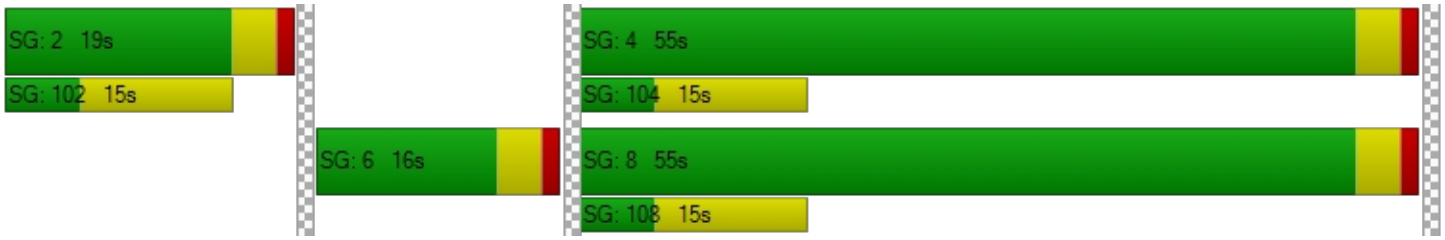
d_M, Delay for Movement [s/veh]	23.56	0.00	31.18	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	29.17				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	16.12							
Intersection LOS	B							
Intersection V/C	0.662							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.991	2.370
Crosswalk LOS	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	17	202	20	40	188	159	97	1208	19	36	1246	31
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	17	202	20	40	188	159	97	1208	19	36	1246	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]	4	51	5	10	47	40	24	302	5	9	312	8
Total Analysis Volume [veh/h]	17	202	20	40	188	159	97	1208	19	36	1246	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	39	0	0	61	0	0	61	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	57	57	57	57	57	57
g / C, Green / Cycle	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.15	0.26	0.25	0.37	0.37	0.09	0.38	0.38
s, saturation flow rate [veh/h]	1628	1513	390	1683	1674	409	1683	1669
c, Capacity [veh/h]	614	575	175	953	948	188	953	945
d1, Uniform Delay [s]	24.40	27.81	35.94	14.80	14.81	28.20	15.17	15.18
k, delay calibration	0.50	0.50	0.11	0.20	0.20	0.11	0.22	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.85	6.20	2.71	1.37	1.38	0.49	1.70	1.72
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	0.39	0.67	0.55	0.65	0.65	0.19	0.67	0.67
d, Delay for Lane Group [s/veh]	26.25	34.00	38.64	16.17	16.19	28.69	16.87	16.90
Lane Group LOS	C	C	D	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.53	8.78	2.39	9.22	9.18	0.70	9.91	9.85
50th-Percentile Queue Length [ft]	113.22	219.57	59.81	230.43	229.50	17.43	247.69	246.13
95th-Percentile Queue Length [veh]	8.02	13.64	4.31	14.20	14.15	1.26	15.07	14.99
95th-Percentile Queue Length [ft]	200.48	341.07	107.65	354.90	353.73	31.38	376.74	374.77

Movement, Approach, & Intersection Results

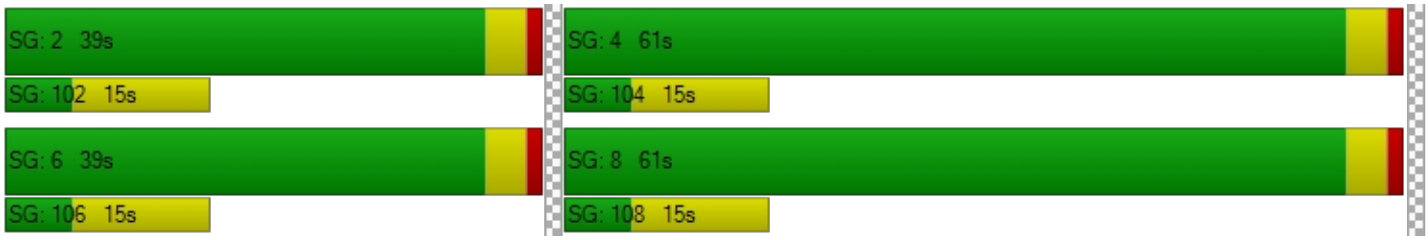
d_M, Delay for Movement [s/veh]	26.25	26.25	26.25	34.00	34.00	34.00	38.64	16.18	16.19	28.69	16.89	16.90
Movement LOS	C	C	C	C	C	C	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	26.25			34.00			17.83			17.21		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.12											
Intersection LOS	C											
Intersection V/C	0.637											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.008	2.209	2.866	2.867
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	700	1140	1140
d_b, Bicycle Delay [s]	21.13	21.13	9.25	9.25
l_b,int, Bicycle LOS Score for Intersection	1.954	2.198	2.652	2.643
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	30	425	43	47	713	137	97	1182	36	50	1135	50
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	30	425	43	47	713	137	97	1182	36	50	1135	50
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	106	11	12	178	34	24	296	9	13	284	13
Total Analysis Volume [veh/h]	30	425	43	47	713	137	97	1182	36	50	1135	50
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.21	0.20	0.31	0.31	0.23	0.36	0.36	0.12	0.35	0.35
s, saturation flow rate [veh/h]	898	1494	1462	1453	425	1683	1666	412	1683	1658
c, Capacity [veh/h]	420	629	655	611	157	840	831	149	840	827
d1, Uniform Delay [s]	20.44	21.07	24.04	24.17	41.31	19.70	19.72	37.53	19.43	19.44
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.26	0.26	0.11	0.25	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.55	2.68	5.84	7.45	3.95	2.96	3.01	1.30	2.58	2.63
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.46	0.49	0.69	0.73	0.62	0.73	0.73	0.33	0.71	0.71
d, Delay for Lane Group [s/veh]	23.99	23.76	29.88	31.61	45.25	22.66	22.73	38.83	22.01	22.07
Lane Group LOS	C	C	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	3.27	5.56	9.83	9.75	2.59	11.28	11.19	1.17	10.78	10.65
50th-Percentile Queue Length [ft]	81.81	138.93	245.86	243.79	64.64	281.93	279.83	29.32	269.52	266.26
95th-Percentile Queue Length [veh]	5.89	9.42	14.98	14.87	4.65	16.78	16.68	2.11	16.17	16.00
95th-Percentile Queue Length [ft]	147.26	235.58	374.44	371.82	116.35	419.61	417.00	52.77	404.14	400.06

Movement, Approach, & Intersection Results

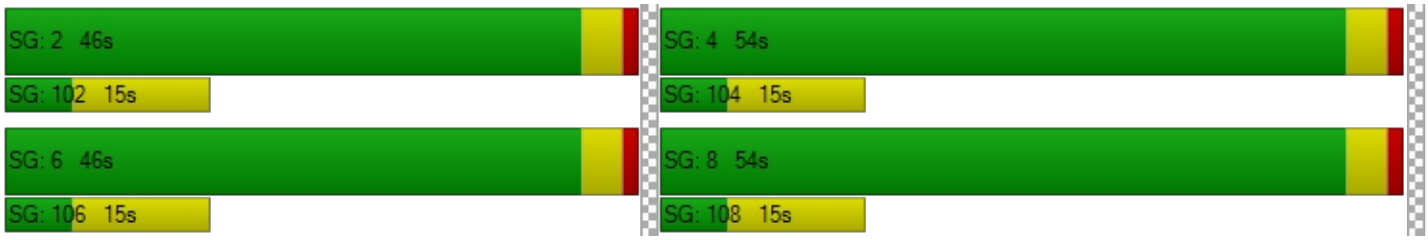
d_M, Delay for Movement [s/veh]	23.99	23.85	23.76	29.88	30.63	31.61	45.25	22.70	22.73	38.83	22.04	22.07
Movement LOS	C	C	C	C	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	23.85			30.74			24.36			22.72		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.23											
Intersection LOS	C											
Intersection V/C	0.673											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.525	2.634	2.859	2.862
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	1.970	2.300	2.644	2.578
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	57	992	91	58	1032	105	92	1040	67	76	1045	114
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	57	992	91	58	1032	105	92	1040	67	76	1045	114
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	248	23	15	258	26	23	260	17	19	261	29
Total Analysis Volume [veh/h]	57	992	91	58	1032	105	92	1040	67	76	1045	114
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	45	45	47	47	47	47	47	47
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.13	0.31	0.06	0.11	0.34	0.34	0.21	0.33	0.33	0.17	0.35	0.35
s, saturation flow rate [veh/h]	445	3204	1431	511	1683	1629	436	1683	1647	458	1683	1626
c, Capacity [veh/h]	139	1446	646	169	760	735	140	789	772	154	789	762
d1, Uniform Delay [s]	41.45	21.78	16.06	36.98	22.89	22.91	44.13	21.12	21.13	40.36	21.69	21.72
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.25	0.25	0.11	0.28	0.28
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
d2, Incremental Delay [s]	8.79	2.67	0.46	5.46	7.05	7.31	5.10	2.69	2.76	2.43	3.59	3.76
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.41	0.69	0.14	0.34	0.76	0.76	0.66	0.71	0.71	0.49	0.75	0.75
d, Delay for Lane Group [s/veh]	50.23	24.45	16.51	42.45	29.93	30.22	49.23	23.80	23.89	42.80	25.28	25.48
Lane Group LOS	D	C	B	D	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.69	9.42	1.28	1.54	12.35	12.04	2.49	10.51	10.32	1.92	11.52	11.20
50th-Percentile Queue Length [ft]	42.36	235.50	32.09	38.51	308.82	300.95	62.19	262.71	257.98	47.90	287.92	280.03
95th-Percentile Queue Length [veh]	3.05	14.45	2.31	2.77	18.12	17.73	4.48	15.82	15.59	3.45	17.08	16.69
95th-Percentile Queue Length [ft]	76.24	361.33	57.77	69.32	452.92	443.20	111.93	395.62	389.68	86.22	427.06	417.24

Movement, Approach, & Intersection Results

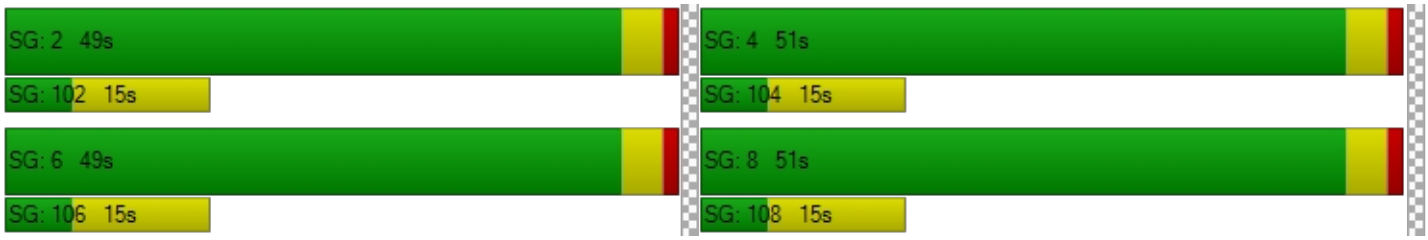
d_M, Delay for Movement [s/veh]	50.23	24.45	16.51	42.45	30.06	30.22	49.23	23.84	23.89	42.80	25.37	25.48
Movement LOS	D	C	B	D	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	25.10			30.67			25.79			26.45		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.02											
Intersection LOS	C											
Intersection V/C	0.694											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.944	2.904	2.857	2.862
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.500	2.545	2.549	2.578
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	39.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.784

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	26	457	103	54	534	53	89	1176	24	90	1170	74
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	26	457	103	54	534	53	89	1176	24	90	1170	74
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	114	26	14	134	13	22	294	6	23	293	19
Total Analysis Volume [veh/h]	26	457	103	54	534	53	89	1176	24	90	1170	74
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	28	0	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	7	41	41	41
g / C, Green / Cycle	0.40	0.40	0.40	0.40	0.07	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.03	0.34	0.07	0.35	0.06	0.06	0.37	0.37
s, saturation flow rate [veh/h]	746	1630	765	1657	1603	1603	1683	1648
c, Capacity [veh/h]	108	651	121	662	114	657	690	675
d1, Uniform Delay [s]	46.91	27.48	47.14	27.94	45.70	18.46	27.78	27.83
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.18	13.94	11.55	16.23	11.09	0.09	6.69	7.03
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	0.24	0.86	0.45	0.89	0.78	0.14	0.91	0.91
d, Delay for Lane Group [s/veh]	52.09	41.42	58.68	44.17	56.79	18.55	34.47	34.86
Lane Group LOS	D	D	E	D	E	B	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.79	14.28	1.73	15.51	2.51	1.31	14.81	14.62
50th-Percentile Queue Length [ft]	19.74	356.96	43.24	387.85	62.81	32.64	370.15	365.60
95th-Percentile Queue Length [veh]	1.42	20.48	3.11	21.97	4.52	2.35	21.12	20.90
95th-Percentile Queue Length [ft]	35.54	511.88	77.84	549.34	113.05	58.75	527.92	522.38

Movement, Approach, & Intersection Results

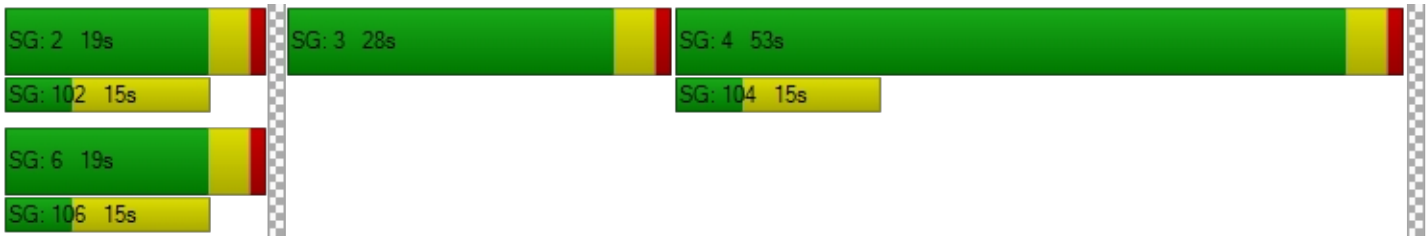
d_M, Delay for Movement [s/veh]	52.09	41.42	41.42	58.68	44.17	44.17	56.79	0.00	0.00	18.55	34.65	34.86
Movement LOS	D	D	D	E	D	D	E			B	C	C
d_A, Approach Delay [s/veh]	41.89			45.40			56.79			33.58		
Approach LOS	D			D			E			C		
d_I, Intersection Delay [s/veh]	39.06											
Intersection LOS	D											
Intersection V/C	0.784											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.340	2.357	2.604	2.674
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	0	980
d_b, Bicycle Delay [s]	36.13	36.13	50.00	13.01
l_b,int, Bicycle LOS Score for Intersection	2.527	2.617	1.560	2.660
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	5	11	111	25	138	155	1047	25	20	1197	69
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	5	11	111	25	138	155	1047	25	20	1197	69
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]	2	1	3	28	6	35	39	262	6	5	299	17
Total Analysis Volume [veh/h]	7	5	11	111	25	138	155	1047	25	20	1197	69
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.11	0.39	0.32	0.32	0.04	0.38	0.38
s, saturation flow rate [veh/h]	1167	1257	1464	394	1683	1669	474	1683	1651
c, Capacity [veh/h]	445	357	500	187	974	966	240	974	955
d1, Uniform Delay [s]	22.16	26.78	24.40	39.08	13.04	13.05	21.78	14.30	14.31
k, delay calibration	0.50	0.50	0.50	0.23	0.13	0.13	0.11	0.21	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	2.26	1.73	17.27	0.61	0.61	0.15	1.47	1.52
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.31	0.33	0.83	0.55	0.55	0.08	0.66	0.66
d, Delay for Lane Group [s/veh]	22.38	29.04	26.14	56.35	13.65	13.66	21.93	15.77	15.83
Lane Group LOS	C	C	C	E	B	B	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.39	2.32	3.07	4.76	7.12	7.07	0.32	9.45	9.31
50th-Percentile Queue Length [ft]	9.69	57.96	76.76	118.93	178.10	176.83	8.10	236.27	232.77
95th-Percentile Queue Length [veh]	0.70	4.17	5.53	8.33	11.50	11.43	0.58	14.49	14.32
95th-Percentile Queue Length [ft]	17.43	104.33	138.17	208.35	287.53	285.87	14.57	362.31	357.88

Movement, Approach, & Intersection Results

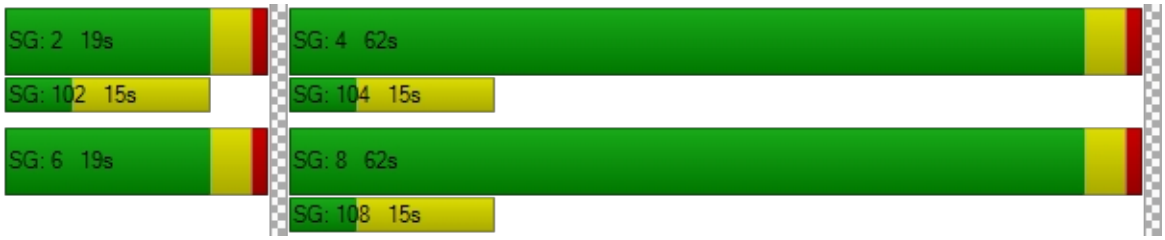
d_M, Delay for Movement [s/veh]	22.38	22.38	22.38	29.04	26.14	26.14	56.35	13.66	13.66	21.93	15.80	15.83
Movement LOS	C	C	C	C	C	C	E	B	B	C	B	B
d_A, Approach Delay [s/veh]	22.38			27.31			19.05			15.90		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	18.44											
Intersection LOS	B											
Intersection V/C	0.505											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.795	2.331	0.000	2.943
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.598	2.012	2.572	2.621
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	49	410	70	12	409	107	55	1002	95	37	1145	37
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	49	410	70	12	409	107	55	1002	95	37	1145	37
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]	12	103	18	3	102	27	14	251	24	9	286	9
Total Analysis Volume [veh/h]	49	410	70	12	409	107	55	1002	95	37	1145	37
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	48	48	48	48	48	48
g / C, Green / Cycle	0.43	0.43	0.48	0.48	0.48	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.35	0.33	0.13	0.33	0.33	0.08	0.35	0.35
s, saturation flow rate [veh/h]	1495	1618	427	1683	1632	463	1683	1664
c, Capacity [veh/h]	690	741	140	816	791	159	816	807
d1, Uniform Delay [s]	24.15	23.60	40.49	19.81	19.82	35.87	20.49	20.50
k, delay calibration	0.50	0.50	0.11	0.20	0.21	0.11	0.24	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.97	5.77	1.78	1.91	1.98	0.74	2.75	2.79
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	0.77	0.71	0.39	0.68	0.68	0.23	0.73	0.73
d, Delay for Lane Group [s/veh]	32.11	29.37	42.26	21.72	21.80	36.62	23.24	23.29
Lane Group LOS	C	C	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	11.96	11.20	1.36	9.93	9.66	0.82	11.10	11.00
50th-Percentile Queue Length [ft]	298.99	279.98	33.98	248.14	241.41	20.60	277.54	275.00
95th-Percentile Queue Length [veh]	17.63	16.69	2.45	15.09	14.75	1.48	16.57	16.44
95th-Percentile Queue Length [ft]	440.78	417.19	61.17	377.31	368.81	37.08	414.15	410.98

Movement, Approach, & Intersection Results

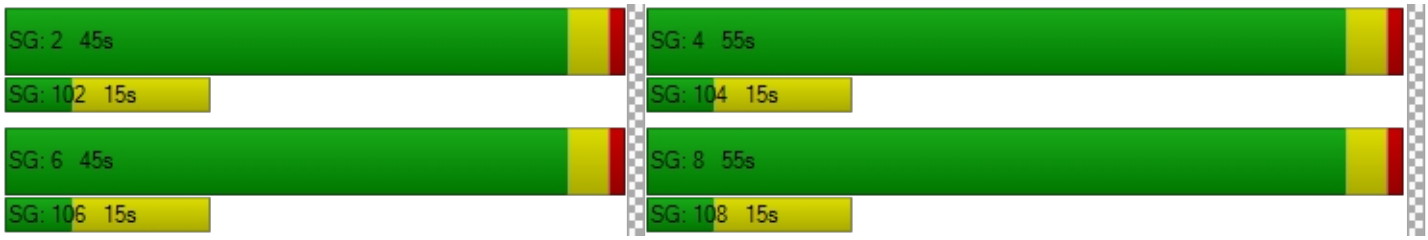
d_M, Delay for Movement [s/veh]	32.11	32.11	32.11	29.37	29.37	29.37	42.26	21.76	21.80	36.62	23.26	23.29
Movement LOS	C	C	C	C	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	32.11			29.37			22.74			23.67		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.54											
Intersection LOS	C											
Intersection V/C	0.707											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.296	2.302	2.855	2.773
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.432	2.431	2.510	2.565
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	697	80	0	879	69	80	861	79	94	1143	38
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	697	80	0	879	69	80	861	79	94	1143	38
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	174	20	0	220	17	20	215	20	24	286	10
Total Analysis Volume [veh/h]	0	697	80	0	879	69	80	861	79	94	1143	38
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.23	0.24	0.28	0.29	0.19	0.28	0.28	0.18	0.35	0.35
s, saturation flow rate [veh/h]	1683	1624	1683	1641	427	1683	1634	536	1683	1664
c, Capacity [veh/h]	695	671	695	678	160	853	828	223	853	843
d1, Uniform Delay [s]	22.37	22.62	23.95	24.20	38.77	16.96	16.97	31.29	18.78	18.79
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.13	0.14	0.11	0.24	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.22	3.62	5.34	5.91	2.40	0.72	0.74	1.27	2.26	2.29
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.56	0.58	0.68	0.70	0.50	0.56	0.56	0.42	0.70	0.70
d, Delay for Lane Group [s/veh]	25.59	26.24	29.29	30.11	41.17	17.69	17.71	32.55	21.04	21.09
Lane Group LOS	C	C	C	C	D	B	B	C	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	7.39	7.52	9.88	10.05	1.99	7.37	7.16	2.02	10.45	10.36
50th-Percentile Queue Length [ft]	184.86	188.03	246.96	251.24	49.84	184.24	179.00	50.60	261.29	258.98
95th-Percentile Queue Length [veh]	11.85	12.02	15.03	15.25	3.59	11.82	11.55	3.64	15.75	15.64
95th-Percentile Queue Length [ft]	296.36	300.47	375.82	381.21	89.71	295.54	288.71	91.09	393.84	390.94

Movement, Approach, & Intersection Results

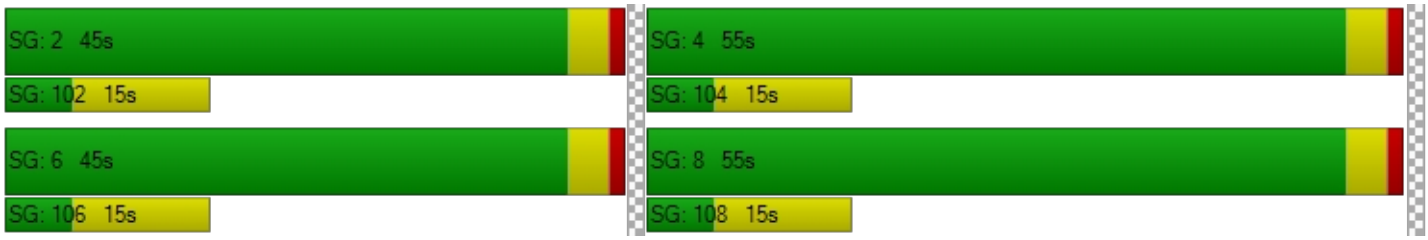
d_M, Delay for Movement [s/veh]	0.00	25.88	26.24	0.00	29.67	30.11	41.17	17.70	17.71	32.55	21.06	21.09
Movement LOS		C	C		C	C	D	B	B	C	C	C
d_A, Approach Delay [s/veh]	25.92			29.70			19.54			21.91		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	23.92											
Intersection LOS	C											
Intersection V/C	0.642											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.717	2.681	2.742	2.909
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.201	2.342	2.401	2.611
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.416

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	86	981	170	113	965	63	83	865	115	138	962	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	86	981	170	113	965	63	83	865	115	138	962	62
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]	22	245	43	28	241	16	21	216	29	35	241	16
Total Analysis Volume [veh/h]	86	981	170	113	965	63	83	865	115	138	962	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	19	19	9	19	0	9	31	31	41	63	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	48	39	52	48	39	39	44	31	40	44	35	35
g / C, Green / Cycle	0.48	0.39	0.52	0.48	0.39	0.39	0.44	0.31	0.40	0.44	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.23	0.31	0.12	0.30	0.31	0.31	0.06	0.27	0.08	0.17	0.31	0.31
s, saturation flow rate [veh/h]	369	3204	1431	379	1683	1647	1356	3204	1431	836	1683	1647
c, Capacity [veh/h]	238	1254	748	240	659	645	630	984	569	323	585	573
d1, Uniform Delay [s]	18.94	26.72	12.94	19.35	26.81	26.82	19.99	32.91	19.75	21.56	30.72	30.73
k, delay calibration	0.50	0.50	0.50	0.45	0.47	0.50	0.50	0.11	0.11	0.11	0.11	0.11
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
d2, Incremental Delay [s]	4.23	4.91	0.71	5.84	8.82	9.50	0.43	2.74	0.17	0.89	4.78	4.92
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.36	0.78	0.23	0.47	0.79	0.79	0.13	0.88	0.20	0.43	0.88	0.88
d, Delay for Lane Group [s/veh]	23.18	31.63	13.65	25.19	35.63	36.32	20.43	35.64	19.92	22.45	35.50	35.65
Lane Group LOS	C	C	B	C	D	D	C	D	B	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.32	10.75	2.15	1.79	12.13	12.00	1.19	10.08	1.76	2.00	12.17	11.95
50th-Percentile Queue Length [ft]	33.10	268.85	53.69	44.67	303.32	300.11	29.79	251.90	44.05	50.12	304.21	298.65
95th-Percentile Queue Length [veh]	2.38	16.13	3.87	3.22	17.85	17.69	2.14	15.28	3.17	3.61	17.89	17.61
95th-Percentile Queue Length [ft]	59.58	403.30	96.65	80.40	446.13	442.17	53.62	382.04	79.28	90.22	447.24	440.36

Movement, Approach, & Intersection Results

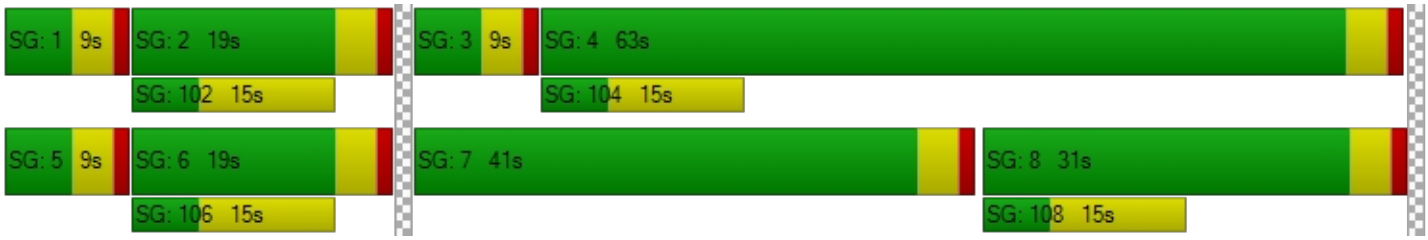
d_M, Delay for Movement [s/veh]	23.18	31.63	13.65	25.19	35.95	36.32	20.43	35.64	19.92	22.45	35.57	35.65
Movement LOS	C	C	B	C	D	D	C	D	B	C	D	D
d_A, Approach Delay [s/veh]	28.57			34.91			32.76			34.02		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	32.48											
Intersection LOS	C											
Intersection V/C	1.416											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.923	2.823	2.863	2.823
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	540	1180
d_b, Bicycle Delay [s]	36.13	36.13	26.65	8.41
l_b,int, Bicycle LOS Score for Intersection	2.580	2.501	2.437	2.518
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	16	924	345	40	1278	57	0	0	0	114	38	10
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	16	924	345	40	1278	57	0	0	0	114	38	10
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	231	86	10	320	14	0	0	0	29	10	3
Total Analysis Volume [veh/h]	16	924	345	40	1278	57	0	0	0	114	38	10
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	80	0	0	80	0	0	0	0	0	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	48	48	48	48	48	48		44
g / C, Green / Cycle	0.48	0.48	0.48	0.48	0.48	0.48		0.44
(v / s)_i Volume / Saturation Flow Rate	0.34	0.34	0.24	0.07	0.40	0.40		0.10
s, saturation flow rate [veh/h]	1241	1532	1431	544	1683	1658		1609
c, Capacity [veh/h]	627	727	679	170	799	787		716
d1, Uniform Delay [s]	19.30	20.84	18.18	36.27	22.95	22.99		17.11
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	1.27	1.31	0.59	0.70	10.38	10.65		0.73
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.67	0.71	0.51	0.24	0.84	0.84		0.23
d, Delay for Lane Group [s/veh]	20.57	22.15	18.77	36.98	33.33	33.65		17.84
Lane Group LOS	C	C	B	D	C	C		B
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	6.80	9.41	5.42	0.89	15.36	15.25		2.41
50th-Percentile Queue Length [ft]	170.01	235.19	135.55	22.27	384.01	381.14		60.17
95th-Percentile Queue Length [veh]	11.08	14.44	9.24	1.60	21.79	21.65		4.33
95th-Percentile Queue Length [ft]	276.93	360.94	231.02	40.08	544.70	541.23		108.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.57	21.46	18.77	36.98	33.48	33.65	0.00	0.00	0.00	17.84	17.84	17.84
Movement LOS	C	C	B	D	C	C				B	B	B
d_A, Approach Delay [s/veh]	20.73			33.59			0.00			17.84		
Approach LOS	C			C			A			B		
d_I, Intersection Delay [s/veh]	26.83											
Intersection LOS	C											
Intersection V/C	0.501											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.777	0.000	1.859
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1520	1520	0	320
d_b, Bicycle Delay [s]	2.88	2.88	50.00	35.28
l_b,int, Bicycle LOS Score for Intersection	2.620	2.694	4.132	1.827
Bicycle LOS	B	B	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	76.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.704

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	682	125	70	43	1131	0	0	646	36	53	0	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	682	125	70	43	1131	0	0	646	36	53	0	62
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]	171	31	18	11	283	0	0	162	9	13	0	16
Total Analysis Volume [veh/h]	682	125	70	43	1131	0	0	646	36	53	0	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	29	0	0	52	0	0	52	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.27	0.27	0.06	0.35	0.20	0.21	0.08
s, saturation flow rate [veh/h]	1603	1594	683	3204	1683	1652	1505
c, Capacity [veh/h]	466	463	161	959	504	494	437
d1, Uniform Delay [s]	34.75	34.79	40.37	35.13	30.87	31.02	27.32
k, delay calibration	0.50	0.50	0.11	0.15	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	29.59	30.31	0.87	84.29	1.60	1.73	1.46
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.95	0.27	1.18	0.68	0.69	0.26
d, Delay for Lane Group [s/veh]	64.34	65.10	41.24	119.41	32.47	32.74	28.78
Lane Group LOS	E	E	D	F	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	14.02	14.08	1.02	22.58	7.32	7.37	2.28
50th-Percentile Queue Length [ft]	350.43	352.00	25.38	564.50	183.02	184.19	56.91
95th-Percentile Queue Length [veh]	20.16	20.23	1.83	33.46	11.76	11.82	4.10
95th-Percentile Queue Length [ft]	503.93	505.85	45.69	836.60	293.96	295.48	102.44

Movement, Approach, & Intersection Results

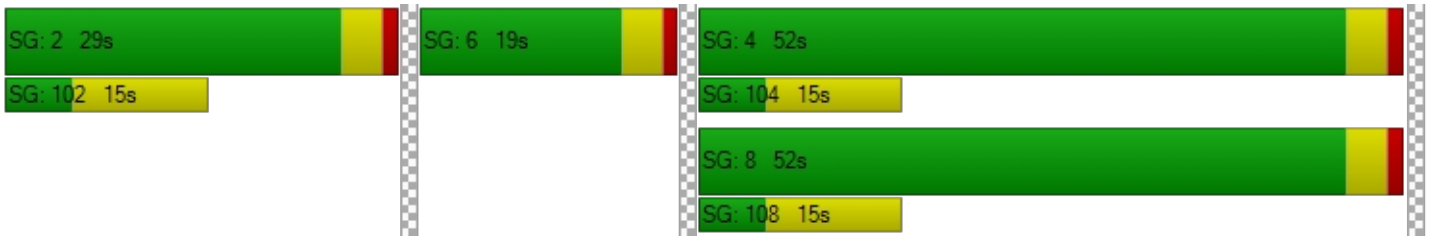
d_M, Delay for Movement [s/veh]	64.61	65.10	65.10	41.24	119.41	0.00	0.00	32.60	32.74	28.78	28.78	28.78
Movement LOS	E	E	E	D	F			C	C	C	C	C
d_A, Approach Delay [s/veh]	64.72			116.55			32.61			28.78		
Approach LOS	E			F			C			C		
d_I, Intersection Delay [s/veh]	76.94											
Intersection LOS	E											
Intersection V/C	0.704											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.232	0.000	2.610	1.938
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	960	960	300
d_b, Bicycle Delay [s]	28.13	13.52	13.52	36.13
l_b,int, Bicycle LOS Score for Intersection	3.007	2.528	2.122	1.749
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	26.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.266

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	915	0	0	253	60	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	915	0	0	253	60	65
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]	229	0	0	63	15	16
Total Analysis Volume [veh/h]	915	0	0	253	60	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.27	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	26.67	12.42
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.04	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	25.91	9.98
d_A, Approach Delay [s/veh]	0.00		0.00		19.26	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	46.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	714	27	6	313	0	228	11	253	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	714	27	6	313	0	228	11	253	0	0	0
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	179	7	2	78	0	57	3	63	0	0	0
Total Analysis Volume [veh/h]	0	714	27	6	313	0	228	11	253	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.68	0.05	0.29	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.21	0.00	0.00	40.85	46.49	10.91	0.00	0.00	0.00
Movement LOS		A	A	A	A		E	E	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.68	0.34	0.00	5.48	3.35	1.23	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	16.91	8.45	0.00	136.94	83.82	30.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.17			25.58			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	8.14											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	112	0	678	3	0	25
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	112	0	678	3	0	25
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]	28	0	170	1	0	6
Total Analysis Volume [veh/h]	112	0	678	3	0	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	774	775	1004
Degree of Utilization, x	0.13	0.44	0.44	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.45	2.26	2.26	0.08
95th-Percentile Queue Length [ft]	11.16	56.60	56.47	1.91
Approach Delay [s/veh]	7.81	10.95		6.68
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.39			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	538	45	26	448	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	538	45	26	448	0	13	0	0	0	0
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]	6	0	135	11	7	112	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	538	45	26	448	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	613	628	659	
Degree of Utilization, x	0.50	0.48	0.74	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.75	2.63	6.52	
95th-Percentile Queue Length [ft]	68.77	65.87	163.04	
Approach Delay [s/veh]	13.94		22.31	0.00
Approach LOS	B		C	A
Intersection Delay [s/veh]	16.63			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	155	0	7	42	0	31	10	30
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	155	0	7	42	0	31	10	30
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]	39	0	2	11	0	8	3	8
Total Analysis Volume [veh/h]	155	0	7	42	0	31	10	30
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	561	446	516
Degree of Utilization, x	0.36	0.09	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.66	0.30	0.18
95th-Percentile Queue Length [ft]	41.38	7.55	4.61
Approach Delay [s/veh]	13.05	10.96	
Approach LOS	B	B	
Intersection Delay [s/veh]	16.63		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	81.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1969	394	37	1495
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1969	394	37	1495
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]	0	0	492	99	9	374
Total Analysis Volume [veh/h]	0	0	1969	394	37	1495
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance						
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.45	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	81.60	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.87	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	46.68	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		1.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.78					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	121	0	298	274	0	32	0	0	793	0	221	1401
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	121	0	298	274	0	32	0	0	793	0	221	1401
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]	30	0	75	69	0	8	0	0	198	0	55	350
Total Analysis Volume [veh/h]	121	0	298	274	0	32	0	0	793	0	221	1401
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	21	0	0	69	0	21	0	0	69	0	69	69
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	59	23	23	86
g / C, Green / Cycle	0.65	0.65	0.26	0.65	0.26	0.26	0.96
(v / s)_i Volume / Saturation Flow Rate	0.07	0.19	0.08	0.02	0.22	0.12	0.88
s, saturation flow rate [veh/h]	1781	1589	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1164	1039	916	1039	916	481	1519
d1, Uniform Delay [s]	5.78	6.64	26.83	5.50	31.86	28.09	0.75
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.70	0.18	0.06	2.61	0.68	10.78
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.29	0.30	0.03	0.87	0.46	0.92
d, Delay for Lane Group [s/veh]	5.96	7.33	27.01	5.56	34.48	28.77	11.53
Lane Group LOS	A	A	C	A	C	C	B
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.81	2.32	2.35	0.20	8.32	4.01	4.55
50th-Percentile Queue Length [ft]	20.21	58.02	58.64	5.12	207.88	100.34	113.66
95th-Percentile Queue Length [veh]	1.46	4.18	4.22	0.37	13.04	7.22	8.04
95th-Percentile Queue Length [ft]	36.38	104.44	105.56	9.21	326.11	180.60	201.08

Movement, Approach, & Intersection Results

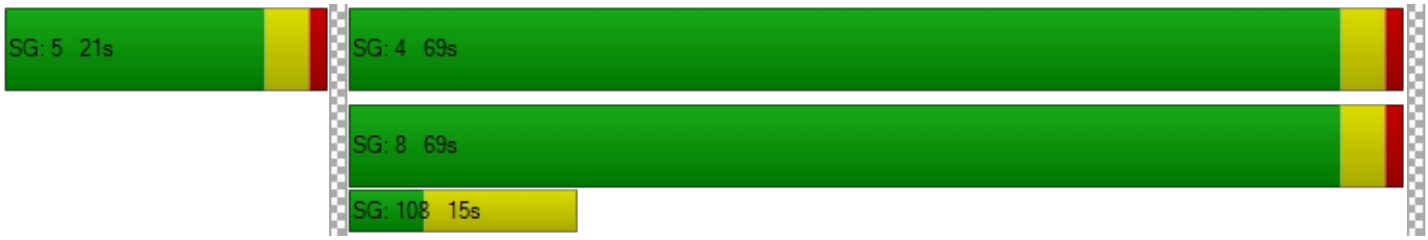
d_M, Delay for Movement [s/veh]	5.96	0.00	7.33	27.01	0.00	5.56	0.00	0.00	34.48	0.00	28.77	11.53
Movement LOS	A		A	C		A			C		C	B
d_A, Approach Delay [s/veh]	6.94			24.77			34.48			13.88		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	19.22											
Intersection LOS	B											
Intersection V/C	0.595											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.544	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	378	378	0	1444
d_b, Bicycle Delay [s]	29.61	29.61	45.00	3.47
l_b,int, Bicycle LOS Score for Intersection	2.251	1.812	4.787	4.236
Bicycle LOS	B	A	E	D

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	214	26	67	178	19	53	218	421	155	164	776	583
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	214	26	67	178	19	53	218	421	155	164	776	583
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]	54	7	17	45	5	13	55	105	39	41	194	146
Total Analysis Volume [veh/h]	214	26	67	178	19	53	218	421	155	164	776	583
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	19	0	0	17	0	12	41	0	28	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	13	13	13	71	55	55	12	60	60
g / C, Green / Cycle	0.09	0.09	0.09	0.12	0.12	0.12	0.68	0.53	0.53	0.11	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.07	0.07	0.04	0.10	0.01	0.03	0.37	0.12	0.10	0.09	0.38	0.40
s, saturation flow rate [veh/h]	1781	1799	1589	1781	1870	1589	583	3560	1589	1781	1870	1613
c, Capacity [veh/h]	158	160	141	217	228	194	376	1869	834	200	1060	914
d1, Uniform Delay [s]	46.75	46.75	45.54	44.99	40.91	41.89	16.40	13.45	13.14	45.62	15.94	16.41
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	7.14	7.04	2.47	7.43	0.15	0.75	6.39	0.28	0.49	8.16	3.43	4.55
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.76	0.75	0.47	0.82	0.08	0.27	0.58	0.23	0.19	0.82	0.67	0.70
d, Delay for Lane Group [s/veh]	53.90	53.79	48.00	52.41	41.06	42.64	22.79	13.73	13.63	53.77	19.37	20.96
Lane Group LOS	D	D	D	D	D	D	C	B	B	D	B	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	3.35	3.38	1.75	4.94	0.45	1.29	2.30	2.69	2.00	4.61	12.25	11.59
50th-Percentile Queue Length [ft]	83.73	84.38	43.87	123.62	11.16	32.18	57.59	67.24	49.92	115.29	306.33	289.85
95th-Percentile Queue Length [veh]	6.03	6.08	3.16	8.59	0.80	2.32	4.15	4.84	3.59	8.13	17.99	17.18
95th-Percentile Queue Length [ft]	150.72	151.88	78.97	214.79	20.08	57.92	103.67	121.03	89.85	203.34	449.85	429.46

Movement, Approach, & Intersection Results

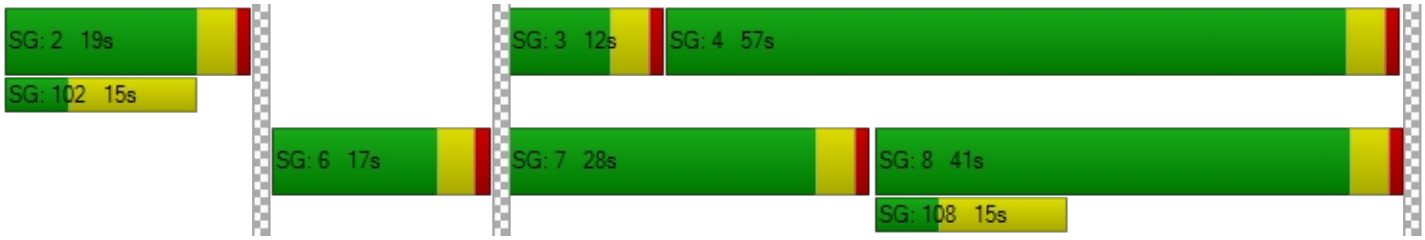
d_M, Delay for Movement [s/veh]	53.85	53.79	48.00	52.41	41.06	42.64	22.79	13.73	13.63	53.77	19.50	20.96
Movement LOS	D	D	D	D	D	D	C	B	B	D	B	C
d_A, Approach Delay [s/veh]	52.57			49.48			16.20			23.75		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	26.98											
Intersection LOS	C											
Intersection V/C	0.617											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.435	0.000	0.000	2.736
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	286	248	705	1010
d_b, Bicycle Delay [s]	38.57	40.30	22.02	12.88
l_b,int, Bicycle LOS Score for Intersection	2.066	1.972	2.215	2.816
Bicycle LOS	B	A	B	C

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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					
Crosswalk	Yes			No			No			Yes		

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	506	3	81	0	486	232	50	1038	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	506	3	81	0	486	232	50	1038	0	0	0	0
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]	127	1	20	0	122	58	13	260	0	0	0	0
Total Analysis Volume [veh/h]	506	3	81	0	486	232	50	1038	0	0	0	0
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	20	20	55	55	4	62	
g / C, Green / Cycle	0.22	0.22	0.61	0.61	0.04	0.69	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.15	0.16	0.03	0.32	
s, saturation flow rate [veh/h]	1603	1551	3204	1431	1603	3204	
c, Capacity [veh/h]	351	340	1945	868	65	2218	
d1, Uniform Delay [s]	33.78	33.79	8.20	8.30	42.76	6.31	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.94	6.17	0.31	0.75	16.62	0.71	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.85	0.86	0.25	0.27	0.76	0.47	
d, Delay for Lane Group [s/veh]	39.72	39.97	8.51	9.05	59.38	7.02	
Lane Group LOS	D	D	A	A	E	A	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	6.71	6.53	2.07	2.10	1.39	3.91	
50th-Percentile Queue Length [ft]	167.87	163.29	51.68	52.49	34.80	97.76	
95th-Percentile Queue Length [veh]	10.96	10.72	3.72	3.78	2.51	7.04	
95th-Percentile Queue Length [ft]	274.11	268.07	93.02	94.48	62.64	175.97	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.82	39.97	39.97	0.00	8.51	9.05	59.38	7.02	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		A	A	E	A				
d_A, Approach Delay [s/veh]	39.84			8.68			9.43			0.00		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	16.69											
Intersection LOS	B											
Intersection V/C	0.511											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.004	0.000	0.000	1.703
Crosswalk LOS	B	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	2.533	2.152	2.457	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	59.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	297	22	0	69	116	0	833	0	0	794	868	13
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	297	22	0	69	116	0	833	0	0	794	868	13
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]	74	6	0	17	29	0	208	0	0	199	217	3
Total Analysis Volume [veh/h]	297	22	0	69	116	0	833	0	0	794	868	13
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	47	0	0	0	0	24	0	0	24	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	64	64	64	64	64	64	64
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.14	0.14	0.14	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.05	0.19	0.26	0.25	0.62
s, saturation flow rate [veh/h]	1603	1613	1431	615	3204	3204	1431
c, Capacity [veh/h]	227	228	202	264	1489	1489	665
d1, Uniform Delay [s]	26.40	26.40	24.99	22.46	12.49	12.29	17.27
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.92	3.90	0.99	1.14	0.33	0.30	156.64
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.70	0.34	0.44	0.56	0.53	1.33
d, Delay for Lane Group [s/veh]	30.33	30.30	25.98	23.60	12.82	12.58	173.91
Lane Group LOS	C	C	C	C	B	B	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.45	2.46	0.96	1.59	3.82	3.58	37.20
50th-Percentile Queue Length [ft]	61.24	61.58	24.01	39.77	95.44	89.43	930.01
95th-Percentile Queue Length [veh]	4.41	4.43	1.73	2.86	6.87	6.44	56.54
95th-Percentile Queue Length [ft]	110.23	110.85	43.22	71.58	171.79	160.98	1413.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.31	30.30	0.00	25.98	23.60	0.00	12.82	0.00	0.00	12.58	173.91	173.91
Movement LOS	C	C		C	C		B			B	F	F
d_A, Approach Delay [s/veh]	29.54				14.14				97.44			
Approach LOS	C				B				F			
d_I, Intersection Delay [s/veh]	59.86											
Intersection LOS	E											
Intersection V/C	0.888											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.068	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	444	444
d_b, Bicycle Delay [s]	12.27	27.22	27.22
l_b,int, Bicycle LOS Score for Intersection	2.200	2.343	2.931
Bicycle LOS	B	B	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	13	0	248	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	248	0	0	0	0	0
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]	3	0	62	0	0	0	0	0
Total Analysis Volume [veh/h]	13	0	248	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	64	64	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	13	13	
g / C, Green / Cycle	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.17	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	333	297	
d1, Uniform Delay [s]	20.40	24.48	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.05	6.07	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.04	0.83	
d, Delay for Lane Group [s/veh]	20.45	30.55	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.15	3.89	
50th-Percentile Queue Length [ft]	3.81	97.23	
95th-Percentile Queue Length [veh]	0.27	7.00	
95th-Percentile Queue Length [ft]	6.86	175.02	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.45	0.00	30.55	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	30.05				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	59.86							
Intersection LOS	E							
Intersection V/C	0.888							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.031	2.571
Crosswalk LOS	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	109	26	48	205	111	87	987	13	40	1282	34
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	109	26	48	205	111	87	987	13	40	1282	34
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]	2	27	7	12	51	28	22	247	3	10	321	9
Total Analysis Volume [veh/h]	7	109	26	48	205	111	87	987	13	40	1282	34
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	34	0	0	34	0	0	66	0	0	66	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	59	59	59	59	59	59
g / C, Green / Cycle	0.33	0.33	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.09	0.24	0.23	0.30	0.30	0.08	0.39	0.39
s, saturation flow rate [veh/h]	1611	1532	376	1683	1675	507	1683	1668
c, Capacity [veh/h]	571	548	171	991	987	256	991	982
d1, Uniform Delay [s]	24.50	29.10	35.31	12.03	12.03	22.05	13.91	13.92
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.11	0.20	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.04	6.24	2.34	0.40	0.40	0.28	1.41	1.44
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	0.25	0.66	0.51	0.51	0.51	0.16	0.67	0.67
d, Delay for Lane Group [s/veh]	25.54	35.34	37.65	12.43	12.43	22.33	15.32	15.36
Lane Group LOS	C	D	D	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.60	8.40	2.10	6.21	6.19	0.66	9.69	9.63
50th-Percentile Queue Length [ft]	65.08	209.90	52.58	155.33	154.65	16.61	242.19	240.69
95th-Percentile Queue Length [veh]	4.69	13.15	3.79	10.30	10.26	1.20	14.79	14.72
95th-Percentile Queue Length [ft]	117.14	328.71	94.64	257.53	256.62	29.90	369.81	367.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.54	25.54	25.54	35.34	35.34	35.34	37.65	12.43	12.43	22.33	15.34	15.36
Movement LOS	C	C	C	D	D	D	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	25.54			35.34			14.45			15.54		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	18.07											
Intersection LOS	B											
Intersection V/C	0.631											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.973	2.135	2.801	2.846
Crosswalk LOS	A	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	1240	1240
d_b, Bicycle Delay [s]	24.50	24.50	7.22	7.22
l_b,int, Bicycle LOS Score for Intersection	1.794	2.160	2.456	2.678
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	23	554	36	34	674	176	73	899	39	105	1182	39
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	23	554	36	34	674	176	73	899	39	105	1182	39
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]	6	139	9	9	169	44	18	225	10	26	296	10
Total Analysis Volume [veh/h]	23	554	36	34	674	176	73	899	39	105	1182	39
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.22	0.21	0.30	0.30	0.18	0.28	0.28	0.20	0.36	0.37
s, saturation flow rate [veh/h]	1343	1502	1561	1426	411	1683	1658	537	1683	1664
c, Capacity [veh/h]	604	632	695	600	149	840	828	222	840	831
d1, Uniform Delay [s]	20.52	21.34	23.39	23.79	40.22	17.43	17.43	32.24	19.73	19.75
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.14	0.14	0.11	0.27	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.74	2.92	4.98	6.72	2.49	0.76	0.77	1.56	3.01	3.06
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.48	0.51	0.67	0.70	0.49	0.56	0.56	0.47	0.73	0.73
d, Delay for Lane Group [s/veh]	23.26	24.26	28.37	30.51	42.71	18.20	18.21	33.80	22.74	22.81
Lane Group LOS	C	C	C	C	D	B	B	C	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	5.11	5.93	9.60	9.02	1.85	7.41	7.31	2.33	11.34	11.25
50th-Percentile Queue Length [ft]	127.67	148.24	240.01	225.43	46.28	185.32	182.69	58.23	283.38	281.15
95th-Percentile Queue Length [veh]	8.81	9.92	14.68	13.94	3.33	11.88	11.74	4.19	16.86	16.75
95th-Percentile Queue Length [ft]	220.32	248.08	367.05	348.54	83.30	296.95	293.52	104.81	421.41	418.64

Movement, Approach, & Intersection Results

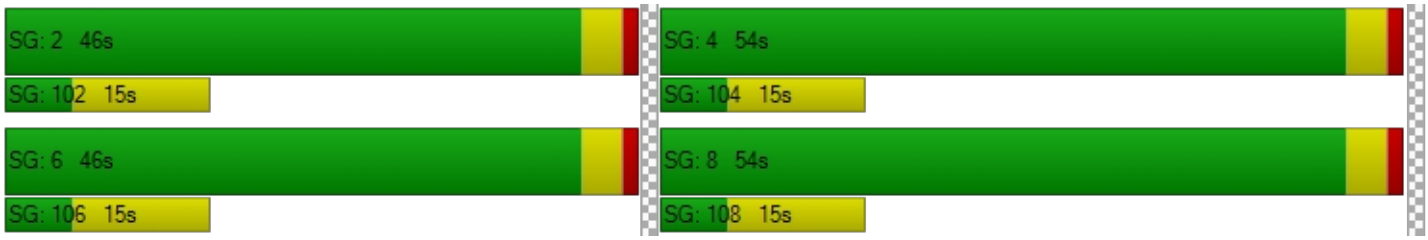
d_M, Delay for Movement [s/veh]	23.26	23.78	24.26	28.37	29.15	30.51	42.71	18.20	18.21	33.80	22.78	22.81
Movement LOS	C	C	C	C	C	C	D	B	B	C	C	C
d_A, Approach Delay [s/veh]	23.79			29.39			19.97			23.65		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	24.03											
Intersection LOS	C											
Intersection V/C	0.662											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.636	2.619	2.806	2.802
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.065	2.289	2.394	2.654
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	54	922	122	41	1000	137	71	820	44	115	1122	52
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	922	122	41	1000	137	71	820	44	115	1122	52
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	231	31	10	250	34	18	205	11	29	281	13
Total Analysis Volume [veh/h]	54	922	122	41	1000	137	71	820	44	115	1122	52
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	50	0	0	50	0	0	50	0	0	50	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	46	46	46	46	46	46	46	46	46	46	46	46
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.12	0.29	0.09	0.08	0.34	0.35	0.17	0.26	0.26	0.20	0.35	0.35
s, saturation flow rate [veh/h]	445	3204	1431	546	1683	1613	430	1683	1653	576	1683	1657
c, Capacity [veh/h]	143	1476	659	195	775	743	133	773	759	214	773	761
d1, Uniform Delay [s]	40.11	20.40	15.88	32.37	22.17	22.19	43.86	19.72	19.72	35.42	22.53	22.55
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.14	0.14	0.11	0.29	0.29
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
d2, Incremental Delay [s]	7.39	2.00	0.62	2.43	6.52	6.83	3.29	0.83	0.85	2.08	4.22	4.32
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.38	0.62	0.19	0.21	0.75	0.75	0.53	0.56	0.56	0.54	0.76	0.77
d, Delay for Lane Group [s/veh]	47.51	22.40	16.50	34.80	28.69	29.02	47.15	20.56	20.57	37.50	26.74	26.87
Lane Group LOS	D	C	B	C	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.55	8.24	1.73	0.96	12.11	11.70	1.89	7.31	7.18	2.71	11.95	11.81
50th-Percentile Queue Length [ft]	38.77	206.06	43.18	23.93	302.84	292.58	47.21	182.74	179.57	67.82	298.75	295.37
95th-Percentile Queue Length [veh]	2.79	12.95	3.11	1.72	17.82	17.31	3.40	11.74	11.58	4.88	17.62	17.45
95th-Percentile Queue Length [ft]	69.79	323.77	77.73	43.08	445.54	432.85	84.98	293.59	289.45	122.08	440.49	436.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.51	22.40	16.50	34.80	28.83	29.02	47.15	20.56	20.57	37.50	26.80	26.87
Movement LOS	D	C	B	C	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	22.98			29.06			22.58			27.76		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.86											
Intersection LOS	C											
Intersection V/C	0.697											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.990	2.841	2.822	2.808
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	920	920	920	920
d_b, Bicycle Delay [s]	14.58	14.58	14.58	14.58
l_b,int, Bicycle LOS Score for Intersection	2.465	2.531	2.331	2.623
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	34.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	20	327	55	54	374	48	106	855	48	168	1277	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	20	327	55	54	374	48	106	855	48	168	1277	62
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	82	14	14	94	12	27	214	12	42	319	16
Total Analysis Volume [veh/h]	20	327	55	54	374	48	106	855	48	168	1277	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	19	0	0	0	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	36	36	8	44	44	44
g / C, Green / Cycle	0.36	0.36	0.36	0.36	0.08	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.02	0.23	0.06	0.26	0.07	0.10	0.40	0.40
s, saturation flow rate [veh/h]	868	1641	901	1650	1603	1603	1683	1656
c, Capacity [veh/h]	178	587	204	590	132	705	740	728
d1, Uniform Delay [s]	39.48	26.88	38.70	27.71	45.07	17.54	26.18	26.26
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.19	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	5.51	3.13	7.24	10.55	0.17	7.73	8.25
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	0.11	0.65	0.26	0.71	0.80	0.24	0.91	0.91
d, Delay for Lane Group [s/veh]	40.76	32.39	41.83	34.95	55.62	17.71	33.91	34.51
Lane Group LOS	D	C	D	C	E	B	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.50	8.34	1.37	9.66	2.96	2.41	15.82	15.78
50th-Percentile Queue Length [ft]	12.58	208.46	34.31	241.49	73.89	60.34	395.51	394.60
95th-Percentile Queue Length [veh]	0.91	13.07	2.47	14.76	5.32	4.34	22.34	22.30
95th-Percentile Queue Length [ft]	22.65	326.86	61.76	368.91	132.99	108.61	558.59	557.48

Movement, Approach, & Intersection Results

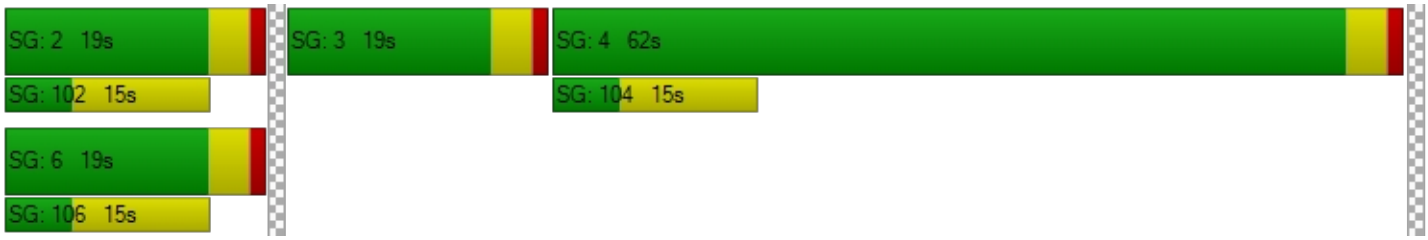
d_M, Delay for Movement [s/veh]	40.76	32.39	32.39	41.83	34.95	34.95	55.62	0.00	0.00	17.71	34.19	34.51
Movement LOS	D	C	C	D	C	C	E			B	C	C
d_A, Approach Delay [s/veh]	32.81			35.73			55.62			32.37		
Approach LOS	C			D			E			C		
d_I, Intersection Delay [s/veh]	34.07											
Intersection LOS	C											
Intersection V/C	0.724											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.254	2.262	2.618	2.698
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	0	1160
d_b, Bicycle Delay [s]	36.13	36.13	50.00	8.82
l_b,int, Bicycle LOS Score for Intersection	2.223	2.345	1.560	2.803
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	3	4	87	10	137	99	859	9	21	1433	77
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	3	4	87	10	137	99	859	9	21	1433	77
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]	2	1	1	22	3	34	25	215	2	5	358	19
Total Analysis Volume [veh/h]	7	3	4	87	10	137	99	859	9	21	1433	77
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.10	0.32	0.26	0.26	0.04	0.45	0.45
s, saturation flow rate [veh/h]	1039	1267	1445	312	1683	1677	574	1683	1653
c, Capacity [veh/h]	408	370	493	135	974	971	306	974	957
d1, Uniform Delay [s]	22.15	24.65	24.16	43.61	11.95	11.95	18.24	16.16	16.23
k, delay calibration	0.50	0.50	0.50	0.13	0.11	0.11	0.11	0.31	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	1.49	1.54	8.99	0.32	0.32	0.09	3.85	4.06
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.24	0.30	0.73	0.45	0.45	0.07	0.78	0.78
d, Delay for Lane Group [s/veh]	22.31	26.15	25.71	52.60	12.27	12.28	18.33	20.00	20.29
Lane Group LOS	C	C	C	D	B	B	B	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.24	1.68	2.74	2.80	5.24	5.23	0.30	13.22	13.17
50th-Percentile Queue Length [ft]	5.89	41.96	68.42	70.02	131.10	130.63	7.59	330.46	329.20
95th-Percentile Queue Length [veh]	0.42	3.02	4.93	5.04	9.00	8.97	0.55	19.18	19.12
95th-Percentile Queue Length [ft]	10.61	75.52	123.16	126.04	224.99	224.35	13.67	479.53	477.99

Movement, Approach, & Intersection Results

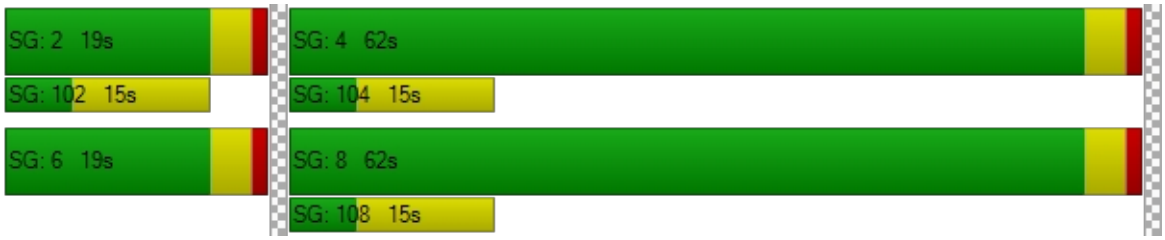
d_M, Delay for Movement [s/veh]	22.31	22.31	22.31	26.15	25.71	25.71	52.60	12.27	12.28	18.33	20.14	20.29
Movement LOS	C	C	C	C	C	C	D	B	B	B	C	C
d_A, Approach Delay [s/veh]	22.31			25.87			16.40			20.12		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	19.31											
Intersection LOS	B											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.778	2.222	0.000	2.914
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.583	1.946	2.357	2.823
Bicycle LOS	A	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	44	328	46	21	422	100	61	809	66	59	1320	22
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	44	328	46	21	422	100	61	809	66	59	1320	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]	11	82	12	5	106	25	15	202	17	15	330	6
Total Analysis Volume [veh/h]	44	328	46	21	422	100	61	809	66	59	1320	22
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.29	0.34	0.17	0.26	0.26	0.10	0.40	0.40
s, saturation flow rate [veh/h]	1442	1612	366	1683	1639	570	1683	1673
c, Capacity [veh/h]	647	716	123	840	818	241	840	835
d1, Uniform Delay [s]	22.69	25.13	44.10	17.03	17.03	27.64	20.89	20.91
k, delay calibration	0.50	0.50	0.11	0.11	0.11	0.11	0.32	0.32
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.93	7.40	3.05	0.54	0.55	0.52	5.18	5.25
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	0.65	0.76	0.49	0.53	0.53	0.25	0.80	0.80
d, Delay for Lane Group [s/veh]	27.62	32.54	47.15	17.57	17.58	28.16	26.07	26.15
Lane Group LOS	C	C	D	B	B	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.41	12.21	1.62	6.76	6.58	1.13	13.55	13.51
50th-Percentile Queue Length [ft]	210.27	305.26	40.56	168.89	164.54	28.28	338.72	337.72
95th-Percentile Queue Length [veh]	13.17	17.94	2.92	11.02	10.79	2.04	19.59	19.54
95th-Percentile Queue Length [ft]	329.17	448.52	73.02	275.45	269.73	50.91	489.64	488.41

Movement, Approach, & Intersection Results

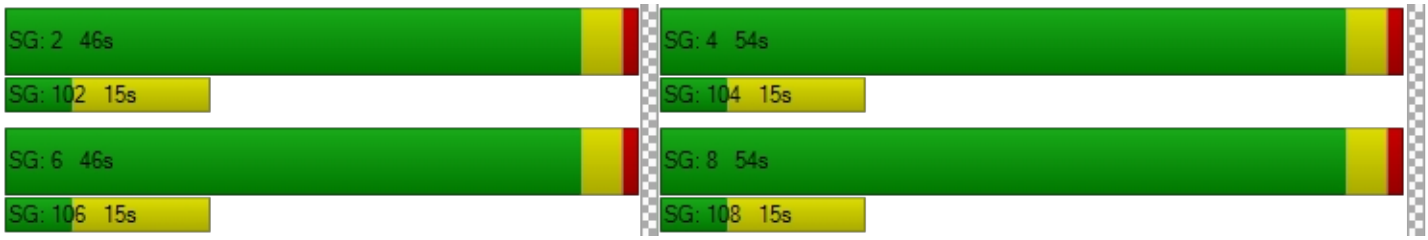
d_M, Delay for Movement [s/veh]	27.62	27.62	27.62	32.54	32.54	32.54	47.15	17.57	17.58	28.16	26.11	26.15
Movement LOS	C	C	C	C	C	C	D	B	B	C	C	C
d_A, Approach Delay [s/veh]	27.62			32.54			19.50			26.20		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	25.52											
Intersection LOS	C											
Intersection V/C	0.737											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.276	2.273	2.837	2.780
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.249	2.456	2.332	2.715
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	669	89	0	850	132	41	751	67	124	1211	12
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	669	89	0	850	132	41	751	67	124	1211	12
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	167	22	0	213	33	10	188	17	31	303	3
Total Analysis Volume [veh/h]	0	669	89	0	850	132	41	751	67	124	1211	12
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	44	44	44	44	48	48	48	48	48	48
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.48	0.48	0.48	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.23	0.23	0.29	0.31	0.10	0.25	0.25	0.21	0.36	0.36
s, saturation flow rate [veh/h]	1683	1616	1683	1607	410	1683	1635	601	1683	1677
c, Capacity [veh/h]	747	718	747	713	126	801	778	231	801	798
d1, Uniform Delay [s]	19.92	20.16	21.79	22.23	41.96	18.21	18.21	34.09	21.57	21.57
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.25	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.45	2.77	4.48	5.36	1.49	0.52	0.54	1.94	3.58	3.61
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.51	0.53	0.66	0.69	0.33	0.52	0.52	0.54	0.76	0.77
d, Delay for Lane Group [s/veh]	22.37	22.94	26.28	27.59	43.45	18.73	18.75	36.03	25.15	25.18
Lane Group LOS	C	C	C	C	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	6.64	6.76	9.62	9.93	1.02	6.55	6.37	2.87	12.04	12.01
50th-Percentile Queue Length [ft]	166.00	168.96	240.50	248.13	25.52	163.65	159.16	71.69	301.05	300.36
95th-Percentile Queue Length [veh]	10.87	11.02	14.71	15.09	1.84	10.74	10.50	5.16	17.73	17.70
95th-Percentile Queue Length [ft]	271.65	275.54	367.66	377.30	45.94	268.56	262.61	129.05	443.33	442.48

Movement, Approach, & Intersection Results

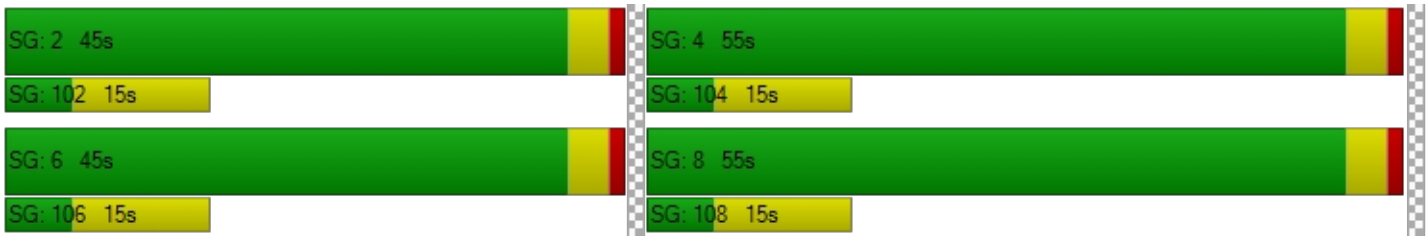
d_M, Delay for Movement [s/veh]	0.00	22.62	22.94	0.00	26.83	27.59	43.45	18.74	18.75	36.03	25.16	25.18
Movement LOS		C	C		C	C	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	22.65			26.93			19.92			26.16		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	24.32											
Intersection LOS	C											
Intersection V/C	0.670											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.753	2.611	2.736	2.905
Crosswalk LOS	C	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.185	2.370	2.268	2.671
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	114	791	166	101	960	68	54	793	109	146	960	43
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	114	791	166	101	960	68	54	793	109	146	960	43
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]	29	198	42	25	240	17	14	198	27	37	240	11
Total Analysis Volume [veh/h]	114	791	166	101	960	68	54	793	109	146	960	43
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	27	27	9	27	0	9	19	19	45	55	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	51	42	54	51	42	42	41	29	38	41	34	34
g / C, Green / Cycle	0.51	0.42	0.54	0.51	0.42	0.42	0.41	0.29	0.38	0.41	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.18	0.25	0.12	0.13	0.31	0.31	0.08	0.25	0.08	0.17	0.30	0.30
s, saturation flow rate [veh/h]	649	3204	1431	755	1683	1644	664	3204	1431	873	1683	1658
c, Capacity [veh/h]	298	1327	776	361	697	681	236	920	541	321	564	556
d1, Uniform Delay [s]	18.03	22.83	11.87	15.51	24.87	24.88	22.26	33.82	20.97	22.47	31.61	31.62
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.15	0.15
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
d2, Incremental Delay [s]	3.71	1.98	0.63	0.42	7.14	7.32	0.49	2.54	0.18	1.00	7.24	7.38
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.38	0.60	0.21	0.28	0.75	0.75	0.23	0.86	0.20	0.45	0.90	0.90
d, Delay for Lane Group [s/veh]	21.73	24.81	12.50	15.93	32.02	32.20	22.75	36.35	21.15	23.47	38.85	38.99
Lane Group LOS	C	C	B	B	C	C	C	D	C	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.64	7.39	1.98	1.21	11.44	11.22	0.78	9.25	1.73	2.24	12.40	12.24
50th-Percentile Queue Length [ft]	40.96	184.63	49.55	30.30	285.94	280.38	19.52	231.17	43.22	56.04	309.97	306.02
95th-Percentile Queue Length [veh]	2.95	11.84	3.57	2.18	16.98	16.71	1.41	14.23	3.11	4.03	18.17	17.98
95th-Percentile Queue Length [ft]	73.74	296.05	89.18	54.53	424.60	417.68	35.13	355.85	77.80	100.86	454.34	449.47

Movement, Approach, & Intersection Results

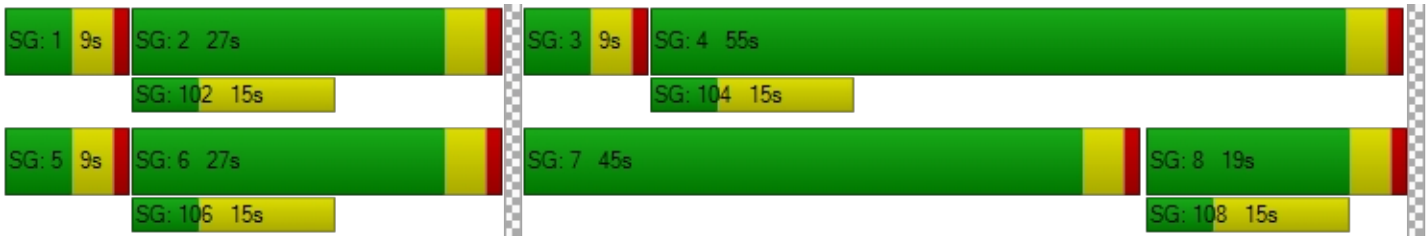
d_M, Delay for Movement [s/veh]	21.73	24.81	12.50	15.93	32.10	32.20	22.75	36.35	21.15	23.47	38.92	38.99
Movement LOS	C	C	B	B	C	C	C	D	C	C	D	D
d_A, Approach Delay [s/veh]	22.57			30.66			33.85			36.96		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.04											
Intersection LOS	C											
Intersection V/C	0.671											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.895	2.727	2.871	2.800
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	460	300	1020
d_b, Bicycle Delay [s]	29.65	29.65	36.13	12.01
l_b,int, Bicycle LOS Score for Intersection	2.443	2.491	2.348	2.508
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	28.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	9	848	277	43	1266	33	0	0	0	67	13	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	9	848	277	43	1266	33	0	0	0	67	13	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]	2	212	69	11	317	8	0	0	0	17	3	4
Total Analysis Volume [veh/h]	9	848	277	43	1266	33	0	0	0	67	13	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	78	0	0	78	0	0	0	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	45	45	45	45	45	45		47
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45		0.47
(v / s)_i Volume / Saturation Flow Rate	0.30	0.30	0.19	0.07	0.39	0.39		0.06
s, saturation flow rate [veh/h]	1369	1532	1431	585	1683	1668		1583
c, Capacity [veh/h]	660	697	651	185	766	759		736
d1, Uniform Delay [s]	19.97	21.06	18.41	35.05	24.23	24.25		15.23
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.93	1.02	0.44	0.63	11.48	11.64		0.36
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.61	0.65	0.43	0.23	0.85	0.85		0.13
d, Delay for Lane Group [s/veh]	20.90	22.09	18.85	35.68	35.71	35.90		15.59
Lane Group LOS	C	C	B	D	D	D		B
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	6.71	8.06	4.29	0.94	15.49	15.42		1.28
50th-Percentile Queue Length [ft]	167.70	201.57	107.30	23.45	387.30	385.40		32.10
95th-Percentile Queue Length [veh]	10.96	12.72	7.69	1.69	21.95	21.86		2.31
95th-Percentile Queue Length [ft]	273.89	317.99	192.23	42.22	548.67	546.38		57.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.90	21.53	18.85	35.68	35.80	35.90	0.00	0.00	0.00	15.59	15.59	15.59
Movement LOS	C	C	B	D	D	D				B	B	B
d_A, Approach Delay [s/veh]	20.87			35.80			0.00			15.59		
Approach LOS	C			D			A			B		
d_I, Intersection Delay [s/veh]	28.47											
Intersection LOS	C											
Intersection V/C	0.448											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.747	0.000	1.801
Crosswalk LOS	F	B	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1480	1480	0	360
d_b, Bicycle Delay [s]	3.38	3.38	50.00	33.62
l_b,int, Bicycle LOS Score for Intersection	2.495	2.667	4.132	1.716
Bicycle LOS	B	B	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	42.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	546	56	77	32	961	0	0	689	33	33	0	66
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	546	56	77	32	961	0	0	689	33	33	0	66
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]	137	14	19	8	240	0	0	172	8	8	0	17
Total Analysis Volume [veh/h]	546	56	77	32	961	0	0	689	33	33	0	66
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	37	0	0	44	0	0	44	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.05	0.30	0.21	0.22	0.07
s, saturation flow rate [veh/h]	1603	1572	658	3204	1683	1656	1484
c, Capacity [veh/h]	466	457	132	957	503	495	431
d1, Uniform Delay [s]	32.03	32.05	43.44	35.11	31.34	31.48	26.99
k, delay calibration	0.50	0.50	0.11	0.11	0.12	0.12	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.88	10.16	0.94	14.44	2.10	2.38	1.24
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.74	0.24	1.00	0.72	0.73	0.23
d, Delay for Lane Group [s/veh]	41.91	42.21	44.38	49.54	33.44	33.85	28.23
Lane Group LOS	D	D	D	F	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	8.61	8.50	0.79	13.24	7.92	7.98	1.93
50th-Percentile Queue Length [ft]	215.22	212.62	19.66	331.09	197.93	199.61	48.37
95th-Percentile Queue Length [veh]	13.42	13.29	1.42	19.26	12.53	12.62	3.48
95th-Percentile Queue Length [ft]	335.51	332.18	35.39	481.44	313.29	315.47	87.07

Movement, Approach, & Intersection Results

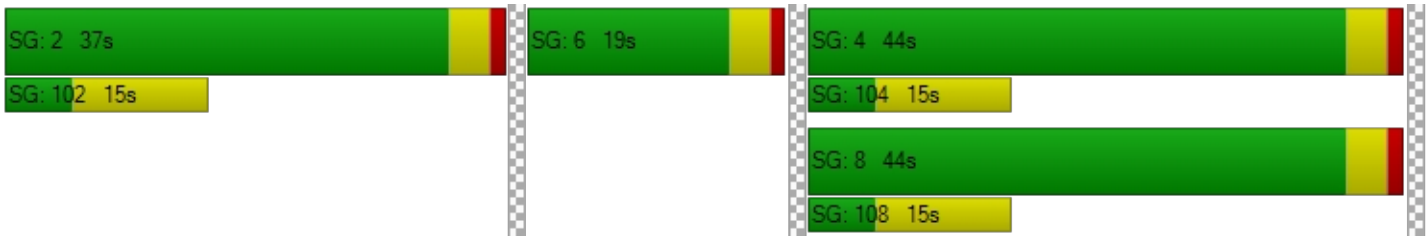
d_M, Delay for Movement [s/veh]	42.02	42.21	42.21	44.38	49.54	0.00	0.00	33.64	33.85	28.23	28.23	28.23
Movement LOS	D	D	D	D	F			C	C	C	C	C
d_A, Approach Delay [s/veh]	42.06			49.38			33.65			28.23		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	41.99											
Intersection LOS	D											
Intersection V/C	0.581											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.167	0.000	2.575	1.874
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	800	800	300
d_b, Bicycle Delay [s]	22.45	18.00	18.00	36.13
l_b,int, Bicycle LOS Score for Intersection	2.680	2.379	2.155	1.723
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	551	0	0	510	199	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	551	0	0	510	199	62
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]	138	0	0	128	50	16
Total Analysis Volume [veh/h]	551	0	0	510	199	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.62	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	33.16	10.45
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.93	0.28
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	98.17	7.02
d_A, Approach Delay [s/veh]	0.00		0.00		27.77	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.48					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	119.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.121

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	337	28	30	694	0	201	24	431	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	337	28	30	694	0	201	24	431	0	0	0
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	84	7	8	174	0	50	6	108	0	0	0
Total Analysis Volume [veh/h]	0	337	28	30	694	0	201	24	431	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	0.92	0.12	0.66	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.10	0.00	0.00	117.90	119.59	20.81	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.30	0.65	0.00	9.69	7.35	5.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	32.38	16.19	0.00	242.30	183.76	125.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.34			54.17			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	20.50											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	35	0	904	41	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	35	0	904	41	0	23
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]	9	0	226	10	0	6
Total Analysis Volume [veh/h]	35	0	904	41	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	783	793	1055
Degree of Utilization, x	0.04	0.60	0.60	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.13	4.02	0.07
95th-Percentile Queue Length [ft]	3.17	103.22	100.42	1.67
Approach Delay [s/veh]	7.35	13.87		6.49
Approach LOS	A	B		A
Intersection Delay [s/veh]	13.47			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	368	38	15	322	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	368	38	15	322	0	6	0	0	0	0
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	92	10	4	81	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	368	38	15	322	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	629	648	677	
Degree of Utilization, x	0.33	0.32	0.51	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.46	1.40	2.88	
95th-Percentile Queue Length [ft]	36.42	34.99	72.10	
Approach Delay [s/veh]	11.07		13.66	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.24			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	159	0	3	78	0	79	34	213
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	159	0	3	78	0	79	34	213
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]	40	0	1	20	0	20	9	53
Total Analysis Volume [veh/h]	159	0	3	78	0	79	34	213
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	634	495	580
Degree of Utilization, x	0.38	0.23	0.37

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.87	1.68
95th-Percentile Queue Length [ft]	44.20	21.78	41.95
Approach Delay [s/veh]	12.12	12.33	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.24		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	31.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1345	292	54	2168
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1345	292	54	2168
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]	0	0	336	73	14	542
Total Analysis Volume [veh/h]	0	0	1345	292	54	2168
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance						
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.28	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	31.21	0.00
Movement LOS			A	A	D	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.11	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	27.86	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		0.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	472	0	355	564	0	45	0	0	556	0	366	927
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	472	0	355	564	0	45	0	0	556	0	366	927
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]	118	0	89	141	0	11	0	0	139	0	92	232
Total Analysis Volume [veh/h]	472	0	355	564	0	45	0	0	556	0	366	927
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	23	59	23	23	86
g / C, Green / Cycle	0.65	0.65	0.26	0.65	0.26	0.26	0.96
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.16	0.03	0.16	0.20	0.58
s, saturation flow rate [veh/h]	1781	1610	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1164	1052	916	1039	916	481	1519
d1, Uniform Delay [s]	7.07	7.18	29.44	5.54	29.36	30.81	0.21
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.15	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.89	1.05	0.68	0.08	0.65	3.39	1.84
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.38	0.62	0.04	0.61	0.76	0.61
d, Delay for Lane Group [s/veh]	7.96	8.24	30.12	5.62	30.02	34.20	2.05
Lane Group LOS	A	A	C	A	C	C	A
Critical Lane Group	No	No	No	No	No	Yes	Yes
50th-Percentile Queue Length [veh]	3.51	3.41	5.33	0.29	5.24	7.58	0.78
50th-Percentile Queue Length [ft]	87.65	85.13	133.31	7.25	131.03	189.44	19.38
95th-Percentile Queue Length [veh]	6.31	6.13	9.12	0.52	9.00	12.09	1.40
95th-Percentile Queue Length [ft]	157.76	153.24	227.98	13.05	224.89	302.30	34.88

Movement, Approach, & Intersection Results

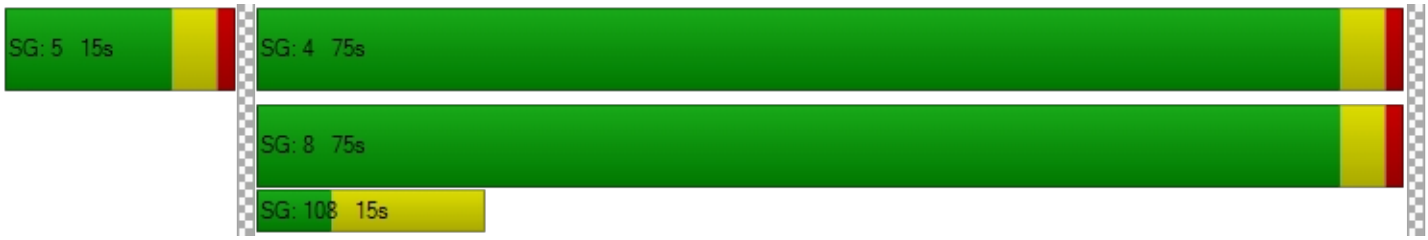
d_M, Delay for Movement [s/veh]	7.99	0.00	8.24	30.12	0.00	5.62	0.00	0.00	30.02	0.00	34.20	2.05
Movement LOS	A		A	C		A			C		C	A
d_A, Approach Delay [s/veh]	8.09			28.31			30.02			11.15		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	16.76											
Intersection LOS	B											
Intersection V/C	0.590											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.526	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	2.924	2.062	4.591	3.693
Bicycle LOS	C	B	E	D

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	437	46	154	126	12	28	230	984	51	78	523	557
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	437	46	154	126	12	28	230	984	51	78	523	557
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]	109	12	39	32	3	7	58	246	13	20	131	139
Total Analysis Volume [veh/h]	437	46	154	126	12	28	230	984	51	78	523	557
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	45	0	13	19	0	9	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	10	10	10	66	56	56	6	54	54
g / C, Green / Cycle	0.16	0.16	0.16	0.09	0.09	0.09	0.63	0.54	0.54	0.06	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.14	0.13	0.10	0.07	0.01	0.02	0.32	0.28	0.03	0.04	0.28	0.35
s, saturation flow rate [veh/h]	1781	1797	1589	1781	1870	1589	720	3560	1589	1781	1870	1589
c, Capacity [veh/h]	290	293	259	163	171	146	415	1905	851	103	959	815
d1, Uniform Delay [s]	42.53	42.53	40.74	46.65	43.63	44.12	15.15	15.68	11.73	48.77	17.30	19.19
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	5.98	5.90	2.17	7.53	0.17	0.63	1.18	1.00	0.13	10.75	2.23	4.61
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.83	0.83	0.59	0.77	0.07	0.19	0.55	0.52	0.06	0.76	0.55	0.68
d, Delay for Lane Group [s/veh]	48.51	48.43	42.91	54.18	43.80	44.76	16.33	16.69	11.86	59.52	19.53	23.80
Lane Group LOS	D	D	D	D	D	D	B	B	B	E	B	C
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	6.47	6.52	3.83	3.54	0.29	0.70	2.21	7.51	0.59	2.32	8.80	10.73
50th-Percentile Queue Length [ft]	161.77	162.95	95.72	88.62	7.34	17.48	55.36	187.84	14.84	57.88	219.92	268.33
95th-Percentile Queue Length [veh]	10.64	10.70	6.89	6.38	0.53	1.26	3.99	12.01	1.07	4.17	13.66	16.11
95th-Percentile Queue Length [ft]	266.07	267.62	172.29	159.51	13.21	31.46	99.65	300.22	26.71	104.18	341.53	402.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.48	48.43	42.91	54.18	43.80	44.76	16.33	16.69	11.86	59.52	19.53	23.80
Movement LOS	D	D	D	D	D	D	B	B	B	E	B	C
d_A, Approach Delay [s/veh]	47.13			51.84			16.43			24.28		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	27.13											
Intersection LOS	C											
Intersection V/C	0.617											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.461	0.000	0.000	2.781
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	781	286	210
d_b, Bicycle Delay [s]	28.23	19.50	38.57	42.08
l_b,int, Bicycle LOS Score for Intersection	2.611	1.834	2.603	2.515
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	532	7	62	0	805	235	36	883	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	532	7	62	0	805	235	36	883	0	0	0	0
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]	133	2	16	0	201	59	9	221	0	0	0	0
Total Analysis Volume [veh/h]	532	7	62	0	805	235	36	883	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	20	20	55	55	3	62	
g / C, Green / Cycle	0.22	0.22	0.61	0.61	0.03	0.69	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.25	0.16	0.02	0.28	
s, saturation flow rate [veh/h]	1603	1565	3204	1431	1603	3204	
c, Capacity [veh/h]	355	347	1958	874	55	2209	
d1, Uniform Delay [s]	33.66	33.67	9.10	8.16	42.96	5.99	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.93	6.11	0.64	0.76	12.56	0.54	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.86	0.86	0.41	0.27	0.66	0.40	
d, Delay for Lane Group [s/veh]	39.59	39.78	9.74	8.91	55.52	6.53	
Lane Group LOS	D	D	A	A	E	A	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	6.80	6.67	3.84	2.10	0.97	3.14	
50th-Percentile Queue Length [ft]	170.10	166.76	96.11	52.58	24.37	78.45	
95th-Percentile Queue Length [veh]	11.08	10.91	6.92	3.79	1.75	5.65	
95th-Percentile Queue Length [ft]	277.04	272.66	173.00	94.65	43.87	141.21	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.67	39.78	39.78	0.00	9.74	8.91	55.52	6.53	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		A	A	E	A				
d_A, Approach Delay [s/veh]	39.68			9.56			8.45			0.00		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	16.23											
Intersection LOS	B											
Intersection V/C	0.465											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.009	0.000	0.000	1.696
Crosswalk LOS	B	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	2.551	2.418	2.318	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	332	27	0	90	127	0	1225	0	0	589	677	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	332	27	0	90	127	0	1225	0	0	589	677	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]	83	7	0	23	32	0	306	0	0	147	169	8
Total Analysis Volume [veh/h]	332	27	0	90	127	0	1225	0	0	589	677	30
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	16	0	0	0	0	55	0	0	55	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	54	54	54	54	54	54	54
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	28	28	28	28
g / C, Green / Cycle	0.16	0.16	0.16	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.17	0.38	0.18	0.49
s, saturation flow rate [veh/h]	1603	1614	1431	744	3204	3204	1431
c, Capacity [veh/h]	261	262	233	421	1692	1692	755
d1, Uniform Delay [s]	21.28	21.28	20.18	12.24	9.72	7.36	11.87
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.37
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.19	3.17	1.05	0.40	0.60	0.12	16.38
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.69	0.39	0.30	0.72	0.35	0.94
d, Delay for Lane Group [s/veh]	24.47	24.45	21.23	12.64	10.32	7.48	28.25
Lane Group LOS	C	C	C	B	B	A	C
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.17	2.18	0.99	1.01	4.27	1.53	9.26
50th-Percentile Queue Length [ft]	54.24	54.59	24.82	25.25	106.86	38.33	231.60
95th-Percentile Queue Length [veh]	3.91	3.93	1.79	1.82	7.67	2.76	14.26
95th-Percentile Queue Length [ft]	97.63	98.26	44.67	45.45	191.63	68.99	356.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.46	24.45	0.00	21.23	12.64	0.00	10.32	0.00	0.00	7.48	28.25	28.25
Movement LOS	C	C		C	B		B			A	C	C
d_A, Approach Delay [s/veh]	23.81				10.54				18.81			
Approach LOS	C				B				B			
d_I, Intersection Delay [s/veh]	16.43											
Intersection LOS	B											
Intersection V/C	0.668											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.088	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1133	1133
d_b, Bicycle Delay [s]	33.80	8.45	8.45
l_b,int, Bicycle LOS Score for Intersection	2.300	2.675	2.604
Bicycle LOS	B	B	B

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	32	0	89	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	32	0	89	0	0	0	0	0
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]	8	0	22	0	0	0	0	0
Total Analysis Volume [veh/h]	32	0	89	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	54	54	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	5	5	
g / C, Green / Cycle	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	139	124	
d1, Uniform Delay [s]	22.94	23.98	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.83	7.48	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.23	0.72	
d, Delay for Lane Group [s/veh]	23.77	31.46	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.38	1.28	
50th-Percentile Queue Length [ft]	9.59	31.99	
95th-Percentile Queue Length [veh]	0.69	2.30	
95th-Percentile Queue Length [ft]	17.26	57.57	

Movement, Approach, & Intersection Results

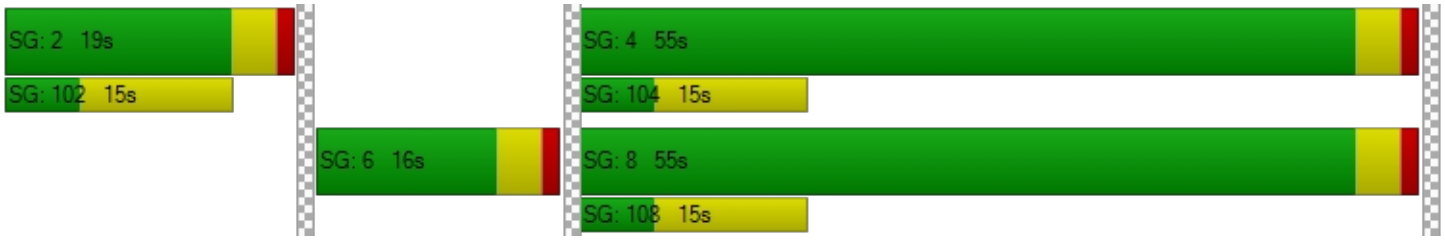
d_M, Delay for Movement [s/veh]	23.77	0.00	31.46	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	29.42				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	16.43							
Intersection LOS	B							
Intersection V/C	0.668							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.991	2.416
Crosswalk LOS	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	17	202	20	40	188	159	97	1211	19	36	1262	31
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	17	202	20	40	188	159	97	1211	19	36	1262	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]	4	51	5	10	47	40	24	303	5	9	316	8
Total Analysis Volume [veh/h]	17	202	20	40	188	159	97	1211	19	36	1262	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	39	0	0	61	0	0	61	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	57	57	57	57	57	57
g / C, Green / Cycle	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.15	0.26	0.25	0.37	0.37	0.09	0.39	0.39
s, saturation flow rate [veh/h]	1627	1515	384	1683	1674	408	1683	1669
c, Capacity [veh/h]	610	572	175	957	952	191	957	949
d1, Uniform Delay [s]	24.56	27.98	35.70	14.68	14.69	27.54	15.14	15.15
k, delay calibration	0.50	0.50	0.11	0.20	0.20	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	6.31	2.70	1.37	1.38	0.47	1.79	1.81
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	0.39	0.68	0.55	0.64	0.64	0.19	0.68	0.68
d, Delay for Lane Group [s/veh]	26.45	34.29	38.40	16.05	16.07	28.01	16.93	16.97
Lane Group LOS	C	C	D	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.54	8.81	2.39	9.22	9.18	0.69	10.09	10.03
50th-Percentile Queue Length [ft]	113.58	220.28	59.78	230.43	229.52	17.21	252.15	250.64
95th-Percentile Queue Length [veh]	8.04	13.68	4.30	14.20	14.15	1.24	15.29	15.22
95th-Percentile Queue Length [ft]	200.97	341.99	107.60	354.91	353.74	30.98	382.36	380.46

Movement, Approach, & Intersection Results

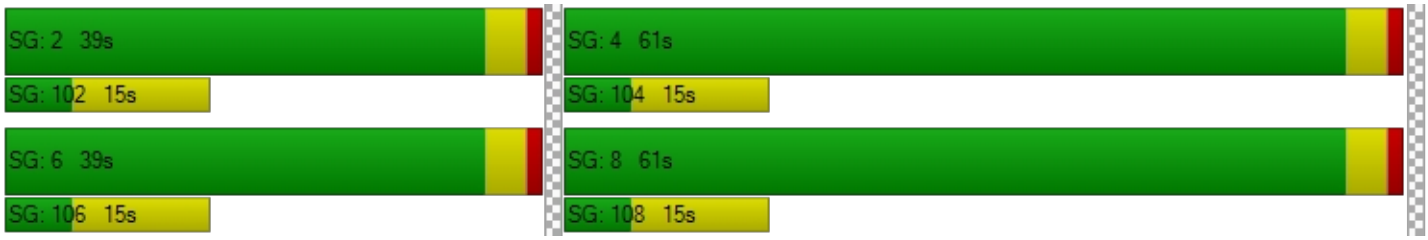
d_M, Delay for Movement [s/veh]	26.45	26.45	26.45	34.29	34.29	34.29	38.40	16.06	16.07	28.01	16.95	16.97
Movement LOS	C	C	C	C	C	C	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	26.45			34.29			17.69			17.25		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.11											
Intersection LOS	C											
Intersection V/C	0.641											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.008	2.209	2.870	2.870
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	700	1140	1140
d_b, Bicycle Delay [s]	21.13	21.13	9.25	9.25
l_b,int, Bicycle LOS Score for Intersection	1.954	2.198	2.654	2.656
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	30	429	43	47	733	137	97	1185	36	50	1151	50
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	30	429	43	47	733	137	97	1185	36	50	1151	50
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	107	11	12	183	34	24	296	9	13	288	13
Total Analysis Volume [veh/h]	30	429	43	47	733	137	97	1185	36	50	1151	50
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.22	0.21	0.32	0.31	0.23	0.36	0.36	0.12	0.36	0.36
s, saturation flow rate [veh/h]	855	1495	1447	1455	419	1683	1666	411	1683	1658
c, Capacity [veh/h]	402	629	649	612	153	840	831	149	840	828
d1, Uniform Delay [s]	20.61	21.22	24.39	24.46	41.92	19.73	19.74	37.64	19.57	19.58
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.27	0.27	0.11	0.26	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.86	2.82	6.39	8.15	4.30	3.00	3.05	1.32	2.77	2.83
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.47	0.50	0.71	0.75	0.63	0.73	0.73	0.34	0.72	0.72
d, Delay for Lane Group [s/veh]	24.47	24.04	30.78	32.61	46.22	22.73	22.80	38.96	22.34	22.41
Lane Group LOS	C	C	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	3.22	5.75	10.21	10.22	2.60	11.33	11.24	1.18	11.04	10.91
50th-Percentile Queue Length [ft]	80.45	143.84	255.15	255.49	64.91	283.18	281.09	29.38	275.94	272.73
95th-Percentile Queue Length [veh]	5.79	9.69	15.45	15.46	4.67	16.85	16.74	2.12	16.49	16.33
95th-Percentile Queue Length [ft]	144.81	242.19	386.14	386.56	116.84	421.17	418.57	52.88	412.16	408.15

Movement, Approach, & Intersection Results

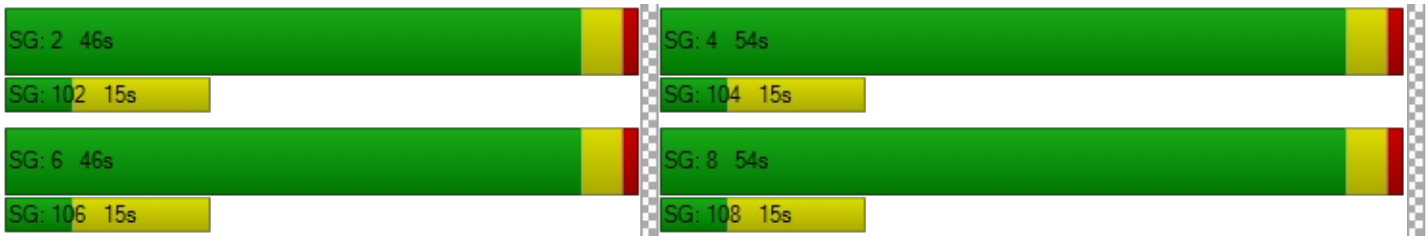
d_M, Delay for Movement [s/veh]	24.47	24.20	24.04	30.78	31.58	32.61	46.22	22.76	22.80	38.96	22.38	22.41
Movement LOS	C	C	C	C	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	24.20			31.69			24.49			23.04		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.66											
Intersection LOS	C											
Intersection V/C	0.682											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.531	2.640	2.863	2.866
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	1.974	2.316	2.647	2.592
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	57	996	91	58	1052	105	92	1043	67	76	1061	114
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	57	996	91	58	1052	105	92	1043	67	76	1061	114
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	249	23	15	263	26	23	261	17	19	265	29
Total Analysis Volume [veh/h]	57	996	91	58	1052	105	92	1043	67	76	1061	114
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	45	45	47	47	47	47	47	47
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.13	0.31	0.06	0.11	0.35	0.35	0.21	0.33	0.33	0.17	0.35	0.36
s, saturation flow rate [veh/h]	437	3204	1431	509	1683	1630	430	1683	1648	457	1683	1626
c, Capacity [veh/h]	134	1446	646	168	759	736	137	789	772	153	789	762
d1, Uniform Delay [s]	42.32	21.82	16.06	37.14	23.09	23.12	44.65	21.14	21.15	40.48	21.85	21.88
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.25	0.25	0.11	0.28	0.28
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
d2, Incremental Delay [s]	9.59	2.70	0.46	5.55	7.52	7.81	5.63	2.73	2.80	2.46	3.87	4.07
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.43	0.69	0.14	0.35	0.77	0.77	0.67	0.71	0.71	0.50	0.76	0.76
d, Delay for Lane Group [s/veh]	51.91	24.52	16.52	42.69	30.62	30.93	50.28	23.87	23.96	42.95	25.72	25.95
Lane Group LOS	D	C	B	D	C	C	D	C	C	D	C	C
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.73	9.48	1.28	1.55	12.74	12.43	2.50	10.56	10.37	1.92	11.80	11.49
50th-Percentile Queue Length [ft]	43.27	236.97	32.09	38.66	318.50	310.74	62.56	263.91	259.18	48.01	295.06	287.30
95th-Percentile Queue Length [veh]	3.12	14.53	2.31	2.78	18.59	18.21	4.50	15.89	15.65	3.46	17.44	17.05
95th-Percentile Queue Length [ft]	77.89	363.20	57.77	69.58	464.84	455.29	112.61	397.13	391.20	86.42	435.92	426.29

Movement, Approach, & Intersection Results

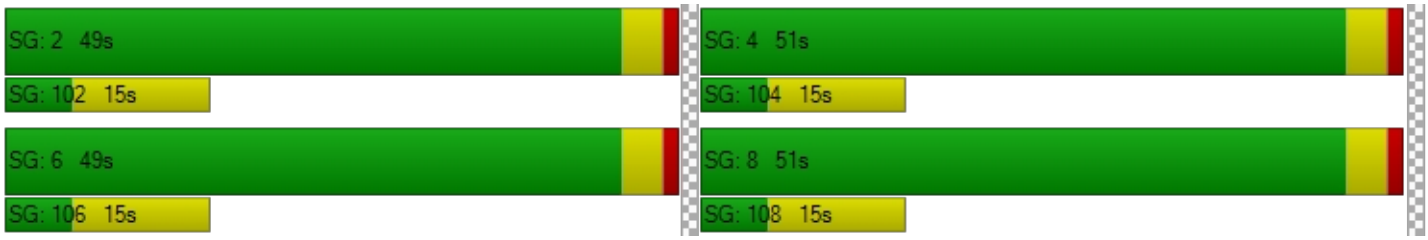
d_M, Delay for Movement [s/veh]	51.91	24.52	16.52	42.69	30.76	30.93	50.28	23.91	23.96	42.95	25.82	25.95
Movement LOS	D	C	B	D	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	25.25			31.34			25.93			26.87		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.38											
Intersection LOS	C											
Intersection V/C	0.705											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.948	2.909	2.860	2.865
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.503	2.562	2.551	2.592
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	41.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	26	461	103	54	554	61	92	1176	24	90	1178	74
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	26	461	103	54	554	61	92	1176	24	90	1178	74
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	115	26	14	139	15	23	294	6	23	295	19
Total Analysis Volume [veh/h]	26	461	103	54	554	61	92	1176	24	90	1178	74
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	28	0	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	7	41	41	41
g / C, Green / Cycle	0.40	0.40	0.40	0.40	0.07	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.04	0.35	0.07	0.37	0.06	0.06	0.38	0.38
s, saturation flow rate [veh/h]	727	1630	762	1654	1603	1603	1683	1648
c, Capacity [veh/h]	84	644	113	653	117	661	694	679
d1, Uniform Delay [s]	49.66	28.01	47.98	29.17	45.58	18.31	27.66	27.71
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.45	15.51	13.84	23.55	10.89	0.09	6.84	7.19
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	0.31	0.88	0.48	0.94	0.78	0.14	0.91	0.91
d, Delay for Lane Group [s/veh]	59.11	43.53	61.82	52.72	56.47	18.40	34.50	34.90
Lane Group LOS	E	D	E	D	E	B	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.87	14.77	1.78	17.89	2.59	1.30	14.91	14.73
50th-Percentile Queue Length [ft]	21.67	369.25	44.45	447.31	64.70	32.48	372.75	368.34
95th-Percentile Queue Length [veh]	1.56	21.07	3.20	24.83	4.66	2.34	21.24	21.03
95th-Percentile Queue Length [ft]	39.00	526.83	80.01	620.74	116.45	58.46	531.07	525.71

Movement, Approach, & Intersection Results

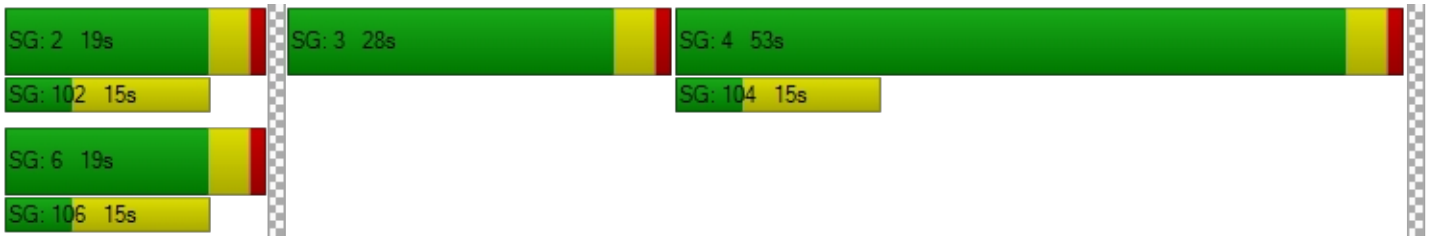
d_M, Delay for Movement [s/veh]	59.11	43.53	43.53	61.82	52.72	52.72	56.47	0.00	0.00	18.40	34.68	34.90
Movement LOS	E	D	D	E	D	D	E			B	C	C
d_A, Approach Delay [s/veh]	44.21			53.46			56.47			33.60		
Approach LOS	D			D			E			C		
d_I, Intersection Delay [s/veh]	41.64											
Intersection LOS	D											
Intersection V/C	0.806											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.348	2.368	2.608	2.676
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	0	980
d_b, Bicycle Delay [s]	36.13	36.13	50.00	13.01
l_b,int, Bicycle LOS Score for Intersection	2.533	2.663	1.560	2.667
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	5	11	136	25	138	155	1047	25	20	1199	75
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	5	11	136	25	138	155	1047	25	20	1199	75
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]	2	1	3	34	6	35	39	262	6	5	300	19
Total Analysis Volume [veh/h]	7	5	11	136	25	138	155	1047	25	20	1199	75
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.11	0.40	0.32	0.32	0.04	0.38	0.38
s, saturation flow rate [veh/h]	1167	1257	1464	391	1683	1669	474	1683	1648
c, Capacity [veh/h]	445	357	500	185	974	966	240	974	954
d1, Uniform Delay [s]	22.16	27.76	24.40	39.38	13.04	13.05	21.78	14.36	14.38
k, delay calibration	0.50	0.50	0.50	0.23	0.13	0.13	0.11	0.22	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	3.08	1.73	18.51	0.61	0.61	0.15	1.53	1.58
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.38	0.33	0.84	0.55	0.55	0.08	0.66	0.66
d, Delay for Lane Group [s/veh]	22.38	30.84	26.14	57.89	13.65	13.66	21.93	15.89	15.96
Lane Group LOS	C	C	C	E	B	B	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.39	2.93	3.07	4.81	7.12	7.07	0.32	9.57	9.42
50th-Percentile Queue Length [ft]	9.69	73.20	76.76	120.28	178.10	176.82	8.10	239.18	235.41
95th-Percentile Queue Length [veh]	0.70	5.27	5.53	8.41	11.50	11.43	0.58	14.64	14.45
95th-Percentile Queue Length [ft]	17.43	131.77	138.17	210.21	287.53	285.86	14.57	365.99	361.22

Movement, Approach, & Intersection Results

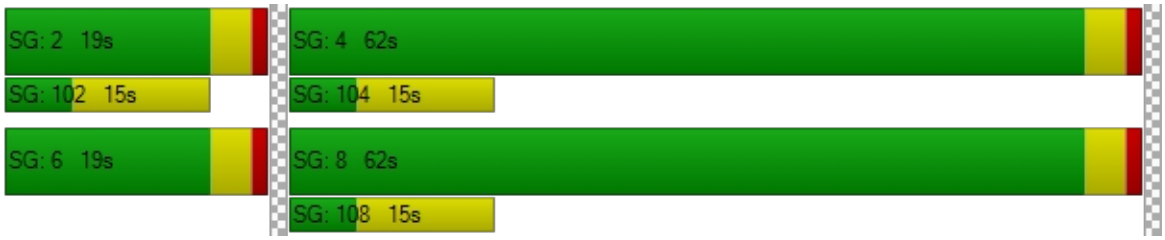
d_M, Delay for Movement [s/veh]	22.38	22.38	22.38	30.84	26.14	26.14	57.89	13.66	13.66	21.93	15.92	15.96
Movement LOS	C	C	C	C	C	C	E	B	B	C	B	B
d_A, Approach Delay [s/veh]	22.38			28.27			19.24			16.01		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	18.75											
Intersection LOS	B											
Intersection V/C	0.508											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
I_p,int, Pedestrian LOS Score for Intersection	1.795	2.341	0.000	2.985
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
I_b,int, Bicycle LOS Score for Intersection	1.598	2.053	2.572	2.627
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	49	410	70	12	409	107	55	1027	95	37	1153	37
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	49	410	70	12	409	107	55	1027	95	37	1153	37
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]	12	103	18	3	102	27	14	257	24	9	288	9
Total Analysis Volume [veh/h]	49	410	70	12	409	107	55	1027	95	37	1153	37
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	49	49	49	49	49	49
g / C, Green / Cycle	0.43	0.43	0.49	0.49	0.49	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.35	0.33	0.13	0.34	0.34	0.08	0.36	0.36
s, saturation flow rate [veh/h]	1491	1619	423	1683	1633	452	1683	1665
c, Capacity [veh/h]	685	738	141	820	795	155	820	811
d1, Uniform Delay [s]	24.37	23.79	40.35	19.86	19.87	36.32	20.39	20.40
k, delay calibration	0.50	0.50	0.11	0.22	0.22	0.11	0.24	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.25	5.87	1.77	2.12	2.20	0.79	2.79	2.84
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	0.77	0.72	0.39	0.69	0.70	0.24	0.73	0.73
d, Delay for Lane Group [s/veh]	32.62	29.66	42.12	21.98	22.07	37.11	23.18	23.23
Lane Group LOS	C	C	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	12.06	11.25	1.36	10.25	9.99	0.83	11.18	11.08
50th-Percentile Queue Length [ft]	301.61	281.31	33.95	256.35	249.70	20.80	279.53	277.02
95th-Percentile Queue Length [veh]	17.76	16.75	2.44	15.51	15.17	1.50	16.67	16.54
95th-Percentile Queue Length [ft]	444.02	418.84	61.12	387.63	379.28	37.44	416.63	413.50

Movement, Approach, & Intersection Results

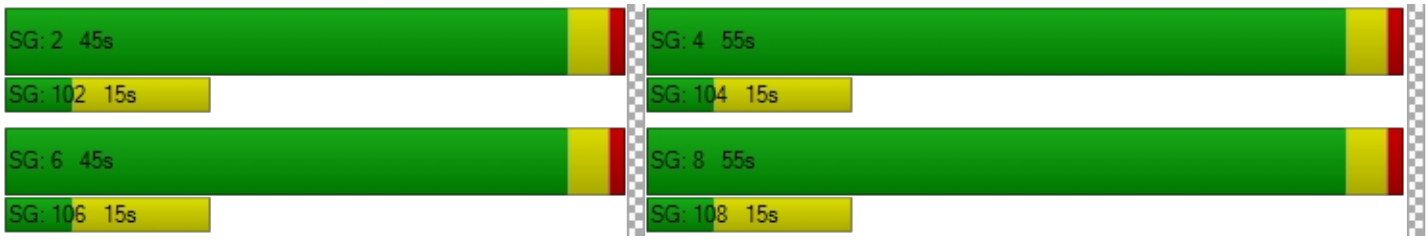
d_M, Delay for Movement [s/veh]	32.62	32.62	32.62	29.66	29.66	29.66	42.12	22.02	22.07	37.11	23.21	23.23
Movement LOS	C	C	C	C	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	32.62			29.66			22.96			23.63		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	25.70											
Intersection LOS	C											
Intersection V/C	0.710											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.296	2.302	2.861	2.779
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.432	2.431	2.531	2.572
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	697	80	0	879	69	80	886	79	94	1151	38
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	697	80	0	879	69	80	886	79	94	1151	38
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	174	20	0	220	17	20	222	20	24	288	10
Total Analysis Volume [veh/h]	0	697	80	0	879	69	80	886	79	94	1151	38
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.23	0.24	0.28	0.29	0.19	0.29	0.29	0.18	0.36	0.36
s, saturation flow rate [veh/h]	1683	1624	1683	1641	424	1683	1635	524	1683	1664
c, Capacity [veh/h]	695	670	695	677	159	854	829	217	854	844
d1, Uniform Delay [s]	22.41	22.66	23.99	24.24	38.91	17.11	17.11	31.93	18.81	18.82
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.15	0.15	0.11	0.24	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.24	3.63	5.37	5.94	2.45	0.82	0.85	1.37	2.33	2.37
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.56	0.58	0.68	0.70	0.50	0.57	0.57	0.43	0.70	0.70
d, Delay for Lane Group [s/veh]	25.65	26.29	29.36	30.18	41.37	17.93	17.96	33.30	21.14	21.19
Lane Group LOS	C	C	C	C	D	B	B	C	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	7.41	7.54	9.90	10.08	2.00	7.64	7.43	2.05	10.54	10.45
50th-Percentile Queue Length [ft]	185.31	188.48	247.58	251.88	49.97	190.94	185.69	51.34	263.57	261.29
95th-Percentile Queue Length [veh]	11.88	12.04	15.06	15.28	3.60	12.17	11.90	3.70	15.87	15.75
95th-Percentile Queue Length [ft]	296.93	301.06	376.60	382.02	89.94	304.25	297.43	92.41	396.70	393.84

Movement, Approach, & Intersection Results

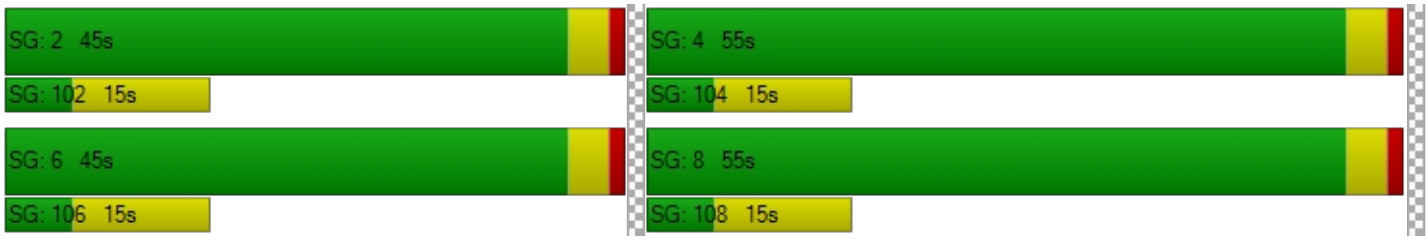
d_M, Delay for Movement [s/veh]	0.00	25.93	26.29	0.00	29.74	30.18	41.37	17.94	17.96	33.30	21.16	21.19
Movement LOS		C	C		C	C	D	B	B	C	C	C
d_A, Approach Delay [s/veh]	25.97			29.77			19.74			22.05		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	24.01											
Intersection LOS	C											
Intersection V/C	0.644											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.717	2.681	2.748	2.914
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.201	2.342	2.422	2.618
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.426

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	90	981	170	113	985	63	83	890	115	138	967	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	90	981	170	113	985	63	83	890	115	138	967	62
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]	23	245	43	28	246	16	21	223	29	35	242	16
Total Analysis Volume [veh/h]	90	981	170	113	985	63	83	890	115	138	967	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	19	19	9	19	0	9	31	31	41	63	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	47	38	51	47	38	38	45	32	41	45	36	36
g / C, Green / Cycle	0.47	0.38	0.51	0.47	0.38	0.38	0.45	0.32	0.41	0.45	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.26	0.31	0.12	0.30	0.31	0.31	0.06	0.28	0.08	0.17	0.31	0.31
s, saturation flow rate [veh/h]	352	3204	1431	372	1683	1648	1361	3204	1431	823	1683	1648
c, Capacity [veh/h]	232	1224	736	236	643	629	645	1010	580	325	601	589
d1, Uniform Delay [s]	19.98	27.54	13.40	20.01	27.88	27.89	19.41	32.47	19.21	21.26	29.91	29.92
k, delay calibration	0.50	0.50	0.50	0.46	0.49	0.50	0.50	0.11	0.11	0.11	0.11	0.11
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
d2, Incremental Delay [s]	4.85	5.59	0.73	6.29	11.15	11.67	0.41	2.71	0.17	0.88	4.08	4.20
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.39	0.80	0.23	0.48	0.82	0.82	0.13	0.88	0.20	0.42	0.86	0.87
d, Delay for Lane Group [s/veh]	24.83	33.13	14.13	26.31	39.03	39.56	19.82	35.18	19.38	22.14	33.99	34.12
Lane Group LOS	C	C	B	C	D	D	B	D	B	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.43	11.03	2.20	1.84	13.01	12.84	1.17	10.33	1.73	1.96	11.96	11.74
50th-Percentile Queue Length [ft]	35.83	275.79	54.88	46.04	325.14	320.89	29.17	258.21	43.31	49.12	298.89	293.42
95th-Percentile Queue Length [veh]	2.58	16.48	3.95	3.31	18.92	18.71	2.10	15.60	3.12	3.54	17.63	17.36
95th-Percentile Queue Length [ft]	64.49	411.97	98.78	82.87	473.00	467.78	52.51	389.98	77.96	88.42	440.66	433.88

Movement, Approach, & Intersection Results

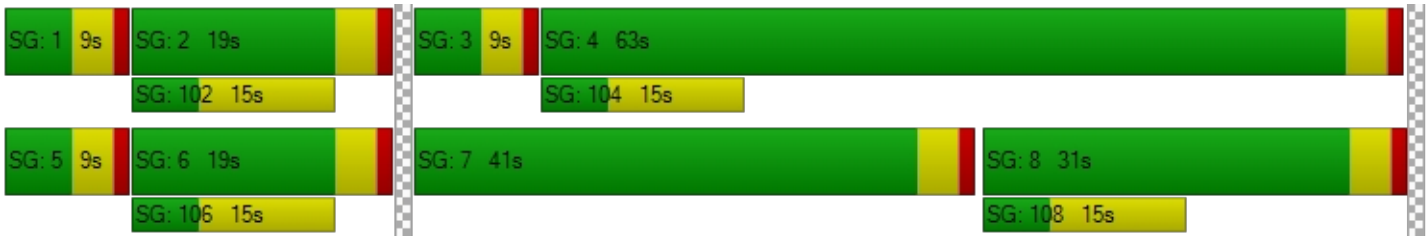
d_M, Delay for Movement [s/veh]	24.83	33.13	14.13	26.31	39.28	39.56	19.82	35.18	19.38	22.14	34.05	34.12
Movement LOS	C	C	B	C	D	D	B	D	B	C	C	C
d_A, Approach Delay [s/veh]	29.92			38.03			32.34			32.64		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	33.19											
Intersection LOS	C											
Intersection V/C	1.426											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.928	2.826	2.870	2.828
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	540	1180
d_b, Bicycle Delay [s]	36.13	36.13	26.65	8.41
l_b,int, Bicycle LOS Score for Intersection	2.583	2.517	2.457	2.522
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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	
Crosswalk		No			Yes			No			Yes	

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	16	936	357	40	1283	57	0	0	0	114	38	10
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	16	936	357	40	1283	57	0	0	0	114	38	10
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	234	89	10	321	14	0	0	0	29	10	3
Total Analysis Volume [veh/h]	16	936	357	40	1283	57	0	0	0	114	38	10
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	80	0	0	80	0	0	0	0	0	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	45	45	45	45	45	45		47
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45		0.47
(v / s)_i Volume / Saturation Flow Rate	0.34	0.34	0.25	0.07	0.40	0.40		0.10
s, saturation flow rate [veh/h]	1258	1532	1431	538	1683	1658		1609
c, Capacity [veh/h]	609	697	651	173	766	754		748
d1, Uniform Delay [s]	20.72	22.53	19.80	35.71	24.79	24.83		15.90
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	1.52	1.64	0.72	0.68	13.80	14.19		0.66
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.71	0.75	0.55	0.23	0.88	0.88		0.22
d, Delay for Lane Group [s/veh]	22.24	24.16	20.52	36.39	38.59	39.02		16.57
Lane Group LOS	C	C	C	D	D	D		B
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	7.37	10.02	5.97	0.88	16.75	16.64		2.29
50th-Percentile Queue Length [ft]	184.18	250.61	149.36	22.12	418.74	415.99		57.25
95th-Percentile Queue Length [veh]	11.82	15.22	9.98	1.59	23.46	23.33		4.12
95th-Percentile Queue Length [ft]	295.47	380.42	249.57	39.82	586.53	583.24		103.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.24	23.31	20.52	36.39	38.79	39.02	0.00	0.00	0.00	16.57	16.57	16.57
Movement LOS	C	C	C	D	D	D				B	B	B
d_A, Approach Delay [s/veh]	22.54			38.73			0.00			16.57		
Approach LOS	C			D			A			B		
d_I, Intersection Delay [s/veh]	30.04											
Intersection LOS	C											
Intersection V/C	0.502											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.780	0.000	1.859
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1520	1520	0	320
d_b, Bicycle Delay [s]	2.88	2.88	50.00	35.28
l_b,int, Bicycle LOS Score for Intersection	2.640	2.698	4.132	1.827
Bicycle LOS	B	B	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	79.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	684	125	70	43	1143	0	0	648	36	53	0	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	684	125	70	43	1143	0	0	648	36	53	0	62
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]	171	31	18	11	286	0	0	162	9	13	0	16
Total Analysis Volume [veh/h]	684	125	70	43	1143	0	0	648	36	53	0	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	29	0	0	52	0	0	52	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.27	0.28	0.06	0.36	0.20	0.21	0.08
s, saturation flow rate [veh/h]	1603	1594	681	3204	1683	1652	1505
c, Capacity [veh/h]	466	463	161	959	504	494	437
d1, Uniform Delay [s]	34.78	34.82	40.44	35.13	30.89	31.04	27.32
k, delay calibration	0.50	0.50	0.11	0.15	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	29.97	30.70	0.88	89.84	1.62	1.74	1.46
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.95	0.27	1.19	0.68	0.69	0.26
d, Delay for Lane Group [s/veh]	64.75	65.53	41.32	124.96	32.51	32.78	28.78
Lane Group LOS	E	E	D	F	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	14.10	14.16	1.02	23.32	7.35	7.40	2.28
50th-Percentile Queue Length [ft]	352.45	354.08	25.41	582.98	183.72	184.90	56.91
95th-Percentile Queue Length [veh]	20.26	20.34	1.83	34.61	11.79	11.86	4.10
95th-Percentile Queue Length [ft]	506.40	508.38	45.74	865.34	294.87	296.41	102.44

Movement, Approach, & Intersection Results

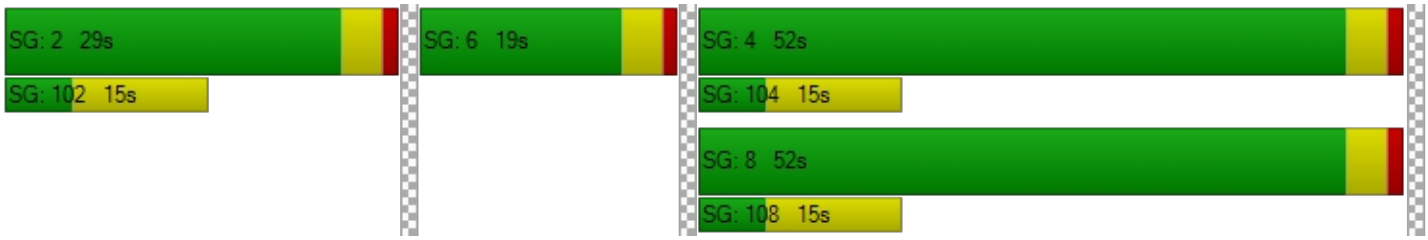
d_M, Delay for Movement [s/veh]	65.03	65.53	65.53	41.32	124.96	0.00	0.00	32.64	32.78	28.78	28.78	28.78
Movement LOS	E	E	E	D	F			C	C	C	C	C
d_A, Approach Delay [s/veh]	65.14			121.93			32.64			28.78		
Approach LOS	E			F			C			C		
d_I, Intersection Delay [s/veh]	79.44											
Intersection LOS	E											
Intersection V/C	0.709											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.232	0.000	2.613	1.938
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	960	960	300
d_b, Bicycle Delay [s]	28.13	13.52	13.52	36.13
l_b,int, Bicycle LOS Score for Intersection	3.010	2.538	2.124	1.749
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	931	0	0	255	60	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	931	0	0	255	60	65
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]	233	0	0	64	15	16
Total Analysis Volume [veh/h]	931	0	0	255	60	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.27	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	27.43	12.52
Movement LOS	A			A	D	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	1.07	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	26.74	10.12
d_A, Approach Delay [s/veh]	0.00		0.00		19.68	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.88					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	48.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	730	27	6	315	0	228	11	257	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	730	27	6	315	0	228	11	257	0	0	0
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	183	7	2	79	0	57	3	64	0	0	0
Total Analysis Volume [veh/h]	0	730	27	6	315	0	228	11	257	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.69	0.05	0.30	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.27	0.00	0.00	42.67	48.54	10.96	0.00	0.00	0.00
Movement LOS		A	A	A	A		E	E	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.69	0.35	0.00	5.66	3.46	1.26	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	17.32	8.66	0.00	141.41	86.43	31.44	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.17			26.37			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	8.34											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	112	0	680	3	0	25
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	112	0	680	3	0	25
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]	28	0	170	1	0	6
Total Analysis Volume [veh/h]	112	0	680	3	0	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	773	774	1004
Degree of Utilization, x	0.13	0.44	0.44	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.45	2.28	2.27	0.08
95th-Percentile Queue Length [ft]	11.16	56.88	56.75	1.91
Approach Delay [s/veh]	7.81	10.97		6.68
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.41			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	546	45	26	448	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	546	45	26	448	0	13	0	0	0	0
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]	6	0	137	11	7	112	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	546	45	26	448	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	612	628	658	
Degree of Utilization, x	0.50	0.49	0.74	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.82	2.70	6.54	
95th-Percentile Queue Length [ft]	70.46	67.50	163.62	
Approach Delay [s/veh]	14.09		22.41	0.00
Approach LOS	B		C	A
Intersection Delay [s/veh]	16.72			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	155	0	7	42	0	31	10	30
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	155	0	7	42	0	31	10	30
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]	39	0	2	11	0	8	3	8
Total Analysis Volume [veh/h]	155	0	7	42	0	31	10	30
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	560	445	515
Degree of Utilization, x	0.36	0.09	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.66	0.30	0.18
95th-Percentile Queue Length [ft]	41.49	7.57	4.62
Approach Delay [s/veh]	13.08	10.98	
Approach LOS	B	B	
Intersection Delay [s/veh]	16.72		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	106.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2039	464	37	1516
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2039	464	37	1516
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]	0	0	510	116	9	379
Total Analysis Volume [veh/h]	0	0	2039	464	37	1516
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.54	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	106.11	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	2.23	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	55.71	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		2.53	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	142	0	362	361	0	47	0	0	839	0	225	1525
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	142	0	362	361	0	47	0	0	839	0	225	1525
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]	36	0	91	90	0	12	0	0	210	0	56	381
Total Analysis Volume [veh/h]	142	0	362	361	0	47	0	0	839	0	225	1525
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	24	57	24	24	86
g / C, Green / Cycle	0.64	0.64	0.27	0.64	0.27	0.27	0.96
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.10	0.03	0.24	0.12	0.96
s, saturation flow rate [veh/h]	1781	1589	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1139	1016	967	1016	967	508	1519
d1, Uniform Delay [s]	6.34	7.56	26.53	6.02	31.19	27.10	2.00
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.98	0.24	0.09	2.54	0.61	24.09
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.36	0.37	0.05	0.87	0.44	1.00
d, Delay for Lane Group [s/veh]	6.57	8.54	26.77	6.10	33.72	27.71	26.09
Lane Group LOS	A	A	C	A	C	C	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.02	3.15	3.10	0.32	8.74	4.00	10.16
50th-Percentile Queue Length [ft]	25.44	78.76	77.62	8.03	218.41	99.96	254.11
95th-Percentile Queue Length [veh]	1.83	5.67	5.59	0.58	13.58	7.20	15.45
95th-Percentile Queue Length [ft]	45.79	141.77	139.72	14.46	339.59	179.93	386.22

Movement, Approach, & Intersection Results

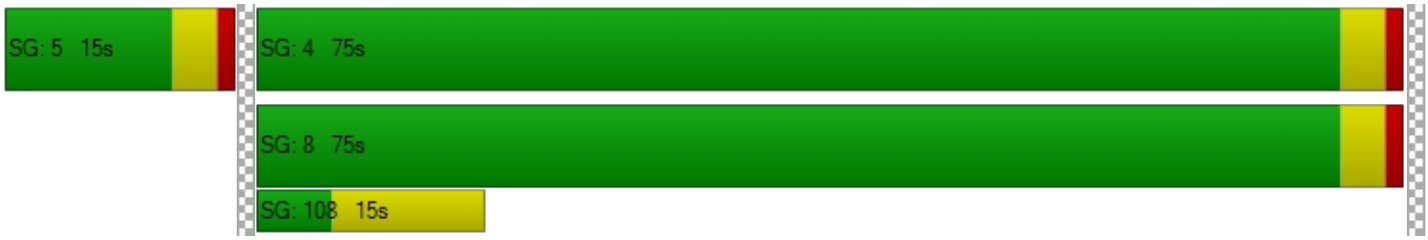
d_M, Delay for Movement [s/veh]	6.57	0.00	8.54	26.77	0.00	6.10	0.00	0.00	33.72	0.00	27.71	26.09
Movement LOS	A		A	C		A			C		C	F
d_A, Approach Delay [s/veh]	7.98			24.39			33.72			26.30		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	25.22											
Intersection LOS	C											
Intersection V/C	0.634											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.616	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	2.391	1.896	4.825	4.447
Bicycle LOS	B	A	E	E

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	40.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	314	28	68	183	19	54	322	453	175	167	826	627
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	314	28	68	183	19	54	322	453	175	167	826	627
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]	79	7	17	46	5	14	81	113	44	42	207	157
Total Analysis Volume [veh/h]	314	28	68	183	19	54	322	453	175	167	826	627
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	22	0	0	15	0	12	19	0	49	56	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	13	13	13	68	52	52	12	48	48
g / C, Green / Cycle	0.12	0.12	0.12	0.12	0.12	0.12	0.64	0.49	0.49	0.11	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.04	0.10	0.01	0.03	0.44	0.13	0.11	0.09	0.41	0.43
s, saturation flow rate [veh/h]	1781	1795	1589	1781	1870	1589	735	3560	1589	1781	1870	1613
c, Capacity [veh/h]	210	212	187	222	233	198	423	1750	781	202	854	736
d1, Uniform Delay [s]	45.17	45.17	42.68	44.84	40.65	41.65	29.18	15.56	15.26	45.52	26.07	27.27
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	7.31	7.25	1.18	7.51	0.15	0.73	12.21	0.36	0.66	8.20	13.18	22.10
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.81	0.81	0.36	0.82	0.08	0.27	0.76	0.26	0.22	0.83	0.89	0.94
d, Delay for Lane Group [s/veh]	52.49	52.43	43.85	52.35	40.80	42.38	41.39	15.92	15.93	53.72	39.25	49.37
Lane Group LOS	D	D	D	D	D	D	D	B	B	D	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.73	4.76	1.68	5.08	0.44	1.31	4.39	3.19	2.49	4.69	19.60	20.35
50th-Percentile Queue Length [ft]	118.25	119.07	42.10	127.07	11.11	32.66	109.76	79.69	62.34	117.36	490.08	508.81
95th-Percentile Queue Length [veh]	8.30	8.34	3.03	8.78	0.80	2.35	7.83	5.74	4.49	8.25	26.86	27.75
95th-Percentile Queue Length [ft]	207.42	208.55	75.79	219.51	20.00	58.79	195.67	143.45	112.21	206.19	671.61	693.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.46	52.43	43.85	52.35	40.80	42.38	41.39	15.92	15.93	53.72	40.09	49.37
Movement LOS	D	D	D	D	D	D	D	B	B	D	D	D
d_A, Approach Delay [s/veh]	51.03			49.39			24.56			45.09		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	40.15											
Intersection LOS	D											
Intersection V/C	0.724											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.459	0.000	0.000	2.762
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	343	210	286	990
d_b, Bicycle Delay [s]	36.04	42.08	38.57	13.38
l_b,int, Bicycle LOS Score for Intersection	2.236	1.982	2.343	2.896
Bicycle LOS	B	A	B	C

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	582	3	191	0	684	378	111	1304	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	582	3	191	0	684	378	111	1304	0	0	0	0
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]	146	1	48	0	171	95	28	326	0	0	0	0
Total Analysis Volume [veh/h]	582	3	191	0	684	378	111	1304	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	26	26	44	44	8	56	
g / C, Green / Cycle	0.29	0.29	0.49	0.49	0.09	0.63	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.21	0.26	0.07	0.41	
s, saturation flow rate [veh/h]	1603	1512	3204	1431	1603	3204	
c, Capacity [veh/h]	458	432	1581	706	140	2004	
d1, Uniform Delay [s]	30.49	30.69	14.70	15.71	40.27	10.66	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.96	5.97	0.87	2.90	9.47	1.66	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.86	0.88	0.43	0.54	0.79	0.65	
d, Delay for Lane Group [s/veh]	35.45	36.66	15.56	18.61	49.74	12.31	
Lane Group LOS	D	D	B	B	D	B	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	8.50	8.33	4.44	5.59	2.75	7.59	
50th-Percentile Queue Length [ft]	212.42	208.31	111.00	139.76	68.69	189.66	
95th-Percentile Queue Length [veh]	13.28	13.07	7.90	9.47	4.95	12.10	
95th-Percentile Queue Length [ft]	331.94	326.66	197.40	236.71	123.64	302.58	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.85	36.66	36.66	0.00	15.56	18.61	49.74	12.31	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		B	B	D	B				
d_A, Approach Delay [s/veh]	36.04			16.65			15.25		0.00			
Approach LOS	D			B			B		A			
d_I, Intersection Delay [s/veh]	20.67											
Intersection LOS	C											
Intersection V/C	0.659											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.095	0.000	0.000	1.905
Crosswalk LOS	B	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	2.840	2.436	2.727	4.132
Bicycle LOS	C	B	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	71.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.942

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	302	22	0	70	190	0	1031	0	0	989	938	13
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	302	22	0	70	190	0	1031	0	0	989	938	13
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]	76	6	0	18	48	0	258	0	0	247	235	3
Total Analysis Volume [veh/h]	302	22	0	70	190	0	1031	0	0	989	938	13
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	47	0	0	0	0	24	0	0	24	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.14	0.14	0.14	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.05	0.37	0.32	0.31	0.66
s, saturation flow rate [veh/h]	1603	1613	1431	512	3204	3204	1431
c, Capacity [veh/h]	229	230	204	203	1478	1478	660
d1, Uniform Delay [s]	26.56	26.56	25.12	29.68	13.91	13.65	17.51
k, delay calibration	0.11	0.11	0.11	0.31	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.96	3.93	0.99	35.94	0.60	0.53	207.10
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.71	0.34	0.94	0.70	0.67	1.44
d, Delay for Lane Group [s/veh]	30.52	30.49	26.11	65.62	14.51	14.18	224.61
Lane Group LOS	C	C	C	E	B	B	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.51	2.52	0.98	4.90	5.29	4.97	46.28
50th-Percentile Queue Length [ft]	62.73	63.08	24.53	122.43	132.24	124.25	1157.11
95th-Percentile Queue Length [veh]	4.52	4.54	1.77	8.53	9.06	8.63	71.66
95th-Percentile Queue Length [ft]	112.91	113.54	44.16	213.16	226.54	215.66	1791.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.51	30.49	0.00	26.11	65.62	0.00	14.51	0.00	0.00	14.18	224.61	224.61
Movement LOS	C	C		C	E		B			B	F	F
d_A, Approach Delay [s/veh]	29.73				22.47				117.33			
Approach LOS	C				C				F			
d_I, Intersection Delay [s/veh]	71.90											
Intersection LOS	E											
Intersection V/C	0.942											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.070	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	444	444
d_b, Bicycle Delay [s]	12.27	27.22	27.22
l_b,int, Bicycle LOS Score for Intersection	2.210	2.567	3.149
Bicycle LOS	B	B	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	14	0	253	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	14	0	253	0	0	0	0	0
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	63	0	0	0	0	0
Total Analysis Volume [veh/h]	14	0	253	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	65	65	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	14	14	
g / C, Green / Cycle	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	339	302	
d1, Uniform Delay [s]	20.39	24.56	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.05	6.08	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.04	0.84	
d, Delay for Lane Group [s/veh]	20.44	30.64	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.16	4.00	
50th-Percentile Queue Length [ft]	4.12	99.89	
95th-Percentile Queue Length [veh]	0.30	7.19	
95th-Percentile Queue Length [ft]	7.42	179.81	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.44	0.00	30.64	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	30.11				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	71.90							
Intersection LOS	E							
Intersection V/C	0.942							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.033	2.816
Crosswalk LOS	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	123	26	49	218	113	89	1216	13	41	1656	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	123	26	49	218	113	89	1216	13	41	1656	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]	2	31	7	12	55	28	22	304	3	10	414	9
Total Analysis Volume [veh/h]	7	123	26	49	218	113	89	1216	13	41	1656	35
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	32	0	0	68	0	0	68	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	64	64	64	64	64	64
g / C, Green / Cycle	0.28	0.28	0.64	0.64	0.64	0.64	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.10	0.25	0.34	0.37	0.37	0.10	0.50	0.51
s, saturation flow rate [veh/h]	1629	1540	262	1683	1677	408	1683	1671
c, Capacity [veh/h]	495	473	135	1075	1071	237	1075	1067
d1, Uniform Delay [s]	28.56	34.08	41.47	10.28	10.28	19.76	13.12	13.18
k, delay calibration	0.50	0.50	0.12	0.15	0.15	0.11	0.31	0.32
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.66	13.43	5.94	0.67	0.68	0.34	3.74	3.88
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	0.31	0.80	0.66	0.57	0.57	0.17	0.79	0.79
d, Delay for Lane Group [s/veh]	30.22	47.51	47.41	10.95	10.96	20.10	16.86	17.06
Lane Group LOS	C	D	D	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	3.18	10.37	2.44	7.12	7.10	0.65	13.27	13.32
50th-Percentile Queue Length [ft]	79.43	259.19	60.95	178.01	177.50	16.13	331.71	332.99
95th-Percentile Queue Length [veh]	5.72	15.65	4.39	11.50	11.47	1.16	19.24	19.31
95th-Percentile Queue Length [ft]	142.98	391.20	109.72	287.41	286.75	29.03	481.06	482.63

Movement, Approach, & Intersection Results

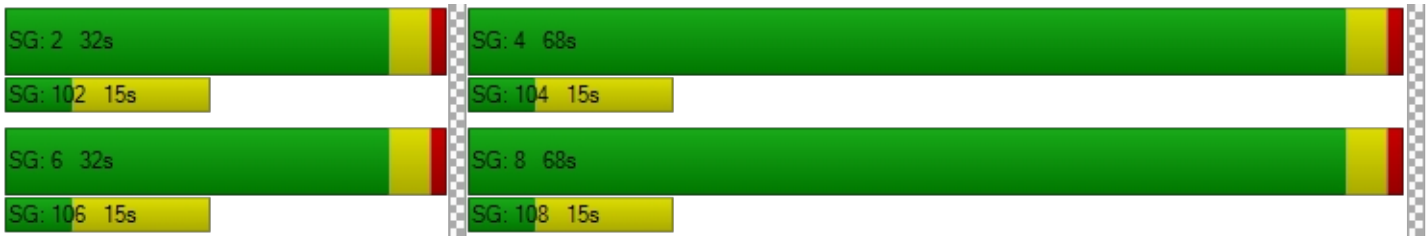
d_M, Delay for Movement [s/veh]	30.22	30.22	30.22	47.51	47.51	47.51	47.41	10.95	10.96	20.10	16.96	17.06
Movement LOS	C	C	C	D	D	D	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	30.22			47.51			13.42			17.03		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	19.51											
Intersection LOS	B											
Intersection V/C	0.752											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.988	2.154	2.920	2.966
Crosswalk LOS	A	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	1280	1280
d_b, Bicycle Delay [s]	25.92	25.92	6.48	6.48
l_b,int, Bicycle LOS Score for Intersection	1.817	2.187	2.647	2.989
Bicycle LOS	A	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.828

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	23	580	37	40	717	239	87	1144	40	107	1498	43
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	23	580	37	40	717	239	87	1144	40	107	1498	43
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]	6	145	9	10	179	60	22	286	10	27	375	11
Total Analysis Volume [veh/h]	23	580	37	40	717	239	87	1144	40	107	1498	43
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.26	0.26	0.37	0.36	0.29	0.35	0.35	0.25	0.46	0.46
s, saturation flow rate [veh/h]	932	1507	1309	1416	303	1683	1663	426	1683	1667
c, Capacity [veh/h]	422	619	577	581	92	857	847	164	857	849
d1, Uniform Delay [s]	22.12	23.49	27.23	27.30	49.23	18.62	18.63	40.65	22.24	22.33
k, delay calibration	0.50	0.50	0.50	0.50	0.14	0.24	0.24	0.11	0.39	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.80	4.93	13.19	18.00	38.36	2.24	2.28	4.31	11.93	12.50
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.58	0.64	0.83	0.89	0.95	0.69	0.70	0.65	0.90	0.91
d, Delay for Lane Group [s/veh]	27.92	28.42	40.42	45.31	87.59	20.86	20.91	44.96	34.17	34.83
Lane Group LOS	C	C	D	D	F	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.58	8.03	12.68	13.86	3.14	10.42	10.32	2.86	18.16	18.26
50th-Percentile Queue Length [ft]	114.44	200.77	317.03	346.50	78.56	260.45	258.02	71.48	454.12	456.38
95th-Percentile Queue Length [veh]	8.09	12.68	18.52	19.97	5.66	15.71	15.59	5.15	25.15	25.26
95th-Percentile Queue Length [ft]	202.16	316.96	463.04	499.14	141.41	392.78	389.73	128.67	628.87	631.56

Movement, Approach, & Intersection Results

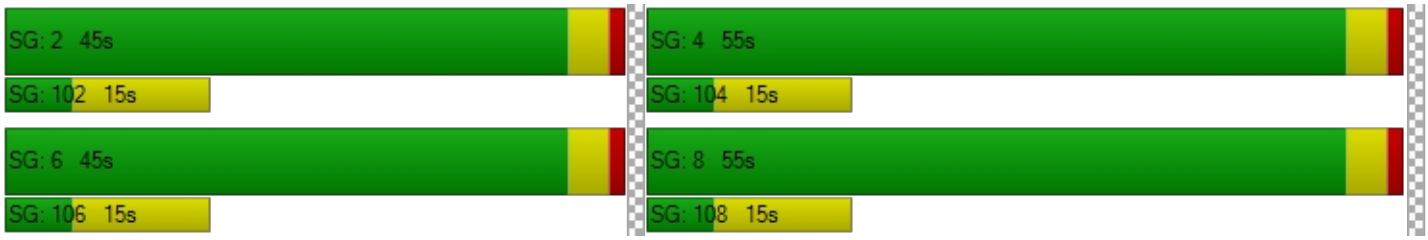
d_M, Delay for Movement [s/veh]	27.92	28.23	28.42	40.42	42.31	45.31	87.59	20.89	20.91	44.96	34.49	34.83
Movement LOS	C	C	C	D	D	D	F	C	C	D	C	C
d_A, Approach Delay [s/veh]	28.23			42.95			25.45			35.18		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	33.19											
Intersection LOS	C											
Intersection V/C	0.828											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.657	2.677	2.930	2.923
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.088	2.381	2.608	2.919
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	58	1018	129	95	1125	156	90	1048	47	118	1421	99
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	58	1018	129	95	1125	156	90	1048	47	118	1421	99
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]	15	255	32	24	281	39	23	262	12	30	355	25
Total Analysis Volume [veh/h]	58	1018	129	95	1125	156	90	1048	47	118	1421	99
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.09	0.19	0.39	0.39	0.29	0.33	0.33	0.25	0.45	0.46
s, saturation flow rate [veh/h]	388	3204	1431	498	1683	1612	309	1683	1658	463	1683	1645
c, Capacity [veh/h]	87	1350	603	140	709	679	87	839	827	178	839	820
d1, Uniform Delay [s]	49.46	24.52	18.39	45.04	27.31	27.43	49.54	18.67	18.67	39.67	23.00	23.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.15	0.21	0.21	0.11	0.40	0.41
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
d2, Incremental Delay [s]	34.10	3.95	0.81	23.25	19.03	20.56	63.82	1.70	1.73	4.17	13.22	14.72
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.67	0.75	0.21	0.68	0.92	0.93	1.04	0.66	0.66	0.66	0.91	0.92
d, Delay for Lane Group [s/veh]	83.57	28.47	19.20	68.29	46.34	47.99	113.36	20.37	20.41	43.83	36.22	37.92
Lane Group LOS	F	C	B	E	D	D	F	C	C	D	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.26	10.59	2.01	3.27	17.79	17.49	3.70	9.43	9.31	3.14	18.52	18.74
50th-Percentile Queue Length [ft]	56.61	264.69	50.19	81.72	444.83	437.37	92.40	235.77	232.65	78.38	462.93	468.43
95th-Percentile Queue Length [veh]	4.08	15.92	3.61	5.88	24.71	24.35	6.65	14.47	14.31	5.64	25.57	25.84
95th-Percentile Queue Length [ft]	101.90	398.10	90.34	147.09	617.77	608.86	166.32	361.68	357.72	141.08	639.36	645.90

Movement, Approach, & Intersection Results

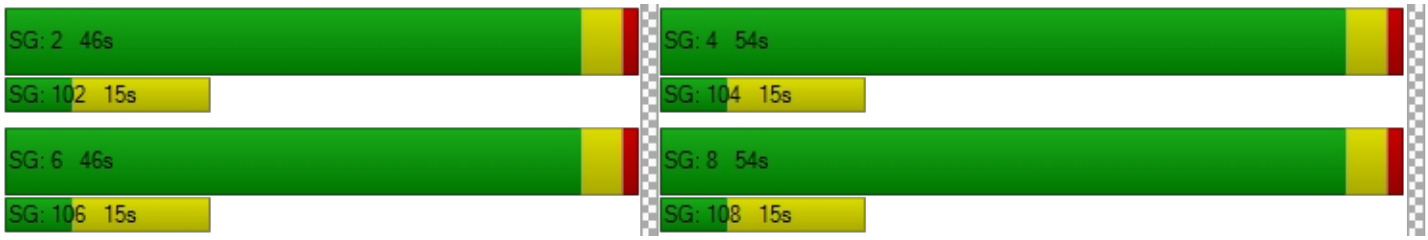
d_M, Delay for Movement [s/veh]	83.57	28.47	19.20	68.29	47.03	47.99	113.36	20.39	20.41	43.83	37.01	37.92
Movement LOS	F	C	B	E	D	D	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	30.13			48.61			27.45			37.55		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	36.50											
Intersection LOS	D											
Intersection V/C	0.849											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.033	2.938	2.939	3.009
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.554	2.695	2.537	2.911
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	61.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	28	353	56	60	459	64	120	1106	74	171	1605	64
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	353	56	60	459	64	120	1106	74	171	1605	64
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	88	14	15	115	16	30	277	19	43	401	16
Total Analysis Volume [veh/h]	28	353	56	60	459	64	120	1106	74	171	1605	64
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	32	0	19	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	9	51	51	51
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.09	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.04	0.25	0.07	0.32	0.07	0.11	0.50	0.50
s, saturation flow rate [veh/h]	791	1643	879	1647	1603	1603	1683	1660
c, Capacity [veh/h]	73	463	98	464	146	813	854	842
d1, Uniform Delay [s]	50.00	34.36	49.34	35.92	44.64	13.59	24.11	24.37
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.45	0.46
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.79	21.11	25.02	81.54	10.76	0.13	24.62	27.30
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	0.39	0.88	0.61	1.13	0.82	0.21	0.98	0.99
d, Delay for Lane Group [s/veh]	64.79	55.47	74.35	117.46	55.40	13.72	48.73	51.67
Lane Group LOS	E	E	E	F	E	B	D	D
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	1.00	12.02	2.18	21.54	3.34	2.09	23.73	24.42
50th-Percentile Queue Length [ft]	24.88	300.52	54.43	538.56	83.44	52.32	593.35	610.60
95th-Percentile Queue Length [veh]	1.79	17.71	3.92	31.31	6.01	3.77	31.72	32.53
95th-Percentile Queue Length [ft]	44.78	442.68	97.98	782.73	150.19	94.17	793.09	813.22

Movement, Approach, & Intersection Results

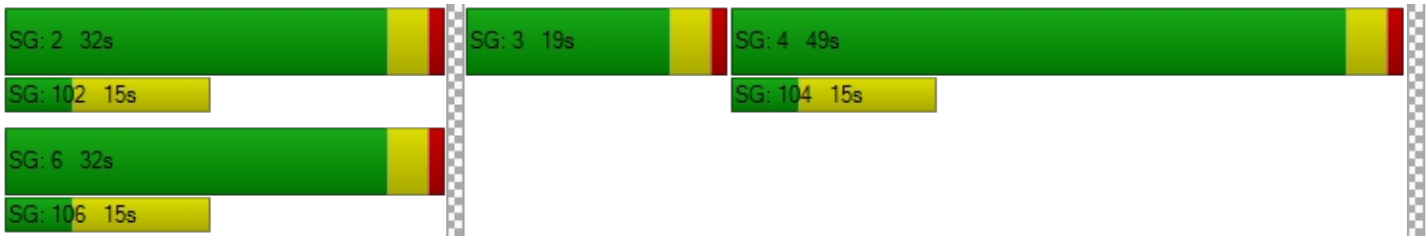
d_M, Delay for Movement [s/veh]	64.79	55.47	55.47	74.35	117.46	117.46	55.40	0.00	0.00	13.72	50.14	51.67
Movement LOS	E	E	E	E	F	F	E			B	D	D
d_A, Approach Delay [s/veh]	56.07			113.03			55.40			46.81		
Approach LOS	E			F			E			D		
d_I, Intersection Delay [s/veh]	61.47											
Intersection LOS	E											
Intersection V/C	0.894											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.294	2.311	2.701	2.773
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	0	900
d_b, Bicycle Delay [s]	25.92	25.92	50.00	15.13
l_b,int, Bicycle LOS Score for Intersection	2.281	2.522	1.560	3.078
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	3	4	88	10	141	113	1103	9	21	1751	62
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	3	4	88	10	141	113	1103	9	21	1751	62
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]	2	1	1	22	3	35	28	276	2	5	438	16
Total Analysis Volume [veh/h]	7	3	4	88	10	141	113	1103	9	21	1751	62
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.10	0.49	0.33	0.33	0.05	0.54	0.54
s, saturation flow rate [veh/h]	1024	1267	1445	233	1683	1678	456	1683	1663
c, Capacity [veh/h]	403	362	492	84	975	972	230	975	963
d1, Uniform Delay [s]	22.19	24.76	24.25	49.64	13.23	13.23	22.40	19.22	19.43
k, delay calibration	0.50	0.50	0.50	0.35	0.15	0.15	0.11	0.42	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	1.59	1.61	203.60	0.73	0.73	0.17	14.37	15.79
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.24	0.31	1.35	0.57	0.57	0.09	0.93	0.94
d, Delay for Lane Group [s/veh]	22.35	26.35	25.86	253.24	13.96	13.96	22.57	33.59	35.23
Lane Group LOS	C	C	C	F	B	B	C	C	D
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.24	1.71	2.82	6.81	7.51	7.49	0.35	21.21	21.70
50th-Percentile Queue Length [ft]	5.90	42.71	70.56	170.16	187.79	187.33	8.67	530.37	542.44
95th-Percentile Queue Length [veh]	0.42	3.08	5.08	12.25	12.01	11.98	0.62	28.77	29.34
95th-Percentile Queue Length [ft]	10.62	76.88	127.02	306.29	300.16	299.56	15.61	719.21	733.42

Movement, Approach, & Intersection Results

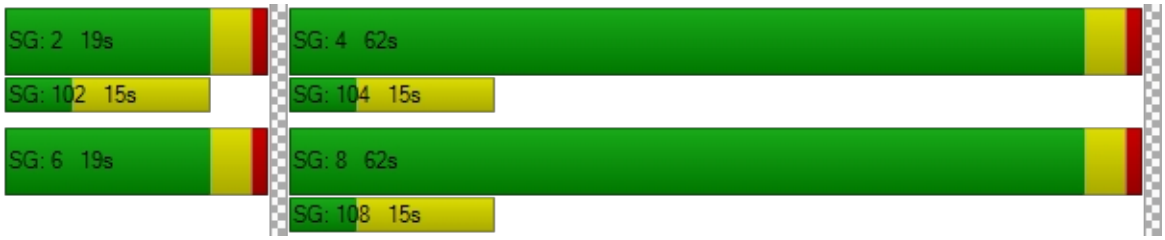
d_M, Delay for Movement [s/veh]	22.35	22.35	22.35	26.35	25.86	25.86	253.24	13.96	13.96	22.57	34.38	35.23
Movement LOS	C	C	C	C	C	C	F	B	B	C	C	D
d_A, Approach Delay [s/veh]	22.35			26.04			36.03			34.27		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	34.28											
Intersection LOS	C											
Intersection V/C	0.649											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
I_p,int, Pedestrian LOS Score for Intersection	1.778	2.243	0.000	3.022
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
I_b,int, Bicycle LOS Score for Intersection	1.583	1.954	2.570	3.073
Bicycle LOS	A	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	34.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	45	350	71	21	468	103	71	1034	74	99	1615	25
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	45	350	71	21	468	103	71	1034	74	99	1615	25
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]	11	88	18	5	117	26	18	259	19	25	404	6
Total Analysis Volume [veh/h]	45	350	71	21	468	103	71	1034	74	99	1615	25
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	44	0	0	44	0	0	56	0	0	56	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	52	52	52	52	52	52
g / C, Green / Cycle	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.35	0.37	0.26	0.33	0.33	0.22	0.49	0.49
s, saturation flow rate [veh/h]	1333	1601	275	1683	1644	458	1683	1674
c, Capacity [veh/h]	574	679	81	874	853	189	874	869
d1, Uniform Delay [s]	26.17	28.27	49.75	17.32	17.33	35.42	22.55	22.63
k, delay calibration	0.50	0.50	0.11	0.20	0.20	0.11	0.42	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.89	14.43	23.41	1.45	1.49	2.25	16.77	17.34
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	0.81	0.87	0.87	0.64	0.64	0.52	0.94	0.94
d, Delay for Lane Group [s/veh]	38.06	42.71	73.16	18.77	18.82	37.68	39.32	39.97
Lane Group LOS	D	D	E	B	B	D	D	D
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	11.51	15.61	2.30	9.13	8.94	2.37	20.83	20.96
50th-Percentile Queue Length [ft]	287.63	390.17	57.39	228.35	223.62	59.16	520.64	524.01
95th-Percentile Queue Length [veh]	17.07	22.09	4.13	14.09	13.85	4.26	28.31	28.47
95th-Percentile Queue Length [ft]	426.70	552.14	103.30	352.26	346.24	106.50	707.74	711.72

Movement, Approach, & Intersection Results

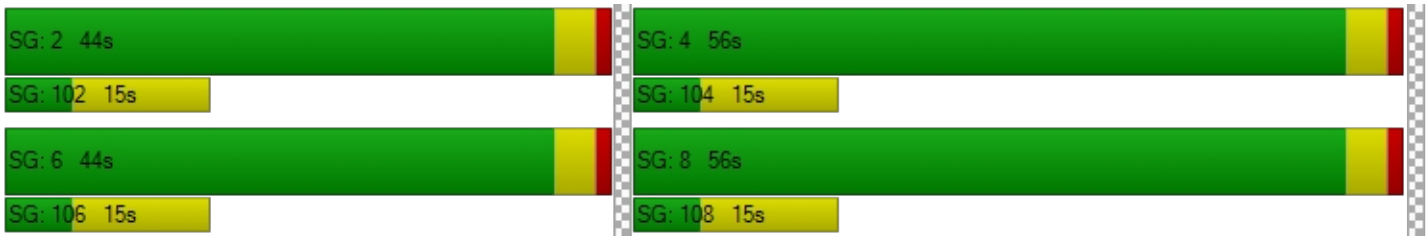
d_M, Delay for Movement [s/veh]	38.06	38.06	38.06	42.71	42.71	42.71	73.16	18.79	18.82	37.68	39.64	39.97
Movement LOS	D	D	D	D	D	D	E	B	B	D	D	D
d_A, Approach Delay [s/veh]	38.06			42.71			22.07			39.53		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	34.65											
Intersection LOS	C											
Intersection V/C	0.859											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.402	2.329	2.944	2.895
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	1040	1040
d_b, Bicycle Delay [s]	18.00	18.00	11.52	11.52
l_b,int, Bicycle LOS Score for Intersection	2.329	2.536	2.532	2.994
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	690	98	0	874	144	44	997	68	136	1536	12
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	690	98	0	874	144	44	997	68	136	1536	12
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	173	25	0	219	36	11	249	17	34	384	3
Total Analysis Volume [veh/h]	0	690	98	0	874	144	44	997	68	136	1536	12
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	55	55	55	55	55	55
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.23	0.24	0.30	0.32	0.15	0.32	0.32	0.29	0.46	0.46
s, saturation flow rate [veh/h]	1683	1612	1683	1603	301	1683	1645	477	1683	1678
c, Capacity [veh/h]	625	599	625	595	112	923	902	219	923	921
d1, Uniform Delay [s]	25.77	26.12	28.30	28.92	43.88	14.98	14.98	33.39	18.87	18.90
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.16	0.16	0.11	0.35	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.77	5.58	11.13	14.55	2.22	0.85	0.87	2.85	6.50	6.59
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.63	0.66	0.81	0.85	0.39	0.58	0.58	0.62	0.84	0.84
d, Delay for Lane Group [s/veh]	30.54	31.70	39.42	43.47	46.10	15.83	15.85	36.24	25.38	25.49
Lane Group LOS	C	C	D	D	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.33	8.54	12.58	13.29	1.16	7.84	7.68	3.27	15.49	15.51
50th-Percentile Queue Length [ft]	208.34	213.38	314.46	332.20	28.99	196.08	191.96	81.80	387.23	387.64
95th-Percentile Queue Length [veh]	13.07	13.33	18.39	19.27	2.09	12.44	12.22	5.89	21.94	21.96
95th-Percentile Queue Length [ft]	326.70	333.16	459.87	481.65	52.17	310.90	305.57	147.24	548.59	549.09

Movement, Approach, & Intersection Results

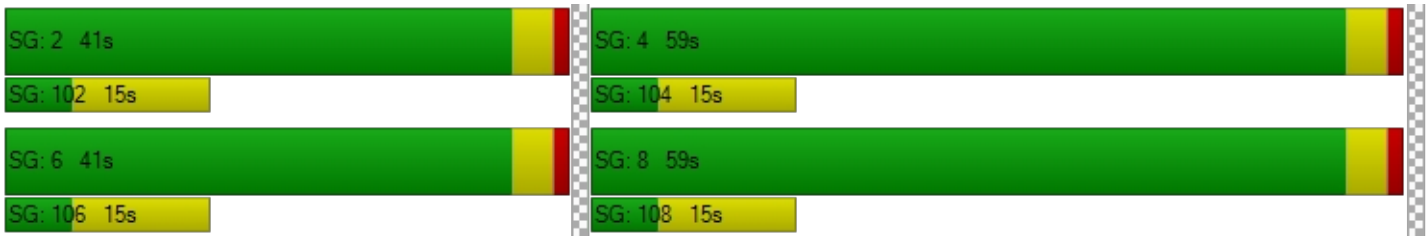
d_M, Delay for Movement [s/veh]	0.00	31.04	31.70	0.00	41.11	43.47	46.10	15.84	15.85	36.24	25.43	25.49
Movement LOS		C	C		D	D	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	31.12			41.45			17.04			26.31		
Approach LOS	C			D			B			C		
d_I, Intersection Delay [s/veh]	28.25											
Intersection LOS	C											
Intersection V/C	0.778											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.786	2.630	2.850	2.988
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.210	2.399	2.475	2.949
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	45.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	101	833	170	130	1002	93	104	1065	112	149	1278	54
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	101	833	170	130	1002	93	104	1065	112	149	1278	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]	25	208	43	33	251	23	26	266	28	37	320	14
Total Analysis Volume [veh/h]	101	833	170	130	1002	93	104	1065	112	149	1278	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 crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	36	36	10	37	0	9	43	43	11	45	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	42	32	43	42	33	33	50	39	48	50	41	41
g / C, Green / Cycle	0.42	0.32	0.43	0.42	0.33	0.33	0.50	0.39	0.48	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.15	0.26	0.12	0.17	0.33	0.33	0.19	0.33	0.08	0.22	0.40	0.40
s, saturation flow rate [veh/h]	653	3204	1431	785	1683	1633	543	3204	1431	680	1683	1659
c, Capacity [veh/h]	230	1031	618	297	558	542	228	1244	684	294	687	677
d1, Uniform Delay [s]	23.83	31.09	18.32	21.64	33.33	33.36	22.45	28.03	14.77	20.73	29.08	29.16
k, delay calibration	0.50	0.50	0.50	0.12	0.50	0.50	0.19	0.11	0.11	0.12	0.44	0.44
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
d2, Incremental Delay [s]	6.00	6.81	1.10	1.14	36.75	37.80	2.43	1.81	0.11	1.44	26.63	27.73
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.44	0.81	0.28	0.44	0.99	1.00	0.46	0.86	0.16	0.51	0.97	0.98
d, Delay for Lane Group [s/veh]	29.83	37.90	19.43	22.78	70.08	71.15	24.88	29.84	14.88	22.17	55.71	56.89
Lane Group LOS	C	D	B	C	E	E	C	C	B	C	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.81	9.97	2.68	1.96	18.71	18.35	1.38	11.55	1.43	1.93	20.12	20.14
50th-Percentile Queue Length [ft]	45.15	249.24	67.07	49.05	467.71	458.77	34.51	288.70	35.73	48.24	503.11	503.54
95th-Percentile Queue Length [veh]	3.25	15.15	4.83	3.53	25.80	25.38	2.48	17.12	2.57	3.47	27.48	27.50
95th-Percentile Queue Length [ft]	81.27	378.69	120.72	88.29	645.04	634.40	62.12	428.03	64.31	86.84	687.04	687.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.83	37.90	19.43	22.78	70.56	71.15	24.88	29.84	14.88	22.17	56.27	56.89
Movement LOS	C	D	B	C	E	E	C	C	B	C	E	E
d_A, Approach Delay [s/veh]	34.32			65.53			28.13			52.86		
Approach LOS	C			E			C			D		
d_I, Intersection Delay [s/veh]	45.67											
Intersection LOS	D											
Intersection V/C	0.808											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.931	2.802	2.957	2.924
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	660	780	820
d_b, Bicycle Delay [s]	23.12	22.45	18.61	17.41
l_b,int, Bicycle LOS Score for Intersection	2.470	2.570	2.616	2.781
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	9	929	501	49	1601	34	0	0	0	68	13	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	9	929	501	49	1601	34	0	0	0	68	13	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]	2	232	125	12	400	9	0	0	0	17	3	4
Total Analysis Volume [veh/h]	9	929	501	49	1601	34	0	0	0	68	13	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	81	0	0	81	0	0	0	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	56	56	56	56	56	56		36
g / C, Green / Cycle	0.56	0.56	0.56	0.56	0.56	0.56		0.36
(v / s)_i Volume / Saturation Flow Rate	0.32	0.32	0.35	0.09	0.49	0.49		0.06
s, saturation flow rate [veh/h]	1387	1532	1431	542	1683	1671		1583
c, Capacity [veh/h]	814	858	802	243	943	936		569
d1, Uniform Delay [s]	13.72	14.22	14.87	25.74	18.82	18.89		21.83
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.58	0.60	0.80	0.40	10.66	10.98		0.64
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.55	0.57	0.62	0.20	0.87	0.87		0.17
d, Delay for Lane Group [s/veh]	14.30	14.83	15.68	26.14	29.48	29.87		22.47
Lane Group LOS	B	B	B	C	C	C		C
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	5.83	6.90	7.39	0.90	17.71	17.78		1.62
50th-Percentile Queue Length [ft]	145.64	172.59	184.79	22.43	442.84	444.47		40.54
95th-Percentile Queue Length [veh]	9.78	11.21	11.85	1.62	24.62	24.69		2.92
95th-Percentile Queue Length [ft]	244.60	280.32	296.26	40.38	615.40	617.35		72.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.30	14.58	15.68	26.14	29.67	29.87	0.00	0.00	0.00	22.47	22.47	22.47
Movement LOS	B	B	B	C	C	C				C	C	C
d_A, Approach Delay [s/veh]	14.96			29.57			0.00			22.47		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	22.83											
Intersection LOS	C											
Intersection V/C	0.549											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.829	0.000	1.802
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1540	1540	0	300
d_b, Bicycle Delay [s]	2.65	2.65	50.00	36.13
l_b,int, Bicycle LOS Score for Intersection	2.747	2.949	4.132	1.718
Bicycle LOS	B	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	64.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	778	57	79	33	1044	0	0	795	34	34	0	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	778	57	79	33	1044	0	0	795	34	34	0	67
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]	195	14	20	8	261	0	0	199	9	9	0	17
Total Analysis Volume [veh/h]	778	57	79	33	1044	0	0	795	34	34	0	67
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	46	0	0	46	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.29	0.29	0.06	0.33	0.25	0.25	0.07
s, saturation flow rate [veh/h]	1603	1579	595	3204	1683	1659	1484
c, Capacity [veh/h]	466	459	114	959	504	496	431
d1, Uniform Delay [s]	35.32	35.48	45.81	35.13	32.66	32.81	27.07
k, delay calibration	0.50	0.50	0.11	0.12	0.16	0.16	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	37.73	40.63	1.38	44.70	4.88	5.54	1.27
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.99	0.29	1.09	0.82	0.83	0.23
d, Delay for Lane Group [s/veh]	73.05	76.11	47.20	79.83	37.54	38.35	28.35
Lane Group LOS	E	E	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	15.68	15.99	0.85	17.31	9.81	9.93	1.98
50th-Percentile Queue Length [ft]	392.05	399.77	21.14	432.71	245.24	248.34	49.48
95th-Percentile Queue Length [veh]	22.18	22.55	1.52	25.41	14.95	15.10	3.56
95th-Percentile Queue Length [ft]	554.41	563.72	38.06	635.22	373.66	377.57	89.06

Movement, Approach, & Intersection Results

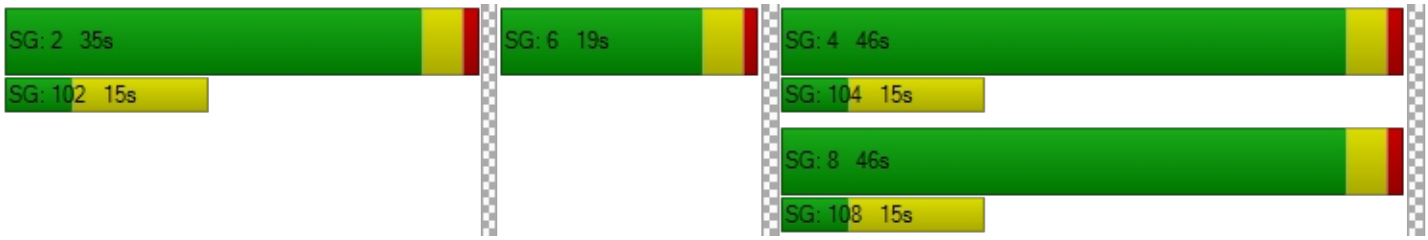
d_M, Delay for Movement [s/veh]	74.31	76.11	76.11	47.20	79.83	0.00	0.00	37.93	38.35	28.35	28.35	28.35
Movement LOS	E	E	E	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	74.58			78.83			37.95			28.35		
Approach LOS	E			E			D			C		
d_I, Intersection Delay [s/veh]	64.15											
Intersection LOS	E											
Intersection V/C	0.683											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.244	0.000	2.622	1.878
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	840	840	300
d_b, Bicycle Delay [s]	23.81	16.82	16.82	36.13
l_b,int, Bicycle LOS Score for Intersection	3.068	2.448	2.244	1.726
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	66.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.889

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	602	0	0	523	261	70
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	602	0	0	523	261	70
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]	151	0	0	131	65	18
Total Analysis Volume [veh/h]	602	0	0	523	261	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.89	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	66.64	10.76
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	8.06	0.33
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	201.59	8.36
d_A, Approach Delay [s/veh]	0.00		0.00		54.82	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	12.46					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	201.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.143

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	384	29	31	767	0	205	24	489	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	384	29	31	767	0	205	24	489	0	0	0
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	96	7	8	192	0	51	6	122	0	0	0
Total Analysis Volume [veh/h]	0	384	29	31	767	0	205	24	489	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	1.11	0.14	0.80	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.24	0.00	0.00	199.26	201.35	29.76	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	D			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.58	0.79	0.00	12.54	10.17	7.80	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	39.58	19.79	0.00	313.57	254.30	195.02	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.32			83.89			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	31.36											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	37	0	965	42	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	0	965	42	0	23
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]	9	0	241	11	0	6
Total Analysis Volume [veh/h]	37	0	965	42	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	782	793	1054
Degree of Utilization, x	0.04	0.64	0.64	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.76	4.63	0.07
95th-Percentile Queue Length [ft]	3.36	119.06	115.77	1.67
Approach Delay [s/veh]	7.36	15.01		6.49
Approach LOS	A	C		A
Intersection Delay [s/veh]	14.56			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	398	39	15	341	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	398	39	15	341	0	6	0	0	0	0
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	100	10	4	85	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	398	39	15	341	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	623	640	669	
Degree of Utilization, x	0.36	0.35	0.54	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.64	1.58	3.27	
95th-Percentile Queue Length [ft]	41.06	39.49	81.68	
Approach Delay [s/veh]	11.53		14.57	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.83			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	162	0	3	79	0	80	35	224
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	162	0	3	79	0	80	35	224
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]	41	0	1	20	0	20	9	56
Total Analysis Volume [veh/h]	162	0	3	79	0	80	35	224
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	621	485	566
Degree of Utilization, x	0.39	0.24	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.87	0.92	1.88
95th-Percentile Queue Length [ft]	46.73	22.88	47.05
Approach Delay [s/veh]	12.51	12.91	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.83		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	94.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.712

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1522	591	78	2650
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1522	591	78	2650
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]	0	0	381	148	20	663
Total Analysis Volume [veh/h]	0	0	1522	591	78	2650
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.71	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	94.46	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.79	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	94.64	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		2.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.52					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	491	0	436	702	0	69	0	0	610	0	373	1090
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	491	0	436	702	0	69	0	0	610	0	373	1090
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]	123	0	109	176	0	17	0	0	153	0	93	273
Total Analysis Volume [veh/h]	491	0	436	702	0	69	0	0	610	0	373	1090
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	29	0	0	61	0	29	0	0	61	0	61	61
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	24	57	24	24	86
g / C, Green / Cycle	0.64	0.64	0.27	0.64	0.27	0.27	0.96
(v / s)_i Volume / Saturation Flow Rate	0.26	0.29	0.20	0.04	0.17	0.20	0.69
s, saturation flow rate [veh/h]	1781	1598	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1140	1023	964	1017	964	506	1519
d1, Uniform Delay [s]	7.88	8.14	29.70	6.07	28.77	29.78	0.28
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.15	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.10	1.42	1.07	0.13	0.69	2.99	2.95
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.45	0.73	0.07	0.63	0.74	0.72
d, Delay for Lane Group [s/veh]	8.98	9.57	30.77	6.20	29.47	32.78	3.23
Lane Group LOS	A	A	C	A	C	C	A
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.23	4.33	6.83	0.48	5.72	7.55	1.24
50th-Percentile Queue Length [ft]	105.71	108.29	170.82	11.92	143.10	188.74	31.07
95th-Percentile Queue Length [veh]	7.60	7.74	11.12	0.86	9.65	12.06	2.24
95th-Percentile Queue Length [ft]	190.02	193.62	277.99	21.46	241.19	301.40	55.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.01	0.00	9.57	30.77	0.00	6.20	0.00	0.00	29.47	0.00	32.78	3.23
Movement LOS	A		A	C		A			C		C	A
d_A, Approach Delay [s/veh]	9.27			28.57			29.47			10.76		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	17.06											
Intersection LOS	B											
Intersection V/C	0.454											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.620	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	556	0	1267
d_b, Bicycle Delay [s]	23.47	23.47	45.00	6.05
l_b,int, Bicycle LOS Score for Intersection	3.089	2.196	4.636	3.974
Bicycle LOS	C	B	E	D

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	42.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	522	49	157	131	12	29	380	1041	69	79	585	619
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	522	49	157	131	12	29	380	1041	69	79	585	619
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]	131	12	39	33	3	7	95	260	17	20	146	155
Total Analysis Volume [veh/h]	522	49	157	131	12	29	380	1041	69	79	585	619
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	15	0	9	44	0	10	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	20	20	10	10	10	63	53	53	6	40	40
g / C, Green / Cycle	0.19	0.19	0.19	0.09	0.09	0.09	0.60	0.51	0.51	0.06	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.16	0.16	0.10	0.07	0.01	0.02	0.42	0.29	0.04	0.04	0.31	0.39
s, saturation flow rate [veh/h]	1781	1796	1589	1781	1870	1589	914	3560	1589	1781	1870	1589
c, Capacity [veh/h]	338	341	301	169	177	151	478	1796	802	105	704	599
d1, Uniform Delay [s]	41.08	41.06	38.30	46.48	43.34	43.86	29.42	18.25	13.50	48.72	29.71	32.76
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	5.70	5.60	1.39	7.39	0.16	0.61	12.77	1.37	0.21	10.37	10.94	45.73
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.84	0.84	0.52	0.78	0.07	0.19	0.79	0.58	0.09	0.75	0.83	1.03
d, Delay for Lane Group [s/veh]	46.78	46.66	39.69	53.86	43.49	44.47	42.19	19.62	13.71	59.09	40.65	78.49
Lane Group LOS	D	D	D	D	D	D	D	B	B	E	D	F
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	7.57	7.61	3.74	3.68	0.29	0.72	5.92	8.84	0.88	2.34	15.15	22.29
50th-Percentile Queue Length [ft]	189.31	190.21	93.39	91.89	7.30	18.03	147.88	220.90	22.00	58.38	378.78	557.26
95th-Percentile Queue Length [veh]	12.09	12.13	6.72	6.62	0.53	1.30	9.90	13.71	1.58	4.20	21.53	30.75
95th-Percentile Queue Length [ft]	302.13	303.30	168.11	165.40	13.15	32.45	247.60	342.77	39.60	105.09	538.37	768.63

Movement, Approach, & Intersection Results

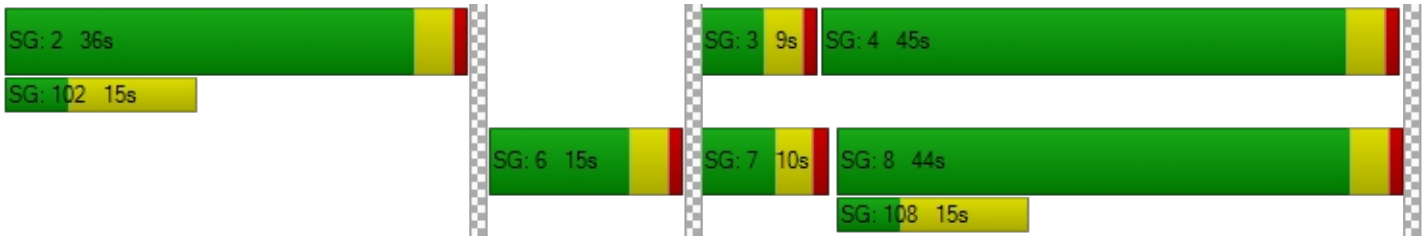
d_M, Delay for Movement [s/veh]	46.73	46.66	39.69	53.86	43.49	44.47	42.19	19.62	13.71	59.09	40.65	78.49
Movement LOS	D	D	D	D	D	D	D	B	B	E	D	F
d_A, Approach Delay [s/veh]	45.21			51.56			25.10			60.04		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	42.53											
Intersection LOS	D											
Intersection V/C	0.752											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.482	0.000	0.000	2.818
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	210	762	781
d_b, Bicycle Delay [s]	25.38	42.08	20.12	19.50
l_b,int, Bicycle LOS Score for Intersection	2.761	1.843	2.789	2.618
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	22.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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					
Crosswalk	Yes			No			No			Yes		

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	614	7	147	0	1084	445	145	1278	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	614	7	147	0	1084	445	145	1278	0	0	0	0
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]	154	2	37	0	271	111	36	320	0	0	0	0
Total Analysis Volume [veh/h]	614	7	147	0	1084	445	145	1278	0	0	0	0
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	47	0	0	31	0	12	43	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	25	25	43	43	10	57	
g / C, Green / Cycle	0.28	0.28	0.48	0.48	0.11	0.63	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.34	0.31	0.09	0.40	
s, saturation flow rate [veh/h]	1603	1532	3204	1431	1603	3204	
c, Capacity [veh/h]	449	429	1524	680	178	2022	
d1, Uniform Delay [s]	30.83	30.98	18.72	17.98	39.11	10.19	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.25	6.03	2.85	4.85	8.66	1.51	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.87	0.88	0.71	0.65	0.81	0.63	
d, Delay for Lane Group [s/veh]	36.09	37.01	21.57	22.83	47.77	11.71	
Lane Group LOS	D	D	C	C	D	B	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh]	8.45	8.31	8.97	7.52	3.51	7.16	
50th-Percentile Queue Length [ft]	211.14	207.75	224.35	187.96	87.84	179.05	
95th-Percentile Queue Length [veh]	13.21	13.04	13.89	12.02	6.32	11.55	
95th-Percentile Queue Length [ft]	330.30	325.94	347.17	300.38	158.11	288.78	

Movement, Approach, & Intersection Results

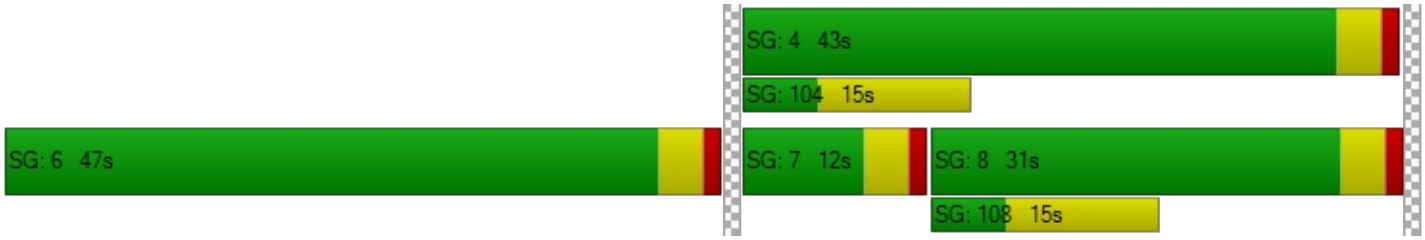
d_M, Delay for Movement [s/veh]	36.42	37.01	37.01	0.00	21.57	22.83	47.77	11.71	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		C	C	D	B				
d_A, Approach Delay [s/veh]	36.54			21.93			15.38			0.00		
Approach LOS	D			C			B			A		
d_I, Intersection Delay [s/veh]	22.44											
Intersection LOS	C											
Intersection V/C	0.675											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.091	0.000	0.000	2.007
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	600	867	0
d_b, Bicycle Delay [s]	12.27	22.05	14.45	45.00
l_b,int, Bicycle LOS Score for Intersection	2.827	2.821	2.734	4.132
Bicycle LOS	C	C	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	338	27	0	92	228	0	1485	0	0	887	782	31
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	338	27	0	92	228	0	1485	0	0	887	782	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]	85	7	0	23	57	0	371	0	0	222	196	8
Total Analysis Volume [veh/h]	338	27	0	92	228	0	1485	0	0	887	782	31
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	42	0	0	0	0	29	0	0	29	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	56	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.16	0.16	0.16	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.40	0.46	0.28	0.57
s, saturation flow rate [veh/h]	1603	1614	1431	564	3204	3204	1431
c, Capacity [veh/h]	263	265	235	299	1704	1704	761
d1, Uniform Delay [s]	22.22	22.22	21.05	21.74	11.52	8.55	13.21
k, delay calibration	0.11	0.11	0.11	0.27	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.22	3.20	1.06	9.70	1.51	0.25	52.58
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.69	0.39	0.76	0.87	0.52	1.07
d, Delay for Lane Group [s/veh]	25.44	25.42	22.11	31.43	13.03	8.80	65.79
Lane Group LOS	C	C	C	C	B	A	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.33	2.34	1.07	3.71	6.45	2.76	18.26
50th-Percentile Queue Length [ft]	58.13	58.49	26.77	92.74	161.21	68.95	456.54
95th-Percentile Queue Length [veh]	4.19	4.21	1.93	6.68	10.61	4.96	26.56
95th-Percentile Queue Length [ft]	104.63	105.29	48.18	166.94	265.32	124.11	663.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.43	25.42	0.00	22.11	31.43	0.00	13.03	0.00	0.00	8.80	65.79	65.79
Movement LOS	C	C		C	C		B			A	F	E
d_A, Approach Delay [s/veh]	24.76				15.48				36.05			
Approach LOS	C				B				D			
d_I, Intersection Delay [s/veh]	25.74											
Intersection LOS	C											
Intersection V/C	0.745											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		0.0	0.0
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]	36.45		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.090		0.000	0.000
Crosswalk LOS	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844		556	556
d_b, Bicycle Delay [s]	15.02		23.47	23.47
l_b,int, Bicycle LOS Score for Intersection	2.314		2.973	2.937
Bicycle LOS	B		C	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	35	0	91	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	35	0	91	0	0	0	0	0
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]	9	0	23	0	0	0	0	0
Total Analysis Volume [veh/h]	35	0	91	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	56	56	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	5	5	
g / C, Green / Cycle	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	146	130	
d1, Uniform Delay [s]	23.82	24.88	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.84	6.56	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.24	0.70	
d, Delay for Lane Group [s/veh]	24.65	31.43	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.44	1.34	
50th-Percentile Queue Length [ft]	10.98	33.47	
95th-Percentile Queue Length [veh]	0.79	2.41	
95th-Percentile Queue Length [ft]	19.77	60.25	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.65	0.00	31.43	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	29.55				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	25.74							
Intersection LOS	C							
Intersection V/C	0.745							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.993	2.760
Crosswalk LOS	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	17	221	20	41	203	162	99	1595	19	37	1566	32
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	17	221	20	41	203	162	99	1595	19	37	1566	32
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	55	5	10	51	41	25	399	5	9	392	8
Total Analysis Volume [veh/h]	17	221	20	41	203	162	99	1595	19	37	1566	32
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	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	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	61	61	61	61	61	61
g / C, Green / Cycle	0.31	0.31	0.61	0.61	0.61	0.61	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.16	0.26	0.35	0.48	0.48	0.13	0.48	0.48
s, saturation flow rate [veh/h]	1605	1535	286	1683	1676	282	1683	1671
c, Capacity [veh/h]	537	517	137	1025	1021	134	1025	1018
d1, Uniform Delay [s]	28.10	32.00	42.65	14.69	14.72	35.04	14.57	14.61
k, delay calibration	0.50	0.50	0.15	0.31	0.31	0.11	0.31	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.05	11.39	9.43	3.92	4.00	1.10	3.71	3.81
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	0.48	0.79	0.73	0.79	0.79	0.28	0.78	0.78
d, Delay for Lane Group [s/veh]	31.15	43.39	52.07	18.61	18.72	36.14	18.28	18.43
Lane Group LOS	C	D	D	B	B	D	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	5.42	10.56	2.82	13.48	13.50	0.84	13.21	13.22
50th-Percentile Queue Length [ft]	135.62	263.95	70.54	337.01	337.57	21.02	330.26	330.53
95th-Percentile Queue Length [veh]	9.24	15.89	5.08	19.50	19.53	1.51	19.17	19.18
95th-Percentile Queue Length [ft]	231.11	397.18	126.97	487.54	488.23	37.83	479.28	479.62

Movement, Approach, & Intersection Results

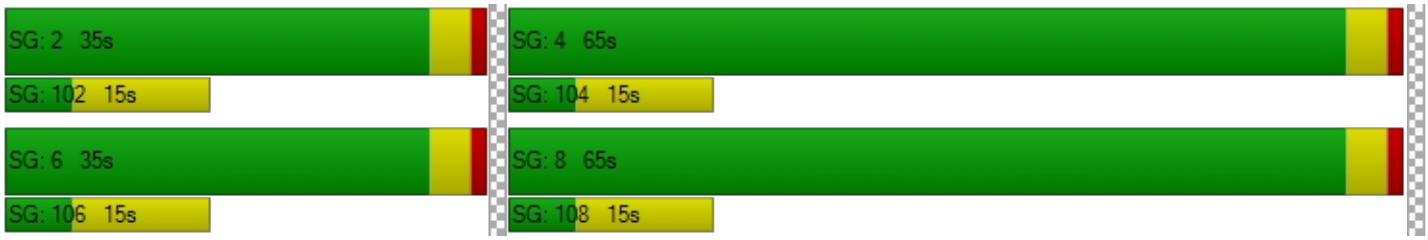
d_M, Delay for Movement [s/veh]	31.15	31.15	31.15	43.39	43.39	43.39	52.07	18.67	18.72	36.14	18.35	18.43
Movement LOS	C	C	C	D	D	D	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	31.15			43.39			20.60			18.76		
Approach LOS	C			D			C			B		
d_I, Intersection Delay [s/veh]	22.83											
Intersection LOS	C											
Intersection V/C	0.745											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.026	2.232	3.005	3.007
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	1220	1220
d_b, Bicycle Delay [s]	23.81	23.81	7.61	7.61
l_b,int, Bicycle LOS Score for Intersection	1.985	2.230	2.973	2.908
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	44.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	31	498	44	52	777	154	138	1538	37	51	1470	57
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	31	498	44	52	777	154	138	1538	37	51	1470	57
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	125	11	13	194	39	35	385	9	13	368	14
Total Analysis Volume [veh/h]	31	498	44	52	777	154	138	1538	37	51	1470	57
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	44	0	0	44	0	0	56	0	0	56	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	52	52	52	52	52	52
g / C, Green / Cycle	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.32	0.29	0.39	0.39	0.45	0.47	0.47	0.17	0.46	0.46
s, saturation flow rate [veh/h]	411	1505	1077	1461	307	1683	1669	293	1683	1661
c, Capacity [veh/h]	210	604	472	586	99	873	866	91	873	862
d1, Uniform Delay [s]	24.21	25.38	29.49	29.14	48.78	21.77	21.86	48.75	21.24	21.33
k, delay calibration	0.50	0.50	0.50	0.50	0.37	0.40	0.40	0.11	0.38	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.06	7.71	21.32	28.67	218.41	11.99	12.56	5.32	9.53	10.02
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.62	0.73	0.89	0.96	1.40	0.90	0.91	0.56	0.88	0.88
d, Delay for Lane Group [s/veh]	37.27	33.09	50.82	57.81	267.19	33.76	34.42	54.07	30.77	31.36
Lane Group LOS	D	C	D	E	F	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	2.70	9.93	12.63	17.27	8.44	18.44	18.56	1.40	17.03	17.07
50th-Percentile Queue Length [ft]	67.46	248.21	315.84	431.82	210.93	460.91	464.02	35.07	425.85	426.66
95th-Percentile Queue Length [veh]	4.86	15.10	18.46	24.09	15.19	25.48	25.63	2.53	23.80	23.84
95th-Percentile Queue Length [ft]	121.43	377.40	461.57	602.21	379.67	636.95	640.66	63.13	595.07	596.04

Movement, Approach, & Intersection Results

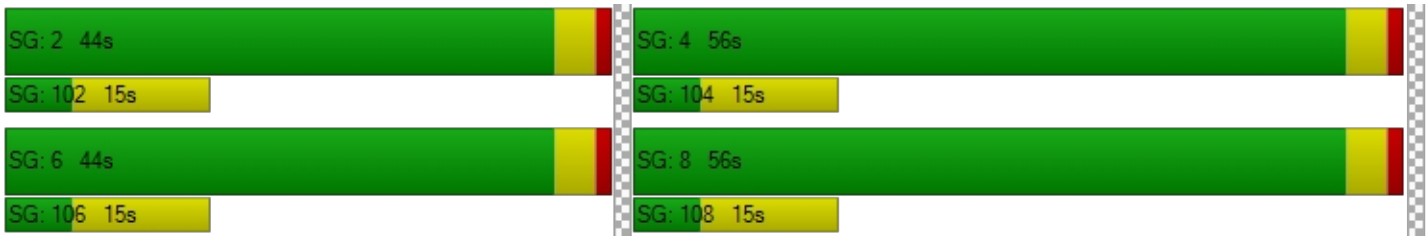
d_M, Delay for Movement [s/veh]	37.27	33.92	33.09	50.82	54.50	57.81	267.19	34.08	34.42	54.07	31.05	31.36
Movement LOS	D	C	C	D	D	E	F	C	C	D	C	C
d_A, Approach Delay [s/veh]	34.04			54.82			52.87			31.80		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	44.18											
Intersection LOS	D											
Intersection V/C	0.861											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.561	2.743	3.007	3.007
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	1040	1040
d_b, Bicycle Delay [s]	18.00	18.00	11.52	11.52
l_b,int, Bicycle LOS Score for Intersection	2.032	2.371	2.973	2.861
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	44.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	60	1117	93	107	1169	128	118	1372	69	76	1361	178
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	60	1117	93	107	1169	128	118	1372	69	76	1361	178
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]	15	279	23	27	292	32	30	343	17	19	340	45
Total Analysis Volume [veh/h]	60	1117	93	107	1169	128	118	1372	69	76	1361	178
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.16	0.35	0.07	0.24	0.39	0.39	0.39	0.43	0.43	0.23	0.46	0.47
s, saturation flow rate [veh/h]	382	3204	1431	454	1683	1626	303	1683	1655	333	1683	1616
c, Capacity [veh/h]	77	1316	587	108	691	668	87	857	843	109	857	823
d1, Uniform Delay [s]	49.92	26.64	18.56	48.65	28.49	28.61	49.55	21.12	21.22	47.28	22.38	22.73
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.29	0.35	0.36	0.11	0.40	0.41
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
d2, Incremental Delay [s]	53.59	6.97	0.58	84.47	24.22	25.91	197.67	7.31	7.75	7.79	12.69	15.17
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.78	0.85	0.16	0.99	0.95	0.96	1.36	0.85	0.85	0.70	0.91	0.92
d, Delay for Lane Group [s/veh]	103.50	33.61	19.14	133.12	52.71	54.53	247.21	28.43	28.97	55.07	35.07	37.90
Lane Group LOS	F	C	B	F	D	D	F	C	C	E	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.64	12.84	1.44	5.19	19.21	19.02	6.94	15.39	15.38	2.13	18.56	18.89
50th-Percentile Queue Length [ft]	65.98	321.01	35.89	129.85	480.24	475.62	173.52	384.71	384.47	53.18	464.07	472.23
95th-Percentile Queue Length [veh]	4.75	18.72	2.58	8.93	26.40	26.18	12.49	21.82	21.81	3.83	25.63	26.02
95th-Percentile Queue Length [ft]	118.77	467.92	64.61	223.30	659.94	654.45	312.34	545.55	545.26	95.72	640.72	650.42

Movement, Approach, & Intersection Results

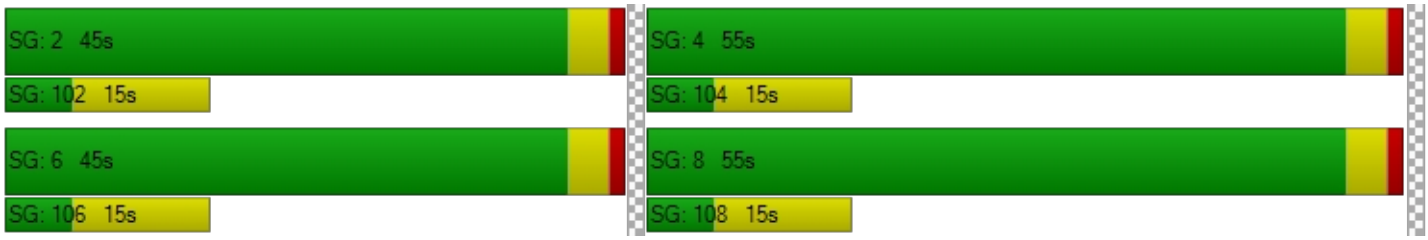
d_M, Delay for Movement [s/veh]	103.50	33.61	19.14	133.12	53.50	54.53	247.21	28.68	28.97	55.07	36.28	37.90
Movement LOS	F	C	B	F	D	D	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	35.86			59.66			45.24			37.34		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	44.48											
Intersection LOS	D											
Intersection V/C	0.864											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.987	3.024	2.998	3.080
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.607	2.718	2.846	2.892
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	95.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	52	571	105	58	589	80	110	1529	35	92	1500	80
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	52	571	105	58	589	80	110	1529	35	92	1500	80
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]	13	143	26	15	147	20	28	382	9	23	375	20
Total Analysis Volume [veh/h]	52	571	105	58	589	80	110	1529	35	92	1500	80
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	19	0	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	8	43	43	43
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.08	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.08	0.41	0.08	0.41	0.07	0.06	0.47	0.48
s, saturation flow rate [veh/h]	691	1638	687	1648	1603	1603	1683	1653
c, Capacity [veh/h]	72	608	72	612	135	680	714	702
d1, Uniform Delay [s]	50.00	31.44	50.00	31.44	45.02	17.57	28.78	28.78
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	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]	46.47	71.09	60.35	64.48	11.14	0.09	68.22	72.25
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	0.72	1.11	0.80	1.09	0.81	0.14	1.11	1.12
d, Delay for Lane Group [s/veh]	96.47	102.53	110.35	95.92	56.15	17.66	96.99	101.03
Lane Group LOS	F	F	F	F	E	B	F	F
Critical Lane Group	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	2.23	26.13	2.66	25.16	3.08	1.29	29.78	30.04
50th-Percentile Queue Length [ft]	55.71	653.14	66.38	629.12	77.04	32.35	744.53	751.07
95th-Percentile Queue Length [veh]	4.01	37.05	4.78	35.48	5.55	2.33	41.74	42.32
95th-Percentile Queue Length [ft]	100.28	926.36	119.48	887.00	138.67	58.23	1043.53	1057.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.47	102.53	102.53	110.35	95.92	95.92	56.15	0.00	0.00	17.66	98.89	101.03
Movement LOS	F	F	F	F	F	F	E			B	F	F
d_A, Approach Delay [s/veh]	102.09			97.07			56.15			94.53		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	95.50											
Intersection LOS	F											
Intersection V/C	0.957											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.405	2.430	2.720	2.747
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	0	720
d_b, Bicycle Delay [s]	19.85	19.85	50.00	20.48
l_b,int, Bicycle LOS Score for Intersection	2.761	2.759	1.560	2.939
Bicycle LOS	C	C	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	5	11	129	25	152	162	1397	25	20	1522	74
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	5	11	129	25	152	162	1397	25	20	1522	74
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]	2	1	3	32	6	38	41	349	6	5	381	19
Total Analysis Volume [veh/h]	7	5	11	129	25	152	162	1397	25	20	1522	74
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.10	0.12	0.56	0.42	0.42	0.06	0.48	0.48
s, saturation flow rate [veh/h]	1127	1257	1461	287	1683	1673	339	1683	1656
c, Capacity [veh/h]	431	342	499	119	974	968	154	974	958
d1, Uniform Delay [s]	22.21	27.93	24.68	46.78	15.37	15.40	30.59	16.93	17.04
k, delay calibration	0.50	0.50	0.50	0.45	0.27	0.27	0.11	0.34	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	3.16	1.97	205.54	2.65	2.70	0.38	5.44	5.80
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.38	0.35	1.37	0.73	0.73	0.13	0.82	0.83
d, Delay for Lane Group [s/veh]	22.45	31.10	26.65	252.33	18.02	18.10	30.96	22.37	22.84
Lane Group LOS	C	C	C	F	B	B	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.39	2.81	3.38	9.73	11.58	11.57	0.40	14.94	14.97
50th-Percentile Queue Length [ft]	9.71	70.25	84.50	243.16	289.50	289.21	10.06	373.45	374.31
95th-Percentile Queue Length [veh]	0.70	5.06	6.08	17.51	17.16	17.15	0.72	21.28	21.32
95th-Percentile Queue Length [ft]	17.47	126.45	152.10	437.68	429.02	428.66	18.10	531.91	532.96

Movement, Approach, & Intersection Results

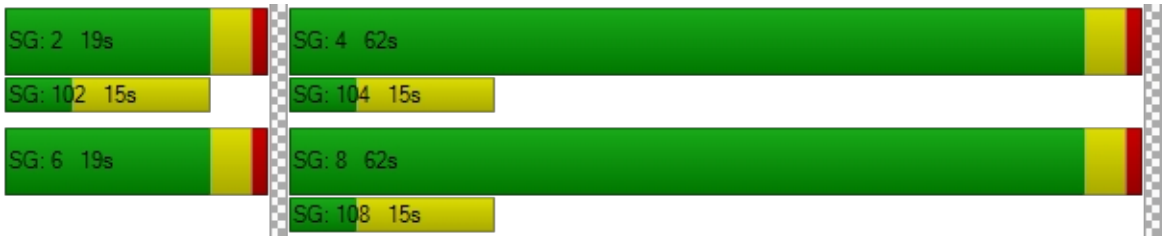
d_M, Delay for Movement [s/veh]	22.45	22.45	22.45	31.10	26.65	26.65	252.33	18.06	18.10	30.96	22.59	22.84
Movement LOS	C	C	C	C	C	C	F	B	B	C	C	C
d_A, Approach Delay [s/veh]	22.45			28.52			42.02			22.71		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.88											
Intersection LOS	C											
Intersection V/C	0.685											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.795	2.355	0.000	3.105
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.598	2.065	2.866	2.893
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	42.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.877

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	50	424	146	15	446	117	58	1362	100	56	1457	38
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	50	424	146	15	446	117	58	1362	100	56	1457	38
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]	13	106	37	4	112	29	15	341	25	14	364	10
Total Analysis Volume [veh/h]	50	424	146	15	446	117	58	1362	100	56	1457	38
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	47	47	47	47	47	47
g / C, Green / Cycle	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.43	0.36	0.18	0.44	0.44	0.17	0.45	0.45
s, saturation flow rate [veh/h]	1440	1597	316	1683	1643	327	1683	1668
c, Capacity [veh/h]	688	757	77	789	771	81	789	782
d1, Uniform Delay [s]	25.95	23.39	49.86	25.04	25.19	49.73	25.38	25.45
k, delay calibration	0.50	0.50	0.11	0.42	0.42	0.11	0.43	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.20	7.20	13.36	16.99	18.44	10.13	19.68	20.35
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	0.90	0.76	0.75	0.93	0.94	0.69	0.95	0.95
d, Delay for Lane Group [s/veh]	43.15	30.59	63.22	42.04	43.64	59.86	45.06	45.80
Lane Group LOS	D	C	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	16.85	12.61	1.73	19.25	19.31	1.62	20.32	20.38
50th-Percentile Queue Length [ft]	421.14	315.31	43.26	481.36	482.81	40.51	508.09	509.46
95th-Percentile Queue Length [veh]	23.58	18.44	3.11	26.45	26.52	2.92	27.72	27.78
95th-Percentile Queue Length [ft]	589.42	460.92	77.87	661.27	662.99	72.92	692.92	694.55

Movement, Approach, & Intersection Results

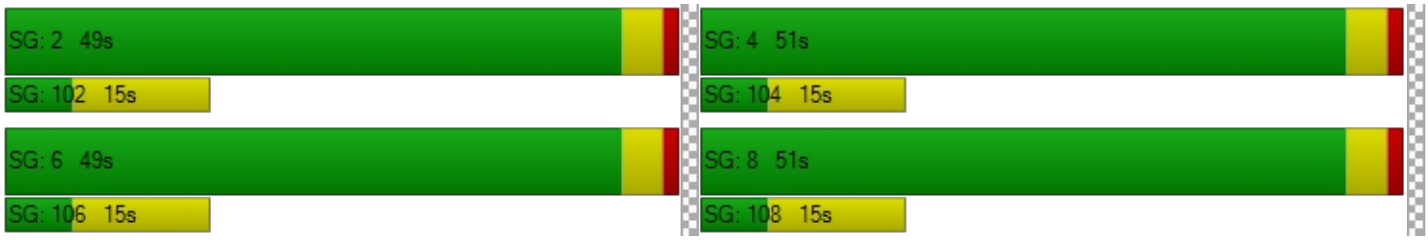
d_M, Delay for Movement [s/veh]	43.15	43.15	43.15	30.59	30.59	30.59	63.22	42.77	43.64	59.86	45.42	45.80
Movement LOS	D	D	D	C	C	C	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	43.15			30.59			43.61			45.95		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	42.63											
Intersection LOS	D											
Intersection V/C	0.877											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.397	2.339	2.991	2.927
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.583	2.513	2.814	2.839
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	724	104	0	910	77	93	1284	80	108	1467	39
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	724	104	0	910	77	93	1284	80	108	1467	39
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	181	26	0	228	19	23	321	20	27	367	10
Total Analysis Volume [veh/h]	0	724	104	0	910	77	93	1284	80	108	1467	39
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	55	55	55	55	55	55
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.25	0.26	0.29	0.30	0.30	0.41	0.41	0.30	0.45	0.45
s, saturation flow rate [veh/h]	1683	1612	1683	1638	313	1683	1649	359	1683	1668
c, Capacity [veh/h]	625	598	625	608	120	924	905	147	924	915
d1, Uniform Delay [s]	26.20	26.59	27.96	28.28	46.08	17.20	17.26	42.79	18.45	18.51
k, delay calibration	0.50	0.50	0.50	0.50	0.12	0.28	0.28	0.13	0.33	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.47	6.46	9.82	11.27	11.71	3.06	3.22	8.32	5.44	5.64
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.66	0.69	0.79	0.81	0.78	0.74	0.75	0.74	0.82	0.82
d, Delay for Lane Group [s/veh]	31.67	33.05	37.78	39.55	57.79	20.26	20.48	51.11	23.89	24.15
Lane Group LOS	C	C	D	D	E	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.96	9.20	11.89	12.21	2.70	11.97	11.86	3.03	14.58	14.59
50th-Percentile Queue Length [ft]	224.04	230.11	297.35	305.27	67.58	299.31	296.53	75.66	364.49	364.76
95th-Percentile Queue Length [veh]	13.87	14.18	17.55	17.94	4.87	17.65	17.51	5.45	20.84	20.85
95th-Percentile Queue Length [ft]	346.77	354.50	438.75	448.54	121.65	441.18	437.73	136.19	521.04	521.36

Movement, Approach, & Intersection Results

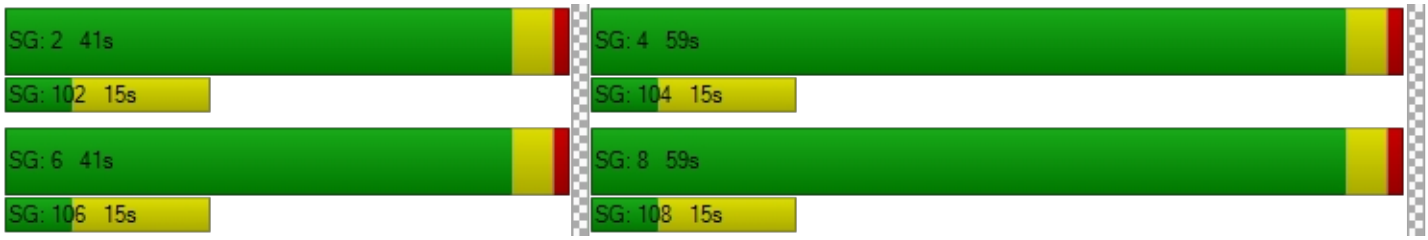
d_M, Delay for Movement [s/veh]	0.00	32.26	33.05	0.00	38.59	39.55	57.79	20.36	20.48	51.11	24.02	24.15
Movement LOS		C	C		D	D	E	C	C	D	C	C
d_A, Approach Delay [s/veh]	32.36			38.66			22.76			25.83		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	28.61											
Intersection LOS	C											
Intersection V/C	0.752											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.761	2.719	2.892	3.019
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.243	2.374	2.762	2.891
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	61.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	89	1041	174	139	1022	136	173	1250	122	142	1350	97
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	89	1041	174	139	1022	136	173	1250	122	142	1350	97
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]	22	260	44	35	256	34	43	313	31	36	338	24
Total Analysis Volume [veh/h]	89	1041	174	139	1022	136	173	1250	122	142	1350	97
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	37	37	9	37	0	9	44	44	10	45	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	42	33	43	42	33	33	50	40	49	50	41	41
g / C, Green / Cycle	0.42	0.33	0.43	0.42	0.33	0.33	0.50	0.40	0.49	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.14	0.32	0.12	0.21	0.35	0.35	0.34	0.39	0.09	0.24	0.43	0.44
s, saturation flow rate [veh/h]	630	3204	1431	673	1683	1615	510	3204	1431	593	1683	1644
c, Capacity [veh/h]	225	1062	617	234	558	535	224	1277	699	245	688	672
d1, Uniform Delay [s]	23.81	33.12	18.41	24.29	33.44	33.44	23.22	29.65	14.29	22.41	29.57	29.57
k, delay calibration	0.50	0.50	0.50	0.22	0.50	0.50	0.50	0.11	0.11	0.15	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	1.00
d2, Incremental Delay [s]	5.16	23.33	1.14	4.90	54.24	56.52	22.34	7.73	0.12	3.05	51.18	54.82
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.40	0.98	0.28	0.60	1.06	1.06	0.77	0.98	0.17	0.58	1.06	1.07
d, Delay for Lane Group [s/veh]	28.97	56.45	19.55	29.19	87.67	89.95	45.57	37.38	14.41	25.46	80.76	84.39
Lane Group LOS	C	E	B	C	F	F	D	D	B	C	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.57	15.55	2.76	2.33	21.50	20.97	3.53	15.52	1.53	1.93	25.50	25.59
50th-Percentile Queue Length [ft]	39.17	388.78	68.93	58.20	537.46	524.15	88.22	387.91	38.26	48.13	637.62	639.73
95th-Percentile Queue Length [veh]	2.82	22.02	4.96	4.19	30.20	29.63	6.35	21.98	2.75	3.47	35.23	35.56
95th-Percentile Queue Length [ft]	70.50	550.46	124.07	104.77	754.97	740.70	158.80	549.41	68.86	86.63	880.70	888.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.97	56.45	19.55	29.19	88.64	89.95	45.57	37.38	14.41	25.46	82.43	84.39
Movement LOS	C	E	B	C	F	F	D	D	B	C	F	F
d_A, Approach Delay [s/veh]	49.65			82.41			36.48			77.46		
Approach LOS	D			F			D			E		
d_I, Intersection Delay [s/veh]	61.22											
Intersection LOS	E											
Intersection V/C	0.887											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.965	2.921	3.011	2.990
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	660	800	820
d_b, Bicycle Delay [s]	22.45	22.45	18.00	17.41
l_b,int, Bicycle LOS Score for Intersection	2.635	2.630	2.834	2.871
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	16	1059	627	45	1706	58	0	0	0	116	39	10
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	16	1059	627	45	1706	58	0	0	0	116	39	10
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	265	157	11	427	15	0	0	0	29	10	3
Total Analysis Volume [veh/h]	16	1059	627	45	1706	58	0	0	0	116	39	10
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	81	0	0	81	0	0	0	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	60	60	60	60	60	60		32
g / C, Green / Cycle	0.60	0.60	0.60	0.60	0.60	0.60		0.32
(v / s)_i Volume / Saturation Flow Rate	0.38	0.37	0.44	0.09	0.52	0.53		0.10
s, saturation flow rate [veh/h]	1329	1532	1431	479	1683	1664		1609
c, Capacity [veh/h]	854	941	879	245	1034	1022		492
d1, Uniform Delay [s]	11.48	11.83	13.25	22.47	15.67	15.82		26.85
k, delay calibration	0.11	0.11	0.15	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.66	0.63	1.52	0.36	9.00	9.53		1.83
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.59	0.60	0.71	0.18	0.85	0.86		0.34
d, Delay for Lane Group [s/veh]	12.15	12.46	14.78	22.83	24.66	25.35		28.68
Lane Group LOS	B	B	B	C	C	C		C
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	6.19	7.66	9.65	0.79	18.04	18.26		3.18
50th-Percentile Queue Length [ft]	154.80	191.60	241.26	19.63	450.92	456.48		79.44
95th-Percentile Queue Length [veh]	10.27	12.20	14.74	1.41	25.00	25.27		5.72
95th-Percentile Queue Length [ft]	256.83	305.11	368.62	35.33	625.05	631.68		142.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.15	12.31	14.78	22.83	24.99	25.35	0.00	0.00	0.00	28.68	28.68	28.68
Movement LOS	B	B	B	C	C	C				C	C	C
d_A, Approach Delay [s/veh]	13.22			24.95			0.00			28.68		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	19.69											
Intersection LOS	B											
Intersection V/C	0.632											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.888	0.000	1.861
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1540	1540	0	300
d_b, Bicycle Delay [s]	2.65	2.65	50.00	36.13
l_b,int, Bicycle LOS Score for Intersection	2.964	3.052	4.132	1.832
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	141.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	993	127	81	44	1270	0	0	769	37	54	0	63
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	993	127	81	44	1270	0	0	769	37	54	0	63
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]	248	32	20	11	318	0	0	192	9	14	0	16
Total Analysis Volume [veh/h]	993	127	81	44	1270	0	0	769	37	54	0	63
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	20	0	0	61	0	0	61	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.37	0.38	0.07	0.40	0.24	0.24	0.08
s, saturation flow rate [veh/h]	1603	1593	608	3204	1683	1656	1505
c, Capacity [veh/h]	466	463	138	959	504	496	437
d1, Uniform Delay [s]	35.56	35.56	42.88	35.13	32.36	32.53	27.36
k, delay calibration	0.50	0.50	0.11	0.20	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	145.70	149.11	1.31	149.03	2.99	3.29	1.50
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.29	1.30	0.32	1.32	0.80	0.81	0.27
d, Delay for Lane Group [s/veh]	181.26	184.68	44.19	184.15	35.36	35.82	28.85
Lane Group LOS	F	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	29.91	30.16	1.09	31.20	9.21	9.29	2.32
50th-Percentile Queue Length [ft]	747.73	754.12	27.21	780.06	230.30	232.27	58.00
95th-Percentile Queue Length [veh]	44.78	45.25	1.96	47.12	14.19	14.29	4.18
95th-Percentile Queue Length [ft]	1119.61	1131.22	48.98	1178.10	354.74	357.25	104.40

Movement, Approach, & Intersection Results

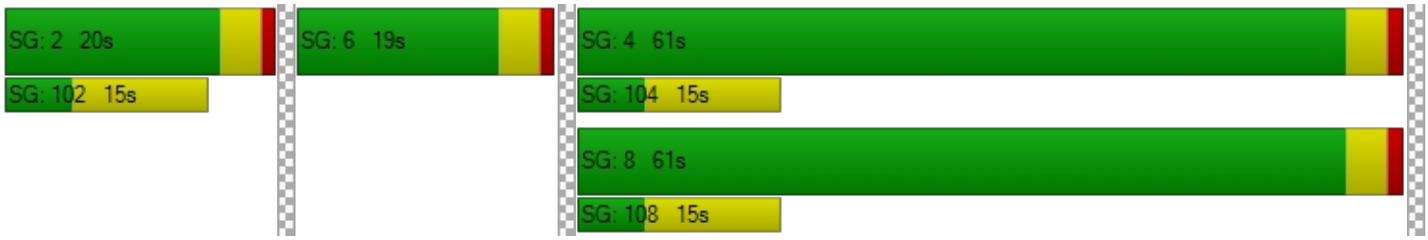
d_M, Delay for Movement [s/veh]	182.61	184.68	184.68	44.19	184.15	0.00	0.00	35.57	35.82	28.85	28.85	28.85
Movement LOS	F	F	F	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	182.97			179.46			35.59			28.85		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	141.83											
Intersection LOS	F											
Intersection V/C	0.851											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.337	0.000	2.677	1.943
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	320	1140	1140	300
d_b, Bicycle Delay [s]	35.28	9.25	9.25	36.13
l_b,int, Bicycle LOS Score for Intersection	3.541	2.644	2.225	1.753
Bicycle LOS	D	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	70.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	1004	0	0	271	154	79
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	1004	0	0	271	154	79
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]	251	0	0	68	39	20
Total Analysis Volume [veh/h]	1004	0	0	271	154	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.79	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	70.30	13.26
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	5.47	0.54
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	136.83	13.47
d_A, Approach Delay [s/veh]	0.00		0.00		50.96	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	7.87					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	97.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	799	27	6	424	0	232	11	333	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	799	27	6	424	0	232	11	333	0	0	0
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	200	7	2	106	0	58	3	83	0	0	0
Total Analysis Volume [veh/h]	0	799	27	6	424	0	232	11	333	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.90	0.07	0.42	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.53	0.00	0.00	89.81	97.41	12.78	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.09	0.54	0.00	8.99	5.54	2.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	27.14	13.57	0.00	224.70	138.52	52.35	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.13			45.42			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	14.31											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	115	0	742	3	0	26
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	115	0	742	3	0	26
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]	29	0	186	1	0	7
Total Analysis Volume [veh/h]	115	0	742	3	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	772	774	1002
Degree of Utilization, x	0.13	0.48	0.48	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.46	2.65	2.64	0.08
95th-Percentile Queue Length [ft]	11.51	66.26	66.12	2.00
Approach Delay [s/veh]	7.83	11.60		6.69
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.97			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	579	46	26	486	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	579	46	26	486	0	13	0	0	0	0
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]	6	0	145	12	7	122	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	579	46	26	486	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	603	617	650	
Degree of Utilization, x	0.54	0.53	0.81	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.20	3.07	8.26	
95th-Percentile Queue Length [ft]	80.06	76.72	206.56	
Approach Delay [s/veh]	15.11		27.67	0.00
Approach LOS	C		D	A
Intersection Delay [s/veh]	19.04			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	158	0	7	43	0	32	10	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	158	0	7	43	0	32	10	67
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]	40	0	2	11	0	8	3	17
Total Analysis Volume [veh/h]	158	0	7	43	0	32	10	67
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	547	434	501
Degree of Utilization, x	0.38	0.10	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.32	0.46
95th-Percentile Queue Length [ft]	44.20	7.99	11.49
Approach Delay [s/veh]	13.57	11.34	
Approach LOS	B	B	
Intersection Delay [s/veh]	19.04		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	631.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.800

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2283	794	62	2146
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2283	794	62	2146
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]	0	0	571	199	16	537
Total Analysis Volume [veh/h]	0	0	2283	794	62	2146
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	1.80	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	631.50	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	6.84	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	171.05	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		17.73	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.41					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	145	0	362	361	0	51	0	0	839	0	225	1546
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	145	0	362	361	0	51	0	0	839	0	225	1546
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]	36	0	91	90	0	13	0	0	210	0	56	387
Total Analysis Volume [veh/h]	145	0	362	361	0	51	0	0	839	0	225	1546
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	24	57	24	24	86
g / C, Green / Cycle	0.64	0.64	0.27	0.64	0.27	0.27	0.96
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.10	0.03	0.24	0.12	0.97
s, saturation flow rate [veh/h]	1781	1589	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1139	1016	967	1016	967	508	1519
d1, Uniform Delay [s]	6.36	7.56	26.53	6.03	31.19	27.10	2.00
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.98	0.24	0.09	2.54	0.61	27.69
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.36	0.37	0.05	0.87	0.44	1.02
d, Delay for Lane Group [s/veh]	6.59	8.54	26.77	6.13	33.72	27.71	29.69
Lane Group LOS	A	A	C	A	C	C	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.04	3.15	3.10	0.35	8.74	4.00	11.68
50th-Percentile Queue Length [ft]	26.02	78.76	77.62	8.74	218.40	99.96	292.07
95th-Percentile Queue Length [veh]	1.87	5.67	5.59	0.63	13.58	7.20	17.56
95th-Percentile Queue Length [ft]	46.84	141.77	139.72	15.73	339.59	179.93	439.07

Movement, Approach, & Intersection Results

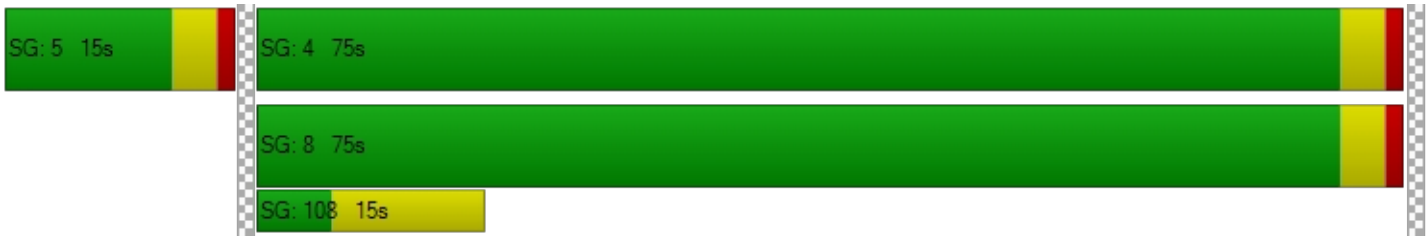
d_M, Delay for Movement [s/veh]	6.59	0.00	8.54	26.77	0.00	6.13	0.00	0.00	33.72	0.00	27.71	29.69
Movement LOS	A		A	C		A			C		C	F
d_A, Approach Delay [s/veh]	7.98			24.21			33.72			29.44		
Approach LOS	A			C			C			C		
d_I, Intersection Delay [s/veh]	26.77											
Intersection LOS	C											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.626	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	2.396	1.900	4.825	4.482
Bicycle LOS	B	A	E	E

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	40.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	315	28	68	183	19	54	322	453	175	167	826	628
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	315	28	68	183	19	54	322	453	175	167	826	628
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]	79	7	17	46	5	14	81	113	44	42	207	157
Total Analysis Volume [veh/h]	315	28	68	183	19	54	322	453	175	167	826	628
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	22	0	0	15	0	12	19	0	49	56	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	13	13	13	68	52	52	12	48	48
g / C, Green / Cycle	0.12	0.12	0.12	0.12	0.12	0.12	0.64	0.49	0.49	0.11	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.04	0.10	0.01	0.03	0.44	0.13	0.11	0.09	0.41	0.43
s, saturation flow rate [veh/h]	1781	1795	1589	1781	1870	1589	735	3560	1589	1781	1870	1613
c, Capacity [veh/h]	211	212	188	222	233	198	423	1749	781	202	852	735
d1, Uniform Delay [s]	45.16	45.16	42.65	44.84	40.65	41.65	29.25	15.58	15.28	45.52	26.14	27.35
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	7.32	7.26	1.17	7.51	0.15	0.73	12.22	0.36	0.67	8.20	13.34	22.44
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.81	0.81	0.36	0.82	0.08	0.27	0.76	0.26	0.22	0.83	0.89	0.95
d, Delay for Lane Group [s/veh]	52.48	52.42	43.82	52.35	40.80	42.38	41.46	15.94	15.95	53.72	39.48	49.79
Lane Group LOS	D	D	D	D	D	D	D	B	B	D	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.74	4.78	1.68	5.08	0.44	1.31	4.39	3.19	2.50	4.69	19.68	20.46
50th-Percentile Queue Length [ft]	118.59	119.41	42.08	127.07	11.11	32.66	109.86	79.75	62.38	117.36	491.93	511.50
95th-Percentile Queue Length [veh]	8.32	8.36	3.03	8.78	0.80	2.35	7.83	5.74	4.49	8.25	26.95	27.88
95th-Percentile Queue Length [ft]	207.89	209.02	75.75	219.51	20.00	58.79	195.81	143.55	112.28	206.19	673.80	696.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.45	52.42	43.82	52.35	40.80	42.38	41.46	15.94	15.95	53.72	40.33	49.79
Movement LOS	D	D	D	D	D	D	D	B	B	D	D	D
d_A, Approach Delay [s/veh]	51.02			49.39			24.59			45.38		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	40.31											
Intersection LOS	D											
Intersection V/C	0.725											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.459	0.000	0.000	2.762
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	343	210	286	990
d_b, Bicycle Delay [s]	36.04	42.08	38.57	13.38
l_b,int, Bicycle LOS Score for Intersection	2.238	1.982	2.343	2.897
Bicycle LOS	B	A	B	C

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	582	3	199	0	687	378	111	1308	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	582	3	199	0	687	378	111	1308	0	0	0	0
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]	146	1	50	0	172	95	28	327	0	0	0	0
Total Analysis Volume [veh/h]	582	3	199	0	687	378	111	1308	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	26	26	44	44	8	56	
g / C, Green / Cycle	0.29	0.29	0.49	0.49	0.09	0.62	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.21	0.26	0.07	0.41	
s, saturation flow rate [veh/h]	1603	1509	3204	1431	1603	3204	
c, Capacity [veh/h]	463	436	1571	701	140	1994	
d1, Uniform Delay [s]	30.32	30.54	14.90	15.91	40.27	10.86	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.89	5.97	0.89	2.96	9.47	1.70	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.86	0.88	0.44	0.54	0.79	0.66	
d, Delay for Lane Group [s/veh]	35.22	36.51	15.79	18.87	49.74	12.56	
Lane Group LOS	D	D	B	B	D	B	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	8.56	8.41	4.50	5.64	2.75	7.72	
50th-Percentile Queue Length [ft]	214.03	210.20	112.54	140.96	68.69	193.02	
95th-Percentile Queue Length [veh]	13.36	13.16	7.98	9.53	4.95	12.28	
95th-Percentile Queue Length [ft]	333.99	329.08	199.54	238.32	123.65	306.94	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.63	36.51	36.51	0.00	15.79	18.87	49.74	12.56	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		B	B	D	B				
d_A, Approach Delay [s/veh]	35.85			16.88			15.47		0.00			
Approach LOS	D			B			B		A			
d_I, Intersection Delay [s/veh]	20.82											
Intersection LOS	C											
Intersection V/C	0.663											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.099	0.000	0.000	1.905
Crosswalk LOS	B	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	2.853	2.438	2.730	4.132
Bicycle LOS	C	B	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	72.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	302	22	0	70	193	0	1032	0	0	993	939	13
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	302	22	0	70	193	0	1032	0	0	993	939	13
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]	76	6	0	18	48	0	258	0	0	248	235	3
Total Analysis Volume [veh/h]	302	22	0	70	193	0	1032	0	0	993	939	13
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	47	0	0	0	0	24	0	0	24	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.14	0.14	0.14	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.05	0.38	0.32	0.31	0.67
s, saturation flow rate [veh/h]	1603	1613	1431	510	3204	3204	1431
c, Capacity [veh/h]	229	230	204	202	1478	1478	660
d1, Uniform Delay [s]	26.56	26.56	25.12	29.78	13.92	13.67	17.51
k, delay calibration	0.11	0.11	0.11	0.32	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.96	3.93	0.99	40.87	0.61	0.54	207.77
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.71	0.34	0.96	0.70	0.67	1.44
d, Delay for Lane Group [s/veh]	30.52	30.49	26.11	70.65	14.52	14.21	225.28
Lane Group LOS	C	C	C	E	B	B	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.51	2.52	0.98	5.21	5.30	5.00	46.41
50th-Percentile Queue Length [ft]	62.73	63.08	24.53	130.20	132.44	125.00	1160.15
95th-Percentile Queue Length [veh]	4.52	4.54	1.77	8.95	9.07	8.67	71.86
95th-Percentile Queue Length [ft]	112.91	113.54	44.16	223.77	226.81	216.68	1796.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.51	30.49	0.00	26.11	70.65	0.00	14.52	0.00	0.00	14.21	225.28	225.28
Movement LOS	C	C		C	E		B			B	F	F
d_A, Approach Delay [s/veh]	29.73				23.37				117.52			
Approach LOS	C				C				F			
d_I, Intersection Delay [s/veh]	72.29											
Intersection LOS	E											
Intersection V/C	0.943											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.070	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	444	444
d_b, Bicycle Delay [s]	12.27	27.22	27.22
l_b,int, Bicycle LOS Score for Intersection	2.210	2.570	3.154
Bicycle LOS	B	B	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	14	0	253	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	14	0	253	0	0	0	0	0
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	63	0	0	0	0	0
Total Analysis Volume [veh/h]	14	0	253	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	65	65	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	14	14	
g / C, Green / Cycle	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	339	302	
d1, Uniform Delay [s]	20.39	24.56	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.05	6.08	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.04	0.84	
d, Delay for Lane Group [s/veh]	20.44	30.64	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.16	4.00	
50th-Percentile Queue Length [ft]	4.12	99.89	
95th-Percentile Queue Length [veh]	0.30	7.19	
95th-Percentile Queue Length [ft]	7.42	179.81	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.44	0.00	30.64	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	30.11				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	72.29							
Intersection LOS	E							
Intersection V/C	0.943							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.033	2.825
Crosswalk LOS	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	123	26	49	218	113	89	1233	13	41	1659	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	123	26	49	218	113	89	1233	13	41	1659	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]	2	31	7	12	55	28	22	308	3	10	415	9
Total Analysis Volume [veh/h]	7	123	26	49	218	113	89	1233	13	41	1659	35
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	32	0	0	68	0	0	68	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	64	64	64	64	64	64
g / C, Green / Cycle	0.28	0.28	0.64	0.64	0.64	0.64	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.10	0.25	0.34	0.37	0.37	0.10	0.50	0.51
s, saturation flow rate [veh/h]	1629	1540	261	1683	1677	402	1683	1671
c, Capacity [veh/h]	495	473	135	1075	1071	232	1075	1067
d1, Uniform Delay [s]	28.56	34.08	41.57	10.36	10.36	20.09	13.14	13.20
k, delay calibration	0.50	0.50	0.12	0.16	0.16	0.11	0.31	0.32
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.66	13.44	6.07	0.72	0.73	0.36	3.78	3.92
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	0.31	0.80	0.66	0.58	0.58	0.18	0.79	0.79
d, Delay for Lane Group [s/veh]	30.22	47.52	47.64	11.08	11.09	20.45	16.93	17.12
Lane Group LOS	C	D	D	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	3.18	10.37	2.44	7.29	7.27	0.65	13.32	13.38
50th-Percentile Queue Length [ft]	79.44	259.20	61.06	182.15	181.66	16.31	333.07	334.39
95th-Percentile Queue Length [veh]	5.72	15.65	4.40	11.71	11.69	1.17	19.31	19.37
95th-Percentile Queue Length [ft]	142.98	391.22	109.91	292.83	292.18	29.37	482.72	484.34

Movement, Approach, & Intersection Results

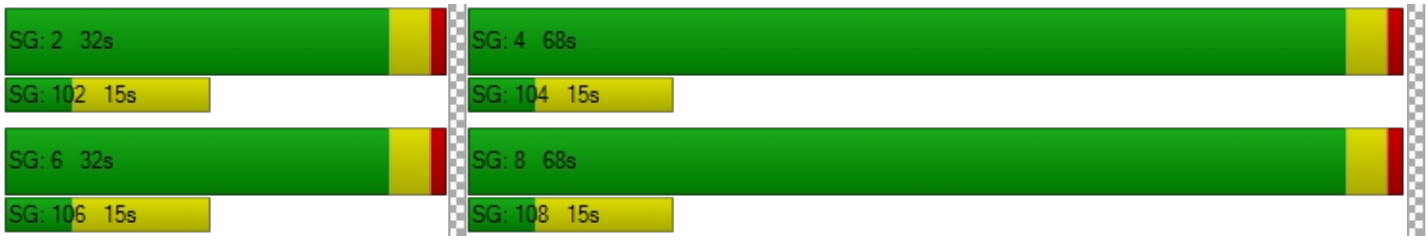
d_M, Delay for Movement [s/veh]	30.22	30.22	30.22	47.52	47.52	47.52	47.64	11.08	11.09	20.45	17.02	17.12
Movement LOS	C	C	C	D	D	D	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	30.22			47.52			13.52			17.10		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	19.55											
Intersection LOS	B											
Intersection V/C	0.753											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.988	2.154	2.924	2.970
Crosswalk LOS	A	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	1280	1280
d_b, Bicycle Delay [s]	25.92	25.92	6.48	6.48
l_b,int, Bicycle LOS Score for Intersection	1.817	2.187	2.661	2.991
Bicycle LOS	A	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	33.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	23	601	37	40	720	239	87	1161	40	107	1501	43
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	23	601	37	40	720	239	87	1161	40	107	1501	43
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]	6	150	9	10	180	60	22	290	10	27	375	11
Total Analysis Volume [veh/h]	23	601	37	40	720	239	87	1161	40	107	1501	43
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.27	0.27	0.37	0.37	0.29	0.36	0.36	0.26	0.46	0.46
s, saturation flow rate [veh/h]	922	1507	1271	1418	302	1683	1663	419	1683	1667
c, Capacity [veh/h]	418	619	561	582	91	857	847	160	857	849
d1, Uniform Delay [s]	22.30	23.80	27.43	27.56	49.27	18.76	18.78	41.30	22.28	22.37
k, delay calibration	0.50	0.50	0.50	0.50	0.14	0.25	0.25	0.11	0.40	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.36	5.44	14.44	19.67	39.75	2.42	2.46	4.73	12.12	12.70
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.60	0.66	0.84	0.90	0.95	0.70	0.71	0.67	0.90	0.91
d, Delay for Lane Group [s/veh]	28.66	29.24	41.87	47.23	89.01	21.18	21.24	46.03	34.40	35.07
Lane Group LOS	C	C	D	D	F	C	C	D	C	D
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.75	8.49	12.81	14.43	3.17	10.68	10.58	2.87	18.26	18.36
50th-Percentile Queue Length [ft]	118.69	212.31	320.25	360.84	79.30	266.97	264.59	71.83	456.60	458.97
95th-Percentile Queue Length [veh]	8.32	13.27	18.68	20.66	5.71	16.04	15.92	5.17	25.27	25.39
95th-Percentile Queue Length [ft]	208.02	331.79	466.99	516.60	142.75	400.96	397.98	129.29	631.82	634.64

Movement, Approach, & Intersection Results

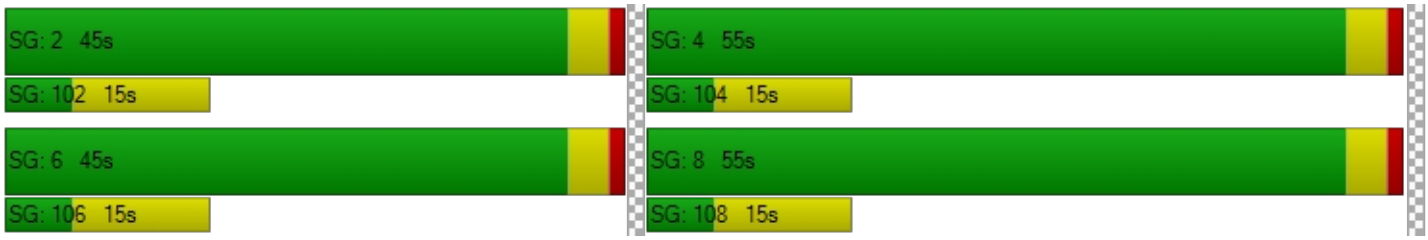
d_M, Delay for Movement [s/veh]	28.66	29.02	29.24	41.87	44.00	47.23	89.01	21.21	21.24	46.03	34.72	35.07
Movement LOS	C	C	C	D	D	D	F	C	C	D	C	D
d_A, Approach Delay [s/veh]	29.02			44.69			25.79			35.47		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	33.83											
Intersection LOS	C											
Intersection V/C	0.835											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.662	2.683	2.934	2.927
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.105	2.384	2.622	2.922
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	36.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.851

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	58	1039	129	95	1128	156	90	1065	47	118	1424	99
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	58	1039	129	95	1128	156	90	1065	47	118	1424	99
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]	15	260	32	24	282	39	23	266	12	30	356	25
Total Analysis Volume [veh/h]	58	1039	129	95	1128	156	90	1065	47	118	1424	99
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.09	0.19	0.39	0.39	0.29	0.33	0.33	0.26	0.46	0.46
s, saturation flow rate [veh/h]	387	3204	1431	489	1683	1613	308	1683	1658	456	1683	1645
c, Capacity [veh/h]	86	1350	603	135	709	679	86	839	827	174	839	820
d1, Uniform Delay [s]	49.50	24.76	18.39	45.69	27.35	27.47	49.56	18.81	18.81	40.32	23.04	23.24
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.16	0.22	0.22	0.11	0.40	0.41
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
d2, Incremental Delay [s]	34.85	4.28	0.81	26.50	19.31	20.87	65.93	1.84	1.88	4.58	13.43	14.96
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.67	0.77	0.21	0.70	0.92	0.93	1.04	0.67	0.67	0.68	0.91	0.92
d, Delay for Lane Group [s/veh]	84.35	29.04	19.20	72.19	46.65	48.34	115.49	20.65	20.69	44.90	36.47	38.21
Lane Group LOS	F	C	B	E	D	D	F	C	C	D	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.28	10.95	2.01	3.36	17.90	17.61	3.73	9.67	9.55	3.16	18.62	18.85
50th-Percentile Queue Length [ft]	56.91	273.76	50.19	83.90	447.48	440.18	93.14	241.78	238.69	78.91	465.51	471.27
95th-Percentile Queue Length [veh]	4.10	16.38	3.61	6.04	24.84	24.49	6.71	14.77	14.61	5.68	25.70	25.97
95th-Percentile Queue Length [ft]	102.44	409.44	90.34	151.03	620.94	612.22	167.64	369.29	365.37	142.04	642.43	649.28

Movement, Approach, & Intersection Results

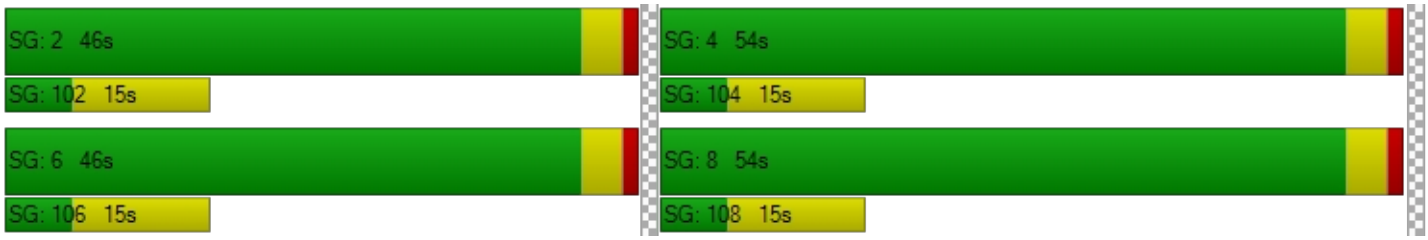
d_M, Delay for Movement [s/veh]	84.35	29.04	19.20	72.19	47.36	48.34	115.49	20.67	20.69	44.90	37.27	38.21
Movement LOS	F	C	B	E	D	D	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	30.62			49.18			27.77			37.88		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	36.88											
Intersection LOS	D											
Intersection V/C	0.851											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.037	2.943	2.943	3.013
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.571	2.697	2.551	2.913
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	67.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	28	374	56	60	462	65	137	1106	74	171	1606	64
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	374	56	60	462	65	137	1106	74	171	1606	64
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	94	14	15	116	16	34	277	19	43	402	16
Total Analysis Volume [veh/h]	28	374	56	60	462	65	137	1106	74	171	1606	64
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	32	0	19	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	10	50	50	50
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.10	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.04	0.26	0.07	0.32	0.09	0.11	0.50	0.50
s, saturation flow rate [veh/h]	788	1645	862	1647	1603	1603	1683	1660
c, Capacity [veh/h]	72	463	83	463	164	795	835	824
d1, Uniform Delay [s]	50.00	34.97	49.88	35.94	44.03	14.21	25.19	25.19
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.47	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.87	27.43	42.24	85.19	10.37	0.13	30.51	33.68
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	0.39	0.93	0.72	1.14	0.83	0.22	1.00	1.01
d, Delay for Lane Group [s/veh]	64.87	62.40	92.12	121.13	54.40	14.35	55.70	58.87
Lane Group LOS	E	E	F	F	D	B	F	F
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	1.00	13.48	2.47	21.99	3.78	2.15	25.46	25.85
50th-Percentile Queue Length [ft]	24.90	336.99	61.69	549.65	94.40	53.83	636.50	646.14
95th-Percentile Queue Length [veh]	1.79	19.50	4.44	32.02	6.80	3.88	33.77	34.52
95th-Percentile Queue Length [ft]	44.83	487.52	111.04	800.58	169.93	96.90	844.35	862.93

Movement, Approach, & Intersection Results

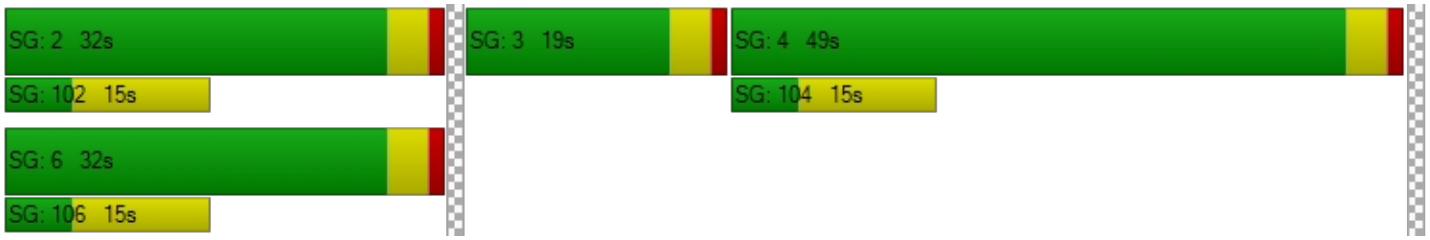
d_M, Delay for Movement [s/veh]	64.87	62.40	62.40	92.12	121.13	121.13	54.40	0.00	0.00	14.35	57.22	58.87
Movement LOS	E	E	E	F	F	F	D			B	E	E
d_A, Approach Delay [s/veh]	62.55			118.16			54.40			53.30		
Approach LOS	E			F			D			D		
d_I, Intersection Delay [s/veh]	67.34											
Intersection LOS	E											
Intersection V/C	0.908											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.301	2.324	2.704	2.773
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	0	900
d_b, Bicycle Delay [s]	25.92	25.92	50.00	15.13
l_b,int, Bicycle LOS Score for Intersection	2.315	2.528	1.560	3.078
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	39.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	3	4	92	10	141	113	1103	9	21	1764	96
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	3	4	92	10	141	113	1103	9	21	1764	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]	2	1	1	23	3	35	28	276	2	5	441	24
Total Analysis Volume [veh/h]	7	3	4	92	10	141	113	1103	9	21	1764	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.10	0.51	0.33	0.33	0.05	0.55	0.56
s, saturation flow rate [veh/h]	1029	1267	1445	222	1683	1678	456	1683	1653
c, Capacity [veh/h]	405	363	493	74	974	971	228	974	956
d1, Uniform Delay [s]	22.13	24.86	24.20	49.95	13.27	13.27	22.63	19.88	20.27
k, delay calibration	0.50	0.50	0.50	0.38	0.15	0.15	0.11	0.44	0.45
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	1.67	1.60	277.86	0.73	0.73	0.17	18.37	21.56
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.25	0.31	1.52	0.57	0.57	0.09	0.96	0.97
d, Delay for Lane Group [s/veh]	22.29	26.53	25.80	327.81	14.00	14.00	22.81	38.25	41.83
Lane Group LOS	C	C	C	F	B	B	C	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.24	1.80	2.82	7.60	7.52	7.50	0.35	23.31	24.39
50th-Percentile Queue Length [ft]	5.89	44.91	70.50	190.06	187.96	187.50	8.72	582.73	609.75
95th-Percentile Queue Length [veh]	0.42	3.23	5.08	13.68	12.02	11.99	0.63	31.23	32.49
95th-Percentile Queue Length [ft]	10.61	80.83	126.90	342.11	300.38	299.78	15.69	780.67	812.24

Movement, Approach, & Intersection Results

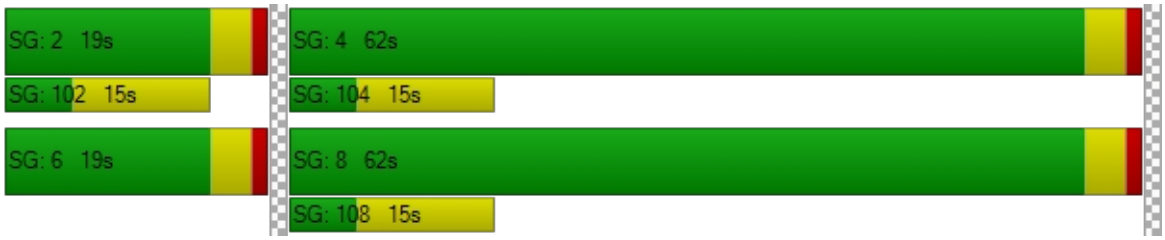
d_M, Delay for Movement [s/veh]	22.29	22.29	22.29	26.53	25.80	25.80	327.81	14.00	14.00	22.81	39.94	41.83
Movement LOS	C	C	C	C	C	C	F	B	B	C	D	D
d_A, Approach Delay [s/veh]	22.29			26.07			42.95			39.85		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	39.91											
Intersection LOS	D											
Intersection V/C	0.667											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.778	2.255	0.000	3.038
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.583	1.961	2.570	3.111
Bicycle LOS	A	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	45	350	71	21	468	103	71	1038	74	99	1662	25
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	45	350	71	21	468	103	71	1038	74	99	1662	25
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]	11	88	18	5	117	26	18	260	19	25	416	6
Total Analysis Volume [veh/h]	45	350	71	21	468	103	71	1038	74	99	1662	25
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	44	0	0	44	0	0	56	0	0	56	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	52	52	52	52	52	52
g / C, Green / Cycle	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.35	0.37	0.27	0.33	0.33	0.22	0.50	0.50
s, saturation flow rate [veh/h]	1332	1601	263	1683	1644	456	1683	1674
c, Capacity [veh/h]	573	679	74	874	854	188	874	869
d1, Uniform Delay [s]	26.18	28.28	49.95	17.34	17.35	35.54	23.17	23.26
k, delay calibration	0.50	0.50	0.11	0.20	0.20	0.11	0.44	0.45
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.96	14.47	38.28	1.48	1.52	2.28	21.56	22.36
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	0.81	0.87	0.95	0.64	0.64	0.53	0.97	0.97
d, Delay for Lane Group [s/veh]	38.14	42.76	88.24	18.82	18.87	37.82	44.73	45.62
Lane Group LOS	D	D	F	B	B	D	D	D
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	11.52	15.62	2.56	9.19	9.00	2.37	22.94	23.15
50th-Percentile Queue Length [ft]	287.93	390.40	63.94	229.65	224.93	59.33	573.56	578.63
95th-Percentile Queue Length [veh]	17.08	22.10	4.60	14.16	13.92	4.27	30.80	31.04
95th-Percentile Queue Length [ft]	427.07	552.42	115.10	353.92	347.91	106.79	769.94	775.88

Movement, Approach, & Intersection Results

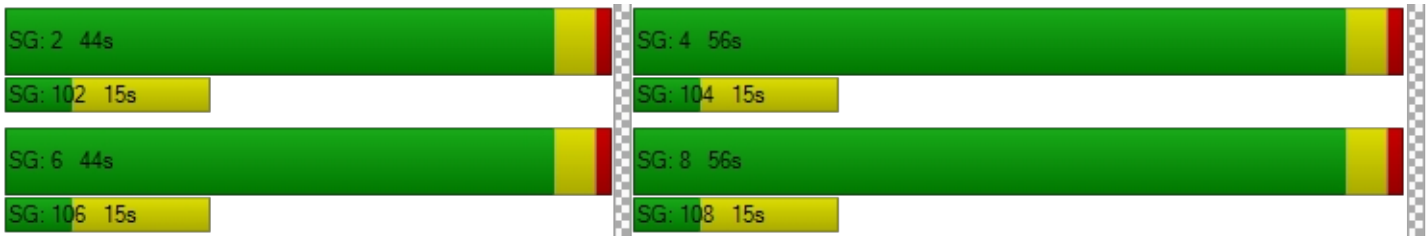
d_M, Delay for Movement [s/veh]	38.14	38.14	38.14	42.76	42.76	42.76	88.24	18.85	18.87	37.82	45.17	45.62
Movement LOS	D	D	D	D	D	D	F	B	B	D	D	D
d_A, Approach Delay [s/veh]	38.14			42.76			23.01			44.77		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	37.31											
Intersection LOS	D											
Intersection V/C	0.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.402	2.329	2.954	2.905
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	1040	1040
d_b, Bicycle Delay [s]	18.00	18.00	11.52	11.52
l_b,int, Bicycle LOS Score for Intersection	2.329	2.536	2.536	3.033
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	690	98	0	874	144	44	1001	68	136	1583	12
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	690	98	0	874	144	44	1001	68	136	1583	12
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	173	25	0	219	36	11	250	17	34	396	3
Total Analysis Volume [veh/h]	0	690	98	0	874	144	44	1001	68	136	1583	12
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	55	55	55	55	55	55
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.23	0.24	0.30	0.32	0.15	0.32	0.32	0.29	0.47	0.47
s, saturation flow rate [veh/h]	1683	1612	1683	1603	287	1683	1646	475	1683	1679
c, Capacity [veh/h]	625	599	625	595	104	923	903	218	923	921
d1, Uniform Delay [s]	25.78	26.13	28.30	28.93	45.92	15.00	15.01	33.52	19.37	19.40
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.16	0.16	0.11	0.37	0.37
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.77	5.58	11.14	14.57	2.71	0.86	0.88	2.93	8.07	8.19
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.63	0.66	0.81	0.85	0.42	0.59	0.59	0.62	0.86	0.87
d, Delay for Lane Group [s/veh]	30.55	31.71	39.44	43.49	48.63	15.86	15.89	36.46	27.44	27.58
Lane Group LOS	C	C	D	D	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.33	8.54	12.58	13.29	1.17	7.89	7.72	3.29	16.68	16.71
50th-Percentile Queue Length [ft]	208.36	213.40	314.52	332.28	29.33	197.20	193.08	82.14	417.10	417.87
95th-Percentile Queue Length [veh]	13.07	13.33	18.40	19.27	2.11	12.49	12.28	5.91	23.38	23.42
95th-Percentile Queue Length [ft]	326.73	333.19	459.94	481.75	52.80	312.35	307.03	147.86	584.57	585.49

Movement, Approach, & Intersection Results

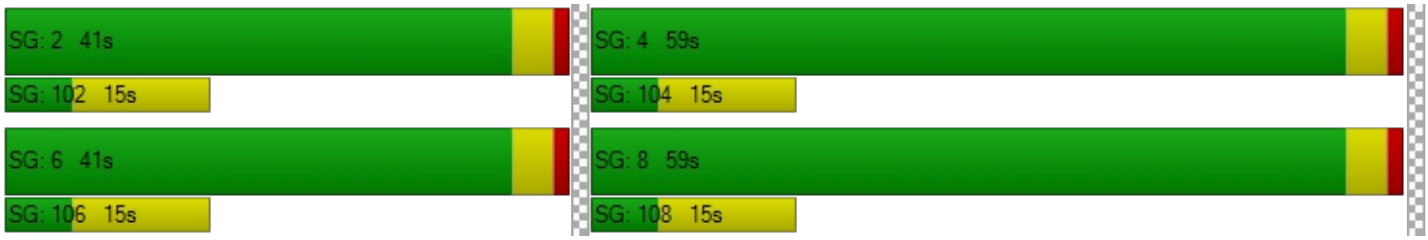
d_M, Delay for Movement [s/veh]	0.00	31.05	31.71	0.00	41.13	43.49	48.63	15.88	15.89	36.46	27.51	27.58
Movement LOS		C	C		D	D	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	31.13			41.47			17.17			28.21		
Approach LOS	C			D			B			C		
d_I, Intersection Delay [s/veh]	28.97											
Intersection LOS	C											
Intersection V/C	0.792											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.786	2.630	2.860	2.995
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.210	2.399	2.478	2.988
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	47.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	122	833	170	130	1005	93	104	1069	112	149	1303	54
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	122	833	170	130	1005	93	104	1069	112	149	1303	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]	31	208	43	33	251	23	26	267	28	37	326	14
Total Analysis Volume [veh/h]	122	833	170	130	1005	93	104	1069	112	149	1303	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 crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	36	36	10	37	0	9	43	43	11	45	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	42	32	43	42	33	33	50	39	48	50	41	41
g / C, Green / Cycle	0.42	0.32	0.43	0.42	0.33	0.33	0.50	0.39	0.48	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.19	0.26	0.12	0.17	0.33	0.33	0.19	0.33	0.08	0.22	0.41	0.41
s, saturation flow rate [veh/h]	652	3204	1431	785	1683	1633	536	3204	1431	679	1683	1660
c, Capacity [veh/h]	229	1031	618	297	558	542	225	1244	684	293	687	677
d1, Uniform Delay [s]	24.14	31.09	18.33	21.64	33.37	33.41	22.53	28.08	14.77	20.78	29.44	29.52
k, delay calibration	0.50	0.50	0.50	0.12	0.50	0.50	0.19	0.11	0.11	0.12	0.45	0.46
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
d2, Incremental Delay [s]	8.60	6.82	1.10	1.14	37.41	38.48	2.61	1.85	0.11	1.47	30.97	32.28
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.53	0.81	0.28	0.44	1.00	1.00	0.46	0.86	0.16	0.51	0.99	1.00
d, Delay for Lane Group [s/veh]	32.74	37.91	19.43	22.79	70.79	71.88	25.14	29.94	14.88	22.25	60.41	61.80
Lane Group LOS	C	D	B	C	E	E	C	C	B	C	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.29	9.97	2.68	1.96	18.86	18.51	1.39	11.62	1.43	1.93	21.42	21.48
50th-Percentile Queue Length [ft]	57.27	249.26	67.07	49.05	471.57	462.64	34.74	290.47	35.72	48.28	535.49	536.91
95th-Percentile Queue Length [veh]	4.12	15.15	4.83	3.53	25.99	25.56	2.50	17.21	2.57	3.48	29.01	29.08
95th-Percentile Queue Length [ft]	103.08	378.72	120.73	88.30	649.63	639.02	62.54	430.23	64.30	86.91	725.24	726.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.74	37.91	19.43	22.79	71.28	71.88	25.14	29.94	14.88	22.25	61.07	61.80
Movement LOS	C	D	B	C	E	E	C	C	B	C	E	E
d_A, Approach Delay [s/veh]	34.55			66.19			28.24			57.26		
Approach LOS	C			E			C			E		
d_I, Intersection Delay [s/veh]	47.17											
Intersection LOS	D											
Intersection V/C	0.825											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.935	2.803	2.976	2.930
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	640	660	780	820
d_b, Bicycle Delay [s]	23.12	22.45	18.61	17.41
l_b,int, Bicycle LOS Score for Intersection	2.488	2.573	2.620	2.802
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	9	931	503	49	1626	34	0	0	0	68	13	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	9	931	503	49	1626	34	0	0	0	68	13	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]	2	233	126	12	407	9	0	0	0	17	3	4
Total Analysis Volume [veh/h]	9	931	503	49	1626	34	0	0	0	68	13	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	81	0	0	81	0	0	0	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	57	57	57	57	57	57		35
g / C, Green / Cycle	0.57	0.57	0.57	0.57	0.57	0.57		0.35
(v / s)_i Volume / Saturation Flow Rate	0.32	0.32	0.35	0.09	0.49	0.50		0.06
s, saturation flow rate [veh/h]	1383	1532	1431	541	1683	1671		1583
c, Capacity [veh/h]	822	870	812	247	956	949		558
d1, Uniform Delay [s]	13.32	13.77	14.41	25.10	18.46	18.53		22.33
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.56	0.58	0.78	0.39	10.66	10.99		0.67
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.54	0.57	0.62	0.20	0.87	0.87		0.17
d, Delay for Lane Group [s/veh]	13.88	14.36	15.18	25.49	29.12	29.52		23.00
Lane Group LOS	B	B	B	C	C	C		C
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	5.69	6.77	7.25	0.88	17.82	17.90		1.65
50th-Percentile Queue Length [ft]	142.18	169.29	181.37	22.07	445.52	447.51		41.19
95th-Percentile Queue Length [veh]	9.60	11.04	11.67	1.59	24.74	24.84		2.97
95th-Percentile Queue Length [ft]	239.95	275.97	291.80	39.72	618.60	620.98		74.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.88	14.13	15.18	25.49	29.32	29.52	0.00	0.00	0.00	23.00	23.00	23.00
Movement LOS	B	B	B	C	C	C				C	C	C
d_A, Approach Delay [s/veh]	14.50			29.21			0.00			23.00		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	22.49											
Intersection LOS	C											
Intersection V/C	0.557											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.835	0.000	1.802
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1540	1540	0	300
d_b, Bicycle Delay [s]	2.65	2.65	50.00	36.13
l_b,int, Bicycle LOS Score for Intersection	2.750	2.970	4.132	1.718
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	65.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	791	57	79	33	1046	0	0	808	34	34	0	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	791	57	79	33	1046	0	0	808	34	34	0	67
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]	198	14	20	8	262	0	0	202	9	9	0	17
Total Analysis Volume [veh/h]	791	57	79	33	1046	0	0	808	34	34	0	67
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	46	0	0	46	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.29	0.29	0.06	0.33	0.25	0.25	0.07
s, saturation flow rate [veh/h]	1603	1580	588	3204	1683	1659	1484
c, Capacity [veh/h]	466	459	111	959	504	497	431
d1, Uniform Delay [s]	35.51	35.56	46.30	35.13	32.82	32.98	27.07
k, delay calibration	0.50	0.50	0.11	0.12	0.16	0.17	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.91	44.17	1.48	45.59	5.52	6.26	1.27
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	1.01	0.30	1.09	0.84	0.85	0.23
d, Delay for Lane Group [s/veh]	76.42	79.73	47.79	80.71	38.34	39.25	28.35
Lane Group LOS	E	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	16.30	16.53	0.85	17.43	10.09	10.23	1.98
50th-Percentile Queue Length [ft]	407.59	413.34	21.32	435.66	252.23	255.64	49.48
95th-Percentile Queue Length [veh]	22.93	23.33	1.53	25.59	15.30	15.47	3.56
95th-Percentile Queue Length [ft]	573.13	583.21	38.37	639.65	382.46	386.75	89.06

Movement, Approach, & Intersection Results

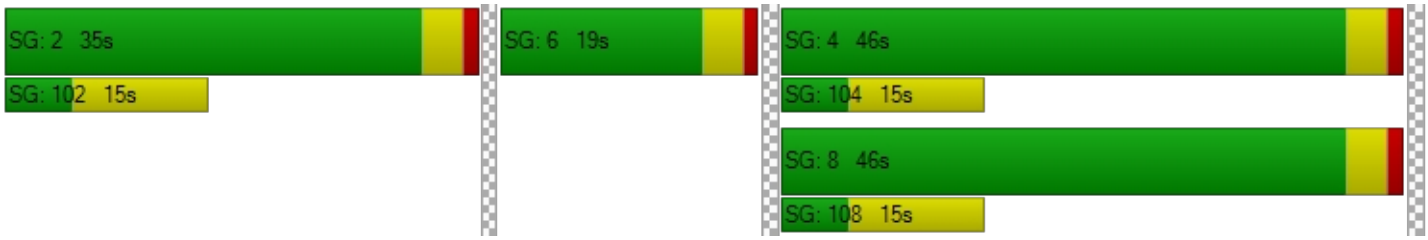
d_M, Delay for Movement [s/veh]	77.79	79.73	79.73	47.79	80.71	0.00	0.00	38.78	39.25	28.35	28.35	28.35
Movement LOS	E	E	E	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	78.08			79.71			38.79			28.35		
Approach LOS	E			E			D			C		
d_I, Intersection Delay [s/veh]	65.75											
Intersection LOS	E											
Intersection V/C	0.687											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.248	0.000	2.625	1.878
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	840	840	300
d_b, Bicycle Delay [s]	23.81	16.82	16.82	36.13
l_b,int, Bicycle LOS Score for Intersection	3.089	2.450	2.254	1.726
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	68.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	605	0	0	531	261	70
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	605	0	0	531	261	70
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]	151	0	0	133	65	18
Total Analysis Volume [veh/h]	605	0	0	531	261	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	0.90	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	68.87	10.77
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	8.22	0.34
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	205.40	8.38
d_A, Approach Delay [s/veh]	0.00		0.00		56.58	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	12.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	209.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.146

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	387	29	31	775	0	205	24	510	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	387	29	31	775	0	205	24	510	0	0	0
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	97	7	8	194	0	51	6	128	0	0	0
Total Analysis Volume [veh/h]	0	387	29	31	775	0	205	24	510	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	1.12	0.15	0.83	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.25	0.00	0.00	207.81	209.92	33.67	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	D			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.61	0.81	0.00	12.78	10.84	8.89	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	40.33	20.17	0.00	319.52	270.88	222.25	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.32			87.70			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	33.18											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	37	0	978	42	0	23
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	0	978	42	0	23
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]	9	0	245	11	0	6
Total Analysis Volume [veh/h]	37	0	978	42	0	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	782	792	1054
Degree of Utilization, x	0.04	0.65	0.64	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	4.91	4.77	0.07
95th-Percentile Queue Length [ft]	3.36	122.67	119.28	1.67
Approach Delay [s/veh]	7.36	15.27		6.49
Approach LOS	A	C		A
Intersection Delay [s/veh]	14.81			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	13	0	399	39	15	341	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	13	0	399	39	15	341	0	6	0	0	0	0
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	100	10	4	85	0	2	0	0	0	0
Total Analysis Volume [veh/h]	13	0	399	39	15	341	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	623	640	668	
Degree of Utilization, x	0.36	0.35	0.54	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.65	1.59	3.27	
95th-Percentile Queue Length [ft]	41.20	39.63	81.72	
Approach Delay [s/veh]	11.54		14.58	0.00
Approach LOS	B		B	A
Intersection Delay [s/veh]	12.83			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	162	0	3	79	0	80	35	224
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	162	0	3	79	0	80	35	224
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]	41	0	1	20	0	20	9	56
Total Analysis Volume [veh/h]	162	0	3	79	0	80	35	224
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	621	485	566
Degree of Utilization, x	0.39	0.24	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.87	0.92	1.88
95th-Percentile Queue Length [ft]	46.75	22.89	47.08
Approach Delay [s/veh]	12.51	12.92	
Approach LOS	B	B	
Intersection Delay [s/veh]	12.83		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	100.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1534	603	78	2764
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1534	603	78	2764
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]	0	0	384	151	20	691
Total Analysis Volume [veh/h]	0	0	1534	603	78	2764
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.73	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	100.15	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	3.91	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	97.84	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		2.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	511	0	436	702	0	70	0	0	610	0	373	1094
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	511	0	436	702	0	70	0	0	610	0	373	1094
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]	128	0	109	176	0	18	0	0	153	0	93	274
Total Analysis Volume [veh/h]	511	0	436	702	0	70	0	0	610	0	373	1094
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	29	0	0	61	0	29	0	0	61	0	61	61
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	24	57	24	24	86
g / C, Green / Cycle	0.64	0.64	0.27	0.64	0.27	0.27	0.96
(v / s)_i Volume / Saturation Flow Rate	0.27	0.29	0.20	0.04	0.17	0.20	0.69
s, saturation flow rate [veh/h]	1781	1602	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1140	1025	965	1017	965	507	1519
d1, Uniform Delay [s]	7.94	8.23	29.68	6.08	28.76	29.77	0.29
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.15	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.13	1.48	1.07	0.13	0.69	2.98	2.98
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.46	0.73	0.07	0.63	0.74	0.72
d, Delay for Lane Group [s/veh]	9.07	9.71	30.75	6.21	29.45	32.75	3.27
Lane Group LOS	A	A	C	A	C	C	A
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.33	4.49	6.83	0.48	5.72	7.55	1.26
50th-Percentile Queue Length [ft]	108.29	112.36	170.75	12.11	143.05	188.66	31.46
95th-Percentile Queue Length [veh]	7.74	7.97	11.12	0.87	9.64	12.05	2.27
95th-Percentile Queue Length [ft]	193.62	199.28	277.90	21.80	241.12	301.29	56.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.11	0.00	9.71	30.75	0.00	6.21	0.00	0.00	29.45	0.00	32.75	3.27
Movement LOS	A		A	C		A			C		C	A
d_A, Approach Delay [s/veh]	9.39			28.53			29.45			10.77		
Approach LOS	A			C			C			B		
d_I, Intersection Delay [s/veh]	17.04											
Intersection LOS	B											
Intersection V/C	0.455											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.628	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	556	0	1267
d_b, Bicycle Delay [s]	23.47	23.47	45.00	6.05
l_b,int, Bicycle LOS Score for Intersection	3.122	2.197	4.636	3.980
Bicycle LOS	C	B	E	D

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	43.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.758

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	526	49	157	131	12	29	380	1041	69	79	585	627
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	526	49	157	131	12	29	380	1041	69	79	585	627
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]	132	12	39	33	3	7	95	260	17	20	146	157
Total Analysis Volume [veh/h]	526	49	157	131	12	29	380	1041	69	79	585	627
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	15	0	9	44	0	10	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	20	20	10	10	10	63	53	53	6	40	40
g / C, Green / Cycle	0.19	0.19	0.19	0.09	0.09	0.09	0.60	0.50	0.50	0.06	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.16	0.16	0.10	0.07	0.01	0.02	0.42	0.29	0.04	0.04	0.31	0.39
s, saturation flow rate [veh/h]	1781	1795	1589	1781	1870	1589	913	3560	1589	1781	1870	1589
c, Capacity [veh/h]	340	343	303	169	177	151	478	1792	800	105	702	597
d1, Uniform Delay [s]	41.02	41.00	38.19	46.48	43.34	43.86	29.40	18.33	13.56	48.72	29.82	32.82
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	5.70	5.60	1.37	7.39	0.16	0.61	12.77	1.38	0.21	10.37	11.13	50.74
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.84	0.84	0.52	0.78	0.07	0.19	0.79	0.58	0.09	0.75	0.83	1.05
d, Delay for Lane Group [s/veh]	46.72	46.60	39.56	53.86	43.49	44.47	42.17	19.71	13.77	59.09	40.96	83.56
Lane Group LOS	D	D	D	D	D	D	D	B	B	E	D	F
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	7.62	7.66	3.73	3.68	0.29	0.72	5.93	8.86	0.88	2.34	15.21	23.06
50th-Percentile Queue Length [ft]	190.59	191.47	93.21	91.89	7.30	18.03	148.28	221.56	22.06	58.38	380.28	576.40
95th-Percentile Queue Length [veh]	12.15	12.20	6.71	6.62	0.53	1.30	9.93	13.74	1.59	4.20	21.61	32.01
95th-Percentile Queue Length [ft]	303.79	304.93	167.78	165.40	13.15	32.45	248.13	343.61	39.71	105.09	540.18	800.28

Movement, Approach, & Intersection Results

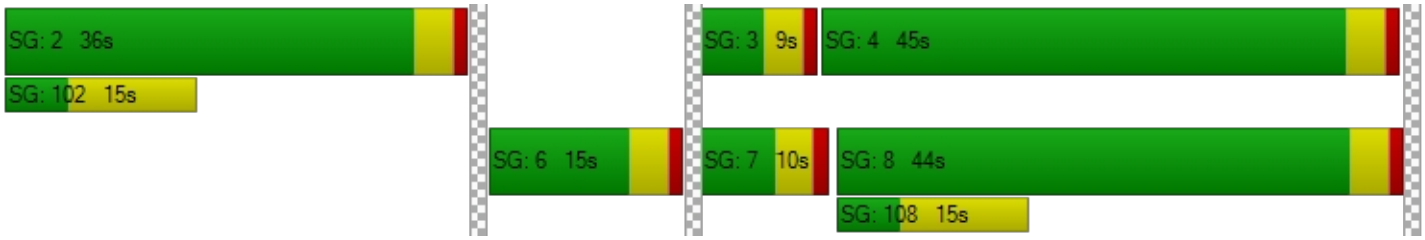
d_M, Delay for Movement [s/veh]	46.67	46.60	39.56	53.86	43.49	44.47	42.17	19.71	13.77	59.09	40.96	83.56
Movement LOS	D	D	D	D	D	D	D	B	B	E	D	F
d_A, Approach Delay [s/veh]	45.14			51.56			25.17			62.76		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	43.54											
Intersection LOS	D											
Intersection V/C	0.758											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.483	0.000	0.000	2.820
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	210	762	781
d_b, Bicycle Delay [s]	25.38	42.08	20.12	19.50
l_b,int, Bicycle LOS Score for Intersection	2.767	1.843	2.789	2.625
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	614	7	149	0	1104	445	145	1279	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	614	7	149	0	1104	445	145	1279	0	0	0	0
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]	154	2	37	0	276	111	36	320	0	0	0	0
Total Analysis Volume [veh/h]	614	7	149	0	1104	445	145	1279	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	47	0	0	31	0	12	43	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	25	25	43	43	10	57	
g / C, Green / Cycle	0.28	0.28	0.48	0.48	0.11	0.63	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.34	0.31	0.09	0.40	
s, saturation flow rate [veh/h]	1603	1532	3204	1431	1603	3204	
c, Capacity [veh/h]	450	430	1521	679	178	2020	
d1, Uniform Delay [s]	30.80	30.94	18.95	18.03	39.11	10.24	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.24	6.03	3.05	4.88	8.66	1.52	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.87	0.88	0.73	0.66	0.81	0.63	
d, Delay for Lane Group [s/veh]	36.03	36.97	22.00	22.91	47.77	11.77	
Lane Group LOS	D	D	C	C	D	B	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh]	8.46	8.33	9.27	7.53	3.51	7.19	
50th-Percentile Queue Length [ft]	211.58	208.22	231.70	188.37	87.84	179.84	
95th-Percentile Queue Length [veh]	13.23	13.06	14.26	12.04	6.32	11.59	
95th-Percentile Queue Length [ft]	330.86	326.55	356.51	300.91	158.12	289.81	

Movement, Approach, & Intersection Results

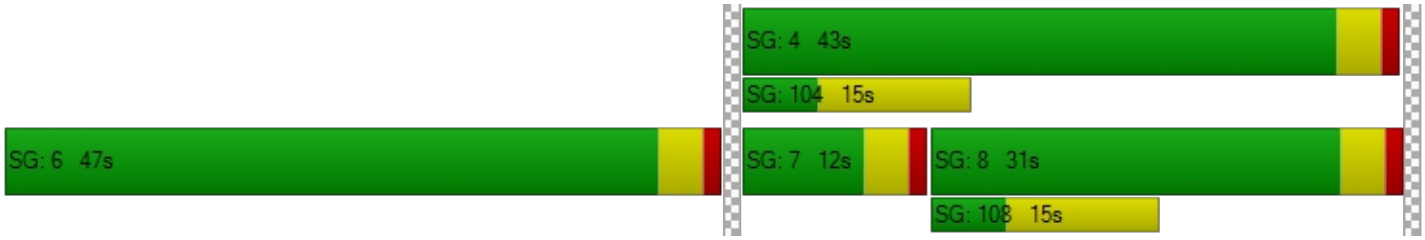
d_M, Delay for Movement [s/veh]	36.38	36.97	36.97	0.00	22.00	22.91	47.77	11.77	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		C	C	D	B				
d_A, Approach Delay [s/veh]	36.49			22.27			15.43			0.00		
Approach LOS	D			C			B			A		
d_I, Intersection Delay [s/veh]	22.59											
Intersection LOS	C											
Intersection V/C	0.682											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.092	0.000	0.000	2.007
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	600	867	0
d_b, Bicycle Delay [s]	12.27	22.05	14.45	45.00
l_b,int, Bicycle LOS Score for Intersection	2.830	2.838	2.734	4.132
Bicycle LOS	C	C	B	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	338	27	0	92	244	0	1489	0	0	888	790	31
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	338	27	0	92	244	0	1489	0	0	888	790	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]	85	7	0	23	61	0	372	0	0	222	198	8
Total Analysis Volume [veh/h]	338	27	0	92	244	0	1489	0	0	888	790	31
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	42	0	0	0	0	29	0	0	29	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	56	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.16	0.16	0.16	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.06	0.43	0.46	0.28	0.57
s, saturation flow rate [veh/h]	1603	1614	1431	563	3204	3204	1431
c, Capacity [veh/h]	263	265	235	299	1704	1704	761
d1, Uniform Delay [s]	22.22	22.22	21.05	22.18	11.55	8.55	13.21
k, delay calibration	0.11	0.11	0.11	0.31	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.22	3.20	1.06	14.33	1.54	0.25	56.14
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.69	0.39	0.82	0.87	0.52	1.08
d, Delay for Lane Group [s/veh]	25.44	25.42	22.11	36.51	13.09	8.80	69.35
Lane Group LOS	C	C	C	D	B	A	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.33	2.34	1.07	4.30	6.49	2.76	19.01
50th-Percentile Queue Length [ft]	58.13	58.49	26.77	107.45	162.15	69.06	475.35
95th-Percentile Queue Length [veh]	4.19	4.21	1.93	7.70	10.66	4.97	27.70
95th-Percentile Queue Length [ft]	104.63	105.29	48.18	192.44	266.57	124.31	692.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.43	25.42	0.00	22.11	36.51	0.00	13.09	0.00	0.00	8.80	69.35	69.35
Movement LOS	C	C		C	D		B			A	F	E
d_A, Approach Delay [s/veh]	24.76				16.39				37.89			
Approach LOS	C				B				D			
d_I, Intersection Delay [s/veh]	26.88											
Intersection LOS	C											
Intersection V/C	0.751											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.090	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	556	556
d_b, Bicycle Delay [s]	15.02	23.47	23.47
l_b,int, Bicycle LOS Score for Intersection	2.314	2.989	2.944
Bicycle LOS	B	C	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	35	0	91	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	35	0	91	0	0	0	0	0
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]	9	0	23	0	0	0	0	0
Total Analysis Volume [veh/h]	35	0	91	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	56	56	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	5	5	
g / C, Green / Cycle	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.02	0.06	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	146	130	
d1, Uniform Delay [s]	23.82	24.88	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.84	6.56	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.24	0.70	
d, Delay for Lane Group [s/veh]	24.65	31.43	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.44	1.34	
50th-Percentile Queue Length [ft]	10.98	33.47	
95th-Percentile Queue Length [veh]	0.79	2.41	
95th-Percentile Queue Length [ft]	19.77	60.25	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.65	0.00	31.43	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	29.55				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	26.88							
Intersection LOS	C							
Intersection V/C	0.751							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.993	2.806
Crosswalk LOS	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	17	221	20	41	203	162	99	1598	19	37	1582	32
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	17	221	20	41	203	162	99	1598	19	37	1582	32
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	55	5	10	51	41	25	400	5	9	396	8
Total Analysis Volume [veh/h]	17	221	20	41	203	162	99	1598	19	37	1582	32
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	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	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	31	61	61	61	61	61	61
g / C, Green / Cycle	0.31	0.31	0.61	0.61	0.61	0.61	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.16	0.26	0.35	0.48	0.48	0.13	0.48	0.48
s, saturation flow rate [veh/h]	1605	1535	282	1683	1676	281	1683	1671
c, Capacity [veh/h]	537	517	134	1025	1021	133	1025	1018
d1, Uniform Delay [s]	28.10	32.00	43.20	14.71	14.75	35.16	14.70	14.75
k, delay calibration	0.50	0.50	0.15	0.31	0.32	0.11	0.31	0.32
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.05	11.39	10.77	3.97	4.05	1.11	3.95	4.06
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	0.48	0.79	0.74	0.79	0.79	0.28	0.79	0.79
d, Delay for Lane Group [s/veh]	31.16	43.39	53.96	18.68	18.79	36.28	18.65	18.80
Lane Group LOS	C	D	D	B	B	D	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	5.42	10.56	2.86	13.54	13.56	0.84	13.51	13.53
50th-Percentile Queue Length [ft]	135.62	263.96	71.59	338.42	339.01	21.07	337.71	338.16
95th-Percentile Queue Length [veh]	9.24	15.89	5.15	19.57	19.60	1.52	19.54	19.56
95th-Percentile Queue Length [ft]	231.11	397.19	128.87	489.27	489.99	37.92	488.40	488.95

Movement, Approach, & Intersection Results

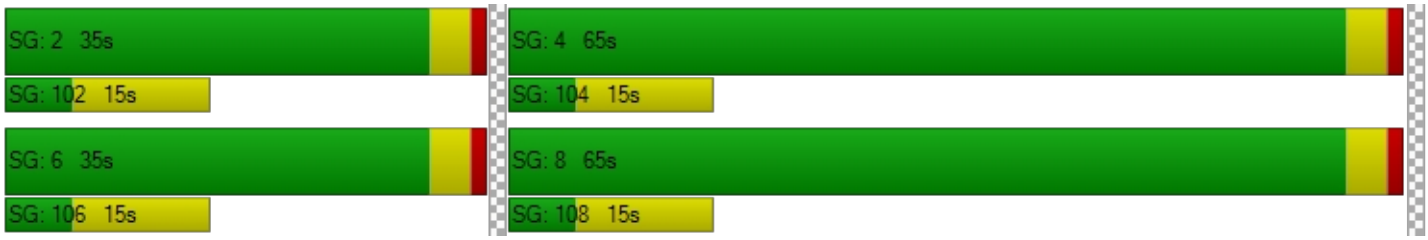
d_M, Delay for Movement [s/veh]	31.16	31.16	31.16	43.39	43.39	43.39	53.96	18.74	18.79	36.28	18.72	18.80
Movement LOS	C	C	C	D	D	D	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	31.16			43.39			20.77			19.12		
Approach LOS	C			D			C			B		
d_I, Intersection Delay [s/veh]	23.04											
Intersection LOS	C											
Intersection V/C	0.746											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.026	2.232	3.009	3.010
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	1220	1220
d_b, Bicycle Delay [s]	23.81	23.81	7.61	7.61
l_b,int, Bicycle LOS Score for Intersection	1.985	2.230	2.975	2.922
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	47.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	31	502	44	52	797	154	138	1541	37	51	1486	57
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	31	502	44	52	797	154	138	1541	37	51	1486	57
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	126	11	13	199	39	35	385	9	13	372	14
Total Analysis Volume [veh/h]	31	502	44	52	797	154	138	1541	37	51	1486	57
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	44	0	0	44	0	0	56	0	0	56	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	40	52	52	52	52	52	52
g / C, Green / Cycle	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.35	0.31	0.41	0.40	0.46	0.47	0.47	0.17	0.46	0.46
s, saturation flow rate [veh/h]	314	1507	1026	1464	302	1683	1669	292	1683	1661
c, Capacity [veh/h]	172	604	452	587	96	873	866	90	873	862
d1, Uniform Delay [s]	24.67	25.99	30.05	29.89	48.96	21.81	21.90	48.81	21.43	21.52
k, delay calibration	0.50	0.50	0.50	0.50	0.38	0.40	0.40	0.11	0.38	0.39
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.20	9.41	26.54	36.96	236.80	12.17	12.75	5.41	10.32	10.88
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.63	0.78	0.92	1.00	1.44	0.91	0.91	0.56	0.89	0.89
d, Delay for Lane Group [s/veh]	40.87	35.40	56.59	66.85	285.76	33.98	34.65	54.21	31.75	32.41
Lane Group LOS	D	D	E	E	F	C	C	D	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	2.37	10.94	13.27	19.50	8.69	18.54	18.66	1.40	17.51	17.56
50th-Percentile Queue Length [ft]	59.22	273.38	331.83	487.47	217.22	463.40	466.62	35.11	437.69	439.05
95th-Percentile Queue Length [veh]	4.26	16.36	19.25	26.74	15.64	25.60	25.75	2.53	24.37	24.43
95th-Percentile Queue Length [ft]	106.60	408.96	481.20	668.52	391.00	639.92	643.76	63.20	609.24	610.87

Movement, Approach, & Intersection Results

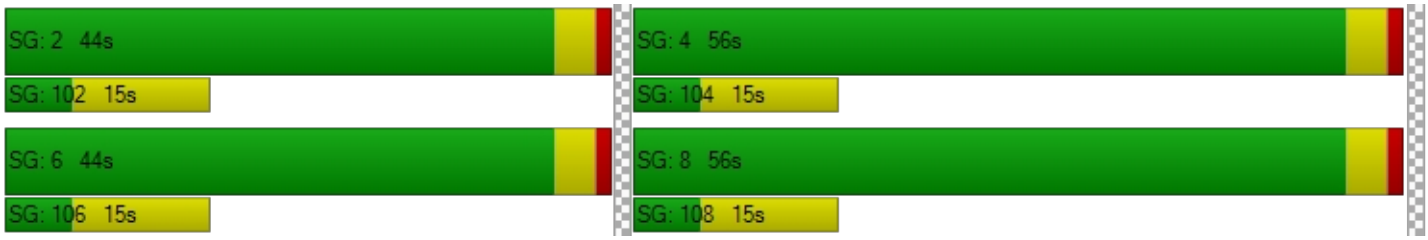
d_M, Delay for Movement [s/veh]	40.87	36.24	35.40	56.59	62.16	66.85	285.76	34.31	34.65	54.21	32.06	32.41
Movement LOS	D	D	D	E	E	E	F	C	C	D	C	C
d_A, Approach Delay [s/veh]	36.43			62.59			54.54			32.78		
Approach LOS	D			E			D			C		
d_I, Intersection Delay [s/veh]	46.96											
Intersection LOS	D											
Intersection V/C	0.878											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.567	2.748	3.011	3.010
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	1040	1040
d_b, Bicycle Delay [s]	18.00	18.00	11.52	11.52
l_b,int, Bicycle LOS Score for Intersection	2.036	2.387	2.975	2.875
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	46.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	60	1121	93	107	1189	128	118	1375	69	76	1377	178
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	60	1121	93	107	1189	128	118	1375	69	76	1377	178
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]	15	280	23	27	297	32	30	344	17	19	344	45
Total Analysis Volume [veh/h]	60	1121	93	107	1189	128	118	1375	69	76	1377	178
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.16	0.35	0.07	0.24	0.40	0.40	0.40	0.43	0.43	0.23	0.47	0.48
s, saturation flow rate [veh/h]	375	3204	1431	452	1683	1626	299	1683	1655	332	1683	1617
c, Capacity [veh/h]	75	1318	588	108	692	669	83	856	842	107	856	822
d1, Uniform Delay [s]	49.92	26.62	18.51	48.57	28.68	28.82	49.69	21.20	21.30	47.49	22.62	22.99
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.30	0.35	0.36	0.11	0.41	0.42
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
d2, Incremental Delay [s]	58.85	7.04	0.57	82.90	26.49	28.42	225.05	7.47	7.92	8.28	13.91	16.76
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.80	0.85	0.16	0.99	0.96	0.97	1.42	0.85	0.85	0.71	0.92	0.94
d, Delay for Lane Group [s/veh]	108.77	33.66	19.09	131.48	55.17	57.24	274.74	28.67	29.22	55.76	36.53	39.75
Lane Group LOS	F	C	B	F	E	E	F	C	C	E	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.71	12.91	1.43	5.16	20.00	19.86	7.27	15.48	15.47	2.14	19.14	19.57
50th-Percentile Queue Length [ft]	67.87	322.67	35.86	128.98	499.92	496.47	181.76	387.00	386.87	53.43	478.59	489.32
95th-Percentile Queue Length [veh]	4.89	18.80	2.58	8.88	27.33	27.17	13.09	21.93	21.93	3.85	26.32	26.83
95th-Percentile Queue Length [ft]	122.16	469.97	64.54	222.10	683.27	679.18	327.17	548.31	548.15	96.18	657.98	670.71

Movement, Approach, & Intersection Results

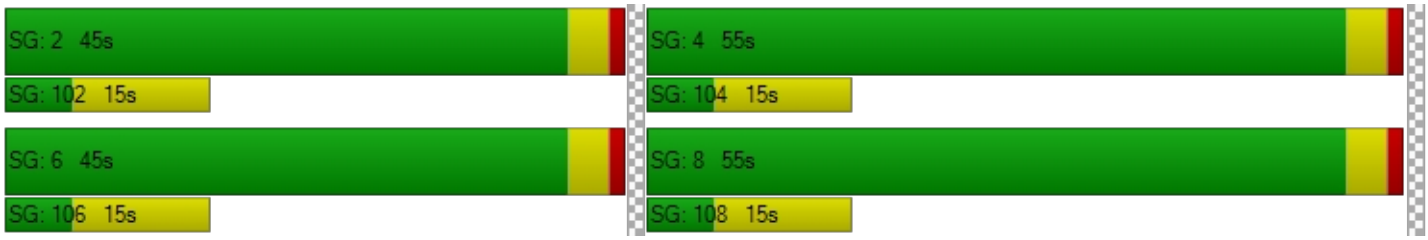
d_M, Delay for Movement [s/veh]	108.77	33.66	19.09	131.48	56.08	57.24	274.74	28.93	29.22	55.76	37.91	39.75
Movement LOS	F	C	B	F	E	E	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	36.14			61.85			47.51			38.95		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	46.15											
Intersection LOS	D											
Intersection V/C	0.875											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.991	3.028	3.002	3.084
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.611	2.734	2.848	2.905
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	101.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.972

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	52	575	105	58	609	88	113	1529	35	92	1508	80
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	52	575	105	58	609	88	113	1529	35	92	1508	80
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]	13	144	26	15	152	22	28	382	9	23	377	20
Total Analysis Volume [veh/h]	52	575	105	58	609	88	113	1529	35	92	1508	80
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	19	0	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	9	42	42	42
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.09	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.08	0.42	0.08	0.42	0.07	0.06	0.47	0.48
s, saturation flow rate [veh/h]	673	1638	684	1646	1603	1603	1683	1653
c, Capacity [veh/h]	72	608	72	611	138	677	711	699
d1, Uniform Delay [s]	50.00	31.44	50.00	31.44	44.90	17.69	28.88	28.88
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	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]	46.89	73.48	60.44	81.78	11.01	0.09	72.32	76.52
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	0.72	1.12	0.80	1.14	0.82	0.14	1.12	1.13
d, Delay for Lane Group [s/veh]	96.89	104.92	110.44	113.22	55.91	17.78	101.19	105.40
Lane Group LOS	F	F	F	F	E	B	F	F
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	2.23	26.53	2.66	28.07	3.16	1.30	30.46	30.74
50th-Percentile Queue Length [ft]	55.86	663.24	66.41	701.69	78.95	32.49	761.53	768.57
95th-Percentile Queue Length [veh]	4.02	37.70	4.78	40.11	5.68	2.34	42.85	43.46
95th-Percentile Queue Length [ft]	100.54	942.42	119.53	1002.68	142.11	58.49	1071.35	1086.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	96.89	104.92	104.92	110.44	113.22	113.22	55.91	0.00	0.00	17.78	103.18	105.40
Movement LOS	F	F	F	F	F	F	E			B	F	F
d_A, Approach Delay [s/veh]	104.35			113.01			55.91			98.61		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	101.73											
Intersection LOS	F											
Intersection V/C	0.972											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.413	2.442	2.724	2.748
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	0	720
d_b, Bicycle Delay [s]	19.85	19.85	50.00	20.48
l_b,int, Bicycle LOS Score for Intersection	2.767	2.805	1.560	2.946
Bicycle LOS	C	C	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	5	11	154	25	152	162	1397	25	20	1524	80
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	5	11	154	25	152	162	1397	25	20	1524	80
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]	2	1	3	39	6	38	41	349	6	5	381	20
Total Analysis Volume [veh/h]	7	5	11	154	25	152	162	1397	25	20	1524	80
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.12	0.12	0.57	0.42	0.42	0.06	0.48	0.48
s, saturation flow rate [veh/h]	1127	1257	1461	285	1683	1673	339	1683	1654
c, Capacity [veh/h]	431	342	499	117	974	968	154	974	957
d1, Uniform Delay [s]	22.21	28.92	24.68	46.94	15.37	15.40	30.58	17.01	17.14
k, delay calibration	0.50	0.50	0.50	0.46	0.27	0.27	0.11	0.34	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	4.25	1.97	214.10	2.65	2.70	0.38	5.64	6.05
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.45	0.35	1.38	0.73	0.73	0.13	0.83	0.83
d, Delay for Lane Group [s/veh]	22.45	33.18	26.65	261.04	18.02	18.10	30.96	22.65	23.18
Lane Group LOS	C	C	C	F	B	B	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.39	3.47	3.38	9.87	11.58	11.57	0.40	15.13	15.18
50th-Percentile Queue Length [ft]	9.71	86.70	84.50	246.76	289.49	289.21	10.06	378.18	379.40
95th-Percentile Queue Length [veh]	0.70	6.24	6.08	17.77	17.16	17.15	0.72	21.51	21.56
95th-Percentile Queue Length [ft]	17.47	156.07	152.11	444.18	429.01	428.65	18.10	537.65	539.12

Movement, Approach, & Intersection Results

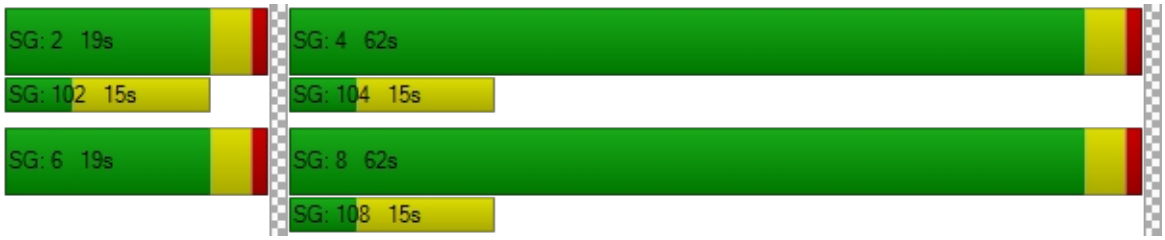
d_M, Delay for Movement [s/veh]	22.45	22.45	22.45	33.18	26.65	26.65	261.04	18.06	18.10	30.96	22.90	23.18
Movement LOS	C	C	C	C	C	C	F	B	B	C	C	C
d_A, Approach Delay [s/veh]	22.45			29.69			42.91			23.01		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	32.48											
Intersection LOS	C											
Intersection V/C	0.691											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.795	2.365	0.000	3.147
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.598	2.106	2.866	2.899
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	44.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	50	424	146	15	446	117	58	1387	100	56	1465	38
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	50	424	146	15	446	117	58	1387	100	56	1465	38
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]	13	106	37	4	112	29	15	347	25	14	366	10
Total Analysis Volume [veh/h]	50	424	146	15	446	117	58	1387	100	56	1465	38
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	47	47	47	47	47	47
g / C, Green / Cycle	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.43	0.36	0.18	0.45	0.45	0.18	0.45	0.45
s, saturation flow rate [veh/h]	1440	1597	314	1683	1644	319	1683	1668
c, Capacity [veh/h]	688	757	76	789	771	77	789	782
d1, Uniform Delay [s]	25.95	23.39	49.89	25.37	25.54	49.88	25.49	25.56
k, delay calibration	0.50	0.50	0.11	0.43	0.43	0.11	0.43	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.21	7.20	14.32	19.58	21.35	12.55	20.60	21.31
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	0.90	0.76	0.76	0.95	0.96	0.73	0.95	0.96
d, Delay for Lane Group [s/veh]	43.16	30.59	64.21	44.95	46.89	62.43	46.09	46.87
Lane Group LOS	D	C	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	16.85	12.61	1.75	20.29	20.42	1.66	20.68	20.74
50th-Percentile Queue Length [ft]	421.23	315.33	43.65	507.17	510.54	41.50	516.96	518.60
95th-Percentile Queue Length [veh]	23.58	18.44	3.14	27.67	27.83	2.99	28.14	28.21
95th-Percentile Queue Length [ft]	589.53	460.94	78.58	691.84	695.82	74.70	703.41	705.34

Movement, Approach, & Intersection Results

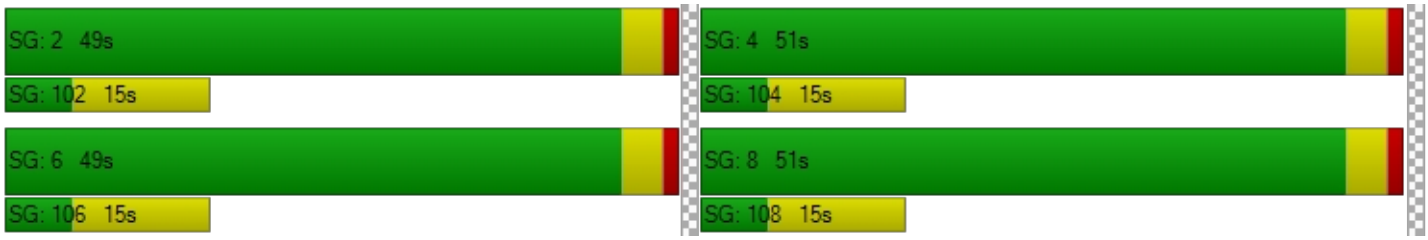
d_M, Delay for Movement [s/veh]	43.16	43.16	43.16	30.59	30.59	30.59	64.21	45.84	46.89	62.43	46.47	46.87
Movement LOS	D	D	D	C	C	C	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	43.16			30.59			46.60			47.05		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	44.12											
Intersection LOS	D											
Intersection V/C	0.880											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.397	2.339	2.997	2.934
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.583	2.513	2.834	2.846
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.754

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	724	104	0	910	77	93	1309	80	108	1475	39
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	724	104	0	910	77	93	1309	80	108	1475	39
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	181	26	0	228	19	23	327	20	27	369	10
Total Analysis Volume [veh/h]	0	724	104	0	910	77	93	1309	80	108	1475	39
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	55	55	55	55	55	55
g / C, Green / Cycle	0.37	0.37	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.25	0.26	0.29	0.30	0.30	0.42	0.42	0.31	0.45	0.45
s, saturation flow rate [veh/h]	1683	1612	1683	1638	311	1683	1649	350	1683	1668
c, Capacity [veh/h]	625	598	625	608	118	924	905	141	924	915
d1, Uniform Delay [s]	26.21	26.59	27.96	28.28	46.29	17.41	17.48	43.61	18.53	18.59
k, delay calibration	0.50	0.50	0.50	0.50	0.13	0.29	0.29	0.14	0.34	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.47	6.47	9.82	11.27	12.67	3.39	3.57	10.46	5.64	5.84
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.66	0.69	0.79	0.81	0.79	0.76	0.76	0.76	0.82	0.82
d, Delay for Lane Group [s/veh]	31.67	33.06	37.78	39.55	58.96	20.80	21.05	54.07	24.16	24.43
Lane Group LOS	C	C	D	D	E	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.96	9.21	11.89	12.21	2.73	12.40	12.30	3.10	14.75	14.77
50th-Percentile Queue Length [ft]	224.05	230.13	297.37	305.30	68.26	309.99	307.59	77.47	368.86	369.25
95th-Percentile Queue Length [veh]	13.87	14.18	17.55	17.94	4.91	18.17	18.06	5.58	21.05	21.07
95th-Percentile Queue Length [ft]	346.79	354.52	438.78	448.57	122.86	454.37	451.41	139.44	526.34	526.83

Movement, Approach, & Intersection Results

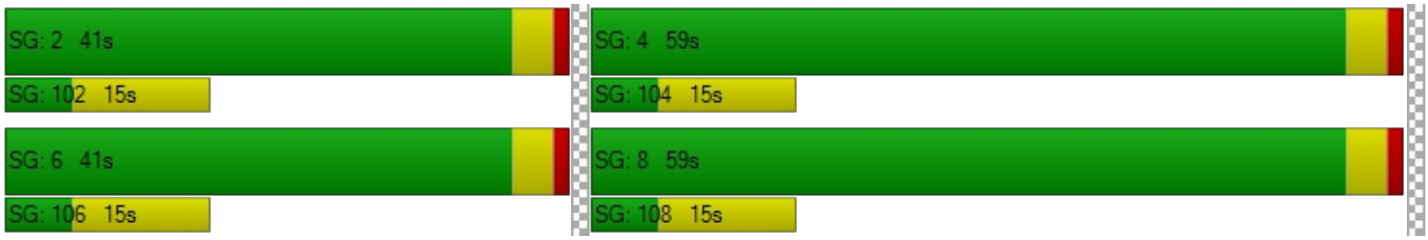
d_M, Delay for Movement [s/veh]	0.00	32.27	33.06	0.00	38.59	39.55	58.96	20.92	21.05	54.07	24.29	24.43
Movement LOS		C	C		D	D	E	C	C	D	C	C
d_A, Approach Delay [s/veh]	32.37			38.67			23.31			26.28		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	28.90											
Intersection LOS	C											
Intersection V/C	0.754											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.761	2.719	2.898	3.023
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.243	2.374	2.782	2.898
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	63.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	93	1041	174	139	1042	136	173	1275	122	142	1355	97
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	93	1041	174	139	1042	136	173	1275	122	142	1355	97
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]	23	260	44	35	261	34	43	319	31	36	339	24
Total Analysis Volume [veh/h]	93	1041	174	139	1042	136	173	1275	122	142	1355	97
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	37	37	9	37	0	9	44	44	10	45	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	42	33	43	42	33	33	50	40	49	50	41	41
g / C, Green / Cycle	0.42	0.33	0.43	0.42	0.33	0.33	0.50	0.40	0.49	0.50	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.12	0.21	0.36	0.36	0.34	0.40	0.09	0.24	0.43	0.44
s, saturation flow rate [veh/h]	624	3204	1431	673	1683	1616	509	3204	1431	585	1683	1644
c, Capacity [veh/h]	224	1061	617	233	557	535	224	1277	699	241	688	672
d1, Uniform Delay [s]	23.87	33.12	18.41	24.29	33.44	33.44	23.22	30.03	14.29	22.48	29.57	29.57
k, delay calibration	0.50	0.50	0.50	0.22	0.50	0.50	0.50	0.11	0.11	0.16	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	1.00
d2, Incremental Delay [s]	5.57	23.36	1.14	4.91	59.97	62.50	22.37	11.27	0.12	3.32	52.29	56.01
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.41	0.98	0.28	0.60	1.08	1.08	0.77	1.00	0.17	0.59	1.06	1.07
d, Delay for Lane Group [s/veh]	29.44	56.49	19.55	29.20	93.41	95.94	45.60	41.30	14.41	25.80	81.86	85.58
Lane Group LOS	C	E	B	C	F	F	D	D	B	C	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.65	15.56	2.76	2.33	22.38	21.87	3.53	16.61	1.53	1.94	25.72	25.82
50th-Percentile Queue Length [ft]	41.28	388.90	68.93	58.22	559.56	546.69	88.25	415.33	38.26	48.50	642.97	645.42
95th-Percentile Queue Length [veh]	2.97	22.02	4.96	4.19	31.61	31.07	6.35	23.30	2.75	3.49	35.57	35.92
95th-Percentile Queue Length [ft]	74.30	550.60	124.08	104.79	790.25	776.65	158.85	582.45	68.86	87.31	889.18	897.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.44	56.49	19.55	29.20	94.49	95.94	45.60	41.30	14.41	25.80	83.57	85.58
Movement LOS	C	E	B	C	F	F	D	D	B	C	F	F
d_A, Approach Delay [s/veh]	49.65			87.75			39.68			78.54		
Approach LOS	D			F			D			E		
d_I, Intersection Delay [s/veh]	63.57											
Intersection LOS	E											
Intersection V/C	0.896											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.969	2.925	3.018	2.996
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	660	800	820
d_b, Bicycle Delay [s]	22.45	22.45	18.00	17.41
l_b,int, Bicycle LOS Score for Intersection	2.639	2.646	2.855	2.875
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	16	1071	639	45	1711	58	0	0	0	116	39	10
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	16	1071	639	45	1711	58	0	0	0	116	39	10
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	268	160	11	428	15	0	0	0	29	10	3
Total Analysis Volume [veh/h]	16	1071	639	45	1711	58	0	0	0	116	39	10
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	81	0	0	81	0	0	0	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	63	63	63	63	63	63		29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.63	0.63		0.29
(v / s)_i Volume / Saturation Flow Rate	0.39	0.38	0.45	0.09	0.53	0.53		0.10
s, saturation flow rate [veh/h]	1272	1532	1431	474	1683	1664		1609
c, Capacity [veh/h]	842	969	905	233	1065	1053		462
d1, Uniform Delay [s]	10.95	10.93	12.19	24.11	14.24	14.38		28.30
k, delay calibration	0.11	0.11	0.16	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.68	0.61	1.51	0.40	7.60	8.03		2.14
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.59	0.61	0.71	0.19	0.83	0.84		0.36
d, Delay for Lane Group [s/veh]	11.62	11.55	13.70	24.50	21.85	22.41		30.44
Lane Group LOS	B	B	B	C	C	C		C
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	5.38	7.12	8.84	0.79	15.95	16.14		3.38
50th-Percentile Queue Length [ft]	134.43	178.10	220.92	19.87	398.64	403.41		84.59
95th-Percentile Queue Length [veh]	9.18	11.50	13.71	1.43	22.49	22.72		6.09
95th-Percentile Queue Length [ft]	229.51	287.54	342.80	35.77	562.36	568.11		152.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.62	11.58	13.70	24.50	22.12	22.41	0.00	0.00	0.00	30.44	30.44	30.44
Movement LOS	B	B	B	C	C	C				C	C	C
d_A, Approach Delay [s/veh]	12.36			22.19			0.00			30.44		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	17.98											
Intersection LOS	B											
Intersection V/C	0.633											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.892	0.000	1.861
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1540	1540	0	300
d_b, Bicycle Delay [s]	2.65	2.65	50.00	36.13
l_b,int, Bicycle LOS Score for Intersection	2.984	3.056	4.132	1.832
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	144.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	995	127	81	44	1282	0	0	771	37	54	0	63
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	995	127	81	44	1282	0	0	771	37	54	0	63
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]	249	32	20	11	321	0	0	193	9	14	0	16
Total Analysis Volume [veh/h]	995	127	81	44	1282	0	0	771	37	54	0	63
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	20	0	0	61	0	0	61	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	30	30	30	30	29
g / C, Green / Cycle	0.29	0.29	0.30	0.30	0.30	0.30	0.29
(v / s)_i Volume / Saturation Flow Rate	0.38	0.38	0.07	0.40	0.24	0.24	0.08
s, saturation flow rate [veh/h]	1603	1593	607	3204	1683	1656	1505
c, Capacity [veh/h]	466	463	138	959	504	496	437
d1, Uniform Delay [s]	35.56	35.56	42.95	35.13	32.39	32.55	27.36
k, delay calibration	0.50	0.50	0.11	0.21	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	146.60	150.01	1.32	154.64	3.03	3.33	1.50
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.29	1.30	0.32	1.34	0.80	0.82	0.27
d, Delay for Lane Group [s/veh]	182.16	185.58	44.27	189.77	35.42	35.88	28.85
Lane Group LOS	F	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	30.03	30.28	1.09	31.95	9.25	9.33	2.32
50th-Percentile Queue Length [ft]	750.63	757.02	27.24	798.75	231.14	233.14	58.00
95th-Percentile Queue Length [veh]	44.97	45.44	1.96	48.33	14.23	14.33	4.18
95th-Percentile Queue Length [ft]	1124.33	1135.94	49.04	1208.26	355.81	358.34	104.40

Movement, Approach, & Intersection Results

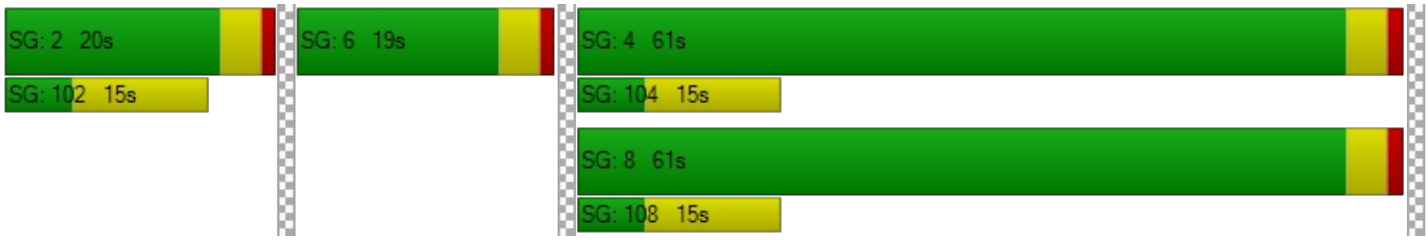
d_M, Delay for Movement [s/veh]	183.51	185.58	185.58	44.27	189.77	0.00	0.00	35.64	35.88	28.85	28.85	28.85
Movement LOS	F	F	F	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	183.87			184.94			35.65			28.85		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	144.35											
Intersection LOS	F											
Intersection V/C	0.855											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.338	0.000	2.680	1.943
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	320	1140	1140	300
d_b, Bicycle Delay [s]	35.28	9.25	9.25	36.13
l_b,int, Bicycle LOS Score for Intersection	3.545	2.654	2.226	1.753
Bicycle LOS	D	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	75.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	1020	0	0	273	154	79
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	1020	0	0	273	154	79
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]	255	0	0	68	39	20
Total Analysis Volume [veh/h]	1020	0	0	273	154	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	0.81	0.16
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	75.02	13.38
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	5.69	0.55
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	142.20	13.66
d_A, Approach Delay [s/veh]	0.00		0.00		54.12	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	8.26					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	102.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	815	27	6	426	0	232	11	337	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	815	27	6	426	0	232	11	337	0	0	0
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	204	7	2	107	0	58	3	84	0	0	0
Total Analysis Volume [veh/h]	0	815	27	6	426	0	232	11	337	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.00	0.00	0.91	0.07	0.43	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.60	0.00	0.00	94.92	102.83	12.87	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	B			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.11	0.56	0.00	9.25	5.69	2.14	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	27.82	13.91	0.00	231.17	142.35	53.52	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.13			47.40			0.00		
Approach LOS	A			A			E			A		
d_I, Intersection Delay [s/veh]	14.86											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	115	0	744	3	0	26
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	115	0	744	3	0	26
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]	29	0	186	1	0	7
Total Analysis Volume [veh/h]	115	0	744	3	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	861	773	773	1002
Degree of Utilization, x	0.13	0.48	0.48	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.46	2.66	2.66	0.08
95th-Percentile Queue Length [ft]	11.51	66.58	66.44	2.00
Approach Delay [s/veh]	7.83	11.62		6.69
Approach LOS	A	B		A
Intersection Delay [s/veh]	10.99			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	24	0	587	46	26	486	0	13	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	0	587	46	26	486	0	13	0	0	0	0
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]	6	0	147	12	7	122	0	3	0	0	0	0
Total Analysis Volume [veh/h]	24	0	587	46	26	486	0	13	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	603	617	649	
Degree of Utilization, x	0.55	0.53	0.81	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.28	3.14	8.29	
95th-Percentile Queue Length [ft]	82.01	78.60	207.28	
Approach Delay [s/veh]	15.29		27.80	0.00
Approach LOS	C		D	A
Intersection Delay [s/veh]	19.15			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	158	0	7	43	0	32	10	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	158	0	7	43	0	32	10	67
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]	40	0	2	11	0	8	3	17
Total Analysis Volume [veh/h]	158	0	7	43	0	32	10	67
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	546	433	500
Degree of Utilization, x	0.38	0.10	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.77	0.32	0.46
95th-Percentile Queue Length [ft]	44.30	8.01	11.52
Approach Delay [s/veh]	13.60	11.36	
Approach LOS	B	B	
Intersection Delay [s/veh]	19.15		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	814.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.137

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2353	864	62	2167
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2353	864	62	2167
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]	0	0	588	216	16	542
Total Analysis Volume [veh/h]	0	0	2353	864	62	2167
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	2.14	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	814.64	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	7.31	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	182.64	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		22.66	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.27					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	38.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	166	0	428	448	0	64	0	0	889	0	230	1675
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	166	0	428	448	0	64	0	0	889	0	230	1675
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]	42	0	107	112	0	16	0	0	222	0	58	419
Total Analysis Volume [veh/h]	166	0	428	448	0	64	0	0	889	0	230	1675
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	26	56	26	26	86
g / C, Green / Cycle	0.62	0.62	0.29	0.62	0.29	0.29	0.96
(v / s)_i Volume / Saturation Flow Rate	0.09	0.27	0.13	0.04	0.25	0.12	1.05
s, saturation flow rate [veh/h]	1781	1589	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1111	992	1022	992	1022	537	1519
d1, Uniform Delay [s]	7.00	8.69	26.13	6.62	30.44	26.04	2.00
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	1.37	0.30	0.13	2.45	0.54	56.69
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.43	0.44	0.06	0.87	0.43	1.10
d, Delay for Lane Group [s/veh]	7.29	10.06	26.42	6.74	32.89	26.58	58.69
Lane Group LOS	A	B	C	A	C	C	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.28	4.19	3.86	0.47	9.18	3.99	23.91
50th-Percentile Queue Length [ft]	32.02	104.87	96.58	11.73	229.55	99.79	597.86
95th-Percentile Queue Length [veh]	2.31	7.55	6.95	0.84	14.15	7.19	34.90
95th-Percentile Queue Length [ft]	57.64	188.77	173.85	21.11	353.79	179.63	872.39

Movement, Approach, & Intersection Results

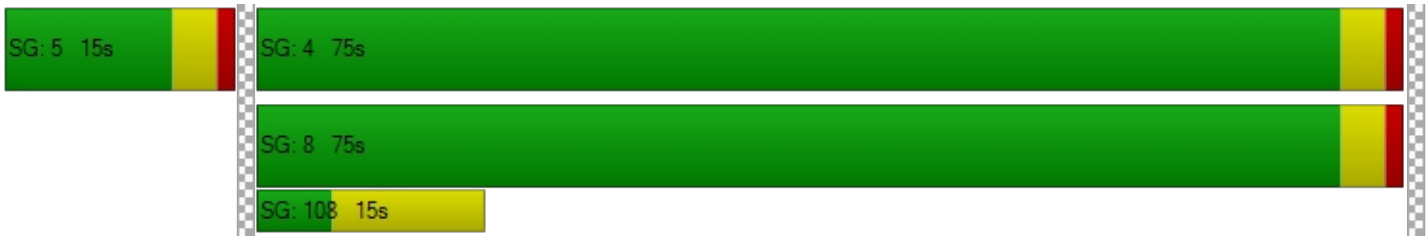
d_M, Delay for Movement [s/veh]	7.29	0.00	10.06	26.42	0.00	6.74	0.00	0.00	32.89	0.00	26.58	58.69
Movement LOS	A		B	C		A			C		C	F
d_A, Approach Delay [s/veh]	9.28			23.96			32.89			54.81		
Approach LOS	A			C			C			D		
d_I, Intersection Delay [s/veh]	38.83											
Intersection LOS	D											
Intersection V/C	0.624											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.700	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	2.540	1.982	4.866	4.703
Bicycle LOS	B	A	E	E

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	69.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	415	30	70	188	20	55	426	486	195	171	878	675
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	415	30	70	188	20	55	426	486	195	171	878	675
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]	104	8	18	47	5	14	107	122	49	43	220	169
Total Analysis Volume [veh/h]	415	30	70	188	20	55	426	486	195	171	878	675
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	19	0	0	15	0	9	21	0	50	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	15	15	13	13	13	65	49	49	12	41	41
g / C, Green / Cycle	0.14	0.14	0.14	0.13	0.13	0.13	0.62	0.46	0.46	0.12	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.04	0.11	0.01	0.03	0.36	0.14	0.12	0.10	0.43	0.47
s, saturation flow rate [veh/h]	1781	1792	1589	1781	1870	1589	1177	3560	1589	1781	1870	1614
c, Capacity [veh/h]	252	254	225	227	238	203	760	1647	735	207	726	627
d1, Uniform Delay [s]	44.19	44.19	40.47	44.70	40.42	41.42	21.51	17.57	17.30	45.39	32.12	32.12
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	9.53	9.48	0.78	7.54	0.15	0.71	2.97	0.46	0.88	8.14	64.93	104.76
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.88	0.88	0.31	0.83	0.08	0.27	0.56	0.30	0.27	0.83	1.10	1.20
d, Delay for Lane Group [s/veh]	53.72	53.67	41.25	52.24	40.57	42.13	24.49	18.03	18.18	53.52	97.04	136.88
Lane Group LOS	D	D	D	D	D	D	C	B	B	D	F	F
Critical Lane Group	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	6.28	6.32	1.67	5.22	0.47	1.33	5.27	3.70	3.02	4.80	30.88	33.60
50th-Percentile Queue Length [ft]	157.03	157.94	41.78	130.50	11.66	33.15	131.79	92.59	75.56	119.99	772.04	839.98
95th-Percentile Queue Length [veh]	10.39	10.44	3.01	8.97	0.84	2.39	9.04	6.67	5.44	8.39	42.82	48.58
95th-Percentile Queue Length [ft]	259.78	260.99	75.20	224.17	20.98	59.68	225.92	166.65	136.01	209.82	1070.43	1214.47

Movement, Approach, & Intersection Results

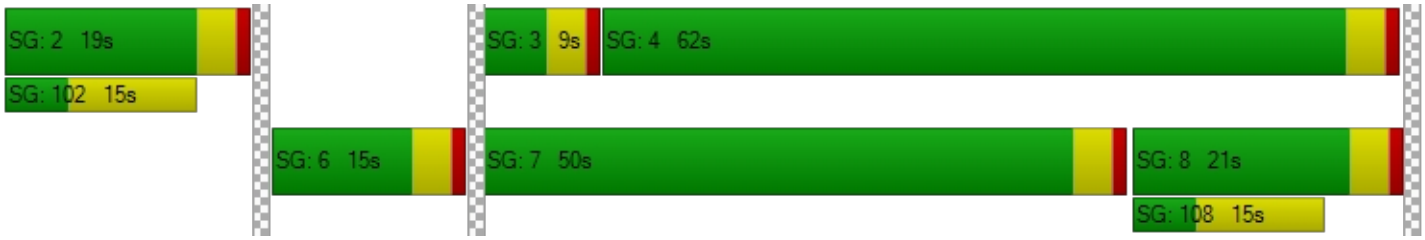
d_M, Delay for Movement [s/veh]	53.70	53.67	41.25	52.24	40.57	42.13	24.49	18.03	18.18	53.52	100.56	136.88
Movement LOS	D	D	D	D	D	D	C	B	B	D	F	F
d_A, Approach Delay [s/veh]	52.00			49.24			20.54			110.11		
Approach LOS	D			D			C			F		
d_I, Intersection Delay [s/veh]	69.91											
Intersection LOS	E											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.484	0.000	0.000	2.790
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	286	210	324	1105
d_b, Bicycle Delay [s]	38.57	42.08	36.88	10.52
l_b,int, Bicycle LOS Score for Intersection	2.409	1.994	2.473	2.982
Bicycle LOS	B	A	B	C

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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					
Crosswalk	Yes			No			No			Yes		

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	660	3	309	0	885	525	171	1577	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	660	3	309	0	885	525	171	1577	0	0	0	0
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]	165	1	77	0	221	131	43	394	0	0	0	0
Total Analysis Volume [veh/h]	660	3	309	0	885	525	171	1577	0	0	0	0
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	38	0	0	40	0	12	52	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	32	32	36	36	10	50	
g / C, Green / Cycle	0.35	0.35	0.40	0.40	0.12	0.56	
(v / s)_i Volume / Saturation Flow Rate	0.30	0.33	0.28	0.37	0.11	0.49	
s, saturation flow rate [veh/h]	1603	1489	3204	1431	1603	3204	
c, Capacity [veh/h]	562	522	1284	573	185	1796	
d1, Uniform Delay [s]	27.26	28.19	22.34	25.54	39.44	17.11	
k, delay calibration	0.31	0.36	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	10.84	20.08	3.04	21.70	17.08	6.44	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.87	0.93	0.69	0.92	0.92	0.88	
d, Delay for Lane Group [s/veh]	38.10	48.27	25.38	47.24	56.51	23.56	
Lane Group LOS	D	D	C	D	E	C	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	11.01	12.55	7.94	13.49	4.56	14.18	
50th-Percentile Queue Length [ft]	275.31	313.71	198.55	337.36	113.97	354.59	
95th-Percentile Queue Length [veh]	16.45	18.36	12.56	19.52	8.06	20.36	
95th-Percentile Queue Length [ft]	411.37	458.95	314.10	487.97	201.50	509.00	

Movement, Approach, & Intersection Results

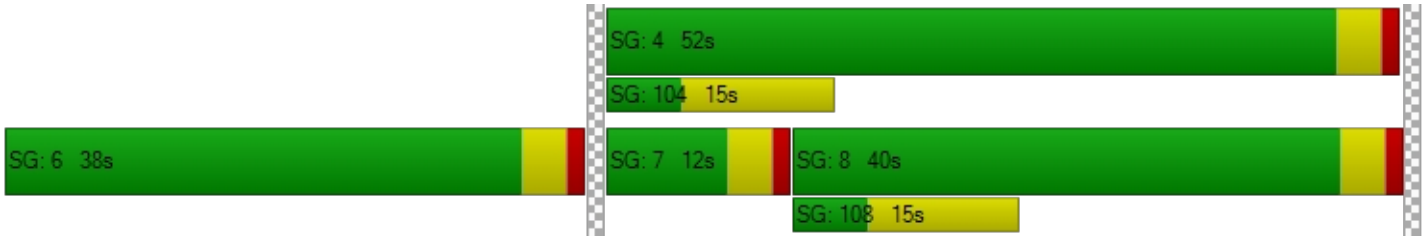
d_M, Delay for Movement [s/veh]	40.78	48.27	48.27	0.00	25.38	47.24	56.51	23.56	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		C	D	E	C				
d_A, Approach Delay [s/veh]	43.18			33.52			26.78			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	32.94											
Intersection LOS	C											
Intersection V/C	0.818											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.190	0.000	0.000	2.106
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	800	1067	0
d_b, Bicycle Delay [s]	17.42	16.20	9.80	45.00
l_b,int, Bicycle LOS Score for Intersection	3.163	2.723	3.002	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	103.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.001

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	309	23	0	72	268	0	1233	0	0	1192	1012	14
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	309	23	0	72	268	0	1233	0	0	1192	1012	14
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]	77	6	0	18	67	0	308	0	0	298	253	4
Total Analysis Volume [veh/h]	309	23	0	72	268	0	1233	0	0	1192	1012	14
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				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				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	15	0	0	0	0	56	0	0	56	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.14	0.14	0.14	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.05	0.63	0.38	0.37	0.72
s, saturation flow rate [veh/h]	1603	1613	1431	423	3204	3204	1431
c, Capacity [veh/h]	232	233	207	152	1468	1468	655
d1, Uniform Delay [s]	26.72	26.72	25.23	31.85	15.63	15.31	17.74
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.06	4.04	1.00	370.18	1.36	1.13	261.93
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.71	0.35	1.77	0.84	0.81	1.57
d, Delay for Lane Group [s/veh]	30.78	30.76	26.23	402.04	16.99	16.44	279.68
Lane Group LOS	C	C	C	F	B	B	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.60	2.61	1.02	17.92	7.23	6.82	56.07
50th-Percentile Queue Length [ft]	64.93	65.30	25.43	448.05	180.82	170.41	1401.81
95th-Percentile Queue Length [veh]	4.67	4.70	1.83	32.21	11.64	11.10	88.20
95th-Percentile Queue Length [ft]	116.87	117.54	45.77	805.15	291.08	277.45	2204.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.77	30.76	0.00	26.23	402.04	0.00	16.99	0.00	0.00	16.44	279.68	279.68
Movement LOS	C	C		C	F		B			B	F	F
d_A, Approach Delay [s/veh]	29.96				85.74				138.21			
Approach LOS	C				F				F			
d_I, Intersection Delay [s/veh]	103.65											
Intersection LOS	F											
Intersection V/C	1.001											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		0.0	0.0
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]	36.45		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.073		0.000	0.000
Crosswalk LOS	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244		1156	1156
d_b, Bicycle Delay [s]	34.67		8.02	8.02
l_b,int, Bicycle LOS Score for Intersection	2.226		2.798	3.378
Bicycle LOS	B		C	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	15	0	258	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	15	0	258	0	0	0	0	0
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	65	0	0	0	0	0
Total Analysis Volume [veh/h]	15	0	258	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	65	65	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	14	14	
g / C, Green / Cycle	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	343	306	
d1, Uniform Delay [s]	20.41	24.67	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.05	6.24	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.04	0.84	
d, Delay for Lane Group [s/veh]	20.47	30.91	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.18	4.12	
50th-Percentile Queue Length [ft]	4.44	102.96	
95th-Percentile Queue Length [veh]	0.32	7.41	
95th-Percentile Queue Length [ft]	7.99	185.32	

Movement, Approach, & Intersection Results

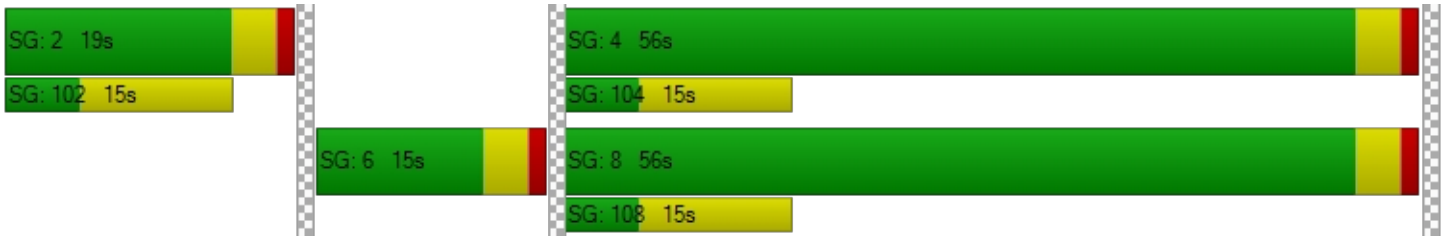
d_M, Delay for Movement [s/veh]	20.47	0.00	30.91	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	30.34				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	103.65							
Intersection LOS	F							
Intersection V/C	1.001							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.035	3.077
Crosswalk LOS	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	136	27	50	231	115	91	1465	14	42	2039	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	136	27	50	231	115	91	1465	14	42	2039	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]	2	34	7	13	58	29	23	366	4	11	510	9
Total Analysis Volume [veh/h]	7	136	27	50	231	115	91	1465	14	42	2039	35
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	27	0	0	27	0	0	73	0	0	73	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	69	69	69	69	69	69
g / C, Green / Cycle	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.10	0.25	0.51	0.44	0.44	0.13	0.62	0.62
s, saturation flow rate [veh/h]	1628	1555	180	1683	1677	321	1683	1673
c, Capacity [veh/h]	414	400	98	1159	1155	205	1159	1152
d1, Uniform Delay [s]	32.95	39.30	47.86	8.65	8.66	19.75	12.63	12.75
k, delay calibration	0.50	0.50	0.27	0.20	0.20	0.11	0.40	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.99	42.31	49.79	1.10	1.11	0.49	8.83	9.34
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	0.41	0.99	0.92	0.64	0.64	0.20	0.89	0.90
d, Delay for Lane Group [s/veh]	35.94	81.61	97.65	9.75	9.77	20.24	21.45	22.09
Lane Group LOS	D	F	F	A	A	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	3.85	14.52	3.63	7.95	7.94	0.67	18.36	18.66
50th-Percentile Queue Length [ft]	96.25	363.08	90.65	198.67	198.52	16.85	459.07	466.48
95th-Percentile Queue Length [veh]	6.93	20.77	6.53	12.57	12.56	1.21	25.39	25.74
95th-Percentile Queue Length [ft]	173.26	519.33	163.17	314.24	314.05	30.32	634.76	643.58

Movement, Approach, & Intersection Results

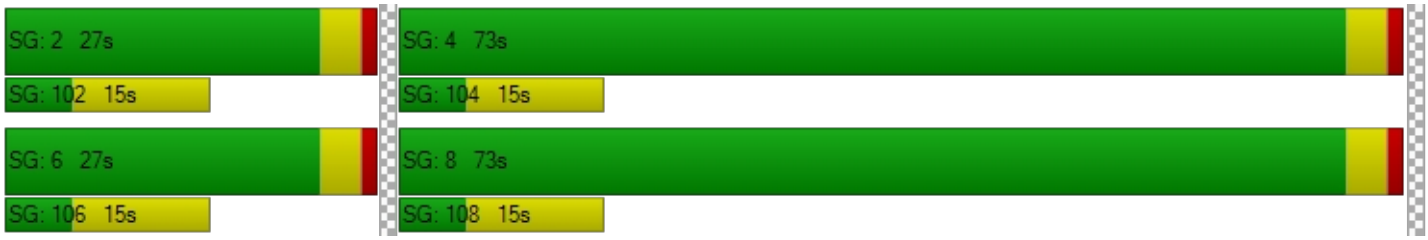
d_M, Delay for Movement [s/veh]	35.94	35.94	35.94	81.61	81.61	81.61	97.65	9.76	9.77	20.24	21.76	22.09
Movement LOS	D	D	D	F	F	F	F	A	A	C	C	C
d_A, Approach Delay [s/veh]	35.94			81.61			14.86			21.74		
Approach LOS	D			F			B			C		
d_I, Intersection Delay [s/veh]	25.34											
Intersection LOS	C											
Intersection V/C	0.874											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.004	2.172	3.044	3.091
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	460	1380	1380
d_b, Bicycle Delay [s]	29.65	29.65	4.81	4.81
l_b,int, Bicycle LOS Score for Intersection	1.840	2.213	2.855	3.305
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	70.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.027

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	24	629	37	44	765	303	102	1409	41	109	1823	47
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	629	37	44	765	303	102	1409	41	109	1823	47
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]	6	157	9	11	191	76	26	352	10	27	456	12
Total Analysis Volume [veh/h]	24	629	37	44	765	303	102	1409	41	109	1823	47
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.34	0.33	0.47	0.46	0.46	0.43	0.43	0.33	0.56	0.56
s, saturation flow rate [veh/h]	549	1512	978	1416	220	1683	1666	330	1683	1668
c, Capacity [veh/h]	266	621	441	582	72	857	848	108	857	849
d1, Uniform Delay [s]	26.55	25.98	29.96	29.42	49.94	21.20	21.25	48.13	24.52	24.52
k, delay calibration	0.50	0.50	0.50	0.50	0.40	0.35	0.36	0.20	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
d2, Incremental Delay [s]	14.35	10.95	52.11	77.22	239.44	7.54	7.80	57.49	58.68	62.31
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.70	0.81	1.03	1.13	1.41	0.85	0.85	1.01	1.09	1.10
d, Delay for Lane Group [s/veh]	40.90	36.93	82.07	106.64	289.37	28.73	29.05	105.62	83.20	86.83
Lane Group LOS	D	D	F	F	F	C	C	F	F	F
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.24	12.06	17.30	25.79	6.59	15.54	15.53	4.41	32.69	33.26
50th-Percentile Queue Length [ft]	106.03	301.39	432.47	644.75	164.82	388.49	388.30	110.33	817.34	831.54
95th-Percentile Queue Length [veh]	7.62	17.75	24.71	37.02	11.87	22.00	22.00	7.90	45.02	46.01
95th-Percentile Queue Length [ft]	190.46	443.75	617.64	925.52	296.67	550.11	549.88	197.51	1125.57	1150.28

Movement, Approach, & Intersection Results

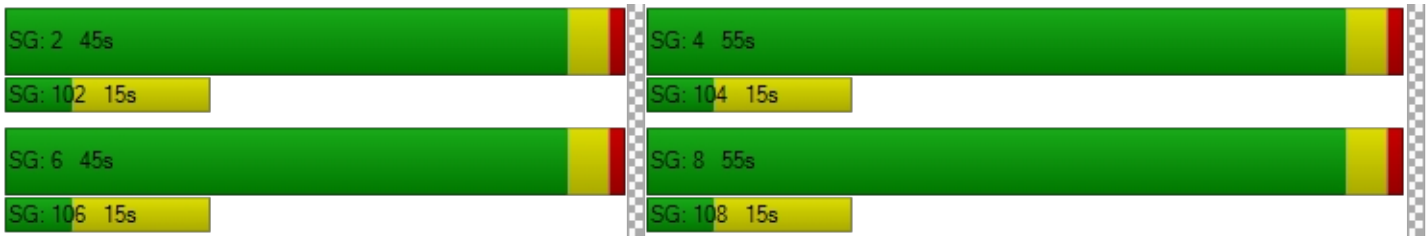
d_M, Delay for Movement [s/veh]	40.90	37.96	36.93	82.07	93.38	106.64	289.37	28.89	29.05	105.62	84.97	86.83
Movement LOS	D	D	D	F	F	F	F	C	C	F	F	F
d_A, Approach Delay [s/veh]	38.00			96.55			46.01			86.15		
Approach LOS	D			F			D			F		
d_I, Intersection Delay [s/veh]	70.41											
Intersection LOS	E											
Intersection V/C	1.027											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.684	2.743	3.063	3.046
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.129	2.477	2.840	3.192
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	71.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.011

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	61	1139	136	148	1257	176	109	1295	50	121	1728	146
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	61	1139	136	148	1257	176	109	1295	50	121	1728	146
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]	15	285	34	37	314	44	27	324	13	30	432	37
Total Analysis Volume [veh/h]	61	1139	136	148	1257	176	109	1295	50	121	1728	146
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.18	0.36	0.10	0.33	0.43	0.44	0.50	0.40	0.40	0.33	0.56	0.57
s, saturation flow rate [veh/h]	336	3204	1431	444	1683	1612	219	1683	1661	365	1683	1638
c, Capacity [veh/h]	72	1316	588	103	691	662	72	857	846	128	857	834
d1, Uniform Delay [s]	49.94	26.89	19.16	48.87	29.42	29.42	49.94	20.11	20.15	46.37	24.52	24.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.45	0.31	0.31	0.21	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	1.00
d2, Incremental Delay [s]	68.58	7.78	0.92	240.74	48.08	54.40	283.82	4.63	4.78	38.34	59.51	71.03
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.85	0.87	0.23	1.43	1.05	1.07	1.51	0.79	0.79	0.94	1.09	1.12
d, Delay for Lane Group [s/veh]	118.52	34.68	20.08	289.61	77.50	83.82	333.76	24.74	24.93	84.71	84.02	95.55
Lane Group LOS	F	C	C	F	F	F	F	C	C	F	F	F
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.89	13.34	2.18	9.49	25.06	25.16	7.48	13.22	13.15	4.38	32.89	34.68
50th-Percentile Queue Length [ft]	72.31	333.39	54.41	237.15	626.42	629.09	187.05	330.52	328.71	109.40	822.28	867.01
95th-Percentile Queue Length [veh]	5.21	19.32	3.92	17.07	34.47	34.99	13.47	19.18	19.09	7.81	45.33	48.45
95th-Percentile Queue Length [ft]	130.17	483.11	97.94	426.87	861.67	874.79	336.69	479.59	477.37	195.17	1133.37	1211.24

Movement, Approach, & Intersection Results

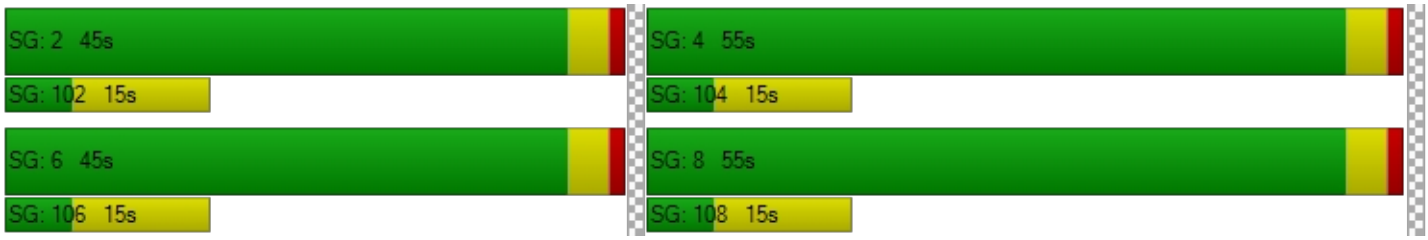
d_M, Delay for Movement [s/veh]	118.52	34.68	20.08	289.61	80.17	83.82	333.76	24.83	24.93	84.71	89.30	95.55
Movement LOS	F	C	C	F	F	F	F	C	C	F	F	F
d_A, Approach Delay [s/veh]	37.02			100.18			47.99			89.48		
Approach LOS	D			F			D			F		
d_I, Intersection Delay [s/veh]	71.65											
Intersection LOS	E											
Intersection V/C	1.011											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.081	3.042	3.060	3.214
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.662	2.864	2.759	3.205
Bicycle LOS	B	C	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	132.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.078

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	37	400	57	65	547	81	150	1359	100	175	1938	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	400	57	65	547	81	150	1359	100	175	1938	67
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]	9	100	14	16	137	20	38	340	25	44	485	17
Total Analysis Volume [veh/h]	37	400	57	65	547	81	150	1359	100	175	1938	67
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	32	0	19	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	11	49	49	49
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.11	0.49	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.05	0.28	0.08	0.38	0.09	0.11	0.60	0.60
s, saturation flow rate [veh/h]	718	1647	841	1646	1603	1603	1683	1663
c, Capacity [veh/h]	72	464	74	463	178	781	820	811
d1, Uniform Delay [s]	50.00	35.73	50.00	35.93	43.59	14.75	25.63	25.63
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	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]	23.81	38.47	73.73	173.79	10.21	0.14	110.80	116.96
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	0.51	0.99	0.88	1.36	0.84	0.22	1.22	1.24
d, Delay for Lane Group [s/veh]	73.81	74.20	123.72	209.71	53.80	14.89	136.43	142.58
Lane Group LOS	E	E	F	F	D	B	F	F
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	1.40	15.77	3.14	33.38	4.11	2.26	43.39	44.27
50th-Percentile Queue Length [ft]	34.93	394.16	78.45	834.47	102.85	56.44	1084.69	1106.72
95th-Percentile Queue Length [veh]	2.52	22.28	5.65	50.41	7.41	4.06	62.49	64.08
95th-Percentile Queue Length [ft]	62.88	556.95	141.22	1260.13	185.13	101.59	1562.16	1601.88

Movement, Approach, & Intersection Results

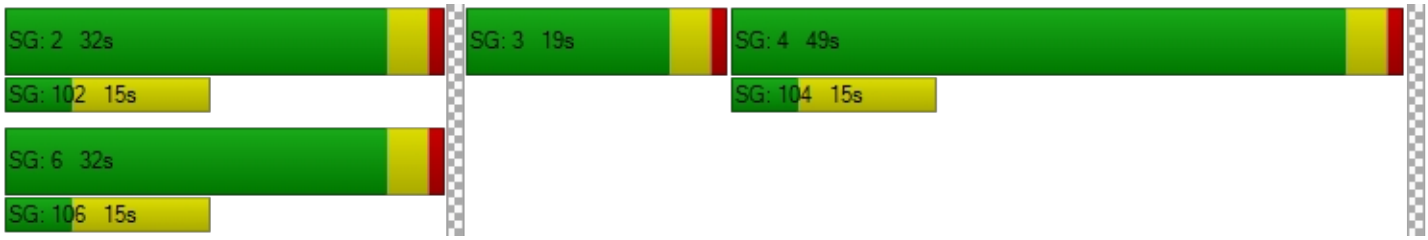
d_M, Delay for Movement [s/veh]	73.81	74.20	74.20	123.72	209.71	209.71	53.80	0.00	0.00	14.89	139.40	142.58
Movement LOS	E	E	E	F	F	F	D			B	F	F
d_A, Approach Delay [s/veh]	74.17			201.65			53.80			129.50		
Approach LOS	E			F			D			F		
d_I, Intersection Delay [s/veh]	132.72											
Intersection LOS	F											
Intersection V/C	1.078											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.342	2.373	2.789	2.848
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	0	900
d_b, Bicycle Delay [s]	25.92	25.92	50.00	15.13
l_b,int, Bicycle LOS Score for Intersection	2.375	2.703	1.560	3.358
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	70.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	3	4	91	10	147	126	1349	9	22	2086	81
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	3	4	91	10	147	126	1349	9	22	2086	81
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]	2	1	1	23	3	37	32	337	2	6	522	20
Total Analysis Volume [veh/h]	7	3	4	91	10	147	126	1349	9	22	2086	81
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.11	0.77	0.40	0.40	0.06	0.64	0.65
s, saturation flow rate [veh/h]	1007	1267	1444	164	1683	1679	361	1683	1661
c, Capacity [veh/h]	397	354	492	72	975	972	169	975	962
d1, Uniform Delay [s]	22.21	24.92	24.36	49.97	14.85	14.86	28.52	21.03	21.03
k, delay calibration	0.50	0.50	0.50	0.50	0.24	0.24	0.11	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
d2, Incremental Delay [s]	0.17	1.75	1.70	387.22	2.04	2.05	0.35	64.61	70.39
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.26	0.32	1.75	0.70	0.70	0.13	1.11	1.13
d, Delay for Lane Group [s/veh]	22.38	26.66	26.06	437.19	16.89	16.91	28.86	85.64	91.42
Lane Group LOS	C	C	C	F	B	B	C	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.24	1.78	2.95	9.55	10.57	10.56	0.42	37.85	38.90
50th-Percentile Queue Length [ft]	5.90	44.59	73.77	238.70	264.34	264.07	10.61	946.13	972.39
95th-Percentile Queue Length [veh]	0.43	3.21	5.31	17.19	15.91	15.89	0.76	52.21	54.03
95th-Percentile Queue Length [ft]	10.63	80.27	132.79	429.67	397.66	397.32	19.10	1305.33	1350.72

Movement, Approach, & Intersection Results

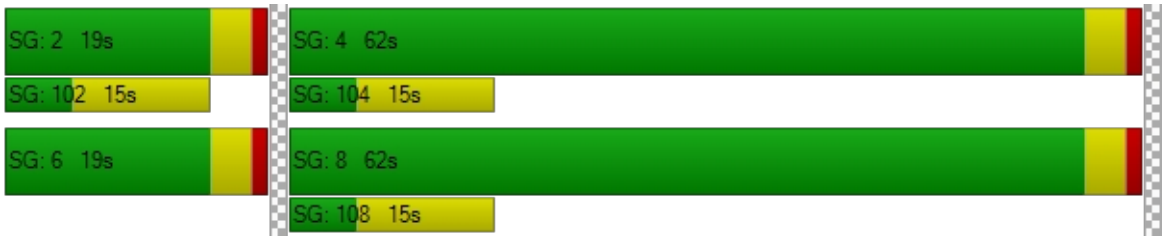
d_M, Delay for Movement [s/veh]	22.38	22.38	22.38	26.66	26.06	26.06	437.19	16.90	16.91	28.86	88.42	91.42
Movement LOS	C	C	C	C	C	C	F	B	B	C	F	F
d_A, Approach Delay [s/veh]	22.38			26.28			52.58			87.93		
Approach LOS	C			C			D			F		
d_I, Intersection Delay [s/veh]	70.48											
Intersection LOS	E											
Intersection V/C	0.875											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.780	2.275	0.000	3.144
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.583	1.969	2.784	3.366
Bicycle LOS	A	A	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	61.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.004

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	46	373	95	22	515	106	81	1265	83	139	1961	28
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	46	373	95	22	515	106	81	1265	83	139	1961	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]	12	93	24	6	129	27	20	316	21	35	490	7
Total Analysis Volume [veh/h]	46	373	95	22	515	106	81	1265	83	139	1961	28
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	55	55	55	55	55	55
g / C, Green / Cycle	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.40	0.41	0.41	0.40	0.41	0.38	0.59	0.59
s, saturation flow rate [veh/h]	1291	1569	196	1683	1647	364	1683	1675
c, Capacity [veh/h]	518	620	72	924	904	150	924	919
d1, Uniform Delay [s]	31.24	32.17	49.94	17.06	17.11	43.92	22.53	22.53
k, delay calibration	0.50	0.50	0.28	0.27	0.27	0.24	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]	37.51	46.32	116.51	2.87	3.01	34.98	52.55	54.49
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	0.99	1.04	1.12	0.74	0.74	0.93	1.08	1.08
d, Delay for Lane Group [s/veh]	68.75	78.48	166.44	19.93	20.13	78.90	75.08	77.02
Lane Group LOS	E	F	F	B	C	E	F	F
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	17.78	22.88	4.13	11.71	11.58	4.92	33.18	33.51
50th-Percentile Queue Length [ft]	444.51	571.94	103.28	292.80	289.55	122.93	829.51	837.79
95th-Percentile Queue Length [veh]	24.70	31.53	7.44	17.32	17.16	8.55	45.25	45.82
95th-Percentile Queue Length [ft]	617.39	788.33	185.90	433.12	429.08	213.85	1131.19	1145.55

Movement, Approach, & Intersection Results

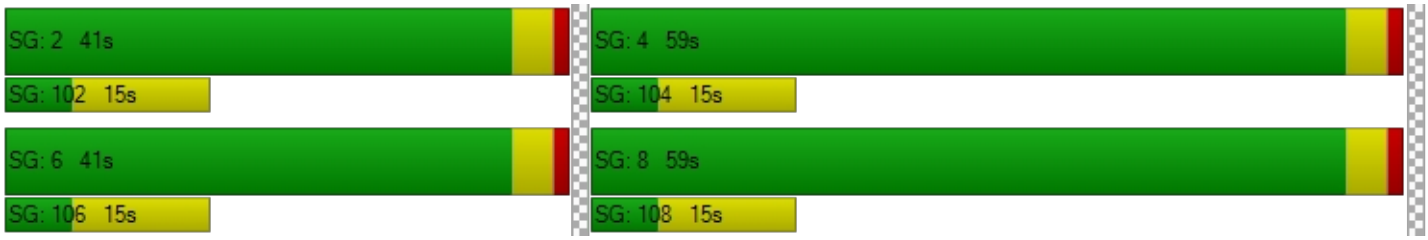
d_M, Delay for Movement [s/veh]	68.75	68.75	68.75	78.48	78.48	78.48	166.44	20.02	20.13	78.90	76.04	77.02
Movement LOS	E	E	E	E	E	E	F	C	C	E	F	E
d_A, Approach Delay [s/veh]	68.75			78.48			28.33			76.24		
Approach LOS	E			E			C			E		
d_I, Intersection Delay [s/veh]	61.20											
Intersection LOS	E											
Intersection V/C	1.004											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.529	2.385	3.063	3.022
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.408	2.621	2.739	3.315
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	40.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	713	106	0	902	156	47	1248	70	149	1913	12
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	713	106	0	902	156	47	1248	70	149	1913	12
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	178	27	0	226	39	12	312	18	37	478	3
Total Analysis Volume [veh/h]	0	713	106	0	902	156	47	1248	70	149	1913	12
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.31	0.33	0.23	0.39	0.40	0.40	0.57	0.57
s, saturation flow rate [veh/h]	1683	1609	1683	1600	208	1683	1652	375	1683	1679
c, Capacity [veh/h]	574	549	574	545	72	975	957	176	975	973
d1, Uniform Delay [s]	28.69	29.12	31.67	32.44	49.97	14.62	14.65	40.25	20.68	20.74
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.23	0.23	0.24	0.46	0.46
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.40	8.96	22.61	31.86	9.52	1.81	1.87	20.30	24.90	25.45
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.71	0.75	0.92	0.97	0.65	0.68	0.68	0.85	0.99	0.99
d, Delay for Lane Group [s/veh]	36.10	38.08	54.27	64.29	59.49	16.43	16.52	60.55	45.57	46.19
Lane Group LOS	D	D	D	E	E	B	B	E	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	9.53	9.84	15.51	17.02	1.36	10.13	10.01	4.70	26.51	26.70
50th-Percentile Queue Length [ft]	238.28	246.03	387.71	425.53	34.01	253.35	250.25	117.55	662.64	667.46
95th-Percentile Queue Length [veh]	14.59	14.99	21.97	23.79	2.45	15.35	15.20	8.26	34.95	35.17
95th-Percentile Queue Length [ft]	364.86	374.65	549.17	594.69	61.21	383.86	379.97	206.45	873.73	879.31

Movement, Approach, & Intersection Results

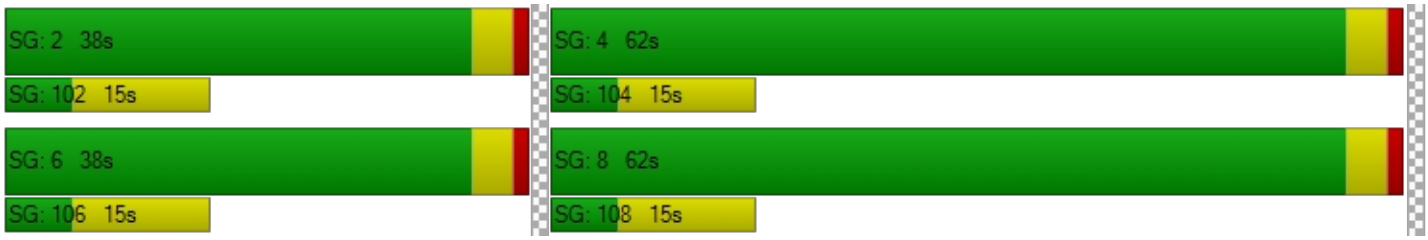
d_M, Delay for Movement [s/veh]	0.00	36.94	38.08	0.00	58.42	64.29	59.49	16.47	16.52	60.55	45.88	46.19
Movement LOS		D	D		E	E	E	B	B	E	D	D
d_A, Approach Delay [s/veh]	37.09			59.28			17.95			46.93		
Approach LOS	D			E			B			D		
d_I, Intersection Delay [s/veh]	40.43											
Intersection LOS	D											
Intersection V/C	0.904											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.823	2.651	2.976	3.078
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	680	680	1160	1160
d_b, Bicycle Delay [s]	21.78	21.78	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	2.235	2.432	2.686	3.271
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	89.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	108	879	174	158	1052	118	154	1344	114	152	1625	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	108	879	174	158	1052	118	154	1344	114	152	1625	65
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]	27	220	44	40	263	30	39	336	29	38	406	16
Total Analysis Volume [veh/h]	108	879	174	158	1052	118	154	1344	114	152	1625	65
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	32	32	11	34	0	10	42	42	15	47	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	39	28	42	39	30	30	53	39	48	53	43	43
g / C, Green / Cycle	0.39	0.28	0.42	0.39	0.30	0.30	0.53	0.39	0.48	0.53	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.17	0.27	0.12	0.20	0.35	0.35	0.33	0.42	0.08	0.24	0.50	0.51
s, saturation flow rate [veh/h]	642	3204	1431	807	1683	1624	465	3204	1431	644	1683	1660
c, Capacity [veh/h]	224	898	600	267	505	487	239	1251	687	304	723	714
d1, Uniform Delay [s]	25.01	35.71	19.19	24.93	35.00	35.00	22.30	30.48	14.66	20.57	28.52	28.52
k, delay calibration	0.50	0.50	0.50	0.20	0.50	0.50	0.50	0.12	0.11	0.13	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	1.00
d2, Incremental Delay [s]	7.28	25.44	1.22	3.73	98.44	101.16	12.71	37.71	0.11	1.50	90.92	96.16
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.48	0.98	0.29	0.59	1.18	1.18	0.65	1.07	0.17	0.50	1.17	1.18
d, Delay for Lane Group [s/veh]	32.29	61.15	20.41	28.66	133.44	136.16	35.01	68.19	14.78	22.07	119.44	124.68
Lane Group LOS	C	E	C	C	F	F	D	F	B	C	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.08	13.54	2.83	2.74	25.77	25.23	2.57	20.97	1.45	1.83	34.68	35.26
50th-Percentile Queue Length [ft]	52.03	338.52	70.67	68.56	644.13	630.86	64.37	524.19	36.29	45.85	867.12	881.47
95th-Percentile Queue Length [veh]	3.75	19.58	5.09	4.94	37.56	36.96	4.63	29.91	2.61	3.30	49.46	50.52
95th-Percentile Queue Length [ft]	93.66	489.39	127.21	123.41	939.09	924.07	115.87	747.78	65.33	82.54	1236.42	1262.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.29	61.15	20.41	28.66	134.63	136.16	35.01	68.19	14.78	22.07	121.95	124.68
Movement LOS	C	E	C	C	F	F	D	F	B	C	F	F
d_A, Approach Delay [s/veh]	52.36			122.15			61.24			113.81		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	89.41											
Intersection LOS	F											
Intersection V/C	0.961											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.951	2.878	3.071	3.060
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	600	760	860
d_b, Bicycle Delay [s]	25.92	24.50	19.22	16.25
l_b,int, Bicycle LOS Score for Intersection	2.517	2.655	2.890	3.079
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	9	1015	728	54	1964	34	0	0	0	70	14	16
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	9	1015	728	54	1964	34	0	0	0	70	14	16
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]	2	254	182	14	491	9	0	0	0	18	4	4
Total Analysis Volume [veh/h]	9	1015	728	54	1964	34	0	0	0	70	14	16
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	81	0	0	81	0	0	0	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	63	63	63	63	63	63		29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.63	0.63		0.29
(v / s)_i Volume / Saturation Flow Rate	0.34	0.34	0.51	0.11	0.59	0.60		0.06
s, saturation flow rate [veh/h]	1491	1532	1431	500	1683	1673		1583
c, Capacity [veh/h]	1015	1005	939	309	1104	1098		418
d1, Uniform Delay [s]	8.72	8.89	12.04	15.52	14.54	14.67		28.92
k, delay calibration	0.11	0.11	0.22	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.39	0.40	2.85	0.27	12.07	12.64		1.35
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.50	0.51	0.78	0.17	0.90	0.91		0.24
d, Delay for Lane Group [s/veh]	9.11	9.30	14.89	15.78	26.61	27.32		30.28
Lane Group LOS	A	A	B	B	C	C		C
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	5.59	5.89	11.83	0.78	22.08	22.39		1.95
50th-Percentile Queue Length [ft]	139.69	147.19	295.63	19.55	551.96	559.86		48.63
95th-Percentile Queue Length [veh]	9.46	9.87	17.46	1.41	29.78	30.16		3.50
95th-Percentile Queue Length [ft]	236.61	246.67	436.62	35.19	744.61	753.89		87.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.11	9.20	14.89	15.78	26.96	27.32	0.00	0.00	0.00	30.28	30.28	30.28
Movement LOS	A	A	B	B	C	C				C	C	C
d_A, Approach Delay [s/veh]	11.56			26.67			0.00			30.28		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	19.98											
Intersection LOS	B											
Intersection V/C	0.660											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.918	0.000	1.804
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1540	1540	0	300
d_b, Bicycle Delay [s]	2.65	2.65	50.00	36.13
l_b,int, Bicycle LOS Score for Intersection	3.005	3.253	4.132	1.725
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	110.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	1024	58	82	33	1133	0	0	916	34	34	0	69
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	1024	58	82	33	1133	0	0	916	34	34	0	69
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]	256	15	21	8	283	0	0	229	9	9	0	17
Total Analysis Volume [veh/h]	1024	58	82	33	1133	0	0	916	34	34	0	69
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	40	0	0	40	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	31	31	31	31	28
g / C, Green / Cycle	0.28	0.28	0.31	0.31	0.31	0.31	0.28
(v / s)_i Volume / Saturation Flow Rate	0.36	0.37	0.06	0.35	0.28	0.29	0.07
s, saturation flow rate [veh/h]	1603	1583	531	3204	1683	1662	1483
c, Capacity [veh/h]	457	451	84	995	523	516	422
d1, Uniform Delay [s]	35.85	35.85	49.73	34.55	33.19	33.35	27.55
k, delay calibration	0.50	0.50	0.11	0.15	0.30	0.31	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	139.84	146.50	3.00	66.39	15.02	16.80	1.37
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.27	1.29	0.39	1.14	0.91	0.92	0.24
d, Delay for Lane Group [s/veh]	175.69	182.35	52.72	100.94	48.21	50.15	28.92
Lane Group LOS	F	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	28.60	29.09	0.89	20.92	12.95	13.23	2.04
50th-Percentile Queue Length [ft]	714.95	727.16	22.31	523.12	323.72	330.75	51.11
95th-Percentile Queue Length [veh]	42.76	43.65	1.61	30.75	18.85	19.20	3.68
95th-Percentile Queue Length [ft]	1069.09	1091.23	40.15	768.75	471.26	479.88	91.99

Movement, Approach, & Intersection Results

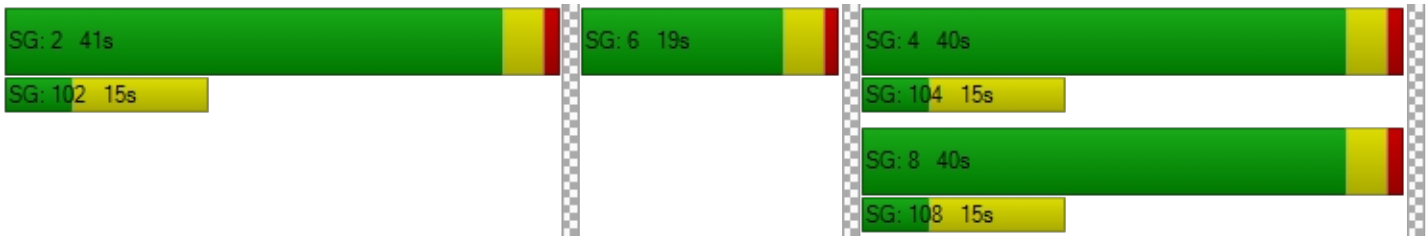
d_M, Delay for Movement [s/veh]	178.57	182.35	182.35	52.72	100.94	0.00	0.00	49.15	50.15	28.92	28.92	28.92
Movement LOS	F	F	F	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	179.02			99.58			49.18			28.92		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	110.61											
Intersection LOS	F											
Intersection V/C	0.791											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.325	0.000	2.674	1.880
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	720	720	300
d_b, Bicycle Delay [s]	19.85	20.48	20.48	36.13
l_b,int, Bicycle LOS Score for Intersection	3.480	2.522	2.343	1.730
Bicycle LOS	C	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	163.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.209

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	657	0	0	545	322	79
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	657	0	0	545	322	79
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]	164	0	0	136	81	20
Total Analysis Volume [veh/h]	657	0	0	545	322	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	1.21	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	163.51	11.12
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	15.01	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	375.31	10.02
d_A, Approach Delay [s/veh]	0.00		0.00		133.49	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	33.39					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	328.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	434	29	31	851	0	209	25	571	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	434	29	31	851	0	209	25	571	0	0	0
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	109	7	8	213	0	52	6	143	0	0	0
Total Analysis Volume [veh/h]	0	434	29	31	851	0	209	25	571	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	1.36	0.18	0.99	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.38	0.00	0.00	325.42	328.01	61.55	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	F			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.98	0.99	0.00	15.79	15.02	14.25	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	49.41	24.71	0.00	394.65	375.43	356.21	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.29			138.33			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	51.92											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	38	0	1042	43	0	24
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	0	1042	43	0	24
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]	10	0	261	11	0	6
Total Analysis Volume [veh/h]	38	0	1042	43	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	782	792	1053
Degree of Utilization, x	0.04	0.69	0.69	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	5.71	5.54	0.07
95th-Percentile Queue Length [ft]	3.46	142.63	138.61	1.75
Approach Delay [s/veh]	7.37	16.79		6.50
Approach LOS	A	C		A
Intersection Delay [s/veh]	16.26			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	14	0	430	40	16	360	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	14	0	430	40	16	360	0	6	0	0	0	0
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	108	10	4	90	0	2	0	0	0	0
Total Analysis Volume [veh/h]	14	0	430	40	16	360	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	615	632	659	
Degree of Utilization, x	0.39	0.38	0.58	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.87	1.80	3.73	
95th-Percentile Queue Length [ft]	46.73	44.96	93.37	
Approach Delay [s/veh]	12.10		15.72	0.00
Approach LOS	B		C	A
Intersection Delay [s/veh]	13.55			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	165	0	3	81	0	82	35	236
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	165	0	3	81	0	82	35	236
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]	41	0	1	20	0	21	9	59
Total Analysis Volume [veh/h]	165	0	3	81	0	82	35	236
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	608	473	551
Degree of Utilization, x	0.41	0.25	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.99	0.96	2.13
95th-Percentile Queue Length [ft]	49.78	24.10	53.29
Approach Delay [s/veh]	12.96	13.62	
Approach LOS	B	B	
Intersection Delay [s/veh]	13.55		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	481.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.683

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1716	903	101	3255
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1716	903	101	3255
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]	0	0	429	226	25	814
Total Analysis Volume [veh/h]	0	0	1716	903	101	3255
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	1.68	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	481.24	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	9.23	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	230.67	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		14.48	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	8.13					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	17.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	532	0	518	842	0	93	0	0	666	0	381	1260
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	532	0	518	842	0	93	0	0	666	0	381	1260
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]	133	0	130	211	0	23	0	0	167	0	95	315
Total Analysis Volume [veh/h]	532	0	518	842	0	93	0	0	666	0	381	1260
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	27	55	27	27	86
g / C, Green / Cycle	0.61	0.61	0.30	0.61	0.30	0.30	0.96
(v / s)_i Volume / Saturation Flow Rate	0.29	0.33	0.24	0.06	0.19	0.20	0.79
s, saturation flow rate [veh/h]	1781	1592	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1082	967	1080	966	1080	567	1519
d1, Uniform Delay [s]	9.80	10.32	28.56	7.34	26.82	27.38	0.43
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.16	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.56	2.19	1.26	0.20	0.58	2.11	5.39
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.54	0.78	0.10	0.62	0.67	0.83
d, Delay for Lane Group [s/veh]	11.36	12.50	29.82	7.54	27.40	29.49	5.82
Lane Group LOS	B	B	C	A	C	C	A
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	5.62	6.01	8.19	0.74	6.03	7.27	2.28
50th-Percentile Queue Length [ft]	140.52	150.24	204.72	18.42	150.74	181.85	56.88
95th-Percentile Queue Length [veh]	9.51	10.03	12.88	1.33	10.06	11.70	4.10
95th-Percentile Queue Length [ft]	237.72	250.74	322.05	33.16	251.42	292.43	102.38

Movement, Approach, & Intersection Results

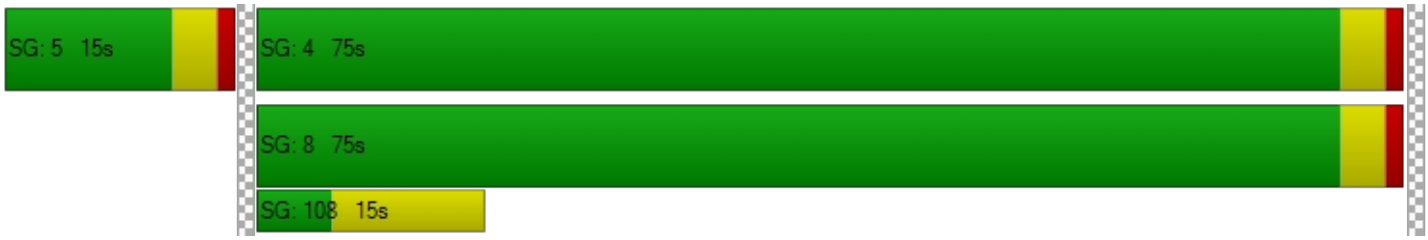
d_M, Delay for Movement [s/veh]	11.37	0.00	12.50	29.82	0.00	7.54	0.00	0.00	27.40	0.00	29.49	5.82
Movement LOS	B		B	C		A			C		C	A
d_A, Approach Delay [s/veh]	11.93			27.60			27.40			11.32		
Approach LOS	B			C			C			B		
d_I, Intersection Delay [s/veh]	17.51											
Intersection LOS	B											
Intersection V/C	0.499											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.723	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	3.292	2.331	4.682	4.267
Bicycle LOS	C	B	E	E

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	111.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	612	52	160	136	12	29	531	1101	87	81	649	691
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	612	52	160	136	12	29	531	1101	87	81	649	691
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]	153	13	40	34	3	7	133	275	22	20	162	173
Total Analysis Volume [veh/h]	612	52	160	136	12	29	531	1101	87	81	649	691
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	45	0	13	19	0	9	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	22	10	10	10	60	50	50	6	28	28
g / C, Green / Cycle	0.21	0.21	0.21	0.10	0.10	0.10	0.58	0.48	0.48	0.06	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.10	0.08	0.01	0.02	0.48	0.31	0.05	0.05	0.35	0.43
s, saturation flow rate [veh/h]	1781	1794	1589	1781	1870	1589	1105	3560	1589	1781	1870	1589
c, Capacity [veh/h]	380	383	339	174	183	156	630	1695	757	108	493	419
d1, Uniform Delay [s]	39.95	39.92	36.15	46.31	43.05	43.57	26.96	20.89	15.26	48.62	38.69	38.69
k, delay calibration	0.20	0.19	0.11	0.11	0.11	0.11	0.36	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	10.60	10.24	1.02	7.38	0.15	0.57	9.68	1.94	0.31	10.12	155.86	302.08
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.87	0.87	0.47	0.78	0.07	0.19	0.84	0.65	0.11	0.75	1.32	1.65
d, Delay for Lane Group [s/veh]	50.54	50.15	37.17	53.69	43.20	44.14	36.64	22.83	15.57	58.73	194.55	340.77
Lane Group LOS	D	D	D	D	D	D	D	C	B	E	F	F
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	9.29	9.29	3.67	3.81	0.29	0.72	8.89	10.32	1.20	2.39	33.80	45.76
50th-Percentile Queue Length [ft]	232.32	232.23	91.71	95.27	7.27	17.94	222.33	257.96	30.09	59.64	845.08	1144.12
95th-Percentile Queue Length [veh]	14.29	14.29	6.60	6.86	0.52	1.29	13.78	15.59	2.17	4.29	50.23	71.34
95th-Percentile Queue Length [ft]	357.31	357.19	165.07	171.49	13.09	32.29	344.59	389.66	54.17	107.35	1255.81	1783.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.37	50.15	37.17	53.69	43.20	44.14	36.64	22.83	15.57	58.73	194.55	340.77
Movement LOS	D	D	D	D	D	D	D	C	B	E	F	F
d_A, Approach Delay [s/veh]	47.79			51.42			26.73			257.91		
Approach LOS	D			D			C			F		
d_I, Intersection Delay [s/veh]	111.31											
Intersection LOS	F											
Intersection V/C	0.911											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.505	0.000	0.000	2.858
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	781	286	210
d_b, Bicycle Delay [s]	28.23	19.50	38.57	42.08
l_b,int, Bicycle LOS Score for Intersection	2.919	1.852	2.978	2.732
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	88.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.925

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	696	7	234	0	1386	656	253	1678	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	696	7	234	0	1386	656	253	1678	0	0	0	0
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]	174	2	59	0	347	164	63	420	0	0	0	0
Total Analysis Volume [veh/h]	696	7	234	0	1386	656	253	1678	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	31	31	16	51	
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.18	0.57	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.31	0.43	0.46	0.16	0.52	
s, saturation flow rate [veh/h]	1603	1513	3204	1431	1603	3204	
c, Capacity [veh/h]	551	520	1093	488	291	1817	
d1, Uniform Delay [s]	27.42	28.01	29.66	29.66	35.82	17.71	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.88	5.75	127.74	168.00	7.88	9.38	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.85	0.90	1.27	1.34	0.87	0.92	
d, Delay for Lane Group [s/veh]	31.30	33.76	157.40	197.66	43.70	27.10	
Lane Group LOS	C	C	F	F	D	C	
Critical Lane Group	No	Yes	No	Yes	Yes	No	
50th-Percentile Queue Length [veh]	9.60	9.95	30.67	32.85	5.92	16.35	
50th-Percentile Queue Length [ft]	240.03	248.77	766.82	821.14	148.02	408.76	
95th-Percentile Queue Length [veh]	14.68	15.12	45.78	49.99	9.91	22.98	
95th-Percentile Queue Length [ft]	367.07	378.10	1144.49	1249.64	247.78	574.54	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.10	33.76	33.76	0.00	157.40	197.66	43.70	27.10	0.00	0.00	0.00	0.00
Movement LOS	C	C	C		F	F	D	C				
d_A, Approach Delay [s/veh]	32.52			170.34			29.27			0.00		
Approach LOS	C			F			C			A		
d_I, Intersection Delay [s/veh]	88.56											
Intersection LOS	F											
Intersection V/C	0.925											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.173	0.000	0.000	2.318
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	3.106	3.244	3.153	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	64.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.992

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	345	28	0	94	344	0	1754	0	0	1188	897	31
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	345	28	0	94	344	0	1754	0	0	1188	897	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]	86	7	0	24	86	0	439	0	0	297	224	8
Total Analysis Volume [veh/h]	345	28	0	94	344	0	1754	0	0	1188	897	31
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	16	0	0	0	0	55	0	0	55	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	56	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.17	0.17	0.17	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.07	0.81	0.55	0.37	0.65
s, saturation flow rate [veh/h]	1603	1614	1431	424	3204	3204	1431
c, Capacity [veh/h]	266	268	237	216	1699	1699	759
d1, Uniform Delay [s]	22.27	22.27	21.07	25.87	13.29	9.92	13.29
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.32	3.30	1.07	288.71	19.87	0.53	112.16
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.70	0.40	1.60	1.03	0.70	1.22
d, Delay for Lane Group [s/veh]	25.59	25.56	22.14	314.59	33.16	10.45	125.45
Lane Group LOS	C	C	C	F	F	B	F
Critical Lane Group	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	2.39	2.41	1.10	20.05	12.77	4.34	30.85
50th-Percentile Queue Length [ft]	59.78	60.17	27.45	501.29	319.22	108.55	771.19
95th-Percentile Queue Length [veh]	4.30	4.33	1.98	35.05	19.07	7.76	46.05
95th-Percentile Queue Length [ft]	107.61	108.30	49.41	876.23	476.66	193.98	1151.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.58	25.56	0.00	22.14	314.59	0.00	33.16	0.00	0.00	10.45	125.45	125.45
Movement LOS	C	C		C	F		F			B	F	F
d_A, Approach Delay [s/veh]	24.88				79.30				60.88			
Approach LOS	C				E				E			
d_I, Intersection Delay [s/veh]	64.59											
Intersection LOS	E											
Intersection V/C	0.992											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.093	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1133	1133
d_b, Bicycle Delay [s]	33.80	8.45	8.45
l_b,int, Bicycle LOS Score for Intersection	2.330	3.290	3.280
Bicycle LOS	B	C	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	36	0	93	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	36	0	93	0	0	0	0	0
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]	9	0	23	0	0	0	0	0
Total Analysis Volume [veh/h]	36	0	93	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	56	56	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	5	5	
g / C, Green / Cycle	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	147	131	
d1, Uniform Delay [s]	23.87	24.95	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.85	6.83	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.24	0.71	
d, Delay for Lane Group [s/veh]	24.72	31.78	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.45	1.38	
50th-Percentile Queue Length [ft]	11.34	34.51	
95th-Percentile Queue Length [veh]	0.82	2.48	
95th-Percentile Queue Length [ft]	20.42	62.11	

Movement, Approach, & Intersection Results

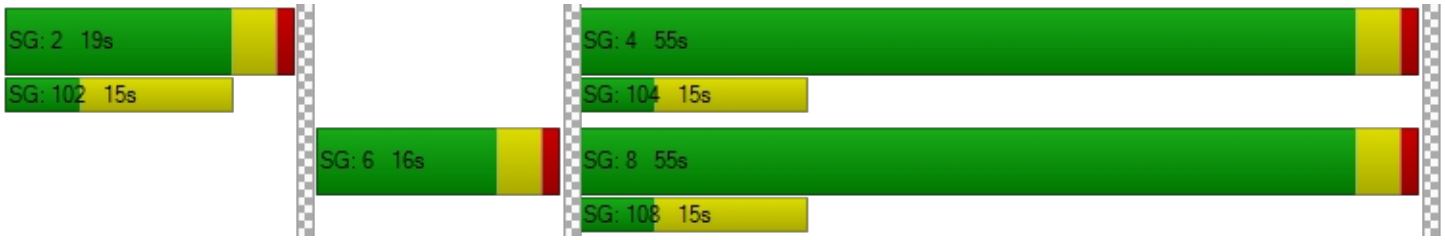
d_M, Delay for Movement [s/veh]	24.72	0.00	31.78	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	29.81				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	64.59							
Intersection LOS	E							
Intersection V/C	0.992							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.994	3.152
Crosswalk LOS	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	59.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.877

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	18	240	21	42	220	165	101	1986	20	37	1890	32
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	18	240	21	42	220	165	101	1986	20	37	1890	32
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	60	5	11	55	41	25	497	5	9	473	8
Total Analysis Volume [veh/h]	18	240	21	42	220	165	101	1986	20	37	1890	32
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	39	0	0	61	0	0	61	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	57	57	57	57	57	57
g / C, Green / Cycle	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.17	0.28	0.48	0.60	0.60	0.19	0.57	0.57
s, saturation flow rate [veh/h]	1617	1532	209	1683	1677	193	1683	1673
c, Capacity [veh/h]	605	577	72	958	955	72	958	953
d1, Uniform Delay [s]	25.33	28.92	49.97	21.52	21.52	49.97	21.52	21.52
k, delay calibration	0.50	0.50	0.36	0.50	0.50	0.11	0.47	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.52	8.31	229.41	42.08	43.29	5.55	29.03	30.72
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	0.46	0.74	1.40	1.05	1.05	0.51	1.00	1.01
d, Delay for Lane Group [s/veh]	27.84	37.23	279.37	63.60	64.81	55.52	50.55	52.24
Lane Group LOS	C	D	F	F	F	E	F	F
Critical Lane Group	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	5.51	10.23	6.39	31.37	31.58	1.03	27.90	28.18
50th-Percentile Queue Length [ft]	137.64	255.71	159.72	784.25	789.54	25.80	697.42	704.51
95th-Percentile Queue Length [veh]	9.35	15.47	11.50	42.13	42.50	1.86	36.65	37.16
95th-Percentile Queue Length [ft]	233.85	386.83	287.50	1053.19	1062.48	46.43	916.26	929.08

Movement, Approach, & Intersection Results

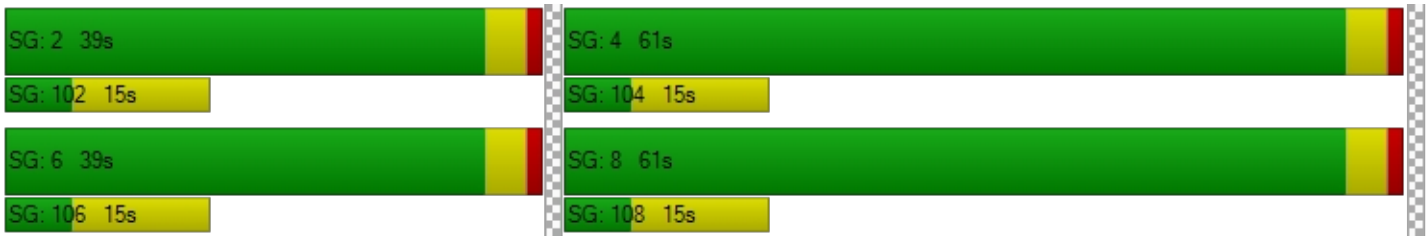
d_M, Delay for Movement [s/veh]	27.84	27.84	27.84	37.23	37.23	37.23	279.37	64.20	64.81	55.52	51.38	52.24
Movement LOS	C	C	C	D	D	D	F	F	E	E	D	D
d_A, Approach Delay [s/veh]	27.84			37.23			74.52			51.47		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	58.99											
Intersection LOS	E											
Intersection V/C	0.877											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.045	2.255	3.147	3.148
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	700	1140	1140
d_b, Bicycle Delay [s]	21.13	21.13	9.25	9.25
l_b,int, Bicycle LOS Score for Intersection	2.020	2.264	3.298	3.176
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	113.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.295

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	31	571	45	56	843	173	179	1900	37	52	1809	63
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	31	571	45	56	843	173	179	1900	37	52	1809	63
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	143	11	14	211	43	45	475	9	13	452	16
Total Analysis Volume [veh/h]	31	571	45	56	843	173	179	1900	37	52	1809	63
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.44	0.37	0.48	0.47	0.82	0.58	0.58	0.25	0.56	0.56
s, saturation flow rate [veh/h]	203	1510	796	1467	220	1683	1672	206	1683	1663
c, Capacity [veh/h]	134	635	376	617	72	841	835	72	841	831
d1, Uniform Delay [s]	24.60	26.60	29.40	28.94	49.94	24.99	24.99	49.94	24.99	24.99
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.11	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
d2, Incremental Delay [s]	23.57	15.86	50.22	73.76	705.94	81.96	85.12	12.64	67.13	72.07
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.67	0.88	1.01	1.12	2.48	1.15	1.16	0.72	1.11	1.13
d, Delay for Lane Group [s/veh]	48.17	42.46	79.61	102.70	755.87	106.95	110.12	62.58	92.13	97.06
Lane Group LOS	D	D	F	F	F	F	F	E	F	F
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	2.12	14.47	14.60	26.69	15.94	37.62	38.10	1.55	34.16	34.90
50th-Percentile Queue Length [ft]	53.10	361.82	365.08	667.14	398.55	940.52	952.59	38.67	853.98	872.45
95th-Percentile Queue Length [veh]	3.82	20.71	21.09	38.04	28.70	52.98	53.83	2.78	47.48	48.77
95th-Percentile Queue Length [ft]	95.59	517.80	527.19	950.96	717.40	1324.52	1345.72	69.61	1186.93	1219.31

Movement, Approach, & Intersection Results

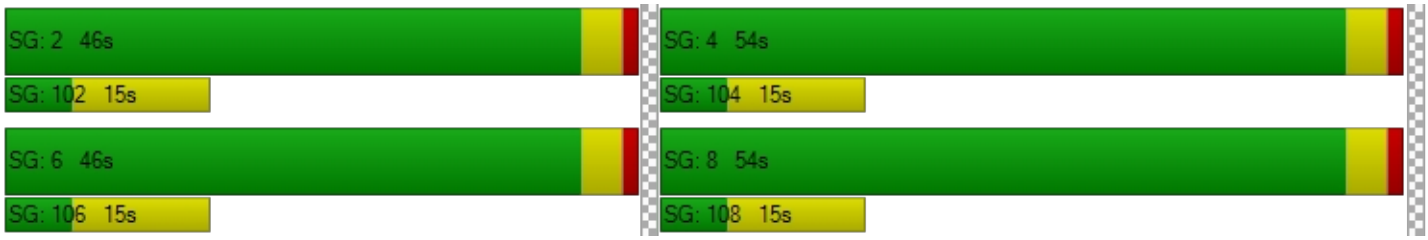
d_M, Delay for Movement [s/veh]	48.17	43.04	42.46	79.61	93.78	102.70	755.87	108.50	110.12	62.58	94.51	97.06
Movement LOS	D	D	D	E	F	F	F	F	F	E	F	F
d_A, Approach Delay [s/veh]	43.25			94.48			163.29			93.73		
Approach LOS	D			F			F			F		
d_I, Intersection Delay [s/veh]	113.76											
Intersection LOS	F											
Intersection V/C	1.295											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.597	2.852	3.156	3.152
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.093	2.444	3.305	3.147
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	105.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.134

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	63	1246	95	156	1309	151	144	1708	72	77	1680	243
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	63	1246	95	156	1309	151	144	1708	72	77	1680	243
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]	16	312	24	39	327	38	36	427	18	19	420	61
Total Analysis Volume [veh/h]	63	1246	95	156	1309	151	144	1708	72	77	1680	243
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	45	45	47	47	47	47	47	47
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.19	0.39	0.07	0.39	0.44	0.45	0.69	0.53	0.54	0.32	0.57	0.60
s, saturation flow rate [veh/h]	327	3204	1431	402	1683	1623	209	1683	1659	240	1683	1611
c, Capacity [veh/h]	73	1444	645	106	758	731	72	790	779	72	790	756
d1, Uniform Delay [s]	49.87	24.64	16.13	48.53	26.80	27.14	49.87	26.47	26.47	49.87	26.47	26.47
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.23	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	1.00
d2, Incremental Delay [s]	72.46	7.05	0.48	255.37	26.66	30.49	492.40	73.10	79.21	90.04	109.29	132.58
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.87	0.86	0.15	1.47	0.97	0.99	1.99	1.13	1.14	1.07	1.22	1.27
d, Delay for Lane Group [s/veh]	122.33	31.69	16.61	303.90	53.46	57.62	542.28	99.57	105.68	139.91	135.76	159.05
Lane Group LOS	F	C	B	F	D	E	F	F	F	F	F	F
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	3.03	14.02	1.34	10.17	21.85	22.30	11.68	33.64	34.49	3.60	41.58	44.69
50th-Percentile Queue Length [ft]	75.78	350.50	33.62	254.17	546.25	557.39	291.92	841.00	862.18	90.07	1039.47	1117.35
95th-Percentile Queue Length [veh]	5.46	20.16	2.42	18.30	29.52	30.04	21.02	47.13	48.63	6.49	59.87	65.52
95th-Percentile Queue Length [ft]	136.40	504.02	60.51	457.51	737.90	750.98	525.45	1178.32	1215.65	162.13	1496.87	1638.12

Movement, Approach, & Intersection Results

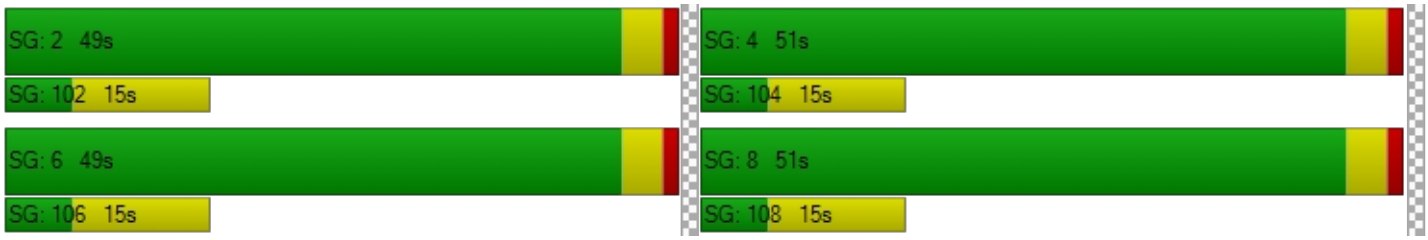
d_M, Delay for Movement [s/veh]	122.33	31.69	16.61	303.90	55.28	57.62	542.28	102.50	105.68	139.91	145.72	159.05
Movement LOS	F	C	B	F	E	E	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	34.73			79.50			135.53			147.12		
Approach LOS	C			E			F			F		
d_I, Intersection Delay [s/veh]	105.45											
Intersection LOS	F											
Intersection V/C	1.134											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.034	3.145	3.141	3.300
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.718	2.893	3.147	3.210
Bicycle LOS	B	C	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	346.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.144

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	79	686	107	61	646	106	131	1886	47	94	1835	86
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	79	686	107	61	646	106	131	1886	47	94	1835	86
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]	20	172	27	15	162	27	33	472	12	24	459	22
Total Analysis Volume [veh/h]	79	686	107	61	646	106	131	1886	47	94	1835	86
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	28	0	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	18	10	60	60	60
g / C, Green / Cycle	0.18	0.18	0.18	0.18	0.10	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.12	0.48	0.10	0.46	0.08	0.06	0.57	0.58
s, saturation flow rate [veh/h]	640	1644	616	1642	1603	1603	1683	1657
c, Capacity [veh/h]	72	291	72	291	160	967	1015	999
d1, Uniform Delay [s]	50.00	41.15	50.00	41.15	44.13	8.37	18.34	18.74
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.40	0.42
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	134.00	785.21	68.55	723.36	9.85	0.04	15.42	18.16
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	1.09	2.72	0.84	2.59	0.82	0.10	0.95	0.96
d, Delay for Lane Group [s/veh]	184.00	826.36	118.55	764.50	53.98	8.41	33.76	36.90
Lane Group LOS	F	F	F	F	D	A	C	D
Critical Lane Group	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	4.48	70.58	2.89	65.51	3.59	0.82	22.54	23.62
50th-Percentile Queue Length [ft]	112.12	1764.48	72.33	1637.71	89.85	20.59	563.42	590.53
95th-Percentile Queue Length [veh]	8.07	110.42	5.21	102.72	6.47	1.48	30.32	31.59
95th-Percentile Queue Length [ft]	201.81	2760.56	130.19	2568.04	161.73	37.05	758.05	789.80

Movement, Approach, & Intersection Results

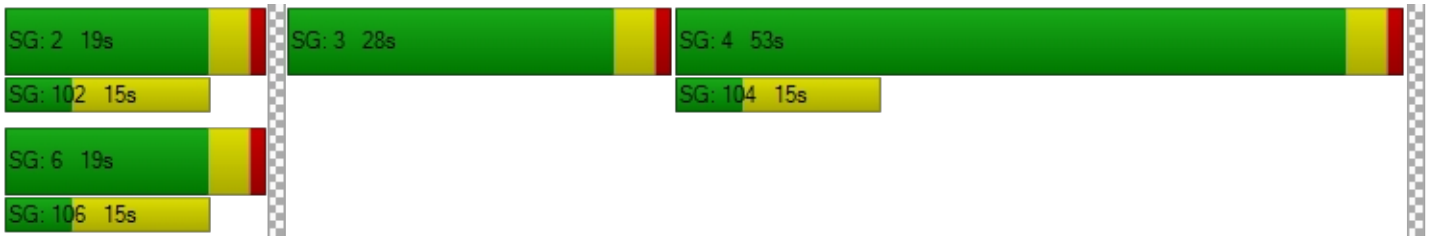
d_M, Delay for Movement [s/veh]	184.00	826.36	826.36	118.55	764.50	764.50	53.98	0.00	0.00	8.41	35.26	36.90
Movement LOS	F	F	F	F	F	F	D			A	D	D
d_A, Approach Delay [s/veh]	768.16			716.04			53.98			34.07		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	346.57											
Intersection LOS	F											
Intersection V/C	1.144											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.471	2.505	2.838	2.819
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	0	980
d_b, Bicycle Delay [s]	36.13	36.13	50.00	13.01
l_b,int, Bicycle LOS Score for Intersection	2.998	2.901	1.560	3.222
Bicycle LOS	C	C	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	64.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	5	11	147	26	166	168	1750	26	21	1851	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	5	11	147	26	166	168	1750	26	21	1851	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]	2	1	3	37	7	42	42	438	7	5	463	20
Total Analysis Volume [veh/h]	7	5	11	147	26	166	168	1750	26	21	1851	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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.12	0.13	0.81	0.53	0.53	0.09	0.57	0.58
s, saturation flow rate [veh/h]	1080	1257	1460	207	1683	1674	241	1683	1659
c, Capacity [veh/h]	415	325	497	72	975	970	91	975	961
d1, Uniform Delay [s]	22.32	29.21	25.02	49.97	18.72	18.83	46.34	20.73	21.02
k, delay calibration	0.50	0.50	0.50	0.50	0.41	0.41	0.11	0.46	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	4.49	2.26	639.23	11.79	12.38	1.27	25.42	29.28
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.45	0.39	2.33	0.91	0.92	0.23	0.99	1.00
d, Delay for Lane Group [s/veh]	22.58	33.70	27.27	689.20	30.51	31.21	47.61	46.15	50.30
Lane Group LOS	C	C	C	F	C	C	D	D	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.39	3.36	3.72	14.60	19.72	19.95	0.55	26.76	27.90
50th-Percentile Queue Length [ft]	9.74	83.99	93.10	365.00	492.88	498.81	13.84	669.11	697.45
95th-Percentile Queue Length [veh]	0.70	6.05	6.70	26.28	27.00	27.28	1.00	35.25	36.69
95th-Percentile Queue Length [ft]	17.54	151.18	167.58	657.00	674.93	681.95	24.91	881.22	917.14

Movement, Approach, & Intersection Results

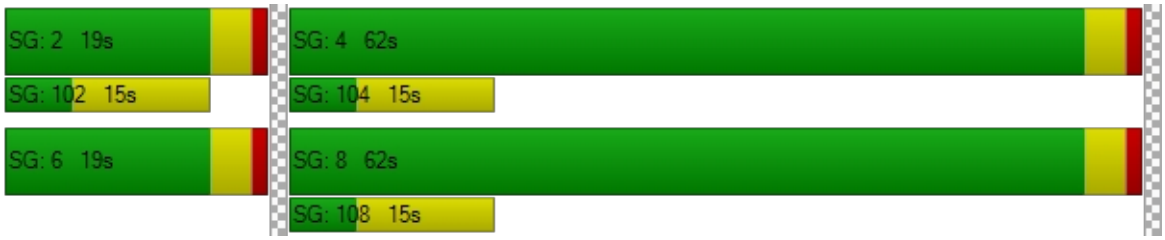
d_M, Delay for Movement [s/veh]	22.58	22.58	22.58	33.70	27.27	27.27	689.20	30.86	31.21	47.61	48.14	50.30
Movement LOS	C	C	C	C	C	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	22.58			30.06			87.75			48.22		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	64.69											
Intersection LOS	E											
Intersection V/C	0.941											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.798	2.378	0.000	3.268
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.598	2.119	3.163	3.169
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	83.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.101

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	51	441	222	17	485	127	60	1725	105	73	1773	38
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	51	441	222	17	485	127	60	1725	105	73	1773	38
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]	13	110	56	4	121	32	15	431	26	18	443	10
Total Analysis Volume [veh/h]	51	441	222	17	485	127	60	1725	105	73	1773	38
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.55	0.40	0.26	0.54	0.55	0.32	0.54	0.54
s, saturation flow rate [veh/h]	1306	1584	233	1683	1650	229	1683	1671
c, Capacity [veh/h]	575	688	72	857	840	72	857	850
d1, Uniform Delay [s]	29.62	28.45	49.94	24.52	24.52	49.94	24.52	24.52
k, delay calibration	0.50	0.50	0.11	0.50	0.50	0.19	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]	122.88	18.79	20.88	51.03	57.97	68.01	47.12	49.47
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	1.24	0.91	0.83	1.07	1.09	1.01	1.06	1.06
d, Delay for Lane Group [s/veh]	152.50	47.24	70.82	75.55	82.49	117.95	71.64	73.99
Lane Group LOS	F	D	E	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	33.48	17.57	1.91	30.87	31.87	3.16	29.94	30.27
50th-Percentile Queue Length [ft]	836.88	439.30	47.78	771.64	796.80	78.94	748.38	756.80
95th-Percentile Queue Length [veh]	49.42	24.45	3.44	42.14	43.93	5.68	40.67	41.27
95th-Percentile Queue Length [ft]	1235.52	611.17	86.00	1053.47	1098.23	142.09	1016.70	1031.85

Movement, Approach, & Intersection Results

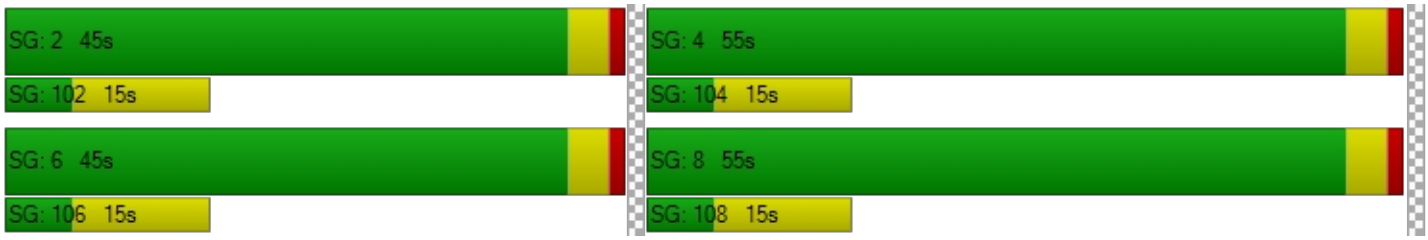
d_M, Delay for Movement [s/veh]	152.50	152.50	152.50	47.24	47.24	47.24	70.82	78.80	82.49	117.95	72.79	73.99
Movement LOS	F	F	F	D	D	D	E	F	F	F	F	E
d_A, Approach Delay [s/veh]	152.50			47.24			78.75			74.56		
Approach LOS	F			D			E			E		
d_I, Intersection Delay [s/veh]	83.63											
Intersection LOS	F											
Intersection V/C	1.101											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.497	2.376	3.128	3.081
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.738	2.597	3.119	3.114
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	71.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.864

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	753	129	0	943	85	107	1709	82	121	1795	40
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	753	129	0	943	85	107	1709	82	121	1795	40
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	188	32	0	236	21	27	427	21	30	449	10
Total Analysis Volume [veh/h]	0	753	129	0	943	85	107	1709	82	121	1795	40
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.26	0.28	0.31	0.31	0.47	0.53	0.54	0.51	0.55	0.55
s, saturation flow rate [veh/h]	1683	1600	1683	1635	228	1683	1656	238	1683	1670
c, Capacity [veh/h]	691	657	691	672	72	857	843	72	857	850
d1, Uniform Delay [s]	23.50	23.94	24.97	25.29	49.94	24.51	24.51	49.94	24.51	24.51
k, delay calibration	0.50	0.50	0.50	0.50	0.41	0.50	0.50	0.47	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
d2, Incremental Delay [s]	4.47	5.39	7.12	8.12	268.33	43.37	48.48	354.45	51.44	54.38
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.64	0.67	0.74	0.77	1.48	1.05	1.06	1.68	1.07	1.08
d, Delay for Lane Group [s/veh]	27.97	29.33	32.08	33.41	318.27	67.88	72.99	404.39	75.95	78.89
Lane Group LOS	C	C	C	C	F	F	F	F	F	F
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.92	9.19	11.35	11.62	7.17	29.06	29.79	8.90	30.98	31.44
50th-Percentile Queue Length [ft]	222.91	229.82	283.63	290.58	179.31	726.51	744.83	222.46	774.53	785.94
95th-Percentile Queue Length [veh]	13.81	14.17	16.87	17.21	12.91	39.28	40.60	16.02	42.32	43.11
95th-Percentile Queue Length [ft]	345.33	354.13	421.72	430.35	322.75	981.89	1014.90	400.43	1057.92	1077.84

Movement, Approach, & Intersection Results

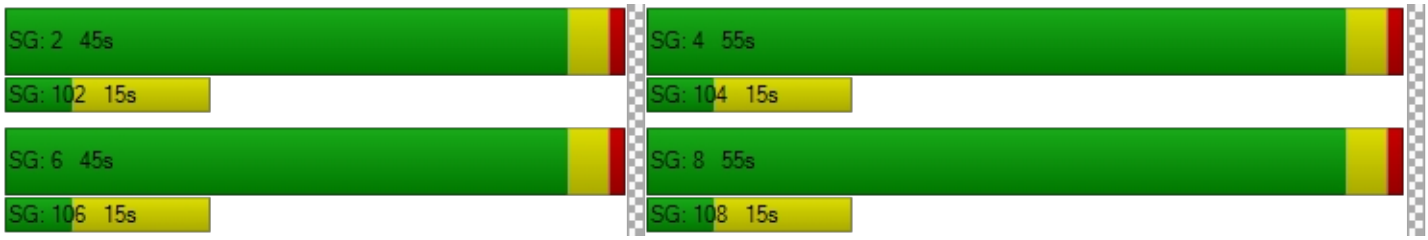
d_M, Delay for Movement [s/veh]	0.00	28.53	29.33	0.00	32.69	33.41	318.27	70.31	72.99	404.39	77.39	78.89
Movement LOS		C	C		C	C	F	F	E	F	F	E
d_A, Approach Delay [s/veh]	28.65			32.75			84.40			97.65		
Approach LOS	C			C			F			F		
d_I, Intersection Delay [s/veh]	71.15											
Intersection LOS	E											
Intersection V/C	0.864											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.804	2.760	3.043	3.129
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.287	2.408	3.125	3.173
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	270.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.281

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	91	1104	178	166	1081	209	262	1638	129	145	1742	132
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	91	1104	178	166	1081	209	262	1638	129	145	1742	132
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]	23	276	45	42	270	52	66	410	32	36	436	33
Total Analysis Volume [veh/h]	91	1104	178	166	1081	209	262	1638	129	145	1742	132
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	19	19	9	19	0	9	31	31	41	63	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	24	15	31	24	15	15	68	52	61	68	59	59
g / C, Green / Cycle	0.24	0.15	0.31	0.24	0.15	0.15	0.68	0.52	0.61	0.68	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.18	0.34	0.12	0.33	0.39	0.40	0.18	0.51	0.09	0.26	0.56	0.57
s, saturation flow rate [veh/h]	493	3204	1431	498	1683	1590	1437	3204	1431	554	1683	1642
c, Capacity [veh/h]	217	481	448	217	253	239	1017	1656	869	341	992	968
d1, Uniform Delay [s]	31.99	42.51	26.97	36.06	42.51	42.51	7.76	23.88	8.48	19.98	19.02	19.63
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.43	0.45
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
d2, Incremental Delay [s]	5.85	589.04	2.63	22.20	734.64	751.39	0.61	8.01	0.08	0.84	16.20	20.75
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.42	2.29	0.40	0.76	2.61	2.64	0.26	0.99	0.15	0.43	0.94	0.97
d, Delay for Lane Group [s/veh]	37.84	631.54	29.60	58.26	777.15	793.89	8.37	31.89	8.56	20.82	35.22	40.39
Lane Group LOS	D	F	C	E	F	F	A	C	A	C	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.11	45.24	3.62	4.72	57.74	55.66	2.05	19.49	1.16	1.04	22.45	24.14
50th-Percentile Queue Length [ft]	52.80	1130.89	90.55	117.91	1443.44	1391.51	51.33	487.26	28.93	25.91	561.14	603.51
95th-Percentile Queue Length [veh]	3.80	71.37	6.52	8.28	90.21	87.24	3.70	26.73	2.08	1.87	30.22	32.20
95th-Percentile Queue Length [ft]	95.04	1784.32	162.98	206.94	2255.25	2181.06	92.39	668.27	52.08	46.64	755.39	804.96

Movement, Approach, & Intersection Results

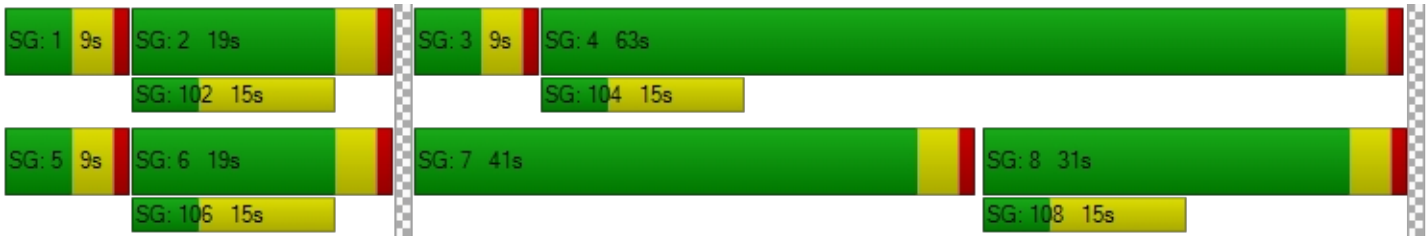
d_M, Delay for Movement [s/veh]	37.84	631.54	29.60	58.26	783.69	793.89	8.37	31.89	8.56	20.82	37.61	40.39
Movement LOS	D	F	C	E	F	F	A	C	A	C	D	D
d_A, Approach Delay [s/veh]	514.16			702.45			27.37			36.58		
Approach LOS	F			F			C			D		
d_I, Intersection Delay [s/veh]	270.19											
Intersection LOS	F											
Intersection V/C	1.281											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.014	2.985	3.143	3.127
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	540	1180
d_b, Bicycle Delay [s]	36.13	36.13	26.65	8.41
l_b,int, Bicycle LOS Score for Intersection	2.692	2.761	3.234	3.225
Bicycle LOS	B	C	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	17	1196	911	50	2139	59	0	0	0	119	40	10
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	17	1196	911	50	2139	59	0	0	0	119	40	10
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	299	228	13	535	15	0	0	0	30	10	3
Total Analysis Volume [veh/h]	17	1196	911	50	2139	59	0	0	0	119	40	10
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	80	0	0	80	0	0	0	0	0	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	70	70	70	70	70	70		22
g / C, Green / Cycle	0.70	0.70	0.70	0.70	0.70	0.70		0.22
(v / s)_i Volume / Saturation Flow Rate	0.45	0.42	0.64	0.12	0.65	0.66		0.11
s, saturation flow rate [veh/h]	1267	1532	1431	421	1683	1667		1610
c, Capacity [veh/h]	928	1077	1006	284	1183	1172		349
d1, Uniform Delay [s]	8.28	7.59	12.14	13.95	12.71	12.94		34.25
k, delay calibration	0.17	0.14	0.36	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	1.04	0.68	9.93	0.29	13.86	15.04		4.74
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.62	0.60	0.91	0.18	0.93	0.94		0.48
d, Delay for Lane Group [s/veh]	9.32	8.27	22.07	14.24	26.57	27.97		38.99
Lane Group LOS	A	A	C	B	C	C		D
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	4.88	6.10	16.16	0.64	21.46	22.11		4.03
50th-Percentile Queue Length [ft]	122.06	152.53	404.09	15.98	536.51	552.69		100.68
95th-Percentile Queue Length [veh]	8.51	10.15	22.76	1.15	29.06	29.82		7.25
95th-Percentile Queue Length [ft]	212.66	253.80	568.93	28.76	726.44	745.46		181.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.32	8.76	22.07	14.24	27.25	27.97	0.00	0.00	0.00	38.99	38.99	38.99
Movement LOS	A	A	C	B	C	C				D	D	D
d_A, Approach Delay [s/veh]	14.47			26.98			0.00			38.99		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	21.58											
Intersection LOS	C											
Intersection V/C	0.764											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.001	0.000	1.865
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1520	1520	0	320
d_b, Bicycle Delay [s]	2.88	2.88	50.00	35.28
l_b,int, Bicycle LOS Score for Intersection	3.312	3.414	4.132	1.838
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	223.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.001

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	1307	130	93	45	1412	0	0	893	37	55	0	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	1307	130	93	45	1412	0	0	893	37	55	0	65
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]	327	33	23	11	353	0	0	223	9	14	0	16
Total Analysis Volume [veh/h]	1307	130	93	45	1412	0	0	893	37	55	0	65
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	29	0	0	52	0	0	52	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	31	31	31	31	28
g / C, Green / Cycle	0.28	0.28	0.31	0.31	0.31	0.31	0.28
(v / s)_i Volume / Saturation Flow Rate	0.48	0.48	0.08	0.44	0.28	0.28	0.08
s, saturation flow rate [veh/h]	1603	1592	541	3204	1683	1660	1505
c, Capacity [veh/h]	457	454	102	995	522	515	429
d1, Uniform Delay [s]	35.84	35.84	48.23	34.57	32.94	33.11	27.85
k, delay calibration	0.50	0.50	0.11	0.26	0.15	0.16	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	313.23	318.15	2.96	191.89	7.31	8.49	1.62
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.67	1.69	0.44	1.42	0.89	0.90	0.28
d, Delay for Lane Group [s/veh]	349.07	353.99	51.19	226.46	40.25	41.60	29.47
Lane Group LOS	F	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	50.60	50.89	1.21	38.25	11.52	11.73	2.41
50th-Percentile Queue Length [ft]	1265.11	1272.36	30.14	956.30	288.04	293.29	60.29
95th-Percentile Queue Length [veh]	79.00	79.55	2.17	58.38	17.09	17.35	4.34
95th-Percentile Queue Length [ft]	1975.01	1988.69	54.26	1459.43	427.21	433.73	108.53

Movement, Approach, & Intersection Results

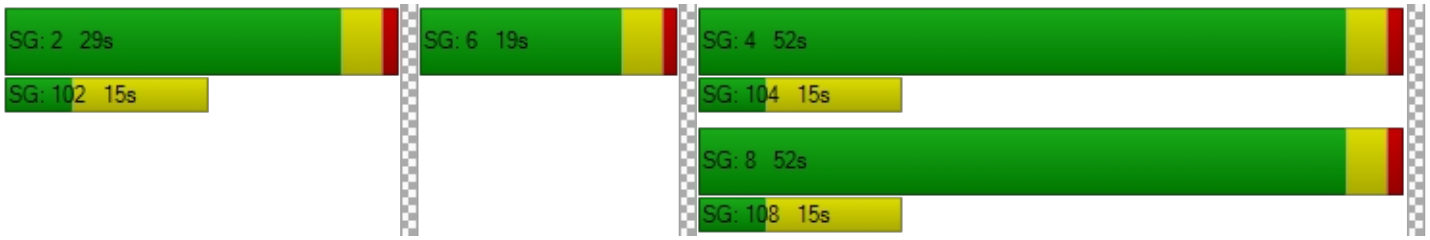
d_M, Delay for Movement [s/veh]	351.11	353.99	353.99	51.19	226.46	0.00	0.00	40.89	41.60	29.47	29.47	29.47
Movement LOS	F	F	F	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	351.53			221.04			40.92			29.47		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	223.31											
Intersection LOS	F											
Intersection V/C	1.001											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.444	0.000	2.745	1.947
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	960	960	300
d_b, Bicycle Delay [s]	28.13	13.52	13.52	36.13
l_b,int, Bicycle LOS Score for Intersection	4.084	2.762	2.327	1.758
Bicycle LOS	D	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	296.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.482

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	1096	0	0	288	248	94
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	1096	0	0	288	248	94
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]	274	0	0	72	62	24
Total Analysis Volume [veh/h]	1096	0	0	288	248	94
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	1.48	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	296.61	14.31
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	15.92	0.72
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	398.11	17.98
d_A, Approach Delay [s/veh]	0.00		0.00		219.02	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	43.40					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	217.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	887	28	6	536	0	237	11	413	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	887	28	6	536	0	237	11	413	0	0	0
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	222	7	2	134	0	59	3	103	0	0	0
Total Analysis Volume [veh/h]	0	887	28	6	536	0	237	11	413	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	1.19	0.09	0.57	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.90	0.00	0.00	207.01	217.42	16.16	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.68	0.84	0.00	13.61	8.59	3.58	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	42.05	21.03	0.00	340.15	214.87	89.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.11			87.94			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	27.47											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	118	0	808	3	0	28
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	118	0	808	3	0	28
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]	30	0	202	1	0	7
Total Analysis Volume [veh/h]	118	0	808	3	0	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	860	772	773	1000
Degree of Utilization, x	0.14	0.53	0.52	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.47	3.11	3.10	0.09
95th-Percentile Queue Length [ft]	11.87	77.72	77.56	2.16
Approach Delay [s/veh]	7.85	12.39		6.70
Approach LOS	A	B		A
Intersection Delay [s/veh]	11.67			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	22.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	25	0	621	47	27	525	0	14	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	25	0	621	47	27	525	0	14	0	0	0	0
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]	6	0	155	12	7	131	0	4	0	0	0	0
Total Analysis Volume [veh/h]	25	0	621	47	27	525	0	14	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	593	606	641	
Degree of Utilization, x	0.58	0.57	0.88	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.76	3.61	10.65	
95th-Percentile Queue Length [ft]	94.10	90.17	266.13	
Approach Delay [s/veh]	16.62		36.52	0.00
Approach LOS	C		E	A
Intersection Delay [s/veh]	22.87			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	161	0	7	44	0	32	10	102
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	161	0	7	44	0	32	10	102
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]	40	0	2	11	0	8	3	26
Total Analysis Volume [veh/h]	161	0	7	44	0	32	10	102
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	534	422	485
Degree of Utilization, x	0.40	0.10	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.89	0.33	0.79
95th-Percentile Queue Length [ft]	47.25	8.24	19.65
Approach Delay [s/veh]	14.13	12.11	
Approach LOS	B	B	
Intersection Delay [s/veh]	22.87		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	2,831.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	6.105

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2604	1195	86	2803
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2604	1195	86	2803
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]	0	0	651	299	22	701
Total Analysis Volume [veh/h]	0	0	2604	1195	86	2803
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.01	6.11	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	2831.14	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	11.74	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	293.42	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		84.28	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	36.41					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	41.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	169	0	428	448	0	68	0	0	889	0	230	1696
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	169	0	428	448	0	68	0	0	889	0	230	1696
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]	42	0	107	112	0	17	0	0	222	0	58	424
Total Analysis Volume [veh/h]	169	0	428	448	0	68	0	0	889	0	230	1696
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	26	56	26	26	86
g / C, Green / Cycle	0.62	0.62	0.29	0.62	0.29	0.29	0.96
(v / s)_i Volume / Saturation Flow Rate	0.09	0.27	0.13	0.04	0.25	0.12	1.07
s, saturation flow rate [veh/h]	1781	1589	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1111	992	1022	992	1022	537	1519
d1, Uniform Delay [s]	7.02	8.69	26.12	6.63	30.43	26.04	2.00
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	1.37	0.30	0.13	2.45	0.54	62.12
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.43	0.44	0.07	0.87	0.43	1.12
d, Delay for Lane Group [s/veh]	7.31	10.06	26.42	6.77	32.88	26.58	64.12
Lane Group LOS	A	B	C	A	C	C	F
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.31	4.20	3.86	0.50	9.18	3.99	26.21
50th-Percentile Queue Length [ft]	32.67	104.88	96.58	12.50	229.54	99.79	655.17
95th-Percentile Queue Length [veh]	2.35	7.55	6.95	0.90	14.15	7.18	38.23
95th-Percentile Queue Length [ft]	58.80	188.79	173.84	22.49	353.77	179.62	955.86

Movement, Approach, & Intersection Results

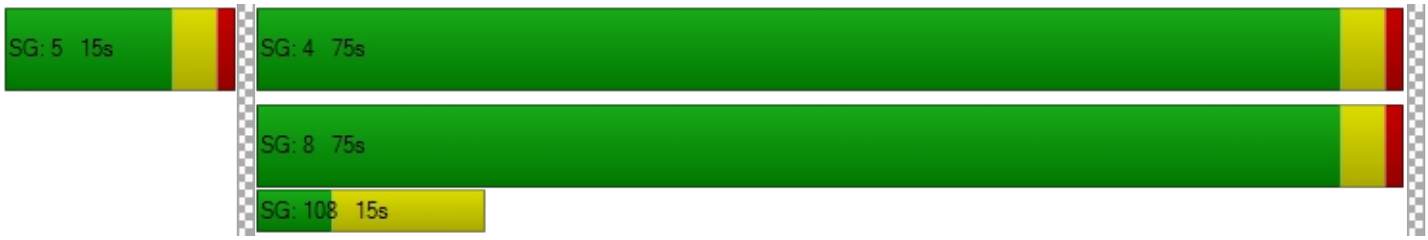
d_M, Delay for Movement [s/veh]	7.31	0.00	10.06	26.42	0.00	6.77	0.00	0.00	32.88	0.00	26.58	64.12
Movement LOS	A		B	C		A			C		C	F
d_A, Approach Delay [s/veh]	9.28			23.83			32.88			59.64		
Approach LOS	A			C			C			E		
d_I, Intersection Delay [s/veh]	41.23											
Intersection LOS	D											
Intersection V/C	0.624											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.709	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	2.545	1.985	4.866	4.738
Bicycle LOS	B	A	E	E

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	70.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	416	30	70	188	20	55	426	486	195	171	878	676
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	416	30	70	188	20	55	426	486	195	171	878	676
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]	104	8	18	47	5	14	107	122	49	43	220	169
Total Analysis Volume [veh/h]	416	30	70	188	20	55	426	486	195	171	878	676
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	19	0	0	15	0	9	21	0	50	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	15	15	13	13	13	65	49	49	12	41	41
g / C, Green / Cycle	0.14	0.14	0.14	0.13	0.13	0.13	0.62	0.46	0.46	0.12	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.04	0.11	0.01	0.03	0.36	0.14	0.12	0.10	0.43	0.47
s, saturation flow rate [veh/h]	1781	1792	1589	1781	1870	1589	1177	3560	1589	1781	1870	1614
c, Capacity [veh/h]	253	254	226	227	238	203	760	1646	735	207	726	627
d1, Uniform Delay [s]	44.18	44.18	40.45	44.70	40.42	41.42	21.52	17.59	17.31	45.39	32.12	32.12
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	9.56	9.50	0.77	7.54	0.15	0.71	2.97	0.46	0.88	8.14	65.16	105.19
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.88	0.88	0.31	0.83	0.08	0.27	0.56	0.30	0.27	0.83	1.10	1.20
d, Delay for Lane Group [s/veh]	53.74	53.68	41.22	52.24	40.57	42.13	24.49	18.05	18.19	53.52	97.28	137.31
Lane Group LOS	D	D	D	D	D	D	C	B	B	D	F	F
Critical Lane Group	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	6.30	6.33	1.67	5.22	0.47	1.33	5.28	3.71	3.02	4.80	30.93	33.67
50th-Percentile Queue Length [ft]	157.42	158.33	41.76	130.50	11.66	33.15	131.88	92.63	75.60	119.99	773.20	841.75
95th-Percentile Queue Length [veh]	10.41	10.46	3.01	8.97	0.84	2.39	9.04	6.67	5.44	8.39	42.89	48.69
95th-Percentile Queue Length [ft]	260.30	261.51	75.17	224.17	20.98	59.68	226.05	166.74	136.09	209.82	1072.28	1217.37

Movement, Approach, & Intersection Results

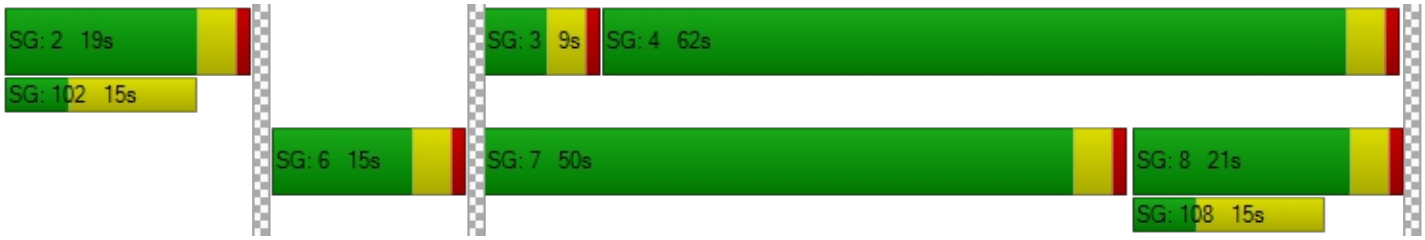
d_M, Delay for Movement [s/veh]	53.71	53.68	41.22	52.24	40.57	42.13	24.49	18.05	18.19	53.52	100.79	137.31
Movement LOS	D	D	D	D	D	D	C	B	B	D	F	F
d_A, Approach Delay [s/veh]	52.02			49.24			20.55			110.42		
Approach LOS	D			D			C			F		
d_I, Intersection Delay [s/veh]	70.07											
Intersection LOS	E											
Intersection V/C	0.697											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.485	0.000	0.000	2.790
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	286	210	324	1105
d_b, Bicycle Delay [s]	38.57	42.08	36.88	10.52
l_b,int, Bicycle LOS Score for Intersection	2.411	1.994	2.473	2.983
Bicycle LOS	B	A	B	C

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.823

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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					
Crosswalk	Yes			No			No			Yes		

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	660	3	317	0	888	525	171	1581	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	660	3	317	0	888	525	171	1581	0	0	0	0
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]	165	1	79	0	222	131	43	395	0	0	0	0
Total Analysis Volume [veh/h]	660	3	317	0	888	525	171	1581	0	0	0	0
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	38	0	0	40	0	12	52	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	32	32	36	36	10	50	
g / C, Green / Cycle	0.35	0.35	0.40	0.40	0.11	0.56	
(v / s)_i Volume / Saturation Flow Rate	0.31	0.33	0.28	0.37	0.11	0.49	
s, saturation flow rate [veh/h]	1603	1487	3204	1431	1603	3204	
c, Capacity [veh/h]	566	525	1284	573	181	1788	
d1, Uniform Delay [s]	27.14	28.10	22.37	25.55	39.66	17.36	
k, delay calibration	0.32	0.36	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	10.96	20.55	3.08	21.73	20.21	6.79	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.87	0.93	0.69	0.92	0.94	0.88	
d, Delay for Lane Group [s/veh]	38.10	48.65	25.45	47.28	59.87	24.15	
Lane Group LOS	D	D	C	D	E	C	
Critical Lane Group	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh]	11.11	12.71	7.98	13.50	4.71	14.43	
50th-Percentile Queue Length [ft]	277.66	317.85	199.59	337.49	117.73	360.66	
95th-Percentile Queue Length [veh]	16.57	18.56	12.62	19.53	8.27	20.66	
95th-Percentile Queue Length [ft]	414.30	464.04	315.44	488.13	206.71	516.38	

Movement, Approach, & Intersection Results

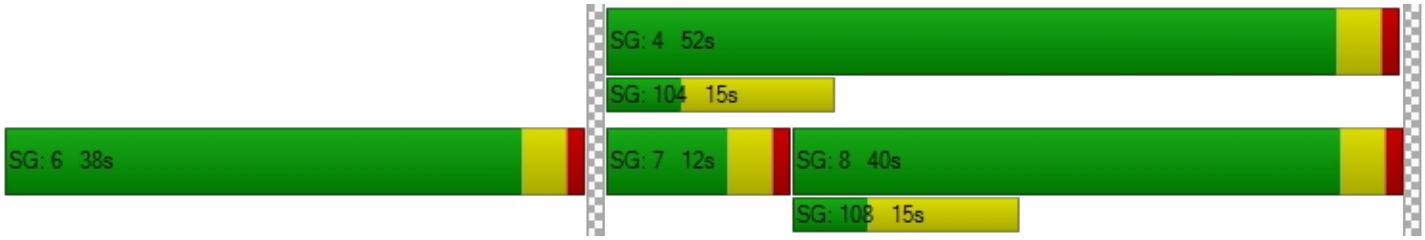
d_M, Delay for Movement [s/veh]	40.81	48.65	48.65	0.00	25.45	47.28	59.87	24.15	0.00	0.00	0.00	0.00
Movement LOS	D	D	D		C	D	E	C				
d_A, Approach Delay [s/veh]	43.37			33.56			27.64			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	33.38											
Intersection LOS	C											
Intersection V/C	0.823											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.194	0.000	0.000	2.106
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	800	1067	0
d_b, Bicycle Delay [s]	17.42	16.20	9.80	45.00
l_b,int, Bicycle LOS Score for Intersection	3.177	2.725	3.005	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	104.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.001

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	309	23	0	72	271	0	1234	0	0	1196	1013	14
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	309	23	0	72	271	0	1234	0	0	1196	1013	14
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]	77	6	0	18	68	0	309	0	0	299	253	4
Total Analysis Volume [veh/h]	309	23	0	72	271	0	1234	0	0	1196	1013	14
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	15	0	0	0	0	56	0	0	56	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.14	0.14	0.14	0.46	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.05	0.64	0.39	0.37	0.72
s, saturation flow rate [veh/h]	1603	1613	1431	421	3204	3204	1431
c, Capacity [veh/h]	232	233	207	151	1468	1468	655
d1, Uniform Delay [s]	26.72	26.72	25.23	31.88	15.64	15.34	17.74
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.06	4.04	1.00	383.50	1.37	1.15	262.61
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.71	0.35	1.80	0.84	0.81	1.57
d, Delay for Lane Group [s/veh]	30.78	30.76	26.23	415.38	17.01	16.49	280.35
Lane Group LOS	C	C	C	F	B	B	F
Critical Lane Group	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.60	2.61	1.02	18.38	7.24	6.86	56.20
50th-Percentile Queue Length [ft]	64.93	65.30	25.43	459.38	181.08	171.39	1404.88
95th-Percentile Queue Length [veh]	4.67	4.70	1.83	33.05	11.66	11.15	88.41
95th-Percentile Queue Length [ft]	116.87	117.54	45.77	826.35	291.42	278.75	2210.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.77	30.76	0.00	26.23	415.38	0.00	17.01	0.00	0.00	16.49	280.35	280.35
Movement LOS	C	C		C	F		B			B	F	F
d_A, Approach Delay [s/veh]	29.96				88.74				138.39			
Approach LOS	C				F				F			
d_I, Intersection Delay [s/veh]	104.79											
Intersection LOS	F											
Intersection V/C	1.001											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
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]	36.45	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.073	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	1156	1156
d_b, Bicycle Delay [s]	34.67	8.02	8.02
l_b,int, Bicycle LOS Score for Intersection	2.226	2.801	3.382
Bicycle LOS	B	C	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	15	0	258	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	15	0	258	0	0	0	0	0
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	65	0	0	0	0	0
Total Analysis Volume [veh/h]	15	0	258	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	65	65	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	14	14	
g / C, Green / Cycle	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	343	306	
d1, Uniform Delay [s]	20.41	24.67	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.05	6.24	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.04	0.84	
d, Delay for Lane Group [s/veh]	20.47	30.91	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.18	4.12	
50th-Percentile Queue Length [ft]	4.44	102.96	
95th-Percentile Queue Length [veh]	0.32	7.41	
95th-Percentile Queue Length [ft]	7.99	185.32	

Movement, Approach, & Intersection Results

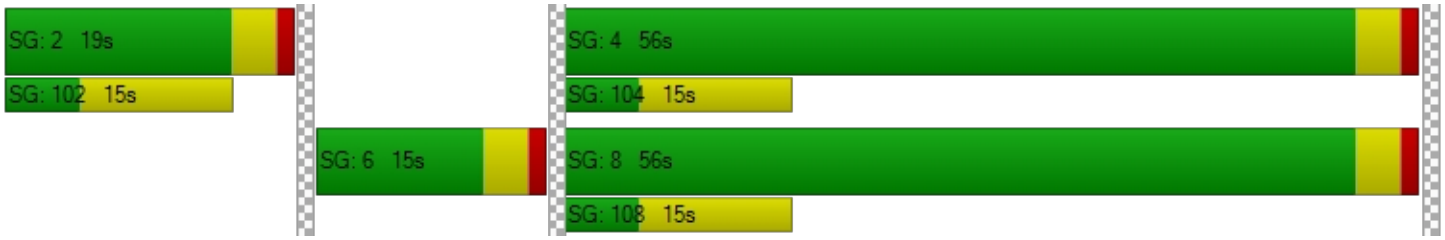
d_M, Delay for Movement [s/veh]	20.47	0.00	30.91	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	30.34				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	104.79							
Intersection LOS	F							
Intersection V/C	1.001							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.035	3.085
Crosswalk LOS	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	25.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	136	27	50	231	115	91	1482	14	42	2042	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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	136	27	50	231	115	91	1482	14	42	2042	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]	2	34	7	13	58	29	23	371	4	11	511	9
Total Analysis Volume [veh/h]	7	136	27	50	231	115	91	1482	14	42	2042	35
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	27	0	0	27	0	0	73	0	0	73	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	69	69	69	69	69	69
g / C, Green / Cycle	0.23	0.23	0.69	0.69	0.69	0.69	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.10	0.25	0.51	0.44	0.45	0.13	0.62	0.62
s, saturation flow rate [veh/h]	1628	1555	180	1683	1677	316	1683	1673
c, Capacity [veh/h]	414	400	98	1159	1155	201	1159	1152
d1, Uniform Delay [s]	32.95	39.30	47.92	8.73	8.74	20.14	12.66	12.78
k, delay calibration	0.50	0.50	0.28	0.21	0.21	0.11	0.40	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.99	42.34	50.84	1.17	1.18	0.51	8.93	9.45
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	0.41	0.99	0.93	0.65	0.65	0.21	0.90	0.90
d, Delay for Lane Group [s/veh]	35.94	81.64	98.76	9.90	9.92	20.65	21.59	22.23
Lane Group LOS	D	F	F	A	A	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	3.85	14.53	3.65	8.12	8.12	0.68	18.46	18.75
50th-Percentile Queue Length [ft]	96.26	363.15	91.23	203.10	202.99	17.07	461.38	468.87
95th-Percentile Queue Length [veh]	6.93	20.78	6.57	12.80	12.79	1.23	25.50	25.86
95th-Percentile Queue Length [ft]	173.26	519.41	164.22	319.96	319.81	30.73	637.51	646.42

Movement, Approach, & Intersection Results

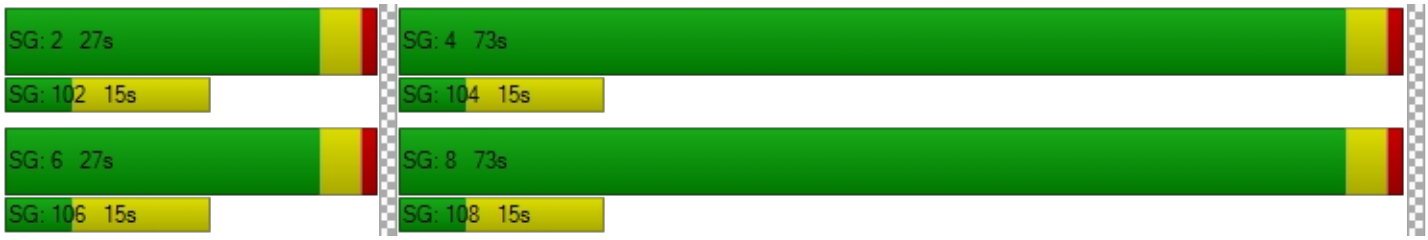
d_M, Delay for Movement [s/veh]	35.94	35.94	35.94	81.64	81.64	81.64	98.76	9.91	9.92	20.65	21.90	22.23
Movement LOS	D	D	D	F	F	F	F	A	A	C	C	C
d_A, Approach Delay [s/veh]	35.94			81.64			15.00			21.88		
Approach LOS	D			F			B			C		
d_I, Intersection Delay [s/veh]	25.43											
Intersection LOS	C											
Intersection V/C	0.875											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.004	2.172	3.048	3.095
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	460	1380	1380
d_b, Bicycle Delay [s]	29.65	29.65	4.81	4.81
l_b,int, Bicycle LOS Score for Intersection	1.840	2.213	2.869	3.308
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	72.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.037

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	24	650	37	44	768	303	102	1426	41	109	1826	47
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	24	650	37	44	768	303	102	1426	41	109	1826	47
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]	6	163	9	11	192	76	26	357	10	27	457	12
Total Analysis Volume [veh/h]	24	650	37	44	768	303	102	1426	41	109	1826	47
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.35	0.34	0.48	0.47	0.47	0.44	0.44	0.34	0.56	0.56
s, saturation flow rate [veh/h]	573	1512	938	1418	219	1683	1666	325	1683	1668
c, Capacity [veh/h]	276	621	425	583	72	857	848	105	857	849
d1, Uniform Delay [s]	27.32	26.23	29.61	29.42	49.94	21.38	21.45	48.36	24.52	24.52
k, delay calibration	0.50	0.50	0.50	0.50	0.40	0.36	0.36	0.21	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
d2, Incremental Delay [s]	14.90	11.89	57.57	85.12	239.65	8.19	8.49	67.63	59.30	62.95
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.72	0.83	1.05	1.15	1.41	0.86	0.86	1.04	1.09	1.10
d, Delay for Lane Group [s/veh]	42.22	38.12	87.18	114.54	289.59	29.57	29.94	115.99	83.82	87.46
Lane Group LOS	D	D	F	F	F	C	C	F	F	F
Critical Lane Group	No	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	4.59	12.51	17.32	27.11	6.60	15.98	15.98	4.58	32.84	33.41
50th-Percentile Queue Length [ft]	114.73	312.83	433.02	677.69	164.92	399.45	399.58	114.53	821.05	835.32
95th-Percentile Queue Length [veh]	8.10	18.31	24.99	39.13	11.87	22.53	22.54	8.25	45.26	46.25
95th-Percentile Queue Length [ft]	202.57	457.86	624.65	978.35	296.86	563.33	563.49	206.16	1131.44	1156.23

Movement, Approach, & Intersection Results

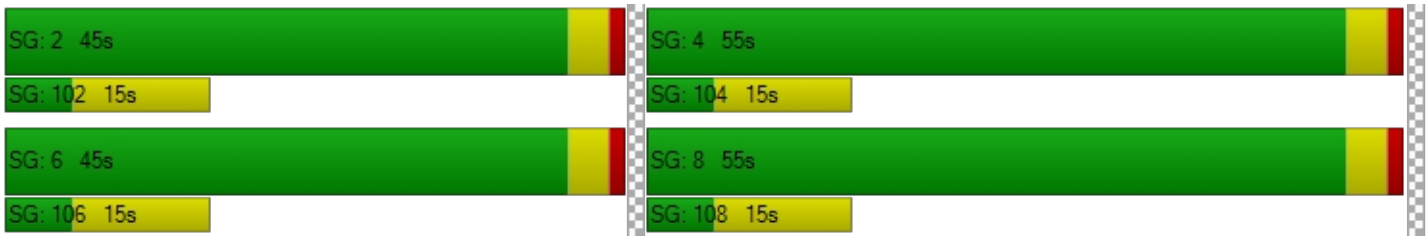
d_M, Delay for Movement [s/veh]	42.22	39.22	38.12	87.18	100.20	114.54	289.59	29.75	29.94	115.99	85.59	87.46
Movement LOS	D	D	D	F	F	F	F	C	C	F	F	F
d_A, Approach Delay [s/veh]	39.26			103.59			46.65			87.31		
Approach LOS	D			F			D			F		
d_I, Intersection Delay [s/veh]	72.47											
Intersection LOS	E											
Intersection V/C	1.037											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.690	2.749	3.066	3.049
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.146	2.479	2.854	3.195
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	72.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.012

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	61	1160	136	148	1260	176	109	1312	50	121	1731	146
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	61	1160	136	148	1260	176	109	1312	50	121	1731	146
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]	15	290	34	37	315	44	27	328	13	30	433	37
Total Analysis Volume [veh/h]	61	1160	136	148	1260	176	109	1312	50	121	1731	146
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.18	0.36	0.10	0.34	0.43	0.44	0.50	0.41	0.41	0.34	0.56	0.57
s, saturation flow rate [veh/h]	335	3204	1431	436	1683	1612	218	1683	1661	359	1683	1638
c, Capacity [veh/h]	72	1316	588	99	691	662	72	857	846	125	857	834
d1, Uniform Delay [s]	49.94	27.17	19.16	49.11	29.42	29.42	49.94	20.28	20.33	46.74	24.51	24.51
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.45	0.32	0.32	0.21	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	1.00
d2, Incremental Delay [s]	68.59	8.72	0.92	270.18	48.74	55.14	284.04	5.00	5.17	45.36	60.13	71.69
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.85	0.88	0.23	1.50	1.05	1.07	1.51	0.80	0.80	0.97	1.10	1.13
d, Delay for Lane Group [s/veh]	118.53	35.89	20.08	319.30	78.16	84.57	333.98	25.28	25.50	92.11	84.65	96.21
Lane Group LOS	F	D	C	F	F	F	F	C	C	F	F	F
Critical Lane Group	No	No	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.89	13.85	2.18	9.86	25.18	25.30	7.49	13.56	13.50	4.58	33.04	34.84
50th-Percentile Queue Length [ft]	72.32	346.30	54.41	246.61	629.55	632.58	187.16	339.09	337.48	114.57	826.02	870.89
95th-Percentile Queue Length [veh]	5.21	19.96	3.92	17.76	34.67	35.21	13.48	19.60	19.52	8.09	45.57	48.70
95th-Percentile Queue Length [ft]	130.17	498.89	97.94	443.90	866.66	880.34	336.89	490.09	488.12	202.35	1139.27	1217.39

Movement, Approach, & Intersection Results

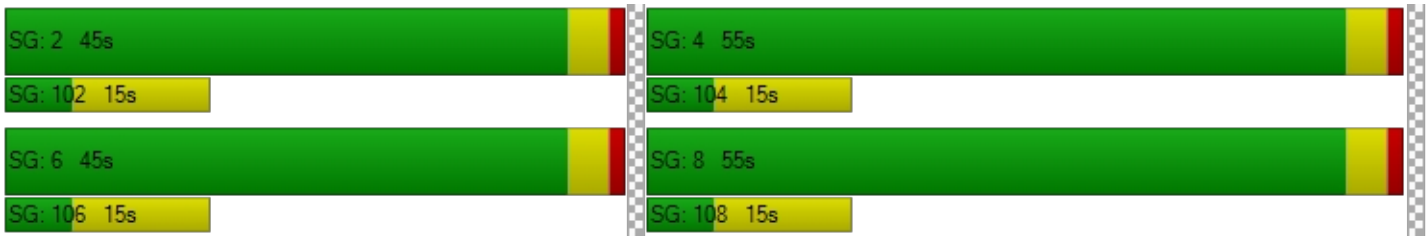
d_M, Delay for Movement [s/veh]	118.53	35.89	20.08	319.30	80.87	84.57	333.98	25.39	25.50	92.11	89.94	96.21
Movement LOS	F	D	C	F	F	F	F	C	C	F	F	F
d_A, Approach Delay [s/veh]	38.02			103.56			48.26			90.53		
Approach LOS	D			F			D			F		
d_I, Intersection Delay [s/veh]	72.93											
Intersection LOS	E											
Intersection V/C	1.012											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.085	3.046	3.064	3.218
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.679	2.866	2.773	3.208
Bicycle LOS	B	C	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	141.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.091

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	37	421	57	65	550	82	167	1359	100	175	1939	67
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	421	57	65	550	82	167	1359	100	175	1939	67
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]	9	105	14	16	138	21	42	340	25	44	485	17
Total Analysis Volume [veh/h]	37	421	57	65	550	82	167	1359	100	175	1939	67
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	32	0	0	32	0	19	0	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	12	48	48	48
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.12	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.05	0.29	0.08	0.38	0.10	0.11	0.60	0.60
s, saturation flow rate [veh/h]	715	1648	825	1645	1603	1603	1683	1663
c, Capacity [veh/h]	72	464	73	463	195	764	802	793
d1, Uniform Delay [s]	50.00	35.94	50.00	35.94	43.04	15.36	26.16	26.16
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	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]	23.81	49.97	77.52	177.93	10.14	0.15	122.72	129.08
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	0.51	1.03	0.89	1.37	0.85	0.23	1.25	1.26
d, Delay for Lane Group [s/veh]	73.81	85.90	127.52	213.87	53.18	15.51	148.88	155.24
Lane Group LOS	E	F	F	F	D	B	F	F
Critical Lane Group	No	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	1.40	17.47	3.19	33.89	4.56	2.32	45.20	46.07
50th-Percentile Queue Length [ft]	34.94	436.64	79.79	847.13	114.00	57.92	1129.91	1151.75
95th-Percentile Queue Length [veh]	2.52	24.78	5.74	51.24	8.06	4.17	65.63	67.22
95th-Percentile Queue Length [ft]	62.88	619.62	143.62	1280.97	201.56	104.26	1640.81	1680.59

Movement, Approach, & Intersection Results

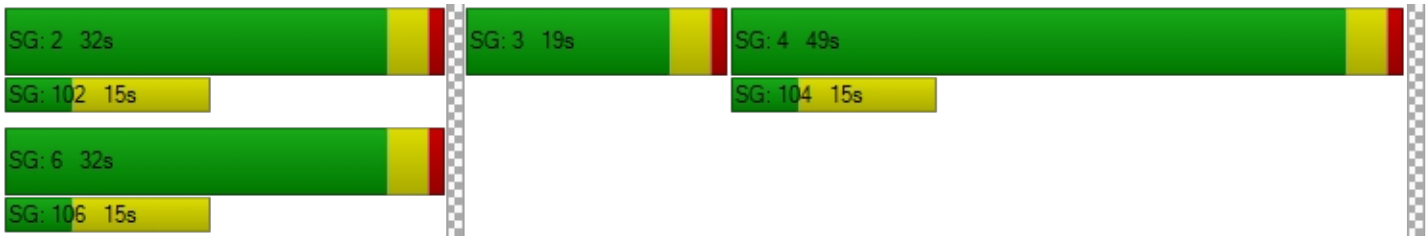
d_M, Delay for Movement [s/veh]	73.81	85.90	85.90	127.52	213.87	213.87	53.18	0.00	0.00	15.51	151.95	155.24
Movement LOS	E	F	F	F	F	F	D			B	F	F
d_A, Approach Delay [s/veh]	85.04			205.82			53.18			141.10		
Approach LOS	F			F			D			F		
d_I, Intersection Delay [s/veh]	141.54											
Intersection LOS	F											
Intersection V/C	1.091											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.350	2.386	2.793	2.848
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	0	900
d_b, Bicycle Delay [s]	25.92	25.92	50.00	15.13
l_b,int, Bicycle LOS Score for Intersection	2.409	2.710	1.560	3.359
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	76.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.912

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	3	4	95	10	147	126	1349	9	22	2099	115
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	3	4	95	10	147	126	1349	9	22	2099	115
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]	2	1	1	24	3	37	32	337	2	6	525	29
Total Analysis Volume [veh/h]	7	3	4	95	10	147	126	1349	9	22	2099	115
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.07	0.11	0.80	0.40	0.40	0.06	0.66	0.67
s, saturation flow rate [veh/h]	1006	1267	1444	157	1683	1679	361	1683	1653
c, Capacity [veh/h]	397	354	492	72	975	972	169	975	957
d1, Uniform Delay [s]	22.22	25.09	24.36	49.97	14.85	14.85	28.49	21.03	21.03
k, delay calibration	0.50	0.50	0.50	0.50	0.24	0.24	0.11	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
d2, Incremental Delay [s]	0.17	1.86	1.70	387.23	2.04	2.05	0.34	73.88	82.36
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.27	0.32	1.75	0.70	0.70	0.13	1.14	1.16
d, Delay for Lane Group [s/veh]	22.38	26.95	26.06	437.20	16.89	16.90	28.83	94.91	103.39
Lane Group LOS	C	C	C	F	B	B	C	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.24	1.88	2.95	9.55	10.57	10.56	0.42	40.36	41.89
50th-Percentile Queue Length [ft]	5.91	46.91	73.78	238.71	264.31	264.04	10.61	1009.01	1047.20
95th-Percentile Queue Length [veh]	0.43	3.38	5.31	17.19	15.90	15.89	0.76	56.20	58.86
95th-Percentile Queue Length [ft]	10.63	84.45	132.80	429.67	397.62	397.29	19.09	1404.90	1471.48

Movement, Approach, & Intersection Results

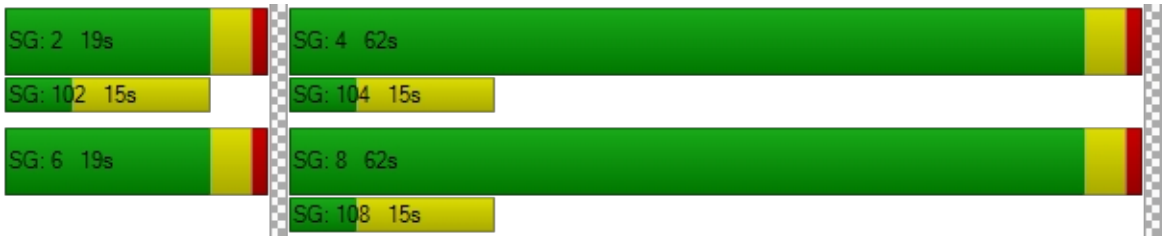
d_M, Delay for Movement [s/veh]	22.38	22.38	22.38	26.95	26.06	26.06	437.20	16.89	16.90	28.83	98.92	103.39
Movement LOS	C	C	C	C	C	C	F	B	B	C	F	F
d_A, Approach Delay [s/veh]	22.38			26.40			52.58			98.46		
Approach LOS	C			C			D			F		
d_I, Intersection Delay [s/veh]	76.56											
Intersection LOS	E											
Intersection V/C	0.912											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.780	2.287	0.000	3.160
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.583	1.975	2.784	3.404
Bicycle LOS	A	A	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	65.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.018

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	46	373	95	22	515	106	81	1269	83	139	2008	28
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	46	373	95	22	515	106	81	1269	83	139	2008	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]	12	93	24	6	129	27	20	317	21	35	502	7
Total Analysis Volume [veh/h]	46	373	95	22	515	106	81	1269	83	139	2008	28
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	55	55	55	55	55	55
g / C, Green / Cycle	0.37	0.37	0.55	0.55	0.55	0.55	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.40	0.41	0.43	0.41	0.41	0.38	0.60	0.61
s, saturation flow rate [veh/h]	1291	1569	187	1683	1647	363	1683	1675
c, Capacity [veh/h]	518	619	72	924	904	149	924	919
d1, Uniform Delay [s]	31.25	32.17	49.94	17.09	17.14	44.01	22.53	22.53
k, delay calibration	0.50	0.50	0.31	0.27	0.28	0.24	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]	37.54	46.37	120.24	2.92	3.06	36.10	61.65	63.70
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	0.99	1.04	1.12	0.74	0.74	0.93	1.10	1.11
d, Delay for Lane Group [s/veh]	68.79	78.54	170.18	20.01	20.21	80.11	84.18	86.23
Lane Group LOS	E	F	F	C	C	F	F	F
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	17.79	22.88	4.21	11.78	11.65	4.96	35.52	35.87
50th-Percentile Queue Length [ft]	444.63	572.05	105.14	294.41	291.21	123.92	887.99	896.79
95th-Percentile Queue Length [veh]	24.70	31.54	7.57	17.40	17.25	8.61	48.93	49.54
95th-Percentile Queue Length [ft]	617.54	788.56	189.26	435.11	431.14	215.20	1223.33	1238.55

Movement, Approach, & Intersection Results

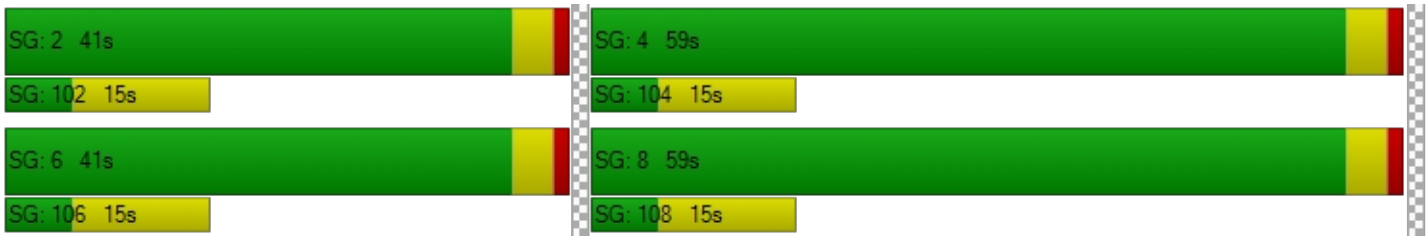
d_M, Delay for Movement [s/veh]	68.79	68.79	68.79	78.54	78.54	78.54	170.18	20.10	20.21	80.11	85.19	86.23
Movement LOS	E	E	E	E	E	E	F	C	C	F	F	F
d_A, Approach Delay [s/veh]	68.79			78.54			28.59			84.88		
Approach LOS	E			E			C			F		
d_I, Intersection Delay [s/veh]	65.36											
Intersection LOS	E											
Intersection V/C	1.018											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.529	2.385	3.073	3.032
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.408	2.621	2.742	3.354
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	42.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	713	106	0	902	156	47	1252	70	149	1960	12
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	713	106	0	902	156	47	1252	70	149	1960	12
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	178	27	0	226	39	12	313	18	37	490	3
Total Analysis Volume [veh/h]	0	713	106	0	902	156	47	1252	70	149	1960	12
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.31	0.33	0.24	0.40	0.40	0.40	0.59	0.59
s, saturation flow rate [veh/h]	1683	1609	1683	1600	199	1683	1652	373	1683	1679
c, Capacity [veh/h]	574	548	574	545	72	975	957	175	975	973
d1, Uniform Delay [s]	28.70	29.13	31.67	32.44	49.97	14.65	14.68	40.36	21.03	21.03
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.23	0.23	0.24	0.48	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.41	8.97	22.63	31.88	9.52	1.83	1.90	20.92	31.16	31.80
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.71	0.75	0.92	0.97	0.65	0.68	0.69	0.85	1.01	1.01
d, Delay for Lane Group [s/veh]	36.11	38.09	54.30	64.33	59.49	16.48	16.57	61.28	52.19	52.83
Lane Group LOS	D	D	D	E	E	B	B	E	F	F
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	9.53	9.84	15.51	17.03	1.36	10.19	10.07	4.73	28.80	28.91
50th-Percentile Queue Length [ft]	238.30	246.06	387.78	425.64	34.01	254.71	251.64	118.19	719.92	722.74
95th-Percentile Queue Length [veh]	14.60	14.99	21.97	23.79	2.45	15.42	15.27	8.29	37.97	38.17
95th-Percentile Queue Length [ft]	364.89	374.68	549.26	594.81	61.21	385.58	381.72	207.34	949.22	954.24

Movement, Approach, & Intersection Results

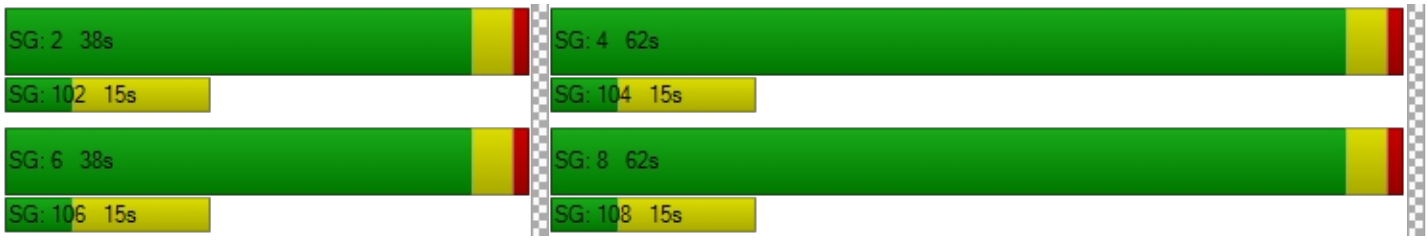
d_M, Delay for Movement [s/veh]	0.00	36.95	38.09	0.00	58.45	64.33	59.49	16.52	16.57	61.28	52.51	52.83
Movement LOS		D	D		E	E	E	B	B	E	F	D
d_A, Approach Delay [s/veh]	37.10			59.31			18.00			53.13		
Approach LOS	D			E			B			D		
d_I, Intersection Delay [s/veh]	42.94											
Intersection LOS	D											
Intersection V/C	0.918											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.823	2.651	2.986	3.085
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	680	680	1160	1160
d_b, Bicycle Delay [s]	21.78	21.78	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	2.235	2.432	2.689	3.309
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	92.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.979

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	129	879	174	158	1055	118	154	1348	114	152	1650	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	129	879	174	158	1055	118	154	1348	114	152	1650	65
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]	32	220	44	40	264	30	39	337	29	38	413	16
Total Analysis Volume [veh/h]	129	879	174	158	1055	118	154	1348	114	152	1650	65
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	32	32	11	34	0	10	42	42	15	47	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	39	28	42	39	30	30	53	39	48	53	43	43
g / C, Green / Cycle	0.39	0.28	0.42	0.39	0.30	0.30	0.53	0.39	0.48	0.53	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.20	0.27	0.12	0.20	0.35	0.36	0.34	0.42	0.08	0.24	0.51	0.52
s, saturation flow rate [veh/h]	641	3204	1431	807	1683	1624	459	3204	1431	643	1683	1661
c, Capacity [veh/h]	224	898	600	267	505	487	239	1251	687	304	723	714
d1, Uniform Delay [s]	25.30	35.71	19.19	24.93	35.00	35.00	22.30	30.48	14.66	20.57	28.52	28.52
k, delay calibration	0.50	0.50	0.50	0.20	0.50	0.50	0.50	0.12	0.11	0.13	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	1.00
d2, Incremental Delay [s]	10.39	25.44	1.22	3.73	99.58	102.34	12.74	39.06	0.11	1.51	97.72	103.33
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.58	0.98	0.29	0.59	1.18	1.18	0.65	1.08	0.17	0.50	1.19	1.20
d, Delay for Lane Group [s/veh]	35.69	61.15	20.41	28.66	134.59	137.34	35.03	69.54	14.78	22.08	126.24	131.85
Lane Group LOS	D	E	C	C	F	F	D	F	B	C	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.62	13.54	2.83	2.74	25.93	25.40	2.58	21.20	1.45	1.83	36.05	36.69
50th-Percentile Queue Length [ft]	65.48	338.52	70.67	68.56	648.14	634.92	64.41	530.05	36.29	45.87	901.28	917.16
95th-Percentile Queue Length [veh]	4.71	19.58	5.09	4.94	37.82	37.22	4.64	30.26	2.61	3.30	51.65	52.81
95th-Percentile Queue Length [ft]	117.86	489.40	127.21	123.41	945.49	930.56	115.93	756.53	65.33	82.57	1291.23	1320.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.69	61.15	20.41	28.66	135.79	137.34	35.03	69.54	14.78	22.08	128.93	131.85
Movement LOS	D	E	C	C	F	F	D	F	B	C	F	F
d_A, Approach Delay [s/veh]	52.37			123.21			62.39			120.33		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	91.96											
Intersection LOS	F											
Intersection V/C	0.979											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.955	2.879	3.089	3.066
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	600	760	860
d_b, Bicycle Delay [s]	25.92	24.50	19.22	16.25
l_b,int, Bicycle LOS Score for Intersection	2.535	2.658	2.893	3.100
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	9	1017	730	54	1989	34	0	0	0	70	14	16
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	9	1017	730	54	1989	34	0	0	0	70	14	16
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]	2	254	183	14	497	9	0	0	0	18	4	4
Total Analysis Volume [veh/h]	9	1017	730	54	1989	34	0	0	0	70	14	16
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	81	0	0	81	0	0	0	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	62	62	62	62	62	62		30
g / C, Green / Cycle	0.62	0.62	0.62	0.62	0.62	0.62		0.30
(v / s)_i Volume / Saturation Flow Rate	0.35	0.35	0.51	0.11	0.60	0.60		0.06
s, saturation flow rate [veh/h]	1401	1532	1431	499	1683	1673		1583
c, Capacity [veh/h]	902	946	884	297	1039	1033		479
d1, Uniform Delay [s]	10.95	11.19	14.93	16.84	18.32	18.49		25.97
k, delay calibration	0.11	0.11	0.22	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.52	0.53	4.10	0.29	22.15	23.36		0.99
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.55	0.56	0.83	0.18	0.97	0.98		0.21
d, Delay for Lane Group [s/veh]	11.47	11.72	19.03	17.12	40.47	41.85		26.96
Lane Group LOS	B	B	B	B	D	D		C
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	5.54	6.41	12.50	0.77	25.95	26.43		1.90
50th-Percentile Queue Length [ft]	138.39	160.27	312.55	19.24	648.68	660.82		47.38
95th-Percentile Queue Length [veh]	9.39	10.56	18.30	1.39	34.30	34.86		3.41
95th-Percentile Queue Length [ft]	234.86	264.08	457.51	34.63	857.52	871.62		85.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.47	11.60	19.03	17.12	41.15	41.85	0.00	0.00	0.00	26.96	26.96	26.96
Movement LOS	B	B	B	B	D	D				C	C	C
d_A, Approach Delay [s/veh]	14.69			40.54			0.00			26.96		
Approach LOS	B			D			A			C		
d_I, Intersection Delay [s/veh]	28.65											
Intersection LOS	C											
Intersection V/C	0.668											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.923	0.000	1.804
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1540	1540	0	300
d_b, Bicycle Delay [s]	2.65	2.65	50.00	36.13
l_b,int, Bicycle LOS Score for Intersection	3.008	3.273	4.132	1.725
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	112.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.795

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	1037	58	82	33	1135	0	0	929	34	34	0	69
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	1037	58	82	33	1135	0	0	929	34	34	0	69
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]	259	15	21	8	284	0	0	232	9	9	0	17
Total Analysis Volume [veh/h]	1037	58	82	33	1135	0	0	929	34	34	0	69
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	40	0	0	40	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	32	32	32	32	28
g / C, Green / Cycle	0.28	0.28	0.31	0.31	0.31	0.31	0.28
(v / s)_i Volume / Saturation Flow Rate	0.37	0.37	0.06	0.35	0.29	0.29	0.07
s, saturation flow rate [veh/h]	1603	1584	525	3204	1683	1662	1483
c, Capacity [veh/h]	454	449	82	1005	528	522	420
d1, Uniform Delay [s]	35.93	35.93	49.82	34.40	33.06	33.23	27.67
k, delay calibration	0.50	0.50	0.11	0.15	0.31	0.32	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	148.83	155.57	3.14	62.37	15.57	17.39	1.39
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.30	1.31	0.40	1.13	0.91	0.92	0.25
d, Delay for Lane Group [s/veh]	184.75	191.49	52.96	96.77	48.64	50.62	29.06
Lane Group LOS	F	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	29.58	30.07	0.89	20.56	13.19	13.48	2.05
50th-Percentile Queue Length [ft]	739.49	751.65	22.36	514.02	329.86	337.09	51.27
95th-Percentile Queue Length [veh]	44.39	45.27	1.61	30.15	19.15	19.51	3.69
95th-Percentile Queue Length [ft]	1109.67	1131.79	40.24	753.79	478.79	487.64	92.28

Movement, Approach, & Intersection Results

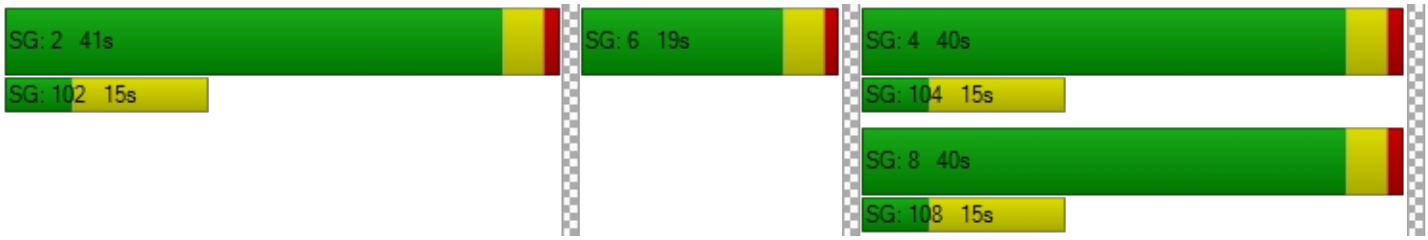
d_M, Delay for Movement [s/veh]	187.67	191.49	191.49	52.96	96.77	0.00	0.00	49.59	50.62	29.06	29.06	29.06
Movement LOS	F	F	F	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	188.12			95.53			49.63			29.06		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	112.51											
Intersection LOS	F											
Intersection V/C	0.795											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.329	0.000	2.677	1.880
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	720	720	300
d_b, Bicycle Delay [s]	19.85	20.48	20.48	36.13
l_b,int, Bicycle LOS Score for Intersection	3.502	2.523	2.354	1.730
Bicycle LOS	D	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	168.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.222

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	660	0	0	553	322	79
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	660	0	0	553	322	79
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]	165	0	0	138	81	20
Total Analysis Volume [veh/h]	660	0	0	553	322	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.01	1.22	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	168.67	11.13
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	15.24	0.40
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	380.94	10.04
d_A, Approach Delay [s/veh]	0.00		0.00		137.63	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	34.20					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	339.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	437	29	31	859	0	209	25	592	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	437	29	31	859	0	209	25	592	0	0	0
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	109	7	8	215	0	52	6	148	0	0	0
Total Analysis Volume [veh/h]	0	437	29	31	859	0	209	25	592	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.01	0.00	1.38	0.18	1.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.39	0.00	0.00	336.85	339.47	72.86	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	F			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	2.01	1.01	0.00	16.01	16.05	16.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	50.35	25.18	0.00	400.31	401.17	402.03	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.29			147.72			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	56.04											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.702

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	38	0	1055	43	0	24
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	0	1055	43	0	24
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]	10	0	264	11	0	6
Total Analysis Volume [veh/h]	38	0	1055	43	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	862	782	792	1053
Degree of Utilization, x	0.04	0.70	0.69	0.02

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	5.88	5.71	0.07
95th-Percentile Queue Length [ft]	3.46	146.97	142.83	1.75
Approach Delay [s/veh]	7.37	17.13		6.50
Approach LOS	A	C		A
Intersection Delay [s/veh]	16.59			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	14	0	431	40	16	360	0	6	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	14	0	431	40	16	360	0	6	0	0	0	0
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	108	10	4	90	0	2	0	0	0	0
Total Analysis Volume [veh/h]	14	0	431	40	16	360	0	6	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	615	632	659	
Degree of Utilization, x	0.39	0.38	0.58	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.88	1.80	3.74	
95th-Percentile Queue Length [ft]	46.88	45.11	93.42	
Approach Delay [s/veh]	12.11		15.73	0.00
Approach LOS	B		C	A
Intersection Delay [s/veh]	13.56			
Intersection LOS	B			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	165	0	3	81	0	82	35	236
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	165	0	3	81	0	82	35	236
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]	41	0	1	20	0	21	9	59
Total Analysis Volume [veh/h]	165	0	3	81	0	82	35	236
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	608	473	551
Degree of Utilization, x	0.41	0.25	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.99	0.96	2.13
95th-Percentile Queue Length [ft]	49.80	24.11	53.33
Approach Delay [s/veh]	12.97	13.63	
Approach LOS	B	B	
Intersection Delay [s/veh]	13.56		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	505.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.732

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	1728	915	101	3369
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	1728	915	101	3369
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]	0	0	432	229	25	842
Total Analysis Volume [veh/h]	0	0	1728	915	101	3369
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	1.73	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	505.67	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	9.38	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	234.38	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		14.72	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	8.35					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2: Vine & US 101 SB Off-ramp / Franklin

Control Type:	Signalized	Delay (sec / veh):	17.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Approach	Northbound			Eastbound			Westbound			Northeastbound		
Lane Configuration												
Turning Movement	Left	Left	Right	Thru	Right	Right	Left	Thru	Thru	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		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Vine St			Franklin Ave			Franklin Ave			US 101 SB Off-ramp		
Base Volume Input [veh/h]	552	0	518	842	0	94	0	0	666	0	381	1264
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	552	0	518	842	0	94	0	0	666	0	381	1264
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]	138	0	130	211	0	24	0	0	167	0	95	316
Total Analysis Volume [veh/h]	552	0	518	842	0	94	0	0	666	0	381	1264
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	0	0	8	0	5	0	0	4	0	8	8
Auxiliary Signal Groups												5,8
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	5	0	0	5	0	5	5
Maximum Green [s]	30	0	0	30	0	30	0	0	30	0	30	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0
Split [s]	15	0	0	75	0	15	0	0	75	0	75	75
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	5	0	0	5	0	5	0	0	5	0	5	5
Pedestrian Clearance [s]	10	0	0	10	0	10	0	0	10	0	10	10
Rest In Walk	No			No					No		No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No			No		No			No		No	No
Maximum Recall	No			No		No			No		No	No
Pedestrian Recall	No			No		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	27	55	27	27	86
g / C, Green / Cycle	0.61	0.61	0.30	0.61	0.30	0.30	0.96
(v / s)_i Volume / Saturation Flow Rate	0.30	0.34	0.24	0.06	0.19	0.20	0.80
s, saturation flow rate [veh/h]	1781	1595	3560	1589	3560	1870	1589
c, Capacity [veh/h]	1082	969	1080	966	1080	567	1519
d1, Uniform Delay [s]	9.89	10.41	28.54	7.35	26.81	27.37	0.43
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.16	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.62	2.26	1.26	0.20	0.58	2.10	5.48
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.55	0.78	0.10	0.62	0.67	0.83
d, Delay for Lane Group [s/veh]	11.51	12.68	29.80	7.55	27.38	29.47	5.92
Lane Group LOS	B	B	C	A	C	C	A
Critical Lane Group	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	5.78	6.18	8.19	0.75	6.03	7.27	2.31
50th-Percentile Queue Length [ft]	144.54	154.61	204.66	18.64	150.70	181.80	57.83
95th-Percentile Queue Length [veh]	9.72	10.26	12.88	1.34	10.05	11.69	4.16
95th-Percentile Queue Length [ft]	243.12	256.58	321.97	33.56	251.36	292.36	104.10

Movement, Approach, & Intersection Results

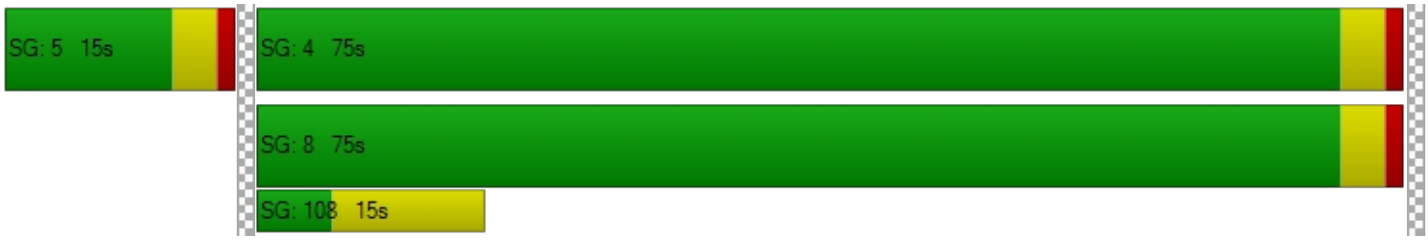
d_M, Delay for Movement [s/veh]	11.54	0.00	12.68	29.80	0.00	7.55	0.00	0.00	27.38	0.00	29.47	5.92
Movement LOS	B		B	C		A			C		C	A
d_A, Approach Delay [s/veh]	12.09			27.57			27.38			11.37		
Approach LOS	B			C			C			B		
d_I, Intersection Delay [s/veh]	17.53											
Intersection LOS	B											
Intersection V/C	0.501											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	0.0
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]	36.45	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.731	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	244	0	1578
d_b, Bicycle Delay [s]	34.67	34.67	45.00	2.01
l_b,int, Bicycle LOS Score for Intersection	3.325	2.332	4.682	4.274
Bicycle LOS	C	B	E	E

Sequence

Ring 1	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Argyle & Franklin / US 101 NB On-ramp

Control Type:	Signalized	Delay (sec / veh):	114.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	50.00	100.00	50.00	85.00	100.00	100.00	175.00	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			No			No			Yes		

Volumes

Name	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave		
Base Volume Input [veh/h]	616	52	160	136	12	29	531	1101	87	81	649	699
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	616	52	160	136	12	29	531	1101	87	81	649	699
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]	154	13	40	34	3	7	133	275	22	20	162	175
Total Analysis Volume [veh/h]	616	52	160	136	12	29	531	1101	87	81	649	699
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	5	5	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	45	0	13	19	0	9	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	10	10	10	60	50	50	6	28	28
g / C, Green / Cycle	0.21	0.21	0.21	0.10	0.10	0.10	0.57	0.48	0.48	0.06	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.10	0.08	0.01	0.02	0.48	0.31	0.05	0.05	0.35	0.44
s, saturation flow rate [veh/h]	1781	1794	1589	1781	1870	1589	1105	3560	1589	1781	1870	1589
c, Capacity [veh/h]	382	385	341	174	183	156	630	1691	755	108	491	418
d1, Uniform Delay [s]	39.90	39.86	36.06	46.31	43.05	43.57	26.95	20.97	15.32	48.62	38.75	38.75
k, delay calibration	0.20	0.20	0.11	0.11	0.11	0.11	0.36	0.50	0.50	0.11	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	1.00
d2, Incremental Delay [s]	10.76	10.39	1.00	7.38	0.15	0.57	9.71	1.96	0.31	10.12	158.23	313.60
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.87	0.87	0.47	0.78	0.07	0.19	0.84	0.65	0.12	0.75	1.32	1.67
d, Delay for Lane Group [s/veh]	50.65	50.25	37.06	53.69	43.20	44.14	36.66	22.93	15.63	58.73	196.98	352.36
Lane Group LOS	D	D	D	D	D	D	D	C	B	E	F	F
Critical Lane Group	Yes	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	9.36	9.36	3.66	3.81	0.29	0.72	8.92	10.35	1.21	2.39	33.99	46.91
50th-Percentile Queue Length [ft]	234.10	233.95	91.55	95.27	7.27	17.94	223.04	258.64	30.17	59.64	849.75	1172.86
95th-Percentile Queue Length [veh]	14.38	14.38	6.59	6.86	0.52	1.29	13.82	15.62	2.17	4.29	50.56	73.26
95th-Percentile Queue Length [ft]	359.56	359.38	164.79	171.49	13.09	32.29	345.51	390.52	54.30	107.35	1263.99	1831.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.47	50.25	37.06	53.69	43.20	44.14	36.66	22.93	15.63	58.73	196.98	352.36
Movement LOS	D	D	D	D	D	D	D	C	B	E	F	F
d_A, Approach Delay [s/veh]	47.86			51.42			26.80			265.15		
Approach LOS	D			D			C			F		
d_I, Intersection Delay [s/veh]	114.06											
Intersection LOS	F											
Intersection V/C	0.917											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	43.89	0.00	0.00	43.89
l_p,int, Pedestrian LOS Score for Intersection	2.505	0.000	0.000	2.860
Crosswalk LOS	B	F	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	781	286	210
d_b, Bicycle Delay [s]	28.23	19.50	38.57	42.08
l_b,int, Bicycle LOS Score for Intersection	2.926	1.852	2.978	2.739
Bicycle LOS	C	A	C	B

Sequence

Ring 1	2	-	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: US 101 SB Ramps & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	91.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Approach	Southbound			Eastbound			Westbound			Northwestbound		
Lane Configuration												
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	0	0	1	0	0	0	0	0	0
Pocket Length [ft]	195.00	100.00	100.00	100.00	100.00	85.00	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				
Crosswalk		Yes			No			No			Yes	

Volumes

Name	US 101 SB Off-Ramp			Hollywood Blvd			Hollywood Blvd			US 101 SB On-Ramp		
Base Volume Input [veh/h]	696	7	236	0	1406	656	253	1679	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	696	7	236	0	1406	656	253	1679	0	0	0	0
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]	174	2	59	0	352	164	63	420	0	0	0	0
Total Analysis Volume [veh/h]	696	7	236	0	1406	656	253	1679	0	0	0	0
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		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing m		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi		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	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	6	0	0	8	0	7	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	62	0	0	19	0	9	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No		No	No				
Maximum Recall		No			No		No	No				
Pedestrian Recall		No			No		No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	C	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	31	31	31	31	16	51	
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.18	0.57	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.31	0.44	0.46	0.16	0.52	
s, saturation flow rate [veh/h]	1603	1512	3204	1431	1603	3204	
c, Capacity [veh/h]	553	521	1091	487	291	1815	
d1, Uniform Delay [s]	27.37	27.97	29.70	29.70	35.82	17.79	
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.85	5.75	137.04	169.45	7.88	9.57	
d3, Initial Queue Delay [s]	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	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.85	0.90	1.29	1.35	0.87	0.93	
d, Delay for Lane Group [s/veh]	31.23	33.72	166.73	199.15	43.70	27.36	
Lane Group LOS	C	C	F	F	D	C	
Critical Lane Group	No	Yes	No	Yes	Yes	No	
50th-Percentile Queue Length [veh]	9.61	9.97	32.01	32.96	5.92	16.45	
50th-Percentile Queue Length [ft]	240.24	249.26	800.21	824.07	148.03	411.20	
95th-Percentile Queue Length [veh]	14.69	15.15	47.94	50.19	9.91	23.10	
95th-Percentile Queue Length [ft]	367.34	378.72	1198.52	1254.83	247.79	577.48	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.04	33.72	33.72	0.00	166.73	199.15	43.70	27.36	0.00	0.00	0.00	0.00
Movement LOS	C	C	C		F	F	D	C				
d_A, Approach Delay [s/veh]	32.47			177.05			29.50			0.00		
Approach LOS	C			F			C			A		
d_I, Intersection Delay [s/veh]	91.74											
Intersection LOS	F											
Intersection V/C	0.926											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
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]	36.45	0.00	0.00	36.45
l_p,int, Pedestrian LOS Score for Intersection	2.174	0.000	0.000	2.318
Crosswalk LOS	B	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1289	333	533	0
d_b, Bicycle Delay [s]	5.69	31.25	24.20	45.00
l_b,int, Bicycle LOS Score for Intersection	3.109	3.261	3.154	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: US 101 NB Ramps/Van Ness Ave & Hollywood Blvd

Control Type:	Signalized	Delay (sec / veh):	69.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.030

Intersection Setup

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Approach	Northbound				Eastbound				Westbound			
Lane Configuration												
Turning Movement	Left	Thru	Right	Right2	Left2	Left	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	1	0	0	1	1	0	0	0	0	0	0	0
Pocket Length [ft]	510.00	100.00	100.00	390.00	140.00	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	Yes				No				No			

Volumes

Name	US 110 NB Off-Ramp				Hollywood Blvd				Hollywood Blvd			
Base Volume Input [veh/h]	345	28	0	94	360	0	1758	0	0	1189	905	31
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	345	28	0	94	360	0	1758	0	0	1189	905	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]	86	7	0	24	90	0	440	0	0	297	226	8
Total Analysis Volume [veh/h]	345	28	0	94	360	0	1758	0	0	1189	905	31
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	0				0				0			
v_di, Inbound Pedestrian Volume crossing th	0				0				0			
v_co, Outbound Pedestrian Volume along th	0				0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			
Bicycle Volume [bicycles/h]	0				0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	6	0	0	0	0	8	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	0	0	5	0	0
Maximum Green [s]	0	30	0	0	0	0	30	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	16	0	0	0	0	55	0	0	55	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	0	0	5	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	0	0	10	0	0	10	0	0
Rest In Walk		No					No			No		
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	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No					No			No		
Maximum Recall		No					No			No		
Pedestrian Recall		No					No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	R
C, Cycle Length [s]	56	56	56	56	56	56	56
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	9	30	30	30	30
g / C, Green / Cycle	0.17	0.17	0.17	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.07	0.85	0.55	0.37	0.65
s, saturation flow rate [veh/h]	1603	1614	1431	424	3204	3204	1431
c, Capacity [veh/h]	266	268	237	215	1699	1699	759
d1, Uniform Delay [s]	22.27	22.27	21.07	25.88	13.29	9.92	13.29
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.32	3.30	1.07	321.74	20.72	0.53	116.57
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.70	0.40	1.67	1.03	0.70	1.23
d, Delay for Lane Group [s/veh]	25.59	25.56	22.14	347.63	34.01	10.46	129.85
Lane Group LOS	C	C	C	F	F	B	F
Critical Lane Group	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	2.39	2.41	1.10	22.00	12.97	4.35	31.78
50th-Percentile Queue Length [ft]	59.78	60.17	27.45	550.12	324.24	108.70	794.39
95th-Percentile Queue Length [veh]	4.30	4.33	1.98	38.62	19.35	7.77	47.53
95th-Percentile Queue Length [ft]	107.61	108.30	49.41	965.38	483.79	194.19	1188.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.58	25.56	0.00	22.14	347.63	0.00	34.01	0.00	0.00	10.46	129.85	129.85
Movement LOS	C	C		C	F		F			B	F	F
d_A, Approach Delay [s/veh]	24.88				87.32				63.05			
Approach LOS	C				F				E			
d_I, Intersection Delay [s/veh]	69.10											
Intersection LOS	E											
Intersection V/C	1.030											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0		0.0	0.0
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]	36.45		0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.093		0.000	0.000
Crosswalk LOS	B		F	F
s_b, Saturation Flow Rate of the bicycle lane	2000		2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267		1133	1133
d_b, Bicycle Delay [s]	33.80		8.45	8.45
l_b,int, Bicycle LOS Score for Intersection	2.330		3.307	3.287
Bicycle LOS	B		C	C

Intersection Setup

Name	Van Ness Ave				US 101 NB On-Ramp			
Approach	Southwestbound				Southeastbound			
Lane Configuration								
Turning Movement	Left	Left	Right	Right2	Left	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	1	0	0	0	0	0	0	0
Pocket Length [ft]	55.00	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							
Crosswalk	Yes				Yes			

Volumes

Name	Van Ness Ave				US 101 NB On-Ramp			
Base Volume Input [veh/h]	36	0	93	0	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	36	0	93	0	0	0	0	0
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]	9	0	23	0	0	0	0	0
Total Analysis Volume [veh/h]	36	0	93	0	0	0	0	0
Presence of On-Street Parking	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 th	0				0			
v_co, Outbound Pedestrian Volume along th	0				0			
v_ci, Inbound Pedestrian Volume along the le	0				0			
v_ab, Corner Pedestrian Volume [ped/h]	0				0			
Bicycle Volume [bicycles/h]	0				0			

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Permissive	Split	Split	Permissive	Permissive	Permissive	Permissive
Signal group	2	0	0	0	0	0	0	0
Auxiliary Signal Groups								
Lead / Lag	Lead	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	0	0	0	0	0
Maximum Green [s]	30	0	0	0	0	0	0	0
Amber [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All red [s]	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Split [s]	19	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	5	0	0	0	0	0	0	0
Pedestrian Clearance [s]	10	0	0	0	0	0	0	0
Rest In Walk	No							
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No							
Maximum Recall	No							
Pedestrian Recall	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	
C, Cycle Length [s]	56	56	
L, Total Lost Time per Cycle [s]	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	
g_i, Effective Green Time [s]	5	5	
g / C, Green / Cycle	0.09	0.09	
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	
s, saturation flow rate [veh/h]	1603	1431	
c, Capacity [veh/h]	147	131	
d1, Uniform Delay [s]	23.87	24.95	
k, delay calibration	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	
d2, Incremental Delay [s]	0.85	6.83	
d3, Initial Queue Delay [s]	0.00	0.00	
Rp, platoon ratio	1.00	1.00	
PF, progression factor	1.00	1.00	

Lane Group Results

X, volume / capacity	0.24	0.71	
d, Delay for Lane Group [s/veh]	24.72	31.78	
Lane Group LOS	C	C	
Critical Lane Group	No	Yes	
50th-Percentile Queue Length [veh]	0.45	1.38	
50th-Percentile Queue Length [ft]	11.34	34.51	
95th-Percentile Queue Length [veh]	0.82	2.48	
95th-Percentile Queue Length [ft]	20.42	62.11	

Movement, Approach, & Intersection Results

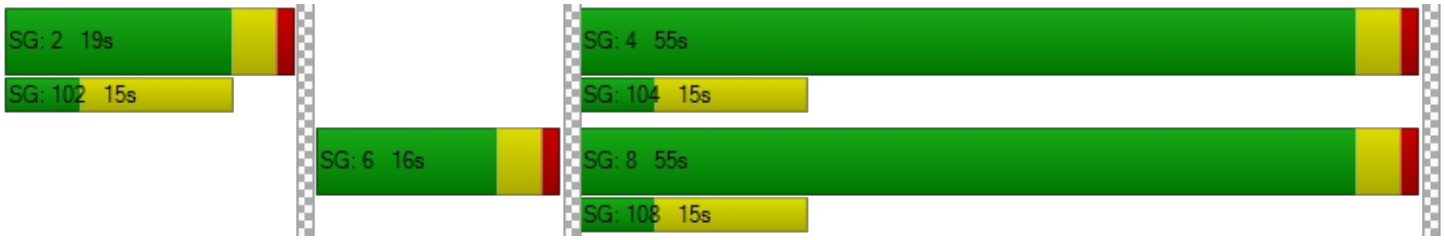
d_M, Delay for Movement [s/veh]	24.72	0.00	31.78	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		C					
d_A, Approach Delay [s/veh]	29.81				0.00			
Approach LOS	C				A			
d_I, Intersection Delay [s/veh]	69.10							
Intersection LOS	E							
Intersection V/C	1.030							

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0
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]	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.994	3.198
Crosswalk LOS	A	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	0
d_b, Bicycle Delay [s]	31.25	45.00
l_b,int, Bicycle LOS Score for Intersection	1.560	4.132
Bicycle LOS	A	D

Sequence

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



Intersection Level Of Service Report
Intersection 37: Wilcox Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	60.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	80.00	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	Wilcox Ave			Wilcox Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	18	240	21	42	220	165	101	1989	20	37	1906	32
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	18	240	21	42	220	165	101	1989	20	37	1906	32
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	60	5	11	55	41	25	497	5	9	477	8
Total Analysis Volume [veh/h]	18	240	21	42	220	165	101	1989	20	37	1906	32
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	39	0	0	39	0	0	61	0	0	61	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	57	57	57	57	57	57
g / C, Green / Cycle	0.35	0.35	0.57	0.57	0.57	0.57	0.57	0.57
(v / s)_i Volume / Saturation Flow Rate	0.17	0.28	0.49	0.60	0.60	0.19	0.58	0.58
s, saturation flow rate [veh/h]	1617	1532	206	1683	1677	192	1683	1673
c, Capacity [veh/h]	605	577	72	958	955	72	958	953
d1, Uniform Delay [s]	25.33	28.92	49.97	21.52	21.52	49.97	21.52	21.52
k, delay calibration	0.50	0.50	0.37	0.50	0.50	0.11	0.48	0.49
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.52	8.31	230.55	42.57	43.79	5.55	31.32	33.09
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	0.46	0.74	1.40	1.05	1.05	0.51	1.01	1.02
d, Delay for Lane Group [s/veh]	27.84	37.23	280.52	64.09	65.31	55.52	52.83	54.61
Lane Group LOS	C	D	F	F	F	E	F	F
Critical Lane Group	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	5.51	10.23	6.41	31.50	31.71	1.03	28.51	28.81
50th-Percentile Queue Length [ft]	137.65	255.71	160.29	787.51	792.84	25.80	712.64	720.23
95th-Percentile Queue Length [veh]	9.35	15.47	11.54	42.33	42.71	1.86	37.62	38.16
95th-Percentile Queue Length [ft]	233.85	386.83	288.52	1058.33	1067.68	46.43	940.46	953.94

Movement, Approach, & Intersection Results

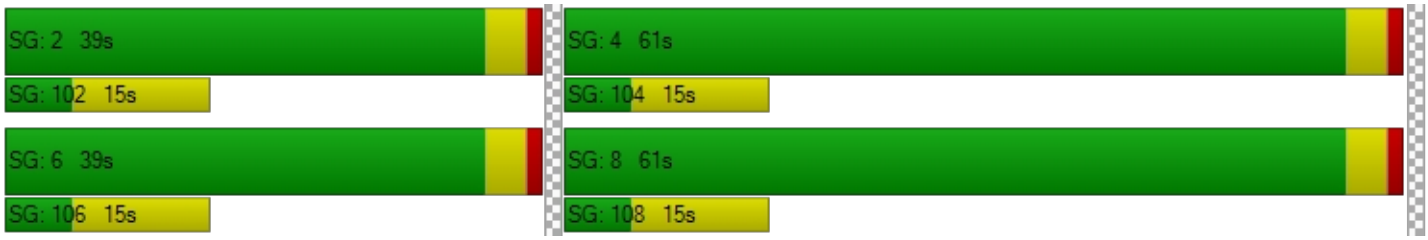
d_M, Delay for Movement [s/veh]	27.84	27.84	27.84	37.23	37.23	37.23	280.52	64.69	65.31	55.52	53.71	54.61
Movement LOS	C	C	C	D	D	D	F	F	E	E	D	D
d_A, Approach Delay [s/veh]	27.84			37.23			75.03			53.75		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	60.14											
Intersection LOS	E											
Intersection V/C	0.878											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.045	2.255	3.151	3.151
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	700	1140	1140
d_b, Bicycle Delay [s]	21.13	21.13	9.25	9.25
l_b,int, Bicycle LOS Score for Intersection	2.020	2.264	3.300	3.189
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 38: Cahuenga Blvd & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	117.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.324

Intersection Setup

Name	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	75.00	100.00	100.00	50.00	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	Cahuenga Blvd			Cahuenga Blvd			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	31	575	45	56	863	173	179	1903	37	52	1825	63
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	31	575	45	56	863	173	179	1903	37	52	1825	63
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	144	11	14	216	43	45	476	9	13	456	16
Total Analysis Volume [veh/h]	31	575	45	56	863	173	179	1903	37	52	1825	63
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	54	0	0	54	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	50	50	50	50	50	50
g / C, Green / Cycle	0.42	0.42	0.42	0.42	0.50	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.46	0.37	0.50	0.49	0.83	0.58	0.58	0.25	0.56	0.57
s, saturation flow rate [veh/h]	184	1510	761	1469	216	1683	1672	205	1683	1663
c, Capacity [veh/h]	126	635	361	617	72	841	835	72	841	831
d1, Uniform Delay [s]	24.71	26.84	28.94	28.95	49.94	24.99	24.99	49.94	24.99	24.99
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.11	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
d2, Incremental Delay [s]	24.88	17.25	59.50	88.04	705.95	82.66	85.83	12.64	70.64	75.82
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.67	0.89	1.04	1.16	2.48	1.15	1.16	0.72	1.12	1.14
d, Delay for Lane Group [s/veh]	49.59	44.08	88.44	116.98	755.88	107.65	110.82	62.58	95.64	100.81
Lane Group LOS	D	D	F	F	F	F	F	E	F	F
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	2.05	15.01	14.96	29.17	15.94	37.79	38.27	1.55	34.98	35.77
50th-Percentile Queue Length [ft]	51.35	375.16	373.97	729.30	398.56	944.64	956.72	38.67	874.50	894.15
95th-Percentile Queue Length [veh]	3.70	21.36	21.95	42.03	28.70	53.24	54.09	2.78	48.78	50.15
95th-Percentile Queue Length [ft]	92.43	533.99	548.79	1050.65	717.40	1331.09	1352.32	69.61	1219.44	1253.80

Movement, Approach, & Intersection Results

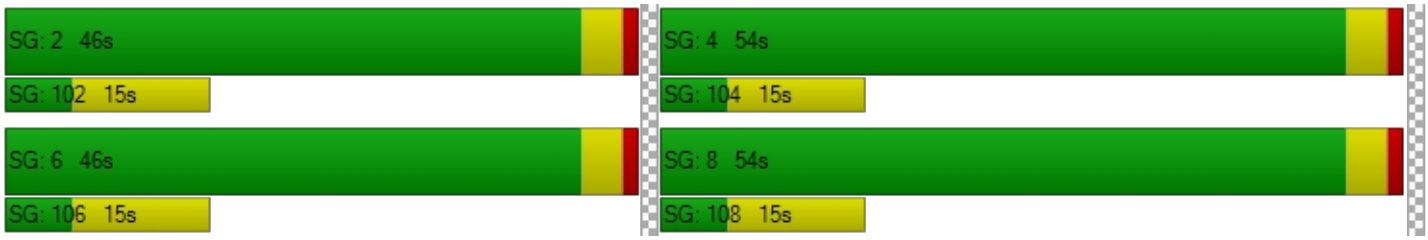
d_M, Delay for Movement [s/veh]	49.59	44.60	44.08	88.44	106.35	116.98	755.88	109.21	110.82	62.58	98.13	100.81
Movement LOS	D	D	D	F	F	F	F	F	F	E	F	F
d_A, Approach Delay [s/veh]	44.80			107.12			163.86			97.27		
Approach LOS	D			F			F			F		
d_I, Intersection Delay [s/veh]	117.56											
Intersection LOS	F											
Intersection V/C	1.324											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.602	2.858	3.159	3.155
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	840	840	1000	1000
d_b, Bicycle Delay [s]	16.82	16.82	12.50	12.50
l_b,int, Bicycle LOS Score for Intersection	2.097	2.461	3.308	3.160
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 39: Vine St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	107.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.151

Intersection Setup

Name	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	160.00	100.00	100.00	150.00	100.00	100.00	85.00	100.00	100.00	85.00	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	Vine St			Vine St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	63	1250	95	156	1329	151	144	1711	72	77	1696	243
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	63	1250	95	156	1329	151	144	1711	72	77	1696	243
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]	16	313	24	39	332	38	36	428	18	19	424	61
Total Analysis Volume [veh/h]	63	1250	95	156	1329	151	144	1711	72	77	1696	243
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	45	45	45	45	45	45	47	47	47	47	47	47
g / C, Green / Cycle	0.45	0.45	0.45	0.45	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.20	0.39	0.07	0.39	0.44	0.45	0.70	0.53	0.54	0.32	0.58	0.60
s, saturation flow rate [veh/h]	321	3204	1431	400	1683	1624	206	1683	1659	239	1683	1612
c, Capacity [veh/h]	72	1444	645	105	758	732	72	790	779	72	790	756
d1, Uniform Delay [s]	49.87	24.69	16.13	48.58	27.08	27.40	49.87	26.47	26.47	49.87	26.47	26.47
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.23	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	1.00
d2, Incremental Delay [s]	73.38	7.19	0.48	260.68	29.31	33.68	492.41	73.80	79.96	90.27	113.51	136.88
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.87	0.87	0.15	1.48	0.99	1.00	1.99	1.13	1.14	1.07	1.23	1.28
d, Delay for Lane Group [s/veh]	123.26	31.88	16.61	309.26	56.39	61.08	542.28	100.27	106.43	140.15	139.98	163.35
Lane Group LOS	F	C	B	F	E	F	F	F	F	F	F	F
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	3.04	14.11	1.34	10.24	22.79	23.31	11.68	33.79	34.65	3.61	42.50	45.61
50th-Percentile Queue Length [ft]	76.10	352.87	33.62	255.96	569.77	582.80	291.92	844.84	866.28	90.19	1062.60	1140.35
95th-Percentile Queue Length [veh]	5.48	20.28	2.42	18.43	30.62	31.27	21.02	47.38	48.89	6.49	61.38	67.04
95th-Percentile Queue Length [ft]	136.97	506.90	60.51	460.73	765.51	781.77	525.45	1184.43	1222.16	162.35	1534.47	1675.98

Movement, Approach, & Intersection Results

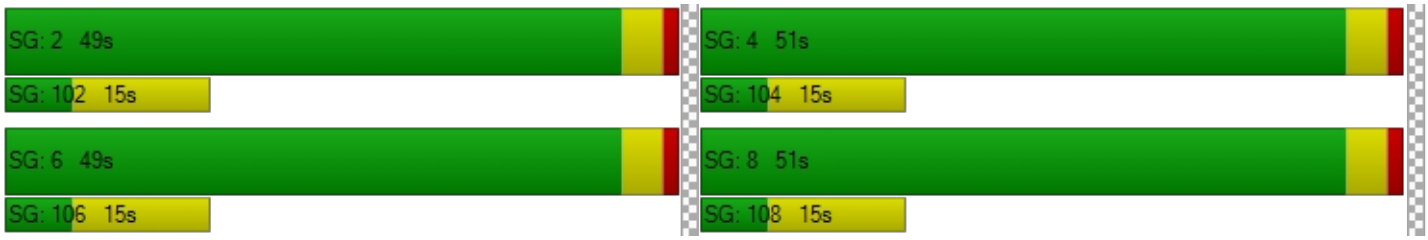
d_M, Delay for Movement [s/veh]	123.26	31.88	16.61	309.26	58.45	61.08	542.28	103.22	106.43	140.15	149.99	163.35
Movement LOS	F	C	B	F	E	E	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	34.94			82.61			136.15			151.22		
Approach LOS	C			F			F			F		
d_I, Intersection Delay [s/veh]	107.57											
Intersection LOS	F											
Intersection V/C	1.151											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.038	3.150	3.144	3.304
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.721	2.909	3.149	3.223
Bicycle LOS	B	C	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 40: Gower St & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	368.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.150

Intersection Setup

Name	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	45.00	100.00	100.00	140.00	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	Gower St			Gower St			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	79	690	107	61	666	114	134	1886	47	94	1843	86
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	79	690	107	61	666	114	134	1886	47	94	1843	86
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]	20	173	27	15	167	29	34	472	12	24	461	22
Total Analysis Volume [veh/h]	79	690	107	61	666	114	134	1886	47	94	1843	86
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	5	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	30	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	28	0	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	5	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	10	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	17	10	60	60	60
g / C, Green / Cycle	0.17	0.17	0.17	0.17	0.10	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.13	0.48	0.10	0.48	0.08	0.06	0.57	0.58
s, saturation flow rate [veh/h]	623	1644	613	1641	1603	1603	1683	1657
c, Capacity [veh/h]	72	286	72	285	163	968	1017	1001
d1, Uniform Delay [s]	50.00	41.30	50.00	41.30	44.02	8.32	18.35	18.74
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.41	0.42
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	134.04	813.38	68.55	789.28	9.78	0.04	15.85	18.65
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	1.09	2.79	0.85	2.73	0.82	0.10	0.95	0.96
d, Delay for Lane Group [s/veh]	184.04	854.68	118.56	830.58	53.81	8.36	34.19	37.39
Lane Group LOS	F	F	F	F	D	A	C	D
Critical Lane Group	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	4.49	71.59	2.89	69.53	3.67	0.82	22.76	23.87
50th-Percentile Queue Length [ft]	112.13	1789.70	72.33	1738.26	91.76	20.50	569.09	596.74
95th-Percentile Queue Length [veh]	8.07	111.84	5.21	108.74	6.61	1.48	30.59	31.88
95th-Percentile Queue Length [ft]	201.83	2795.99	130.20	2718.46	165.17	36.90	764.71	797.05

Movement, Approach, & Intersection Results

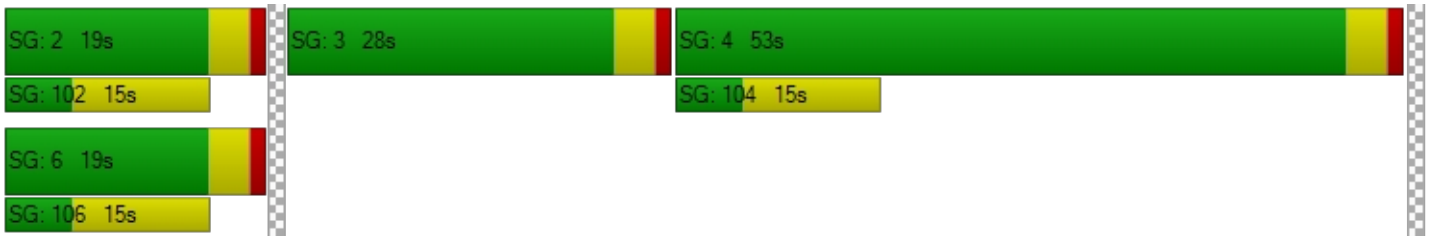
d_M, Delay for Movement [s/veh]	184.04	854.68	854.68	118.56	830.58	830.58	53.81	0.00	0.00	8.36	35.72	37.39
Movement LOS	F	F	F	F	F	F	D			A	D	D
d_A, Approach Delay [s/veh]	794.20			778.94			53.81			34.52		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	368.57											
Intersection LOS	F											
Intersection V/C	1.150											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.479	2.516	2.842	2.820
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	0	980
d_b, Bicycle Delay [s]	36.13	36.13	50.00	13.01
l_b,int, Bicycle LOS Score for Intersection	3.005	2.947	1.560	3.229
Bicycle LOS	C	C	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 41: Bronson Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	65.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	100.00	80.00	100.00	100.00	70.00	100.00	100.00	60.00	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			No			Yes		

Volumes

Name	Private Dwy			Bronson Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	7	5	11	172	26	166	168	1750	26	21	1853	85
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	7	5	11	172	26	166	168	1750	26	21	1853	85
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]	2	1	3	43	7	42	42	438	7	5	463	21
Total Analysis Volume [veh/h]	7	5	11	172	26	166	168	1750	26	21	1853	85
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	19	0	0	19	0	0	62	0	0	62	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	58	58	58	58	58	58
g / C, Green / Cycle	0.34	0.34	0.34	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.13	0.82	0.53	0.53	0.09	0.58	0.58
s, saturation flow rate [veh/h]	1080	1257	1460	206	1683	1674	241	1683	1657
c, Capacity [veh/h]	415	325	497	72	975	970	91	975	960
d1, Uniform Delay [s]	22.32	30.22	25.02	49.97	18.72	18.83	46.34	20.84	21.02
k, delay calibration	0.50	0.50	0.50	0.50	0.41	0.41	0.11	0.47	0.48
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	6.06	2.26	639.24	11.79	12.38	1.27	26.43	30.71
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.53	0.39	2.33	0.91	0.92	0.23	0.99	1.01
d, Delay for Lane Group [s/veh]	22.58	36.27	27.27	689.21	30.51	31.21	47.61	47.27	51.73
Lane Group LOS	C	D	C	F	C	C	D	D	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.39	4.08	3.72	14.60	19.71	19.95	0.55	27.23	28.25
50th-Percentile Queue Length [ft]	9.74	102.07	93.10	365.00	492.87	498.81	13.84	680.79	706.28
95th-Percentile Queue Length [veh]	0.70	7.35	6.70	26.28	27.00	27.28	1.00	35.79	37.26
95th-Percentile Queue Length [ft]	17.54	183.72	167.58	657.00	674.92	681.94	24.91	894.74	931.46

Movement, Approach, & Intersection Results

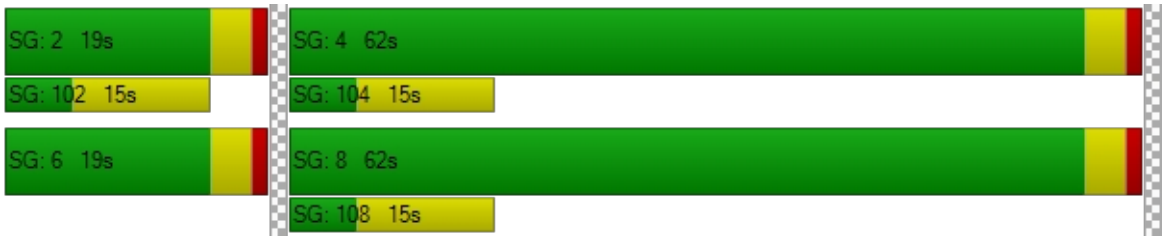
d_M, Delay for Movement [s/veh]	22.58	22.58	22.58	36.27	27.27	27.27	689.21	30.86	31.21	47.61	49.40	51.73
Movement LOS	C	C	C	D	C	C	F	C	C	D	D	D
d_A, Approach Delay [s/veh]	22.58			31.53			87.75			49.48		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	65.16											
Intersection LOS	E											
Intersection V/C	0.953											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	0.0	9.0
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]	41.41	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	1.798	2.388	0.000	3.310
Crosswalk LOS	A	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	1160	1160
d_b, Bicycle Delay [s]	36.13	36.13	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	1.598	2.160	3.163	3.176
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 42: Van Ness Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	86.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.109

Intersection Setup

Name	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	125.00	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	Van Ness Ave			Van Ness Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	51	441	222	17	485	127	60	1750	105	73	1781	38
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	51	441	222	17	485	127	60	1750	105	73	1781	38
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]	13	110	56	4	121	32	15	438	26	18	445	10
Total Analysis Volume [veh/h]	51	441	222	17	485	127	60	1750	105	73	1781	38
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_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]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.55	0.40	0.26	0.55	0.56	0.33	0.54	0.54
s, saturation flow rate [veh/h]	1306	1584	231	1683	1650	223	1683	1671
c, Capacity [veh/h]	575	688	72	857	840	72	857	850
d1, Uniform Delay [s]	29.62	28.45	49.94	24.52	24.52	49.94	24.52	24.52
k, delay calibration	0.50	0.50	0.11	0.50	0.50	0.20	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]	122.96	18.79	20.88	55.86	63.42	70.01	48.61	51.04
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	1.24	0.91	0.83	1.08	1.10	1.01	1.06	1.07
d, Delay for Lane Group [s/veh]	152.58	47.24	70.82	80.38	87.94	119.95	73.13	75.56
Lane Group LOS	F	D	E	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh]	33.48	17.57	1.91	32.02	33.15	3.20	30.29	30.64
50th-Percentile Queue Length [ft]	837.06	439.33	47.78	800.42	828.87	79.94	757.30	766.12
95th-Percentile Queue Length [veh]	49.43	24.45	3.44	43.96	45.96	5.76	41.23	41.86
95th-Percentile Queue Length [ft]	1235.86	611.20	86.00	1098.90	1148.88	143.88	1030.80	1046.57

Movement, Approach, & Intersection Results

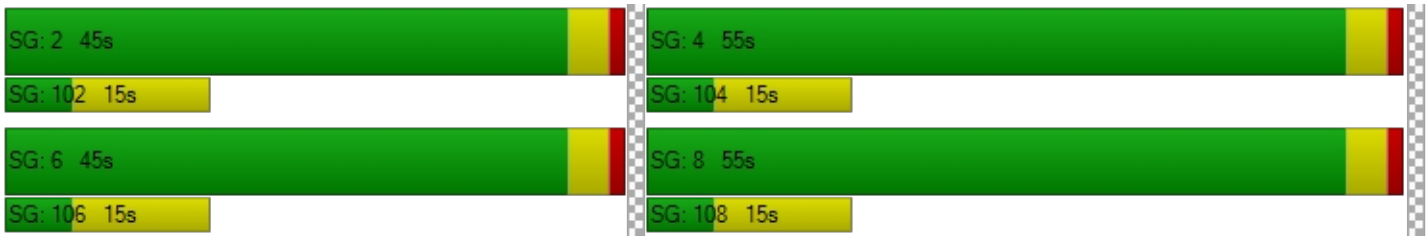
d_M, Delay for Movement [s/veh]	152.58	152.58	152.58	47.24	47.24	47.24	70.82	83.93	87.94	119.95	74.32	75.56
Movement LOS	F	F	F	D	D	D	E	F	F	F	F	E
d_A, Approach Delay [s/veh]	152.58			47.24			83.74			76.10		
Approach LOS	F			D			F			E		
d_I, Intersection Delay [s/veh]	86.02											
Intersection LOS	F											
Intersection V/C	1.109											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.497	2.376	3.134	3.087
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.738	2.597	3.139	3.121
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 43: Wilton Pl & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	73.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	70.00	100.00	100.00	85.00	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	Wilton Pl			Wilton Pl			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	0	753	129	0	943	85	107	1734	82	121	1803	40
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	753	129	0	943	85	107	1734	82	121	1803	40
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	188	32	0	236	21	27	434	21	30	451	10
Total Analysis Volume [veh/h]	0	753	129	0	943	85	107	1734	82	121	1803	40
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	41	41	41	51	51	51	51	51	51
g / C, Green / Cycle	0.41	0.41	0.41	0.41	0.51	0.51	0.51	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.26	0.28	0.31	0.31	0.47	0.54	0.55	0.52	0.55	0.55
s, saturation flow rate [veh/h]	1683	1600	1683	1635	226	1683	1657	232	1683	1670
c, Capacity [veh/h]	691	657	691	672	72	857	844	72	857	851
d1, Uniform Delay [s]	23.50	23.94	24.97	25.29	49.94	24.51	24.51	49.94	24.51	24.51
k, delay calibration	0.50	0.50	0.50	0.50	0.42	0.50	0.50	0.49	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
d2, Incremental Delay [s]	4.47	5.39	7.12	8.12	268.90	47.87	53.50	356.18	53.02	55.99
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
Rp, platoon ratio	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

Lane Group Results

X, volume / capacity	0.64	0.67	0.74	0.77	1.48	1.06	1.08	1.68	1.08	1.08
d, Delay for Lane Group [s/veh]	27.97	29.33	32.09	33.41	318.83	72.38	78.01	406.11	77.53	80.50
Lane Group LOS	C	C	C	C	F	F	F	F	F	F
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	8.92	9.19	11.35	11.62	7.18	30.13	30.98	8.93	31.36	31.82
50th-Percentile Queue Length [ft]	222.91	229.82	283.64	290.59	179.59	753.31	774.46	223.32	783.97	795.55
95th-Percentile Queue Length [veh]	13.81	14.17	16.87	17.21	12.93	40.97	42.47	16.08	42.91	43.72
95th-Percentile Queue Length [ft]	345.34	354.14	421.74	430.37	323.26	1024.35	1061.72	401.98	1072.80	1092.99

Movement, Approach, & Intersection Results

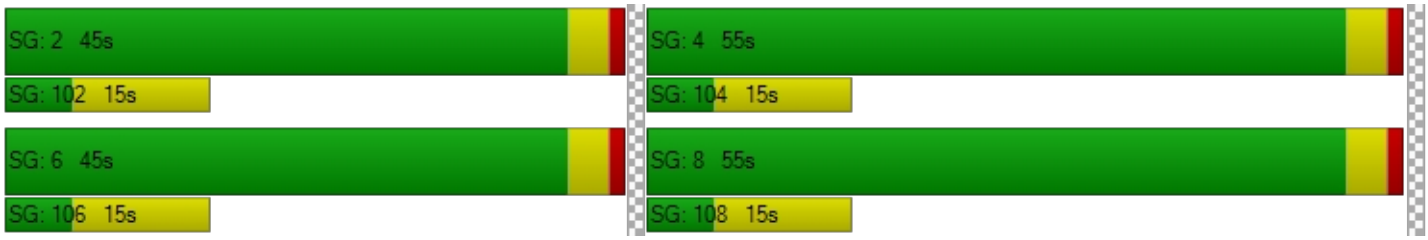
d_M, Delay for Movement [s/veh]	0.00	28.53	29.33	0.00	32.69	33.41	318.83	75.06	78.01	406.11	78.98	80.50
Movement LOS		C	C		C	C	F	F	E	F	F	F
d_A, Approach Delay [s/veh]	28.65			32.75			88.75			99.17		
Approach LOS	C			C			F			F		
d_I, Intersection Delay [s/veh]	73.21											
Intersection LOS	E											
Intersection V/C	0.866											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.804	2.760	3.050	3.134
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.287	2.408	3.146	3.180
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 44: Western Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	274.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.278

Intersection Setup

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Western Ave			Western Ave			Santa Monica Blvd			Santa Monica Blvd		
Base Volume Input [veh/h]	95	1104	178	166	1101	209	262	1663	129	145	1747	132
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	95	1104	178	166	1101	209	262	1663	129	145	1747	132
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]	24	276	45	42	275	52	66	416	32	36	437	33
Total Analysis Volume [veh/h]	95	1104	178	166	1101	209	262	1663	129	145	1747	132
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal group	5	2	2	1	6	0	3	8	8	7	4	0
Auxiliary Signal Groups			2,7						5,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	9	19	19	9	19	0	9	31	31	41	63	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0	0	10	10	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	24	15	31	24	15	15	68	52	61	68	59	59
g / C, Green / Cycle	0.24	0.15	0.31	0.24	0.15	0.15	0.68	0.52	0.61	0.68	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.19	0.34	0.12	0.33	0.40	0.40	0.18	0.52	0.09	0.26	0.56	0.57
s, saturation flow rate [veh/h]	493	3204	1431	499	1683	1591	1437	3204	1431	549	1683	1642
c, Capacity [veh/h]	217	481	448	217	253	239	1017	1656	869	339	992	968
d1, Uniform Delay [s]	32.08	42.51	26.97	36.06	42.51	42.51	7.76	24.16	8.49	20.01	19.08	19.70
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.43	0.45
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
d2, Incremental Delay [s]	6.29	589.08	2.63	22.19	751.71	769.81	0.61	11.24	0.08	0.85	16.61	21.27
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	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	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	1.00

Lane Group Results

X, volume / capacity	0.44	2.29	0.40	0.76	2.65	2.68	0.26	1.00	0.15	0.43	0.95	0.97
d, Delay for Lane Group [s/veh]	38.37	631.58	29.60	58.26	794.22	812.32	8.37	35.40	8.56	20.86	35.69	40.97
Lane Group LOS	D	F	C	E	F	F	A	F	A	C	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.22	45.24	3.62	4.72	58.93	56.93	2.05	20.64	1.16	1.04	22.67	24.39
50th-Percentile Queue Length [ft]	55.52	1130.91	90.54	117.90	1473.34	1423.27	51.33	516.08	28.93	25.93	566.69	609.85
95th-Percentile Queue Length [veh]	4.00	71.37	6.52	8.28	92.01	89.15	3.70	28.18	2.08	1.87	30.48	32.49
95th-Percentile Queue Length [ft]	99.94	1784.37	162.97	206.93	2300.31	2228.87	92.40	704.60	52.08	46.68	761.89	812.35

Movement, Approach, & Intersection Results

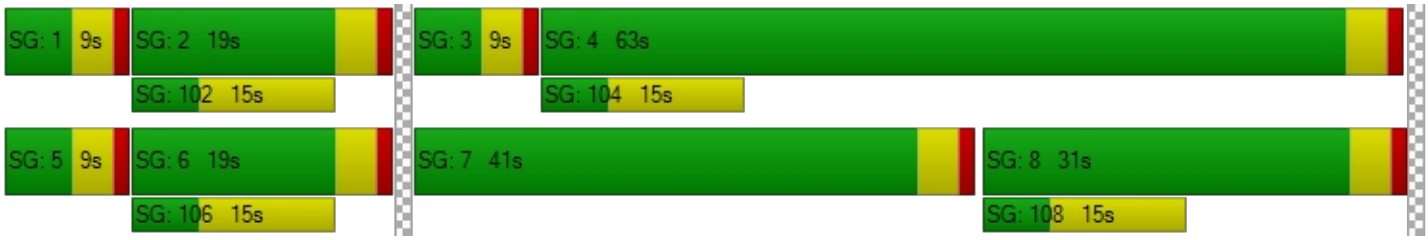
d_M, Delay for Movement [s/veh]	38.37	631.58	29.60	58.26	801.33	812.32	8.37	35.40	8.56	20.86	38.13	40.97
Movement LOS	D	F	C	E	F	F	A	F	A	C	D	D
d_A, Approach Delay [s/veh]	512.84			719.31			30.27			37.08		
Approach LOS	F			F			C			D		
d_I, Intersection Delay [s/veh]	274.87											
Intersection LOS	F											
Intersection V/C	1.278											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
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]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	3.017	2.989	3.149	3.133
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	300	300	540	1180
d_b, Bicycle Delay [s]	36.13	36.13	26.65	8.41
l_b,int, Bicycle LOS Score for Intersection	2.696	2.777	3.254	3.229
Bicycle LOS	B	C	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 45: US 101 SB On-Ramp/Oxford Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Approach	Eastbound			Westbound			Northwestbound			Southeastbound		
Lane Configuration												
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	1	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	65.00	115.00	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		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Santa Monica Blvd			Santa Monica Blvd			Oxford Ave			US 101 SB Off-Ramp		
Base Volume Input [veh/h]	17	1208	923	50	2144	59	0	0	0	119	40	10
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	17	1208	923	50	2144	59	0	0	0	119	40	10
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	302	231	13	536	15	0	0	0	30	10	3
Total Analysis Volume [veh/h]	17	1208	923	50	2144	59	0	0	0	119	40	10
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

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	0	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	80	0	0	80	0	0	0	0	0	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No						No	
Maximum Recall		No			No						No	
Pedestrian Recall		No			No						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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C		C
C, Cycle Length [s]	100	100	100	100	100	100		100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	74	74	74	74	74	74		18
g / C, Green / Cycle	0.74	0.74	0.74	0.74	0.74	0.74		0.18
(v / s)_i Volume / Saturation Flow Rate	0.46	0.43	0.65	0.12	0.65	0.66		0.11
s, saturation flow rate [veh/h]	1253	1532	1431	416	1683	1667		1610
c, Capacity [veh/h]	959	1127	1053	282	1239	1227		296
d1, Uniform Delay [s]	7.25	6.07	9.83	13.94	10.09	10.27		37.19
k, delay calibration	0.18	0.14	0.36	0.11	0.50	0.50		0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.97	0.63	7.77	0.30	9.76	10.49		7.76
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.60	0.58	0.88	0.18	0.89	0.90		0.57
d, Delay for Lane Group [s/veh]	8.22	6.70	17.60	14.23	19.85	20.76		44.96
Lane Group LOS	A	A	B	B	B	C		D
Critical Lane Group	No	No	No	No	No	Yes		Yes
50th-Percentile Queue Length [veh]	4.47	5.28	13.91	0.64	17.61	18.09		4.37
50th-Percentile Queue Length [ft]	111.67	132.01	347.66	16.06	440.36	452.24		109.25
95th-Percentile Queue Length [veh]	7.93	9.05	20.02	1.16	24.50	25.06		7.80
95th-Percentile Queue Length [ft]	198.32	226.23	500.56	28.90	612.44	626.62		194.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.22	7.40	17.60	14.23	20.29	20.76	0.00	0.00	0.00	44.96	44.96	44.96
Movement LOS	A	A	B	B	C	C				D	D	D
d_A, Approach Delay [s/veh]	11.79			20.17			0.00			44.96		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	17.15											
Intersection LOS	B											
Intersection V/C	0.766											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
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]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.005	0.000	1.865
Crosswalk LOS	F	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1520	1520	0	320
d_b, Bicycle Delay [s]	2.88	2.88	50.00	35.28
l_b,int, Bicycle LOS Score for Intersection	3.332	3.418	4.132	1.838
Bicycle LOS	C	C	D	A

Sequence

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



Intersection Level Of Service Report

Intersection 46: US 101 NB Off-Ramp/Serrano Ave & Santa Monica Blvd

Control Type:	Signalized	Delay (sec / veh):	225.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.005

Intersection Setup

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Approach	Northbound			Eastbound			Westbound			Southeastbound		
Lane Configuration												
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	0	0	0	0	0	0
Pocket Length [ft]	160.00	100.00	100.00	30.00	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			No			Yes			Yes		

Volumes

Name	US 101 NB Off-Ramp			Santa Monica Blvd			Santa Monica Blvd			Serrano Ave		
Base Volume Input [veh/h]	1309	130	93	45	1424	0	0	895	37	55	0	65
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	1309	130	93	45	1424	0	0	895	37	55	0	65
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]	327	33	23	11	356	0	0	224	9	14	0	16
Total Analysis Volume [veh/h]	1309	130	93	45	1424	0	0	895	37	55	0	65
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	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	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	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	0	2	0	0	8	0	0	4	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [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
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	29	0	0	52	0	0	52	0	0	19	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	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	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	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			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	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	31	31	31	31	28
g / C, Green / Cycle	0.28	0.28	0.31	0.31	0.31	0.31	0.28
(v / s)_i Volume / Saturation Flow Rate	0.48	0.48	0.08	0.44	0.28	0.28	0.08
s, saturation flow rate [veh/h]	1603	1592	540	3204	1683	1660	1505
c, Capacity [veh/h]	456	453	102	996	523	516	428
d1, Uniform Delay [s]	35.86	35.86	48.25	34.54	32.91	33.09	27.87
k, delay calibration	0.50	0.50	0.11	0.26	0.15	0.16	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	314.93	319.85	2.98	196.18	7.36	8.54	1.63
d3, Initial Queue Delay [s]	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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.68	1.69	0.44	1.43	0.89	0.90	0.28
d, Delay for Lane Group [s/veh]	350.79	355.71	51.23	230.71	40.27	41.63	29.50
Lane Group LOS	F	F	D	F	D	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	50.77	51.06	1.21	38.91	11.55	11.76	2.41
50th-Percentile Queue Length [ft]	1269.29	1276.53	30.15	972.77	288.78	294.05	60.33
95th-Percentile Queue Length [veh]	79.28	79.83	2.17	59.45	17.12	17.39	4.34
95th-Percentile Queue Length [ft]	1982.03	1995.68	54.27	1486.17	428.12	434.67	108.59

Movement, Approach, & Intersection Results

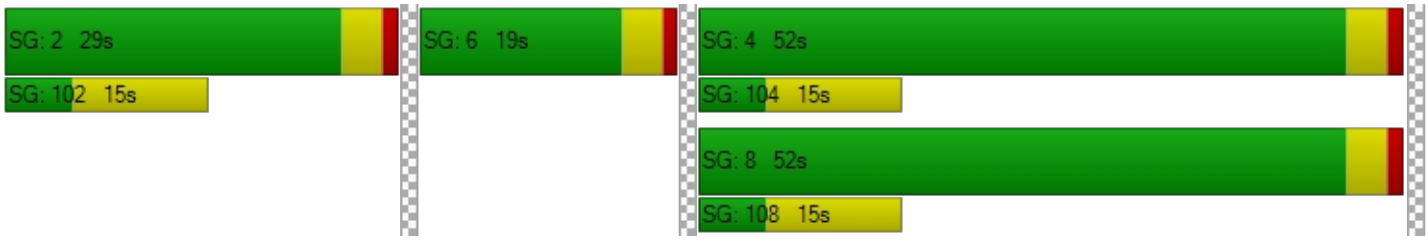
d_M, Delay for Movement [s/veh]	352.83	355.71	355.71	51.23	230.71	0.00	0.00	40.92	41.63	29.50	29.50	29.50
Movement LOS	F	F	F	D	F			D	D	C	C	C
d_A, Approach Delay [s/veh]	353.25			225.22			40.95			29.50		
Approach LOS	F			F			D			C		
d_I, Intersection Delay [s/veh]	225.44											
Intersection LOS	F											
Intersection V/C	1.005											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
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]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersection	2.445	0.000	2.748	1.947
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	960	960	300
d_b, Bicycle Delay [s]	28.13	13.52	13.52	36.13
l_b,int, Bicycle LOS Score for Intersection	4.087	2.772	2.329	1.758
Bicycle LOS	D	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 101: Gower & US 101 NB Off-ramp

Control Type:	Two-way stop	Delay (sec / veh):	314.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.521

Intersection Setup

Name	Gower St		Gower St		US 101 NB Off-ramp	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Gower St		Gower St		US 101 NB Off-ramp	
Base Volume Input [veh/h]	1112	0	0	290	248	94
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	1112	0	0	290	248	94
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]	278	0	0	73	62	24
Total Analysis Volume [veh/h]	1112	0	0	290	248	94
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00	0.00	1.52	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	314.01	14.45
Movement LOS	A			A	F	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	16.31	0.73
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	407.86	18.25
d_A, Approach Delay [s/veh]	0.00		0.00		231.67	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	45.43					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 102: Gower & US 101 SB Off-Ramp/Yucca St

Control Type:	Two-way stop	Delay (sec / veh):	227.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
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	No			No			Yes			Yes		

Volumes

Name	Gower St			Gower St			US 101 SB Off-ramp			Yucca St		
Base Volume Input [veh/h]	0	903	28	6	538	0	237	11	417	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	903	28	6	538	0	237	11	417	0	0	0
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	226	7	2	135	0	59	3	104	0	0	0
Total Analysis Volume [veh/h]	0	903	28	6	538	0	237	11	417	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	1.21	0.09	0.57	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.97	0.00	0.00	216.66	227.49	16.33	0.00	0.00	0.00
Movement LOS		A	A	A	A		F	F	C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.73	0.86	0.00	13.89	8.78	3.67	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	43.18	21.59	0.00	347.20	219.42	91.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.11			91.22			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	28.37											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 104: US 101 SB Off-Ramp/Van Ness Ave & Harold Way

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Van Ness Ave		US 101 SB Off-Ramp		Harold Way	
Base Volume Input [veh/h]	118	0	810	3	0	28
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	118	0	810	3	0	28
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]	30	0	203	1	0	7
Total Analysis Volume [veh/h]	118	0	810	3	0	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	860	772	773	1000
Degree of Utilization, x	0.14	0.53	0.53	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.47	3.12	3.12	0.09
95th-Percentile Queue Length [ft]	11.87	78.09	77.93	2.16
Approach Delay [s/veh]	7.85	12.42		6.70
Approach LOS	A	B		A
Intersection Delay [s/veh]	11.69			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 105: Wilton Pl & US 101 NB Off-Ramp/Harold Way

Control Type:	All-way stop	Delay (sec / veh):	23.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.885

Intersection Setup

Name	Wilton Pl				Wilton Pl				Harold Wy			
Approach	Northbound				Southbound				Eastbound			
Lane Configuration												
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	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			
Grade [%]	0.00				0.00				0.00			
Crosswalk	No				Yes				No			

Volumes

Name	Wilton Pl				Wilton Pl				Harold Wy			
Base Volume Input [veh/h]	25	0	629	47	27	525	0	14	0	0	0	0
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	25	0	629	47	27	525	0	14	0	0	0	0
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]	6	0	157	12	7	131	0	4	0	0	0	0
Total Analysis Volume [veh/h]	25	0	629	47	27	525	0	14	0	0	0	0
Pedestrian Volume [ped/h]	0				0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	593	606	640	
Degree of Utilization, x	0.59	0.58	0.89	

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.86	3.70	10.68	
95th-Percentile Queue Length [ft]	96.39	92.38	267.02	
Approach Delay [s/veh]	16.85		36.71	0.00
Approach LOS	C		E	A
Intersection Delay [s/veh]	23.01			
Intersection LOS	C			

Intersection Setup

Name	Harold Wy				US 101 NB Off-Ramp			
Approach	Westbound				Northeastbound			
Lane Configuration								
Turning Movement	Left	Thru	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	0
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			
Crosswalk	No				No			

Volumes

Name	Harold Wy				US 101 NB Off-Ramp			
Base Volume Input [veh/h]	161	0	7	44	0	32	10	102
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Total Hourly Volume [veh/h]	161	0	7	44	0	32	10	102
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]	40	0	2	11	0	8	3	26
Total Analysis Volume [veh/h]	161	0	7	44	0	32	10	102
Pedestrian Volume [ped/h]	0				0			

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	533	421	485
Degree of Utilization, x	0.40	0.10	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.89	0.33	0.79
95th-Percentile Queue Length [ft]	47.36	8.25	19.70
Approach Delay [s/veh]	14.16	12.14	
Approach LOS	B	B	
Intersection Delay [s/veh]	23.01		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 106: US 101 SB On-Ramp & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	3,453.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.279

Intersection Setup

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	125.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 101 SB On-ramp		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	0	0	2674	1265	86	2824
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	0	0	2674	1265	86	2824
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]	0	0	669	316	22	706
Total Analysis Volume [veh/h]	0	0	2674	1265	86	2824
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.01	7.28	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	3453.00	0.00
Movement LOS			A	A	F	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	11.97	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	299.20	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		102.05	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	43.36					
Intersection LOS	F					

Appendix H

Driveway Operational Analysis

Intersection Level Of Service Report
Intersection 51: Beachwood Dr Gate Dwy & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	122.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.249

Intersection Setup

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	170.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	10	41	888	250	125	1832
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	10	41	888	250	125	1832
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]	3	10	222	63	31	458
Total Analysis Volume [veh/h]	10	41	888	250	125	1832
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.10	0.01	0.00	0.37	0.02
d_M, Delay for Movement [s/veh]	122.10	15.06	0.00	0.00	21.96	0.00
Movement LOS	F	C	A	A	C	A
95th-Percentile Queue Length [veh]	0.82	0.34	0.00	0.00	1.67	0.00
95th-Percentile Queue Length [ft]	20.43	8.53	0.00	0.00	41.86	0.00
d_A, Approach Delay [s/veh]	36.05		0.00		1.40	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	1.46					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 52: Gordon St & Parking Structure B Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Gordon St		Gordon St		Parking Struct. B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Parking Struct. B	
Base Volume Input [veh/h]	142	77	184	83	32	27
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	142	77	184	83	32	27
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]	36	19	46	21	8	7
Total Analysis Volume [veh/h]	142	77	184	83	32	27
Pedestrian Volume [ped/h]	0		0		0	

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	0.11	0.00	0.00	0.00	0.08	0.03
d_M, Delay for Movement [s/veh]	8.12	0.00	0.00	0.00	14.43	10.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.61	0.61	0.00	0.00	0.37	0.37
95th-Percentile Queue Length [ft]	15.17	15.17	0.00	0.00	9.18	9.18
d_A, Approach Delay [s/veh]	5.26		0.00		12.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.47					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 53: Gordon St & Gordon St Gate Dwy

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.091

Intersection Setup

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Base Volume Input [veh/h]	150	232	131	83	32	27
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	150	232	131	83	32	27
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]	38	58	33	21	8	7
Total Analysis Volume [veh/h]	150	232	131	83	32	27
Pedestrian Volume [ped/h]	0		0		0	

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	0.11	0.00	0.00	0.00	0.09	0.03
d_M, Delay for Movement [s/veh]	7.98	0.00	0.00	0.00	16.26	10.16
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.17	1.17	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft]	29.13	29.13	0.00	0.00	10.34	10.34
d_A, Approach Delay [s/veh]	3.14		0.00		13.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.04					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 51: Beachwood Dr Gate Dwy & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	221.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	170.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	49	197	1535	64	32	1693
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	49	197	1535	64	32	1693
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]	12	49	384	16	8	423
Total Analysis Volume [veh/h]	49	197	1535	64	32	1693
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
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	0.92	0.70	0.02	0.00	0.16	0.02
d_M, Delay for Movement [s/veh]	221.30	42.86	0.00	0.00	26.53	0.00
Movement LOS	F	E	A	A	D	A
95th-Percentile Queue Length [veh]	4.02	4.80	0.00	0.00	0.56	0.00
95th-Percentile Queue Length [ft]	100.43	120.02	0.00	0.00	14.00	0.00
d_A, Approach Delay [s/veh]	78.40		0.00		0.49	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.64					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 52: Gordon St & Parking Structure B Dwy

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Gordon St		Gordon St		Parking Struct. B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Parking Struct. B	
Base Volume Input [veh/h]	36	259	98	21	156	131
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	36	259	98	21	156	131
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]	9	65	25	5	39	33
Total Analysis Volume [veh/h]	36	259	98	21	156	131
Pedestrian Volume [ped/h]	0		0		0	

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	0.02	0.00	0.00	0.00	0.28	0.14
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	0.00	15.16	12.52
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.75	0.75	0.00	0.00	2.07	2.07
95th-Percentile Queue Length [ft]	18.75	18.75	0.00	0.00	51.72	51.72
d_A, Approach Delay [s/veh]	0.92		0.00		13.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.10					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 53: Gordon St & Gordon St Gate Dwy

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Base Volume Input [veh/h]	38	135	247	21	156	131
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	135	247	21	156	131
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]	10	34	62	5	39	33
Total Analysis Volume [veh/h]	38	135	247	21	156	131
Pedestrian Volume [ped/h]	0		0		0	

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	0.29	0.17
d_M, Delay for Movement [s/veh]	7.86	0.00	0.00	0.00	16.51	14.40
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.46	0.46	0.00	0.00	2.41	2.41
95th-Percentile Queue Length [ft]	11.52	11.52	0.00	0.00	60.20	60.20
d_A, Approach Delay [s/veh]	1.73		0.00		15.55	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 51: Beachwood Dr Gate Dwy & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	920.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.153

Intersection Setup

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	170.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	10	41	1398	250	125	2349
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	10	41	1398	250	125	2349
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]	3	10	350	63	31	587
Total Analysis Volume [veh/h]	10	41	1398	250	125	2349
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.15	0.15	0.01	0.00	0.66	0.02
d_M, Delay for Movement [s/veh]	920.20	20.61	0.00	0.00	55.54	0.00
Movement LOS	F	C	A	A	F	A
95th-Percentile Queue Length [veh]	2.02	0.52	0.00	0.00	3.96	0.00
95th-Percentile Queue Length [ft]	50.53	13.11	0.00	0.00	98.95	0.00
d_A, Approach Delay [s/veh]	197.00		0.00		2.81	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	4.07					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 52: Gordon St & Parking Structure B Dwy

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name	Gordon St		Gordon St		Parking Struct. B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Parking Struct. B	
Base Volume Input [veh/h]	142	78	186	83	32	27
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	142	78	186	83	32	27
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]	36	20	47	21	8	7
Total Analysis Volume [veh/h]	142	78	186	83	32	27
Pedestrian Volume [ped/h]	0		0		0	

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	0.11	0.00	0.00	0.00	0.08	0.03
d_M, Delay for Movement [s/veh]	8.12	0.00	0.00	0.00	14.47	10.26
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.61	0.61	0.00	0.00	0.37	0.37
95th-Percentile Queue Length [ft]	15.29	15.29	0.00	0.00	9.22	9.22
d_A, Approach Delay [s/veh]	5.24		0.00		12.55	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 53: Gordon St & Gordon St Gate Dwy

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.091

Intersection Setup

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Base Volume Input [veh/h]	150	234	133	83	32	27
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	150	234	133	83	32	27
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]	38	59	33	21	8	7
Total Analysis Volume [veh/h]	150	234	133	83	32	27
Pedestrian Volume [ped/h]	0		0		0	

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	0.11	0.00	0.00	0.00	0.09	0.03
d_M, Delay for Movement [s/veh]	7.99	0.00	0.00	0.00	16.33	10.19
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	1.18	1.18	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft]	29.41	29.41	0.00	0.00	10.39	10.39
d_A, Approach Delay [s/veh]	3.12		0.00		13.52	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.03					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 51: Beachwood Dr Gate Dwy & Sunset Blvd

Control Type:	Two-way stop	Delay (sec / veh):	2,637.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.146

Intersection Setup

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	170.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Beachwood Dr Gate		Sunset Blvd		Sunset Blvd	
Base Volume Input [veh/h]	49	197	2137	64	32	2364
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	49	197	2137	64	32	2364
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]	12	49	534	16	8	591
Total Analysis Volume [veh/h]	49	197	2137	64	32	2364
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	5.15	1.11	0.02	0.00	0.32	0.02
d_M, Delay for Movement [s/veh]	2637.28	153.21	0.00	0.00	58.03	0.00
Movement LOS	F	F	A	A	F	A
95th-Percentile Queue Length [veh]	7.41	9.89	0.00	0.00	1.25	0.00
95th-Percentile Queue Length [ft]	185.34	247.18	0.00	0.00	31.27	0.00
d_A, Approach Delay [s/veh]	648.00		0.00		0.78	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	33.30					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 52: Gordon St & Parking Structure B Dwy

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.281

Intersection Setup

Name	Gordon St		Gordon St		Parking Struct. B	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Parking Struct. B	
Base Volume Input [veh/h]	36	261	99	21	156	131
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	36	261	99	21	156	131
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]	9	65	25	5	39	33
Total Analysis Volume [veh/h]	36	261	99	21	156	131
Pedestrian Volume [ped/h]	0		0		0	

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	0.02	0.00	0.00	0.00	0.28	0.14
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	0.00	15.22	12.56
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.76	0.76	0.00	0.00	2.08	2.08
95th-Percentile Queue Length [ft]	18.93	18.93	0.00	0.00	51.97	51.97
d_A, Approach Delay [s/veh]	0.91		0.00		14.00	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 53: Gordon St & Gordon St Gate Dwy

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.293

Intersection Setup

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
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		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Gordon St		Gordon St		Gordon St Gate Dwy	
Base Volume Input [veh/h]	38	137	249	21	156	131
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 Rate	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	137	249	21	156	131
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]	10	34	62	5	39	33
Total Analysis Volume [veh/h]	38	137	249	21	156	131
Pedestrian Volume [ped/h]	0		0		0	

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	0.29	0.17
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	0.00	16.61	14.47
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.47	0.47	0.00	0.00	2.43	2.43
95th-Percentile Queue Length [ft]	11.70	11.70	0.00	0.00	60.64	60.64
d_A, Approach Delay [s/veh]	1.71		0.00		15.63	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.54					
Intersection LOS	C					

Appendix J.4

LADOT's Assessment Letter (Transportation Impact Study)

And FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1438 N. Gower St.
DOT Case No. CEN 17-47149

Date: October 31, 2018

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE SUNSET GOWER STUDIOS PRESERVATION AND ENHANCEMENT PLAN PROJECT LOCATED AT 1438 NORTH GOWER STREET (ENV-2017-5091-EIR/ZA-2017-5090-VCU-CU-SPR)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated October 15, 2018, prepared by Gibson Transportation Consulting, Inc. for the Sunset Gower Studios Preservation and Enhancement Plan Project (The Project) located at 1438 North Gower Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria[1], the transportation study included the detailed analysis of 49 signalized intersections and eight (8) unsignalized intersections, and determined that 11 of these study intersections would be significantly impacted by project-related traffic prior to mitigation. This report summarizes the results of the transportation analysis (see **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to less than significant.

DISCUSSION AND FINDINGS

A. Project Description

The Project Site is currently occupied by sound stages, production facilities for media and entertainment industries, creative offices, and support facilities. The Project proposes the preservation and enhancement of portions of the existing Sunset Gower Studios and the development of new studio-related creative office, production office/production support, and storage uses within three new buildings (Buildings A, B, and C), and bicycle and vehicle parking facilities. The proposed new buildings, which could be developed in phases, would comprise approximately 628,000 sf of floor area for new studio-related creative office, production office/production support, and storage uses. Approximately 160,600 square feet (sf) of existing floor area would be removed as part of the project.

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project-related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

Upon completion, the Project Site would have a total of approximately 852,800 sf of creative office, 53,800 sf of production support, 169,400 sf of sound stage space, and 6,500 sf of restaurant space. Parking for the Project would be provided on-site within existing and new parking areas, including parking lots, parking structures, and subterranean parking levels. Vehicular access to the Project Site would be maintained and provided via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and three existing full-access driveways along the project frontage on Gordon Street. The Project is expected to be completed by 2028.

B. Trip Generation

Prior to accounting for the trip reductions from the Transportation Demand Management program discussed below, the project is estimated to generate a net increase of approximately 4,110 daily trips, 492 trips during the a.m. peak hour, and 488 trips during the p.m. peak hour. The trip generation estimates are summarized in **Attachment 2**. Trip generation for the office and restaurant components of the Project was based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. However, since the proposed studio-related components such as sound stages, support, and production uses are unique and are not characterized in the ITE handbook, empirical data from other similar studio uses were evaluated. These rates were obtained from Transportation Study for the NBC Universal Evolution Plan Environment Impact Report (Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010).

These trip generation rates are typically derived from surveys of similar stand-alone (single) land use projects in suburban areas with little to no transit service. Therefore, DOT's transportation impact study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip credits to account for the mixed-use nature of the project and for the expected transit mode share.

C. Traffic Impacts

The study determined that the project would result in significant traffic impacts, before mitigation, at the following intersections:

10. Vine Street and Hollywood Boulevard (morning peak hour)
22. Cahuenga Boulevard and Sunset Boulevard (afternoon peak hour)
24. Vine Street and Sunset Boulevard (morning and afternoon peak hours)
26. Gower Street and Sunset Boulevard (afternoon peak hour)
28. Bronson Avenue and Sunset Boulevard (morning and afternoon peak hours)
29. Van Ness Avenue and Sunset Boulevard (morning and afternoon peak hours)
36. Gower Street and Fountain Avenue (afternoon peak hour)
39. Vine Street and Santa Monica Boulevard (afternoon peak hour)
40. Gower Street and Santa Monica Boulevard (morning and afternoon peak hours)
42. Van Ness Avenue and Santa Monica Boulevard (morning peak hour)
44. Western Avenue and Santa Monica Boulevard (morning and afternoon peak hours)

In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation mitigation program designed to reduce project-related trips and promote other travel modes. The transportation improvement and mitigation program (described below) would fully mitigate the project's significant traffic impacts to a level below significance during the peak commute hours.

The transportation mitigation program (discussed in the "Project Requirements" section below) would help reduce vehicle trips generated by the Project and fully reduces the significant impact.

D. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. Since the project would exceed the freeway off-ramp screening criteria. The traffic study (contained in Appendix G) included a detailed freeway segment analysis, freeway intersection (ramp) analysis, and a freeway off-ramp queueing analysis pursuant to Caltrans guidelines.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following:

1. **Transportation Demand Management (TDM) Program**
   A TDM program, which includes design elements and trip reduction strategies, would reduce the project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes.

Through strategic building design and orientation, this project can facilitate access to existing transit services, provide a pedestrian-friendly environment, promote non-automobile travel and support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Educational Programs/On-Site TDM Coordinator who reaches out to employers and employees promoting the benefits of TDM;
- Centrally located Transportation Information Center/Kiosk where employees and visitors can obtain information regarding commute programs and real-time commuter information;
- Bicycle and pedestrian-friendly environment with exclusive access points, secured bicycle facilities, and showers;
- A one-time fixed-fee contribution of **$75,000** to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to implement bicycle improvements within the Project area;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Guaranteed ride home (GRH) program;
- Short-term car rentals;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a "parking cash-out" subsidy, and/or unbundled parking;
- Mobility Hub support of existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information, etc. at the project site (subject to design feasibility);
- Make a one-time financial contribution of **$75,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Project membership and participation in the Hollywood Community Transportation Management Organization (TMO) should the TMO become operational. The Hollywood TMO's services could replace some of the in-house TMO services where applicable, such as ridesharing matching services for multi-employee carpools and vanpools. Project representatives should attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to project tenants relative to the services provided by the TMO. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan;

- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

2. **Transportation Systems Managements (TSM) Improvements**
The project would contribute up to **$270,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Operation and Communication Section has identified the need of potential TSM improvements, which consist of new system loops, new video detection systems, and new video fibers (48SM), are detailed in **Attachment 3**. The new video fibers will be from the existing ATSAC communication hub located at the Los Angeles Police Department (LAPD) Hollywood Station (1358 Wilcox Ave, Los Angeles 90028) to the intersection Sunset Boulevard and Van Ness Avenue.

The new system loops and video detection systems would provide enhancement of the existing traffic signal operations and the new video fibers would provide additional network capacity for new closed circuit television (CCTV) cameras to real-time video monitoring of the intersection, corridor, transit, and pedestrian operations. Collectively, these TSM improvements would provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement the TSM improvements listed above will be made by DOT prior to the issuance of the first building permit. These TSM improvements will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$270,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$270,000** to DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these TSM improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. **Intersection Improvements**
Where the implementation of the TDM program and TSM would not fully mitigated the project-related traffic impacts to a level below significance, the transportation study proposed to contribute toward the intersection improvements that are acceptable by DOT to reduce the impact to less than significant levels:

Van Ness Avenue and Sunset Boulevard – Widening the east side of Van Ness Avenue north of Sunset Boulevard by five feet; remove approximately seven unmetered on-street parking spaces; and restripe Van Ness Avenue within the existing right-of-way to accommodate dual left-turn lanes and one

shared through/right-turn lane in the southbound approach as shown in **Attachment 4**. In order to accommodate dual left-turn lanes, traffic signal modification would be required to provide a protected southbound left-turn phasing.

This improvement was originally proposed and approved as part of the mitigation measure included in the approved Transportation Impact Assessment for the Sunset/Western Mixed-Use Development at 5420 West Sunset Boulevard (LADOT, August 8, 2018) and could be used to mitigate the transportation impacts from both the approved Sunset/Western Mixed-Use Development and this project. Consistent with DOT policy, the cost of this improvement can be shared between these developments.

B. Implementation of Improvements and Mitigation Measures

The applicant should be responsible for the cost and implementation of any necessary traffic equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed improvements described above. All proposed improvements within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

C. Highway Dedication and Street Widening Requirements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Gower Street**, a Modified Avenue III, would require a 24-foot half-width roadway within a 36-foot half-width right-of-way; **Fountain Avenue**, a Collector, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way; and, **Gordon Street,** a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way.

D. Parking Requirement
The traffic study does not include the number of parking spaces that will be provided by the Project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

E. Project Access and Circulation
The proposed site plan illustrated in **Attachment 5** is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet for two-way operations. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways.

F. Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

K:\Letters\2018\CEN18-47149_1437 N. Gower Street_mu_ltr.doc

c: Craig Bullock, Council District 13
Bert Moklebust, BOE Development Services
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Sarah Drobis, P.E. and Casey Le, Gibson Transportation Consulting

ATTACHMENT 1

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd & Franklin Ave	AM	0.935	E	0.935	E	0.000	NO	0.935	E	0.000	NO
		PM	0.848	D	0.860	D	0.012	NO	0.856	D	0.008	NO
2.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM	0.348	A	0.349	A	0.001	NO	0.349	A	0.001	NO
		PM	0.458	A	0.465	A	0.007	NO	0.463	A	0.005	NO
3.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM	0.861	D	0.861	D	0.000	NO	0.861	D	0.000	NO
		PM	0.881	D	0.888	D	0.007	NO	0.886	D	0.005	NO
4.	Gower St & Franklin Ave	AM	0.614	B	0.614	B	0.000	NO	0.614	B	0.000	NO
		PM	0.717	C	0.721	C	0.004	NO	0.720	C	0.003	NO
5.	Beachwood Dr & Franklin Ave	AM	0.717	C	0.718	C	0.001	NO	0.717	C	0.000	NO
		PM	0.668	B	0.673	B	0.005	NO	0.672	B	0.004	NO
6.	Bronson Ave & Franklin Ave	AM	0.631	B	0.634	B	0.003	NO	0.633	B	0.002	NO
		PM	0.848	D	0.854	D	0.006	NO	0.853	D	0.005	NO
7.	Gower St & Carlos Ave	AM	0.355	A	0.366	A	0.011	NO	0.362	A	0.007	NO
		PM	0.288	A	0.294	A	0.006	NO	0.292	A	0.004	NO
8.	Cahuenga Blvd & Hollywood Blvd	AM	0.895	F *	0.895	F *	0.000	NO	0.885	F *	-0.010	NO
		PM	0.722	F *	0.727	F *	0.005	NO	0.716	F *	-0.006	NO
9.	Ivar Ave & Hollywood Blvd	AM	0.451	A	0.451	A	0.000	NO	0.441	A	-0.010	NO
		PM	0.569	A	0.571	A	0.002	NO	0.561	A	-0.008	NO
10.	Vine St & Hollywood Blvd	AM	0.944	F *	0.954	F *	0.010	**YES**	0.941	F *	-0.003	NO
		PM	0.934	F *	0.939	F *	0.005	NO	0.928	F *	-0.006	NO
11.	Argyle Ave & Hollywood Blvd	AM	0.602	B	0.602	B	0.000	NO	0.592	A	-0.010	NO
		PM	0.745	C	0.748	C	0.003	NO	0.737	C	-0.008	NO
12.	Gower St & Hollywood Blvd	AM	0.729	C	0.749	C	0.020	NO	0.733	C	0.004	NO
		PM	0.785	C	0.788	C	0.003	NO	0.777	C	-0.008	NO
13.	Bronson Ave & Hollywood Blvd	AM	0.681	B	0.687	B	0.006	NO	0.675	B	-0.006	NO
		PM	0.696	B	0.701	C	0.005	NO	0.690	B	-0.006	NO
14.	US 101 SB Ramps & Hollywood Blvd	AM	0.630	B	0.634	B	0.004	NO	0.623	B	-0.007	NO
		PM	0.652	B	0.659	B	0.007	NO	0.647	B	-0.005	NO
15.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM	1.034	F	1.037	F	0.003	NO	1.025	F	-0.009	NO
		PM	0.880	D	0.897	D	0.017	NO	0.882	D	0.002	NO
16.	Wilton Pl & Hollywood Blvd	AM	0.781	C	0.784	C	0.003	NO	0.772	C	-0.009	NO
		PM	0.866	D	0.873	D	0.007	NO	0.861	D	-0.005	NO
17.	Western Ave & Hollywood Blvd	AM	0.950	E	0.957	E	0.007	NO	0.945	E	-0.005	NO
		PM	0.943	E	0.946	E	0.003	NO	0.935	E	-0.008	NO
18.	Cahuenga Blvd & Selma Ave	AM	0.531	A	0.531	A	0.000	NO	0.531	A	0.000	NO
		PM	0.511	A	0.515	A	0.004	NO	0.514	A	0.003	NO
19.	Vine St & Selma Ave	AM	0.509	A	0.519	A	0.010	NO	0.515	A	0.006	NO
		PM	0.614	B	0.623	B	0.009	NO	0.620	B	0.006	NO
20.	Gower St & Selma Ave	AM	0.696	B	0.718	C	0.022	NO	0.712	C	0.016	NO
		PM	0.612	B	0.616	B	0.004	NO	0.614	B	0.002	NO
21.	Wilcox Ave & Sunset Blvd	AM	0.693	B	0.696	B	0.003	NO	0.685	B	-0.008	NO
		PM	0.684	B	0.699	B	0.015	NO	0.684	B	0.000	NO
22.	Cahuenga Blvd & Sunset Blvd	AM	0.838	F *	0.840	F *	0.002	NO	0.830	F *	-0.008	NO
		PM	0.818	F *	0.836	F *	0.018	**YES**	0.821	F *	0.003	NO
23.	Ivar Ave & Sunset Blvd	AM	0.545	A	0.548	A	0.003	NO	0.537	A	-0.008	NO
		PM	0.568	A	0.571	A	0.003	NO	0.559	A	-0.009	NO
24.	Vine St & Sunset Blvd	AM	0.991	F *	1.010	F *	0.019	**YES**	0.995	F *	0.004	NO
		PM	1.053	F *	1.064	F *	0.011	**YES**	1.050	F *	-0.003	NO
25.	Argyle Ave & Sunset Blvd	AM	0.665	B	0.669	B	0.004	NO	0.658	B	-0.007	NO
		PM	0.746	C	0.767	C	0.021	NO	0.751	C	0.005	NO

Notes
* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

ATTACHMENT 1(Cont.)

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St & Sunset Blvd	AM	0.931	E	0.936	E	0.005	NO	0.924	E	-0.007	NO
		PM	1.047	F	1.077	F	0.030	YES	1.014	F	-0.033	NO
27.	Gordon St & Sunset Blvd	AM	0.463	A	0.495	A	0.032	NO	0.474	A	0.011	NO
		PM	0.541	A	0.677	B	0.136	NO	0.625	B	0.084	NO
28.	Bronson Ave & Sunset Blvd	AM	0.779	C	0.812	D	0.033	YES	0.792	C	0.013	NO
		PM	0.819	D	0.852	D	0.033	YES	0.832	D	0.013	NO
29.	Van Ness Ave & Sunset Blvd	AM	0.925	E	0.951	E	0.026	YES	0.837	D	-0.088	NO
		PM	1.009	F	1.040	F	0.031	YES	0.937	E	-0.072	NO
30.	Wilton Pl & Sunset Blvd	AM	0.607	B	0.621	B	0.014	NO	0.607	B	0.000	NO
		PM	0.711	C	0.725	C	0.014	NO	0.711	C	0.000	NO
31.	Western Ave & Sunset Blvd	AM	0.697	B	0.699	B	0.002	NO	0.688	B	-0.009	NO
		PM	0.872	D	0.881	D	0.009	NO	0.868	D	-0.004	NO
32.	Wilcox Ave & Fountain Ave	AM	0.503	A	0.505	A	0.002	NO	0.495	A	-0.008	NO
		PM	0.589	A	0.591	A	0.002	NO	0.580	A	-0.009	NO
33.	Cahuenga Blvd & Fountain Ave	AM	0.729	C	0.733	C	0.004	NO	0.721	C	-0.008	NO
		PM	0.786	C	0.801	D	0.015	NO	0.787	C	0.001	NO
34.	Vine St & Fountain Ave	AM	0.752	C	0.757	C	0.005	NO	0.745	C	-0.007	NO
		PM	0.809	D	0.827	D	0.018	NO	0.811	D	0.002	NO
35.	El Centro Ave & Fountain Ave	AM	0.437	A	0.445	A	0.008	NO	0.433	A	-0.004	NO
		PM	0.435	A	0.443	A	0.008	NO	0.430	A	-0.005	NO
36.	Gower St & Fountain Ave	AM	0.760	C	0.771	C	0.011	NO	0.757	C	-0.003	NO
		PM	0.845	D	0.877	D	0.032	YES	0.855	D	0.010	NO
37.	Wilcox Ave & Santa Monica Blvd	AM	0.781	C	0.782	C	0.001	NO	0.772	C	-0.009	NO
		PM	0.781	C	0.786	C	0.005	NO	0.775	C	-0.006	NO
38.	Cahuenga Blvd & Santa Monica Blvd	AM	0.859	D	0.861	D	0.002	NO	0.851	D	-0.008	NO
		PM	0.867	D	0.879	D	0.012	NO	0.865	D	-0.002	NO
39.	Vine St & Santa Monica Blvd	AM	0.933	E	0.935	E	0.002	NO	0.924	E	-0.009	NO
		PM	0.965	E	0.977	E	0.012	YES	0.963	E	-0.002	NO
40.	Gower St & Santa Monica Blvd	AM	0.904	E	0.918	E	0.014	YES	0.903	E	-0.001	NO
		PM	0.989	E	1.004	F	0.015	YES	0.987	E	-0.002	NO
41.	Bronson Ave & Santa Monica Blvd	AM	0.685	B	0.701	C	0.016	NO	0.686	B	0.001	NO
		PM	0.663	B	0.665	B	0.002	NO	0.654	B	-0.009	NO
42.	Van Ness Ave & Santa Monica Blvd	AM	0.919	E	0.935	E	0.016	YES	0.920	E	0.001	NO
		PM	0.861	D	0.863	D	0.002	NO	0.852	D	-0.009	NO
43.	Wilton Pl & Santa Monica Blvd	AM	0.785	C	0.801	D	0.016	NO	0.786	C	0.001	NO
		PM	0.793	C	0.796	C	0.003	NO	0.785	C	-0.008	NO
44.	Western Ave & Santa Monica Blvd	AM	0.932	E	0.957	E	0.025	YES	0.940	E	0.008	NO
		PM	1.038	F	1.050	F	0.012	YES	1.035	F	-0.003	NO
45.	US-101 SB On-ramp & Santa Monica Blvd	AM	0.515	A	0.523	A	0.008	NO	0.511	A	-0.004	NO
		PM	0.609	B	0.611	B	0.002	NO	0.600	A	-0.009	NO
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM	0.658	B	0.664	B	0.006	NO	0.652	B	-0.006	NO
		PM	0.849	D	0.854	D	0.005	NO	0.842	D	-0.007	NO
47.	Vine St & Melrose Ave	AM	0.854	D	0.856	D	0.002	NO	0.855	D	0.001	NO
		PM	0.916	E	0.918	E	0.002	NO	0.917	E	0.001	NO
48.	Gower St & Melrose Ave	AM	0.767	C	0.780	C	0.013	NO	0.776	C	0.009	NO
		PM	0.879	D	0.888	D	0.009	NO	0.885	D	0.006	NO
49.	Western Ave & Melrose Ave	AM	0.861	D	0.866	D	0.005	NO	0.864	D	0.003	NO
		PM	0.885	D	0.895	D	0.010	NO	0.892	D	0.007	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

ATTACHMENT 2

TABLE 8
PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
Production Office	[b]	per ksf	9.34	62%	38%	0.66	45%	55%	0.63
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Project Site After Project Completion									
Sound Stage	[b]	169.4 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.8 ksf	223	21	12	33	14	17	31
Office	710	852.8 ksf	8,306	851	138	989	157	824	981
Transit Adjustment [c] *10%*			*-831*	*-85*	*-14*	*-99*	*-16*	*-82*	*-98*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT			**9,225**	**834**	**169**	**1,003**	**213**	**820**	**1,033**
Existing Project Site									
Sound Stage	[b]	175.1 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.1 ksf	232	22	12	34	14	18	32
Office	710	379.0 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS			**4,110**	**424**	**68**	**492**	**77**	**411**	**488**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report*, Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

ATTACHMENT 3

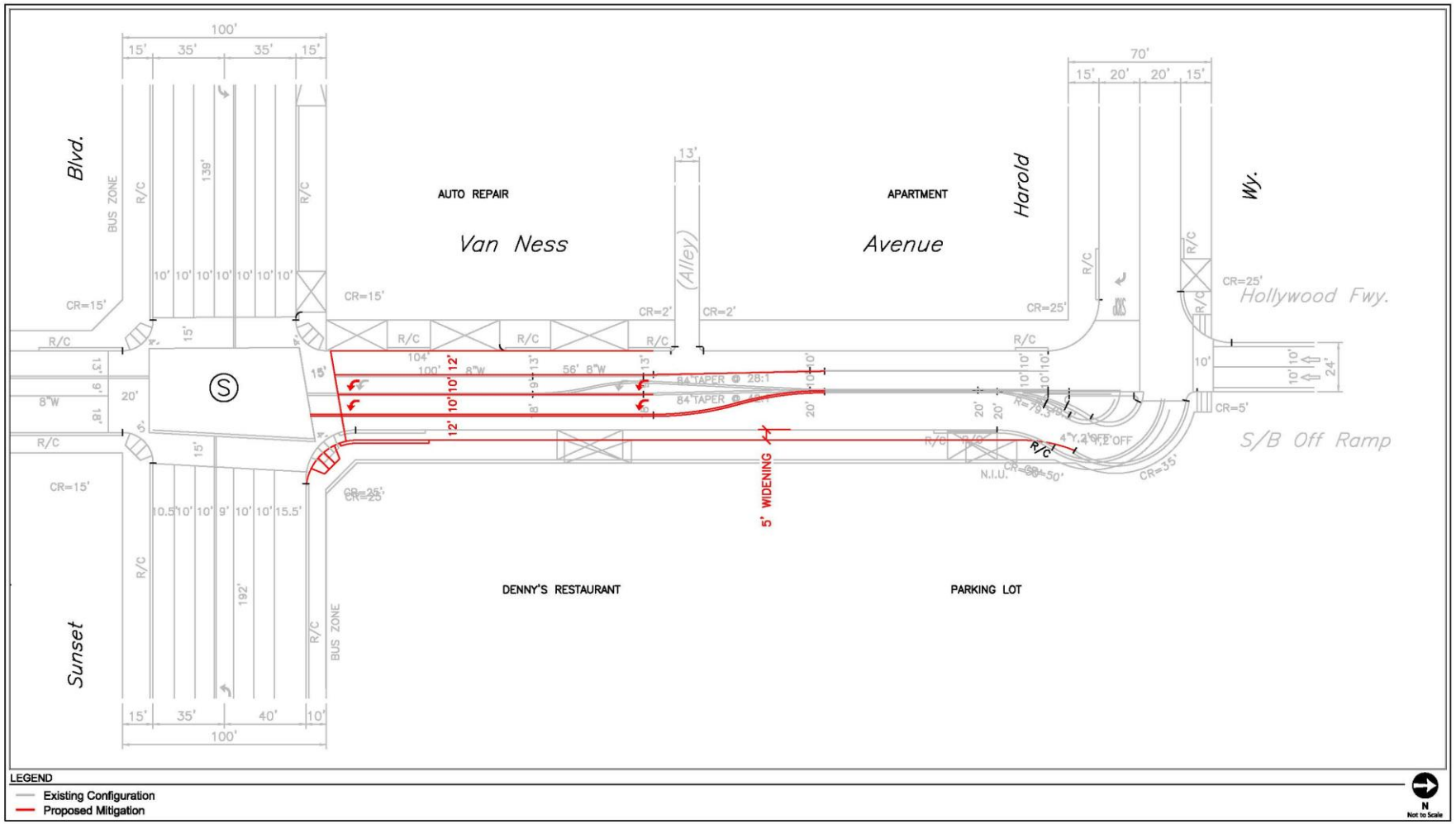
APPENDIX E
SUNSET GOWER STUDIOS PRELIMINARY TSM IMPROVEMENTS

NO.	LOCATION [a]	APPROACH	IMPROVEMENT
1	Bronson Ave & Santa Monica Blvd	Southbound	System Loops
2	Van Ness Ave & Santa Monica Blvd	Northbound & Southbound	System Loops
3	US-101 SB On-Ramp & Santa Monica Blvd	Westbound	Video Detection
4	US-101 NB Off-Ramp & Santa Monica Blvd	Eastbound	Video Detection
5	El Centro Ave & Fountain Ave	Northbound & Southbound	System Loops
6	Wilcox Ave & Sunset Blvd	Northbound & Southbound	System Loops
7	Argyle Ave & Sunset Blvd	Southbound	System Loops
8	Vine St & Selma Ave	Eastbound & Westbound	System Loops
9	Argyle Ave & Hollywood Blvd	Northbound & Southbound	System Loops
10	US-101 SB Ramps & Hollywood Blvd	Westbound	Video Detection
11	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	Eastbound	Video Detection
12	Bronson Ave & Franklin Ave	Northbound & Southbound	System Loops
13	Sunset Blvd: Cahuenga Blvd to Van Ness Ave	--	3" Conduit 48SM Fiber

Note

[a] Based on LADOT preliminary review of available TSM improvements within Study Area. Preliminary TSM improvements would better accommodate traffic operations along the following corridors: Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard.

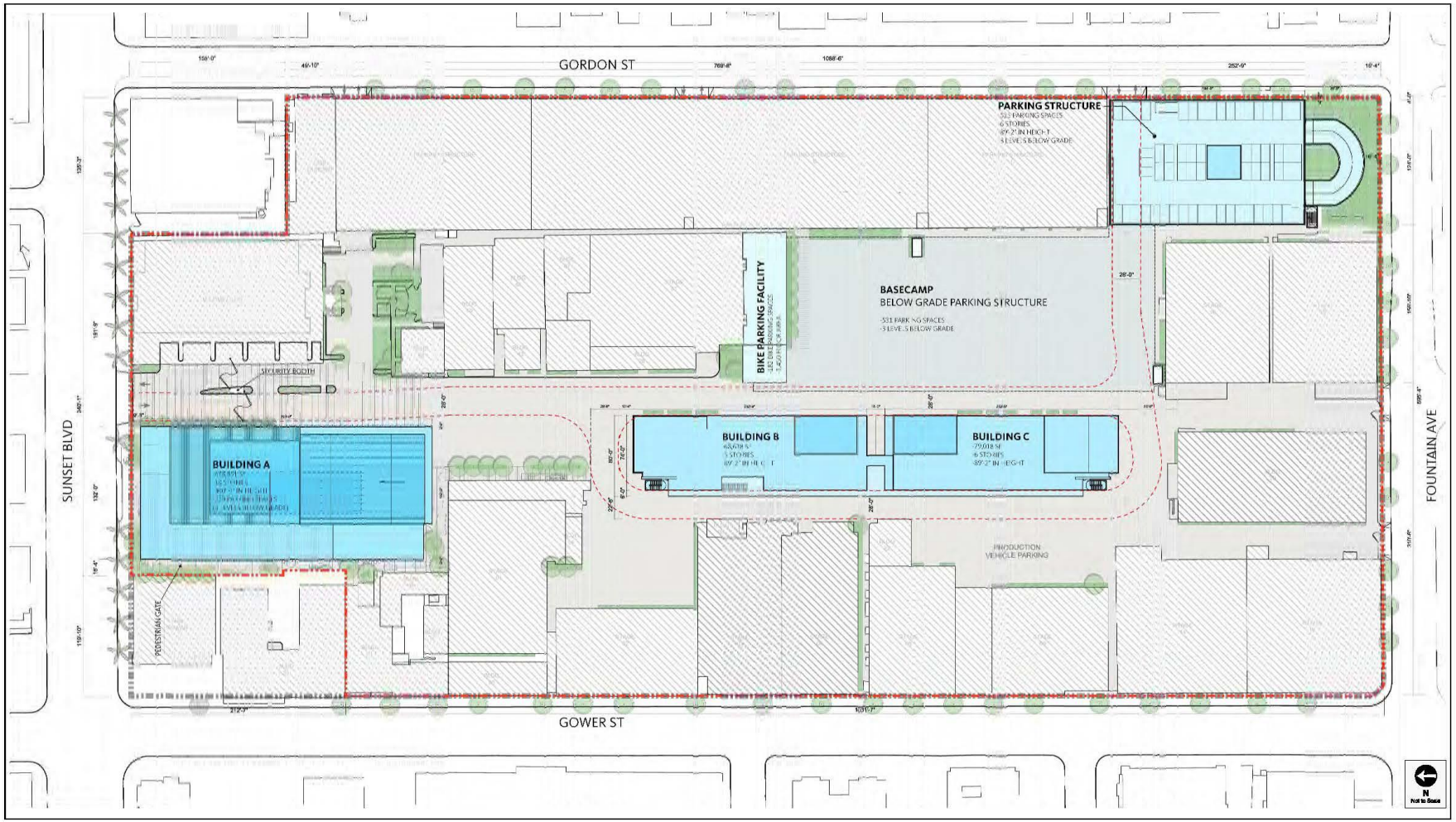
ATTACHMENT 4



VAN NESS AVE & SUNSET BLVD (INTERSECTION 29)
CONCEPTUAL MITIGATION PLAN

APPENDIX E

ATTACHMENT 5



PROPOSED SITE PLAN

FIGURE 1

Appendix J.5

VMT Memo for Project Alternatives

MEMORANDUM

TO: Stephanie Eyestone-Jones, Eyestone Environmental

FROM: Sarah M. Drobis, P.E. and Casey Le, P.E.

DATE: February 13, 2020

RE: Vehicle Miles Traveled Analysis of Project Alternatives for the Sunset Gower Studios Preservation and Enhancement Plan Hollywood, California **Ref:** J1598

This memorandum presents the findings of the vehicle miles traveled (VMT) analysis of the alternatives (Alternatives) to the proposed development of the Sunset Gower Studios Enhancement Plan project (Project) in the Hollywood community of the City of Los Angeles, California (City). The analysis is based on the City's new *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2019) (the TAG).

The Project was previously analyzed for potential transportation impacts using the level of service (LOS) methodology formerly required by the California Environmental Quality Act (CEQA) in *Transportation Impact Study for the Sunset Gower Studios Preservation and Enhancement Plan, Hollywood, California* (Gibson Transportation Consulting, Inc. (GTC), October 2018) (Approved Transportation Study), which was reviewed and approved by LADOT via an inter-departmental memorandum to the Department of City Planning on October 31, 2018.

Pursuant to the Approved Transportation Study, GTC prepared a supplemental transportation impact analysis addressing the updated CEQA guidelines and thresholds, as presented in *Memorandum: CEQA Thresholds Analysis for the Sunset Gower Studios Preservation and Enhancement Plan, Hollywood, California* (February 13, 2020) (CEQA Analysis Memo).

This VMT analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in the CEQA Analysis Memo, as well as the Approved Transportation Study where applicable.

PROJECT DESCRIPTION

As discussed in the Approved Transportation Study, the Project proposes the preservation and enhancement of portions of the existing Sunset Gower Studios and development of new studio-related creative office, production office/production support, on-site private-serving cafeteria space, storage uses, and bicycle and vehicle parking facilities.

The Project proposes to remove approximately 160,600 square feet (sf) of existing floor area to accommodate 628,000 sf of new floor area.

ALTERNATIVES

The following four Alternatives to the proposed Project were identified:

- Alternative 1 – No Project Alternative
- Alternative 2 – Preservation and Soundstage Alternative
- Alternative 3 – Reduced Parking Alternative
- Alternative 4 – Reduced Intensity Alternative

Alternative 1, No Project Alternative, would maintain the existing studio and office uses currently occupying the site and no new development would occur. This Alternative would not generate additional vehicle trips and, therefore, a VMT analysis for this Alternative was not conducted.

Alternative 2, Preservation and Soundstage Alternative, would involve relocation of some uses within the Project Site and demolition of an existing parking structure to accommodate two new soundstages. Upon completion, this Alternative would comprise approximately 828,300 sf of office, 205,200 sf of soundstage, 65,300 sf of production support, and 6,500 sf of existing restaurant space.

Alternative 3, Reduced Parking Alternative, would reduce the number of new parking spaces provided to bring the Project closer to City-code required parking. This Alternative would otherwise construct the same program as the proposed Project and would be consistent with the analysis and conclusions detailed in the Approved Transportation Study and the CEQA Analysis Memo. Therefore, a VMT analysis for this Alternative was not conducted.

Alternative 4, Reduced Intensity Alternative, would reduce the number of new floor area by approximately 25%. Upon completion, this Alternative would comprise approximately 695,800 sf of office, 169,400 sf of soundstage, 53,800 sf of production support, and 6,500 sf of existing restaurant space.

As detailed above, Alternative 2 and Alternative 4 would require VMT analyses.

TRIP GENERATION

Consistent with the Approved Transportation Study, trip generation estimates for Alternatives 2 and 4 were developed using published rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) and rates based on empirical trip generation studies at studios in Los Angeles.

Proposed Project – Approved Transportation Study

The trip generation estimates for the Project are summarized in Table 1 and detailed in Table 2. As shown in Table 2, prior to implementation of a Transportation Demand Management (TDM)

program, the Project is anticipated to generate 4,110 net new daily trips, including 492 morning peak hour trips (424 inbound, 68 outbound) and 488 afternoon peak hour trips (77 inbound, 411 outbound).

Alternative 2 – Preservation and Soundstage Alternative

As summarized in Table 1 and detailed in Table 3, prior to implementation of a TDM program, Alternative 2 would generate a total of 4,155 net new daily trips, with 481 net new morning peak hour trips (411 inbound, 70 outbound) and 484 net new afternoon peak hour trips (82 inbound, 402 outbound).

Alternative 4 – Reduced Intensity Alternative

As summarized in Table 1 and detailed in Table 4, prior to implementation of a TDM program, Alternative 4 would generate a total of 2,734 net new daily trips, with 328 net new morning peak hour trips (282 inbound, 46 outbound) and 325 net new afternoon peak hour trips (51 inbound, 274 outbound).

Summary

The trip generation estimates for the Project and Alternatives 2 and 4 are summarized in Table 1. Both Alternative 2 and Alternative 4 would generate fewer peak hour trips during both the morning and afternoon peak hour than the Project.

VMT ANALYSIS ASSUMPTIONS

LADOT developed *City of Los Angeles VMT Calculator Version 1.2* (November 2019) (VMT Calculator) to estimate project-specific daily work VMT per employee for developments within City limits. The VMT Calculator was used to evaluate the Project and Alternatives VMT and compare it to the VMT impact criteria.

Office Equivalency Assumptions

Consistent with the CEQA Analysis Memo, a "General Office" square footage equivalency calculation was conducted for the creative office and studio-related land uses based on a comparison of the respective daily trip generation rates in order to evaluate the VMT.

Proposed Project – Approved Transportation Study. Table 5 summarizes the results of the "General Office" square footage equivalency calculation. As shown, the Project's studio-related uses were found to be equivalent to the daily trip generation estimates of 139,607 sf "General Office" space. Thus, upon completion, the Project's creative office and studio-related land uses would be similar in scope and behavior to 992,400 sf of "General Office" space.

Alternative 2 – Preservation and Soundstage Alternative. As summarized in Table 5, the studio-related uses on the Project Site upon completion (65,319 sf of production support space and 205,202 sf of sound stage space) were found to be equivalent to the daily trip generation estimates of 169,200 sf "General Office" space. Thus, upon completion, the creative office and studio-related land uses would be similar in scope and behavior to 997,539 sf of "General Office" space.

Alternative 4 – Reduced Intensity Alternative. As summarized in Table 5, the studio-related uses on the Project Site upon completion (53,778 sf of production support space and 169,412 sf of sound stage space) were found to be equivalent to the daily trip generation estimates of 139,600 sf "General Office" space. Thus, upon completion, the creative office and studio-related land uses would be similar in scope and behavior to 835,392 sf of "General Office" space.

VMT Calculator Assumptions

The proposed land use type assumptions ("General Office" and high-turnover restaurant) and their respective sizes were used as the primary input in the VMT Calculator. Based on the proposed land uses and location, the following assumptions were identified in the VMT Calculator:

- Total Population: 0
- Total Employees
    - Proposed Project: 3,996
    - Alternative 2: 4,016
    - Alternative 4: 3,368
- APC: Central
    - Household VMT Impact Threshold: 6.0 VMT per capita
    - Work VMT Impact Threshold: 7.6 VMT per employee
- TBZ: Urban
- Maximum VMT Reduction: 75%

VMT ANALYSIS RESULTS

The VMT analysis results based on the VMT Calculator are summarized in Table 6.

Proposed Project – Approved Transportation Study

As shown in Table 6, the VMT Calculator estimates that the Project would generate 44,311 daily VMT and 24,923 Work VMT, prior to implementation of the Project design features or mitigation measures. Thus, based on the employee assumptions above, the Project would generate an average work VMT per employee of 6.2. Since the work VMT per employee would fall below the significance threshold for the Central APC (7.6 work VMT per employee), the Project would not result in a significant VMT impact. No mitigation measures would be required.

Alternative 2 – Preservation and Soundstage Alternative

As shown in Table 6, the VMT Calculator estimates that Alternative 2 would generate 44,477 daily VMT and 25,024 Work VMT, prior to implementation of any project design features or mitigation measures. Thus, based on the employee assumptions above, Alternative 2 would generate an average work VMT per employee of 6.2. Since the work VMT per employee would fall below the significance threshold for the Central APC (7.6 work VMT per employee), Alternative 2 would not result in a significant VMT impact. No mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment A.

Alternative 4 – Reduced Intensity Alternative

As shown in Table 6, the VMT Calculator estimates that Alternative 4 would generate 39,262 daily VMT and 21,916 Work VMT, prior to implementation of any project design features or mitigation measures. Thus, based on the employee assumptions above, Alternative 4 would generate an average work VMT per employee of 6.5. Since the work VMT per employee would fall below the significance threshold for the Central APC (7.6 work VMT per employee), Alternative 4 would not result in a significant VMT impact. No mitigation measures would be required.

Detailed output from the VMT Calculator is provided in Attachment B.

CUMULATIVE VMT ANALYSIS

A development project would have a cumulative VMT impact if it were deemed inconsistent with *The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, April 2016) (RTP / SCS), the regional plan to reach state air quality and greenhouse gas reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in alignment with the RTP / SCS and, therefore, would also have no cumulative VMT impact. Therefore, the Project and its Alternatives would have no cumulatively significant VMT impact.

The Project is located within a Transit Priority Area as defined by the City and a High-Quality Transit Area as defined by the RTP / SCS. The Project's specific location in close proximity to high-quality transit and other off-site retail, restaurant, commercial, and residential areas, along with its highly walkable environment, support the conclusion that the Project and its Alternatives would achieve a VMT reduction greater than the average for the area, as concluded in the VMT analysis provided above.

SUMMARY

- Alternative 2 and Alternative 4 would generate fewer peak hour trips during both the morning and afternoon peak hours as compared to the trip generation analyzed in the Approved Transportation Study.

- Alternative 2 and Alternative 4 would not result in a significant VMT impact. No mitigation measures would be required for the Alternatives. Any additional TDM strategies that are implemented as part of project design features and/or mitigation measures would further reduce the Alternatives' VMT on the surrounding street system.

- Alternative 2 and Alternative 4 would have no cumulatively significant VMT impact.

TABLE 1
TRIP GENERATION ESTIMATES SUMMARY

Project Scenario	Trip Generation (Net New Project Trips)						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project							
Approved Transportation Study • *852,793 sf Office* • *169,412 sf Stage* • *53,778 sf Support* • *6,516 sf Restaurant*	4,110	424	68	492	77	411	488
Alternative 2							
Preservation and Soundstage • *828,339 sf Office* • *205,202 sf Stage* • *65,319 sf Support* • *6,516 sf Restaurant*	4,155	411	70	481	82	402	484
Alternative 4							
Reduced Intensity • *695,792 sf Office* • *169,412 sf Stage* • *53,778 sf Support* • *6,516 sf Restaurant*	2,734	282	46	328	51	274	325

Notes

Trip generation based on trip assumptions in Table 8 of the Approved Transportation Study, which was based on ITE trip rates for office and empirical trip rates for production stage and support.

TABLE 2
PROJECT TRIP GENERATION ESTIMATES
APPROVED TRANSPORTATION STUDY

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	169.412 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.778 ksf	223	21	12	33	14	17	31
Office	710	852.793 ksf	8,306	851	138	989	157	824	981
Transit Adjustment [c] *10%*			*-831*	*-85*	*-14*	*-99*	*-16*	*-82*	*-98*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT			**9,225**	**834**	**169**	**1,003**	**213**	**820**	**1,033**
Existing Project Site									
Sound Stage	[b]	175.058 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.050 ksf	232	22	12	34	14	18	32
Office	710	378.979 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS			**4,110**	**424**	**68**	**492**	**77**	**411**	**488**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 3
PROJECT TRIP GENERATION ESTIMATES
ALTERNATIVE 2 - PRESERVATION AND SOUNDSTAGE

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	205.202 ksf	1,213	26	15	41	35	53	88
Production Support	[b]	65.319 ksf	270	26	14	40	17	20	37
Office	710	828.339 ksf	8,068	826	135	961	152	801	953
Transit Adjustment [c] *10%*			*-807*	*-83*	*-13*	*-96*	*-15*	*-80*	*-95*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT ALTERNATIVE 2			**9,270**	**821**	**171**	**992**	**218**	**811**	**1,029**
Existing Project Site									
Sound Stage	[b]	175.058 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.050 ksf	232	22	12	34	14	18	32
Office	710	378.979 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS PROPOSED PROJECT ALTERNATIVE 2			**4,155**	**411**	**70**	**481**	**82**	**402**	**484**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 4
PROJECT TRIP GENERATION ESTIMATES
ALTERNATIVE 4 - REDUCED INTENSITY

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**A.M. Peak Hour**			**P.M. Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Project Site After Project Completion									
Sound Stage	[b]	169.412 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.778 ksf	223	21	12	33	14	17	31
Office	710	695.792 ksf	6,777	694	113	807	128	672	800
Transit Adjustment [c] *10%*			*-678*	*-70*	*-11*	*-81*	*-13*	*-67*	*-80*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - WITH PROPOSED PROJECT ALTERNATIVE 4			**7,849**	**692**	**147**	**839**	**187**	**683**	**870**
Existing Project Site									
Sound Stage	[b]	175.058 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.050 ksf	232	22	12	34	14	18	32
Office	710	378.979 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c] *10%*			*-369*	*-38*	*-6*	*-44*	*-7*	*-37*	*-44*
Restaurant	932	6.516 ksf	731	36	29	65	40	24	64
Transit Adjustment [c] *10%*			*-73*	*-4*	*-3*	*-7*	*-4*	*-2*	*-6*
Pass-By Adjustment [d] *20%*			*-132*	*-6*	*-6*	*-12*	*-7*	*-5*	*-12*
TOTAL - EXISTING PROJECT SITE			**5,115**	**410**	**101**	**511**	**136**	**409**	**545**
TOTAL - NET NEW TRIPS PROPOSED PROJECT ALTERNATIVE 4			**2,734**	**282**	**46**	**328**	**51**	**274**	**325**

Notes:
ksf = 1,000 square feet.
For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.
[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report,* Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.
[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 5
DEVELOPMENT OF OFFICE EQUIVALENCY

Project Scenario	**Project Upon Completion**		**Total Project Daily Trips** [c]
	Land Use Program	**Office Equivalency** [b]	
Proposed Project *[a]*			
Approved Transportation Study	• 852,793 sf Office • 169,412 sf Stage • 53,778 sf Support • 6,516 sf Restaurant	• 992,400 sf "General Office" • 6,516 sf Restaurant	9,225
Alternative 2			
Preservation and Soundstage	• 828,339 sf Office • 205,202 sf Stage • 65,319 sf Support • 6,516 sf Restaurant	• 997,539 sf "General Office" • 6,516 sf Restaurant	9,270
Alternative 4			
Reduced Intensity	• 695,792 sf Office • 169,412 sf Stage • 53,778 sf Support • 6,516 sf Restaurant	• 835,392 sf "General Office" • 6,516 sf Restaurant	7,849

[a] Based on floor area program proposed in the *Transportation Impact Study for the Sunset Gower Studios Preservation and Enhancement Plan* (Approved Transportation Study).
[b] Office equivalency floor area based on comparison with ITE daily trip rates for general office and total Project daily trips from Approved Transportation Study .
[c] Total Project Daily trips based on Table 8 of the Approved Transportation Study, which was based on ITE trip rates for office and empirical trip rates for production stage and support.

TABLE 6
VMT EVALUATION SUMMARY

Project Information		
Area Planning Commission (APC)	**Travel Behavior Zone (TBZ) [a]**	**Maximum VMT Reduction [b]**
Central	Urban	75%

VMT Evaluation [c]								
Scenario	**Total Population [d]**	**Total Employees [e]**	**TDM Strategies**	**Total VMT**	**Work VMT [f]**	**VMT per Employee**	**VMT Threshold**	**Significicant VMT Impact**
Proposed Project								
Approved Transportation Study • 992,400 sf "General Office" • 6,516 sf Restaurant	0	3,996	None	44,311	24,923	6.2	7.6	**NO**
			[g]	40,912	23,011	5.8	7.6	**NO**
Alternative 2								
Preservation and Soundstage • 997,539 sf "General Office" • 6,516 sf Restaurant	0	4,016	None	44,477	25,024	6.2	7.6	**NO**
			[g]	41,064	23,104	5.8	7.6	**NO**
Alternative 4								
Reduced Intensity • 835,392 sf "General Office" • 6,516 sf Restaurant	0	3,368	None	39,262	21,916	6.5	7.6	**NO**
			[g]	36,249	20,234	6.0	7.6	**NO**

Notes

[a] An "Urban" TBZ is defined in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, February 2019) as higher density neighborhoods characterized by multi-story buildings with a dense road network.

[b] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[c] Results from *LADOT VMT Calculator Version 1.2* and are based on office equivalency floor area.

[d] The Project and Alternatives do not include residential uses. Therefore, no residential population would be generated.

[e] Total employment estimate is based on the following employment factors:

General Office: 4.0 employees / 1,000 sf

High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf

The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.

[f] Work VMT is based on the "home-based work attraction" trip types.

[g] The following TDM strategies will be implemented as part of either the Project design features and/or mitigation measures:

1) Educational and promotional materials (e.g., posters, informational boards, etc.) to inform employees of transportation options.

2) Provide improvements to bicycle facilities around the Project Site.

3) Project short-term and long-term bicycle parking spaces in accordance with LACMA requirements to support bicycle travel.

4) Provide additional bicycle amenities within the Project Site.

5) Implement pedestrian connections internal to the Project Site and to off-site pedestrian facilties.

Attachment A

Alternative 2
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

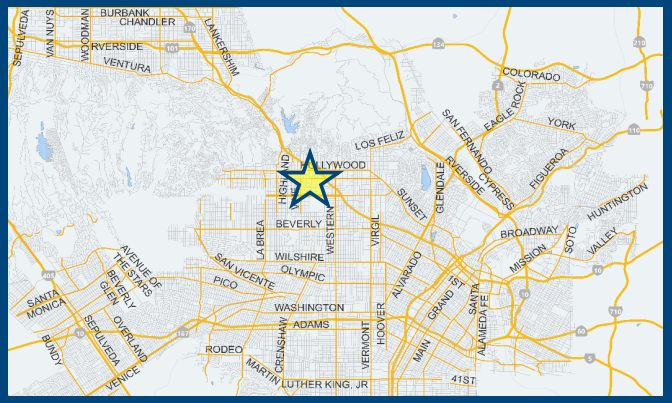
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: SUNSET GOWER STUDIOS

Scenario: Alt 2 Equiv Office

Address: 6050 W SUNSET BLVD, 90028



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

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	6.516	ksf
Retail | General Retail	6.516	ksf
Office | General Office	523.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	997.539	ksf
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	997.539	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
3,628 Daily Vehicle Trips	5,958 Daily Vehicle Trips
27,103 Daily VMT	44,477 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,330 Net Daily Trips
The net increase in daily VMT ≤ 0	17,374 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	6.516 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/30/2020

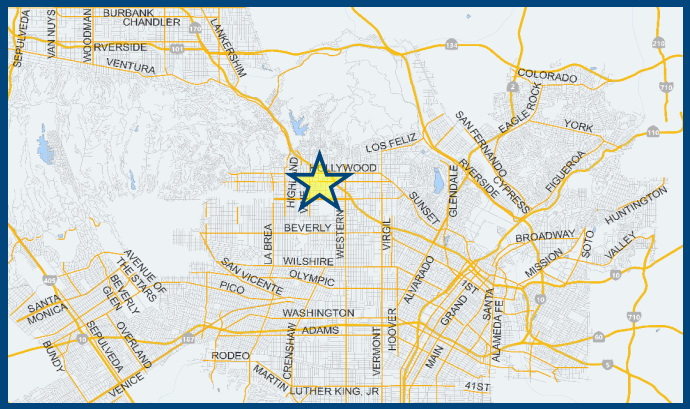
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: SUNSET GOWER STUDIOS

Scenario: Alt 2 Equiv Office

Address: 6050 W SUNSET BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	997.539	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

Reduce Parking Supply ☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 150 monthly parking cost (dollar) for the project site

Parking Cash-Out ☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking ☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 25 percent of employees subject to priced parking

Residential Area Parking Permits ☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,958 Daily Vehicle Trips	**5,501** Daily Vehicle Trips
44,477 Daily VMT	**41,064** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.2 Work VMT per Employee	**5.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

1/30/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 30, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 2 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	6.516	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	997.539	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 30, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 2 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Analysis Results			
Total Employees: 4,016 Total Population: 0			
Proposed Project		***With Mitigation***	
5,958	**Daily Vehicle Trips**	**5,501**	**Daily Vehicle Trips**
44,477	**Daily VMT**	**41,064**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.2	**Work VMT per Employee**	**5.8**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 30, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 2 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*4%*
MAX. TDM EFFECT	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 30, 2020
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 2 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.7	0	0
Home Based Other Production	0	0.0%	0	4.9	0	0
Non-Home Based Other Production	1,015	-13.6%	877	7.4	7,511	6,490
Home-Based Work Attraction	4,003	-25.6%	2,979	8.4	33,625	25,024
Home-Based Other Attraction	2,065	-40.7%	1,225	6.0	12,390	7,350
Non-Home Based Other Attraction	1,015	-13.6%	877	6.4	6,496	5,613

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-7.7%	0	0
Home Based Other Production	0.0%	0	0	-7.7%	0	0
Non-Home Based Other Production	0.0%	877	6,490	-7.7%	810	5,992
Home-Based Work Attraction	0.0%	2,979	25,024	-7.7%	2,750	23,104
Home-Based Other Attraction	0.0%	1,225	7,350	-7.7%	1,131	6,786
Non-Home Based Other Attraction	0.0%	877	5,613	-7.7%	810	5,182

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 4,016
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**25,024**	**23,104**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.2**	**5.8**

Attachment B

Alternative 4
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

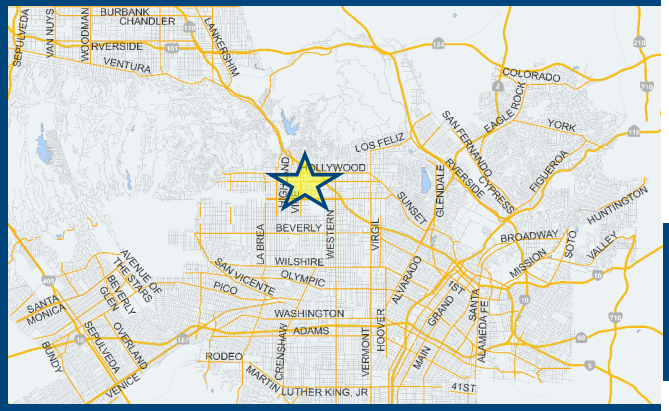
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: SUNSET GOWER STUDIOS

Scenario: Alt 4 Equiv Office

Address: 6050 W SUNSET BLVD, 90028



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	6.516	ksf
Retail | General Retail	6.516	ksf
Office | General Office	523.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	835.392	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
3,628 Daily Vehicle Trips	5,266 Daily Vehicle Trips
27,103 Daily VMT	39,262 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,638 Net Daily Trips
The net increase in daily VMT ≤ 0	12,159 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	6.516 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/18/2019

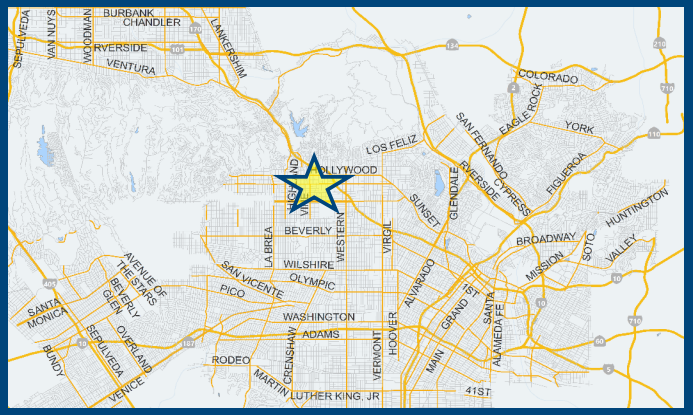
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: SUNSET GOWER STUDIOS

Scenario: Alt 4 Equiv Office

Address: 6050 W SUNSET BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	6.516	ksf
Office | General Office	835.392	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

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

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☑ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
5,266 Daily Vehicle Trips	**4,862** Daily Vehicle Trips
39,262 Daily VMT	**36,249** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.5 Work VMT per Employee	**6.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/18/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 18, 2019
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 4 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	6.516	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	835.392	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 18, 2019
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 4 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

Analysis Results			
Total Employees: 3,368 Total Population: 0			
Proposed Project		***With Mitigation***	
5,266	**Daily Vehicle Trips**	**4,862**	**Daily Vehicle Trips**
39,262	**Daily VMT**	**36,249**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.5	**Work VMT per Employee**	**6**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 18, 2019
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 4 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*4%*
MAX. TDM EFFECT	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*	*0%*	*8%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 18, 2019
Project Name: SUNSET GOWER STUDIOS
Project Scenario: Alt 4 Equiv Office
Project Address: 6050 W SUNSET BLVD, 90028

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.7	0	0
Home Based Other Production	0	0.0%	0	4.9	0	0
Non-Home Based Other Production	902	-13.5%	780	7.4	6,675	5,772
Home-Based Work Attraction	3,503	-25.5%	2,609	8.4	29,425	21,916
Home-Based Other Attraction	1,839	-40.3%	1,097	6.0	11,034	6,582
Non-Home Based Other Attraction	902	-13.5%	780	6.4	5,773	4,992

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-7.7%	0	0
Home Based Other Production	0.0%	0	0	-7.7%	0	0
Non-Home Based Other Production	0.0%	780	5,772	-7.7%	720	5,329
Home-Based Work Attraction	0.0%	2,609	21,916	-7.7%	2,409	20,234
Home-Based Other Attraction	0.0%	1,097	6,582	-7.7%	1,013	6,077
Non-Home Based Other Attraction	0.0%	780	4,992	-7.7%	720	4,609

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 3,368
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**21,916**	**20,234**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.5**	**6.0**