# Appendix L Traffic Impact Analysis

# L-1 Transportation Impact Study



## TRANSPORTATION IMPACT STUDY KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

City of Los Angeles, California August 8, 2018

Prepared for:

Kaiser Permanente
National Facilities Services, Southern California
393 East Walnut Street, 4th Floor 043W03
Pasadena, California 91188

LLG Ref. 1-14-4081-5



Prepared by:

Under the Supervision of:

Francesca S. Bravo Transportation Engineer III

Grances Cafeirla Bravo

Clare M. Look-Jaeger, P.E. Principal

Clare M. Fook- Juger

### TABLE OF CONTENTS

SECT	ION		Page
1.0	Intr	oduction	
	1.1	Traffic Study Overview	
	1.2	Study Area	3
	1.3	Overview of Senate Bill 743	4
2.0	Proj	ect Description	5
	2.1	Project Location	5
	2.2	Proposed Project Description	5
3.0	Site	Access and Circulation	12
	3.1	LAMC Campus Vehicular Access	
	3.2	Pedestrian Access	
	3.3	Bicycle Access	
4.0	Exis	ting Street System	
	4.1	Regional Highway System	17
	4.2	Roadway Classifications	17
	4.3	Local Street System	
	4.4	Transit Services	
		4.4.1 Public Bus Transit Services	
		4.4.2 Rail Transit Services	
5.0	Tra	ffic Counts	
6.0	Cun	nulative Development Projects	
	6.1	Related Projects	
	6.2	Ambient Traffic Growth Factor	
7.0	Trat	ffic Forecasting Methodology	42
	7.1	Project Traffic Generation	42
		7.1.1 Phase 1 Project Trip Generation	43
		7.1.2 Phase 2 Project Trip Generation	43
		7.1.3 Project Build-out Trip Generation	46
	7.2	Project Traffic Distribution and Assignment	
	7.3	Equivalency Program	
		7.3.1 Trip Generation Equivalency Program	
		7.3.2 Trip Generation Equivalency Factors	

SECT	ION		Page
8.0	Traf	ffic Impact Analysis Methodology	55
0.0	8.1	Impact Criteria and Thresholds	
	8.2	Traffic Impact Analysis Scenarios	
	0.2	8.2.1 Phase 1 Project Traffic Impact Analysis Scenarios	
		8.2.2 Phase 2 Project Traffic Impact Analysis Scenarios	
		8.2.3 Project Build-out Traffic Impact Analysis Scenarios	
9.0	Traf	ffic Analysis	59
	9.1	Existing Conditions.	
		9.1.1 Existing Conditions	59
		9.1.2 Existing With Phase 1 Project Conditions	59
		9.1.3 Existing With Phase 2 Project Conditions	59
		9.1.4 Existing With Project Build-out Conditions	73
	9.2	Future 2024 Conditions	73
		9.2.1 Future Without Phase 1 Project Conditions	73
		9.2.2 Future With Phase 1 Project Conditions	76
	9.3	Future 2028 Conditions	
		9.3.1 Future Without Phase 2 Project Conditions	
		9.3.2 Future With Phase 2 Project Conditions	
	9.4	Future 2030 Conditions	81
		9.4.1 Future Without Project Build-out Conditions	
		9.4.2 Future With Project Build-out Conditions	
	9.5	Freeway Impact Analysis Screening Criteria Review	
	9.6	City of Los Angeles High Injury Network Review	91
10.0		nsportation Demand Management Program and Considered Mitigatio	
		Transportation Demand Management (TDM) Program	
		2 Considered Mitigation Measures	
	10.3	3 City of Los Angeles Traffic Signal Upgrades	96
11.0		gestion Management Program Traffic Impact Assessment	
		Intersections	
		2 Freeways	
	11.3	3 Transit Impact Review	99
12.0	Sum	mary and Conclusions	100

## LIST OF FIGURES

N—FIGURE#	AGE
Vicinity Map	. 2
Kaiser Permanente LAMC Campus and Development Sites	. 6
Existing Kaiser Permanente LAMC Campus	. 7
Kaiser Permanente LAMC Campus Site Plan	. 11
City of Los Angeles Bicycle Enhanced Network (Low Stress Network)	. 15
City of Los Angeles Proposed Bicycle Lane Network	. 16
Existing Lane Configurations	. 20
Existing Transit Routes	. 24
Existing Traffic Volumes – Weekday AM Peak Hour	. 29
Existing Traffic Volumes – Weekday PM Peak Hour	. 30
Location of Related Projects	. 38
Related Projects Traffic Volumes – Weekday AM Peak Hour	. 40
Related Projects Traffic Volumes – Weekday PM Peak Hour	. 41
Phase 1 Project Traffic Volumes – Weekday AM Peak Hour	. 48
Phase 1 Project Traffic Volumes – Weekday PM Peak Hour	. 49
Phase 2 Project Traffic Volumes – Weekday AM Peak Hour	. 50
Phase 2 Project Traffic Volumes – Weekday PM Peak Hour	. 51
Project Build-out Traffic Volumes – Weekday AM Peak Hour	. 52
Project Build-out Traffic Volumes – Weekday PM Peak Hour	. 53
Existing With Phase 1 Project Traffic Volumes – Weekday AM Peak Hour	. 69
Existing With Phase 1 Project Traffic Volumes – Weekday PM Peak Hour	. 70
Existing With Phase 2 Project Traffic Volumes – Weekday AM Peak Hour	. 71
Existing With Phase 2 Project Traffic Volumes – Weekday PM Peak Hour	. 72
Existing With Project Build-out Traffic Volumes – Weekday AM Peak Hour	. 74
Existing With Project Build-out Traffic Volumes – Weekday PM Peak Hour	. 75
Future Without Phase 1 Project Traffic Volumes – Weekday AM Peak Hour	. 77
Future Without Phase 1 Project Traffic Volumes – Weekday PM Peak Hour	. 78
Future With Phase 1 Project Traffic Volumes – Weekday AM Peak Hour	. 79
Future With Phase 1 Project Traffic Volumes – Weekday PM Peak Hour	. 80
	Vicinity Map

O:\JOB\_FILE\4081-5\Report\4081-5-Rpt3.DOC

#### LIST OF FIGURES

SECTIO	N—FIGURE#
-	
9–11	Future Without Phase 2 Project Traffic Volumes – Weekday AM Peak Hour 82
9–12	Future Without Phase 2 Project Traffic Volumes – Weekday PM Peak Hour
9–13	Future With Phase 2 Project Traffic Volumes – Weekday AM Peak Hour 84
9–14	Future With Phase 2 Project Traffic Volumes – Weekday PM Peak Hour 85
9–15	Future Without Project Build-out Traffic Volumes – Weekday AM Peak Hour 87
9–16	Future Without Project Build-out Traffic Volumes – Weekday PM Peak Hour
9–17	Future With Project Build-out Traffic Volumes – Weekday AM Peak Hour
9–18	Future With Project Build-out Traffic Volumes – Weekday PM Peak Hour
9–19	City of Los Angeles High Injury Network in Project Vicinity
	LIST OF TABLES
SECTIO	N—TABLE#
2–1	Summary of Project Land Use Components by Phase
4–1	List of Study Intersections
4–2	Existing Roadway Descriptions
4–3	Existing Transit Routes
5–1	Existing Traffic Volumes
6–1	Related Projects List and Trip Generation
7–1	Phase 1 Project Trip Generation (Year 2024)
7–2	Phase 2 (Phases 1 and 2) Project Trip Generation (Year 2028)
7–3	Project Build-out (Phases 1-3) Trip Generation (Year 2030)
7–4	Land Use Equivalency Matrix
8–1	City of Los Angeles Intersection Impact Threshold Criteria
9–1	Phase 1 Project Levels of Service Summary
9–2	Phase 2 (Phases 1 and 2) Project Levels of Service Summary
9–3	Project Build-out (Phases 1-3) Levels of Service Summary
9–4	Freeway Impact Screening Analysis

#### **APPENDICES**

#### **A**PPENDIX

- A. Traffic Study Memorandum of Understanding
- B. Traffic Count Data
- C. Project Trip Distribution Figures
- D-1. Phase 1 Project (Projection Year 2024):
  - CMA and Levels of Service Explanation
  - CMA Data Worksheets Weekday AM and PM Peak Hours
- D-2. Phase 2 (Phases 1 and 2) Project (Projection Year 2028):
  - CMA and Levels of Service Explanation
  - CMA Data Worksheets Weekday AM and PM Peak Hours
- D-3. Project Build-out (Phases 1-3) (Projection Year 2030):
  - CMA and Levels of Service Explanation
  - CMA Data Worksheets Weekday AM and PM Peak Hours

## TRANSPORTATION IMPACT STUDY KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

City of Los Angeles, California August 8, 2018

#### 1.0 Introduction

#### 1.1 Traffic Study Overview

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Kaiser Permanente Los Angeles Medical Center (LAMC) project (proposed project) on the surrounding street system. The existing Kaiser Permanente LAMC campus is situated within the Hollywood Community Plan area of the City of Los Angeles, California. The existing Kaiser Permanente LAMC campus is generally bounded by institutional and multi-family residential uses to the north and south, Vermont Avenue to the east and Alexandria Avenue to the west. The Kaiser Permanente LAMC Campus and general vicinity are shown in *Figure 1-1*.

The traffic analysis follows City of Los Angeles (City) traffic study guidelines <sup>1</sup> and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program (CMP)<sup>2</sup>. This traffic analysis evaluates potential project-related impacts at 24 key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all 24 study intersections. A review also was conducted of freeway and intersection monitoring stations to determine if a CMP transportation impact assessment analysis is required for the proposed project. In addition, a screening analysis based on the Highway Capacity Manual operational analysis methodologies was completed as it relates to the highway system and the ramp intersections under California Department of Transportation (Caltrans) jurisdiction.

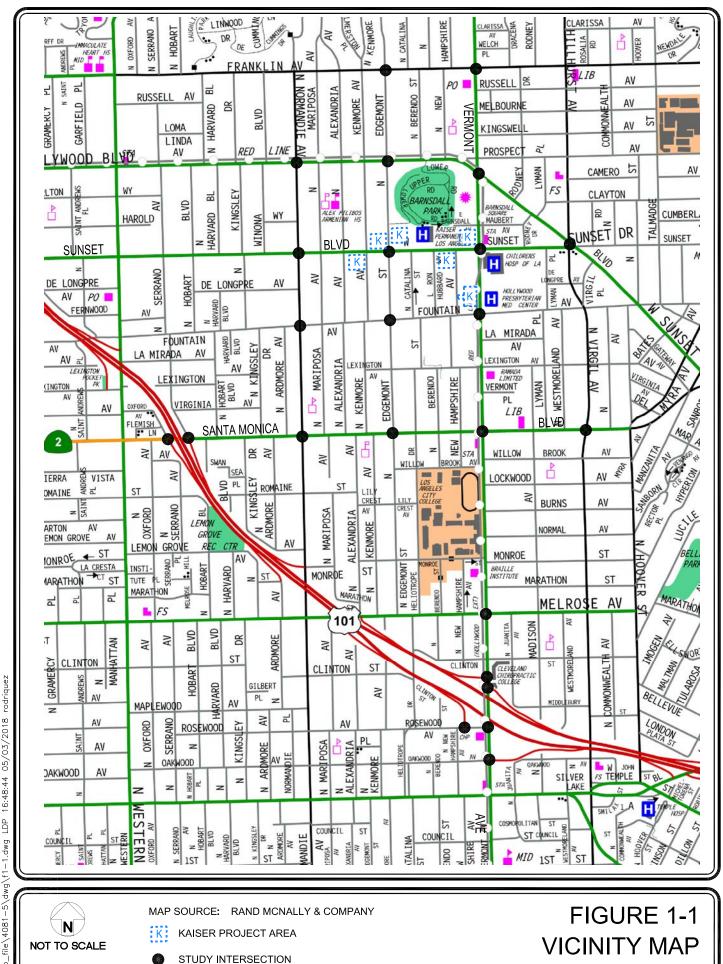
The proposed project is planned to be constructed in three development phases. As such, this traffic analysis evaluates the impacts of the proposed project as follows: Phase 1 Year 2024 Conditions - The effects of the removal of existing uses and addition of the proposed project components included on the Phase 1 development sites; Phase 2 Year 2028 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites; and Phase 3 Year 2030 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1, 2 and 3 development sites.

LINSCOTT, LAW & GREENSPAN, engineers

LLG Ref. 1-14-4081-5 Kaiser Permanente Los Angeles Medical Center Project

<sup>&</sup>lt;sup>1</sup> Transportation Impact Study Guidelines, City of Los Angeles Department of Transportation, December 2016.

<sup>&</sup>lt;sup>2</sup> 2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, October 2010.



16:48:44 LPP  $-5\dot{dwg}\floor=1.dwg$ o:\job\_file\4081

LINSCOTT, LAW & GREENSPAN, engineers

This study (i) presents existing traffic volumes, (ii) provides existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) determines existing traffic volumes with project-related impacts; (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future cumulative traffic volumes with the proposed project, (vi) determines forecast of future cumulative traffic volumes with project-related impacts, and (vii) recommends mitigation measures, where necessary.

#### 1.2 Study Area

Upon coordination with LADOT staff, 24 study intersections were identified for evaluation during the weekday morning and afternoon peak hours. The study intersections provide both regional and local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations that have the greatest potential to experience significant traffic impacts due to the proposed project, as defined by the City as Lead Agency under the California Environmental Quality Act (CEQA). In the traffic engineering practice, the study area generally includes those intersections that are:

- a. Immediately adjacent or in close proximity to the project site;
- b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and
- c. 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 intersections selected for analysis were based on the above criteria, the proposed project calculated peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations. LADOT confirmed the appropriateness of the 24 study intersections when it entered into a traffic study Memorandum of Understanding (MOU) for the proposed project with LLG as the consultant. The 24 study intersections are identified in *Figure 1-1* and in the traffic study MOU, which is attached to this report as *Appendix A*.

Further, in accordance with the "Freeway Impact Analysis Procedures" agreement between Caltrans District 7 and LADOT executed in October 2013 and amended in December 2015 (the "Freeway Impact Procedures") <sup>3</sup>, the approved MOU included a freeway impact screening analysis to determine whether further review of the Caltrans freeway system would be required for the proposed

\_

<sup>&</sup>lt;sup>3</sup> The Freeway Impact Procedures require project applicants to work with Caltrans and prepare a Freeway Impact Analysis utilizing Caltrans' *Guide for the Preparation of Traffic Impact Studies* for land use proposals that meet the established screening criteria.

project. As noted in the approved MOU, the amount of project-related traffic did not meet the criteria requiring a focused analysis of State Route 101 Freeway mainline segments and nearby off-ramps.

#### 1.3 Overview of Senate Bill 7434

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. To date, however, the State of California Governor's Office of Planning and Research (OPR) has yet to revise and adopt the CEQA Guidelines to implement the CEQA traffic analysis component of SB 743. Thus, the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing state CEQA Guidelines, and the City's CEQA Thresholds Guide. (See Public Resources Code section 21099(b).)

This is also consistent with the current City of Los Angeles traffic impact analysis procedures. In August 2014, Councilmember Mike Bonin introduced a motion directing the Department of City Planning (DCP) and LADOT to begin preparation for the shift to VMT analysis (CF 14-1169). The City's VMT tools/metrics have not been finalized at the time this traffic study was completed for inclusion in the proposed project's Draft Environmental Impact Report (EIR). Should the City finalize those tools/metrics prior to the City decision makers' consideration of the proposed project's EIR and entitlements, this traffic study may be updated in consultation with LADOT to include a VMT analysis and a determination of whether the proposed project would result in significant impacts based on VMT-based significance thresholds.

In addition, the project is consistent with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The proposed project would support the 2016 RTP-SCS's overall land use pattern of reinforcing the trend of locating new housing and employment in High Quality Transit Areas (HQTAs) with the intention of reducing VMT and greenhouses gases. The proposed project also would help increase the share of total trips that use transit for work and non-work trips as the project will be required to comply with the City's Transportation Demand Management (TDM) Ordinance.

\_

<sup>&</sup>lt;sup>4</sup> An act to amend Sections 21181, 21186, 21187, 21189.1, and 21189.3 of, to repeal and add Section 21185 of, and to add and repeal Section 21186.6.6 of, the Public Resources Code, relating to environmental quality.

#### 2.0 PROJECT DESCRIPTION

#### 2.1 Project Location

The Kaiser Permanente LAMC campus is situated within the Hollywood Community Plan area of the City and bounded by institutional and multi-family residential uses to the north and south, Vermont Avenue to the east and Alexandria Avenue to the west. An aerial photograph of the existing Kaiser Permanente LAMC Campus project development sites and general vicinity is contained in *Figure 2-1*.

The Kaiser Permanente LAMC campus is a major medical center that provides medical and health care service on a local and regional basis. It includes an emergency trauma center, inpatient care, outpatient treatment, and other medical center facilities. The Kaiser Permanente LAMC campus consists of a 460-bed hospital, approximately 635,200 square feet of medical office, and associated structured parking garages. This campus is highlighted in *Figure 2-2*.

Surrounding uses to the Kaiser Permanente LAMC campus include medical buildings associated with Children's Hospital Los Angeles and Hollywood Presbyterian Medical Center to the east, Barnsdall Park to the north, and Church of Scientology of Los Angeles to the south. Commercial uses are located directly adjacent to the campus along the Vermont Avenue and Sunset Boulevard corridors, including a commercial center situated along the west side of Vermont Avenue directly north of the campus. In addition, a mix of multi-family and single-family residential dwellings is located along nearby local streets throughout the area.

The Kaiser Permanente LAMC campus is well-located to facilitate pedestrian activity, bicycle usage and use of public transit services, particularly due to the proximity of the adjacent Metro Red Line Vermont station and nearby commercial corridors. The campus is immediately across from the Red Line Vermont station (i.e., northeast corner of the Vermont Avenue/Sunset Boulevard intersection) and includes a portal for access to and from the station within the campus at the northwest corner of the Vermont Avenue/Sunset Boulevard intersection. The Kaiser Permanente LAMC campus is situated within easy walking distance to retail, restaurant, and other commercial businesses located along the Vermont Avenue, Hollywood Boulevard and Sunset Boulevard corridors. Further, regional and local public bus transit stops are provided throughout the campus along Vermont Avenue, Hollywood Boulevard, Sunset Boulevard and other nearby roadways.

#### 2.2 Proposed Project Description

The proposed project is planned to expand the existing Kaiser Permanente Los Angeles Medical Center campus by replacing facilities and adding new buildings and other structures. The proposed project would proceed under a Master Plan/Development Plan Permit for the Los Angeles Medical Center. The proposed project is planned to be constructed in three development phases:





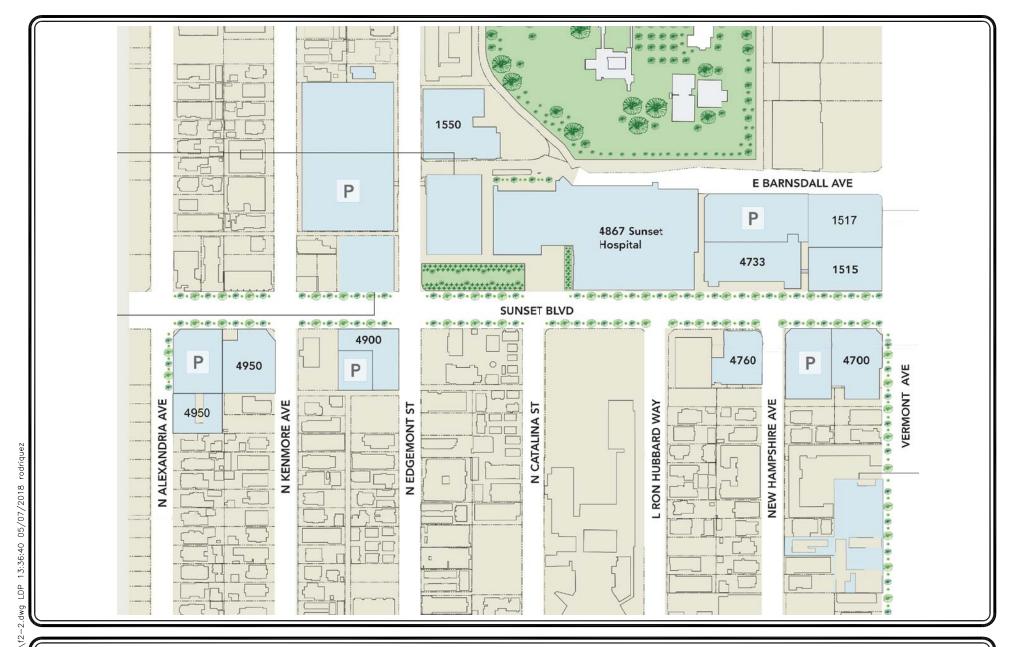
MAP SOURCE: GOOGLE EARTH

KAISER PROJECT AREA

FIGURE 2-1

KAISER PERMANENTE LAMC CAMPUS AND DEVELOPMENT SITES

LINSCOTT, LAW & GREENSPAN, engineers





MAP SOURCE: PERKINS + WILL ARCHITECTS

## FIGURE 2-2 EXISTING KAISER PERMANENTE LAMC CAMPUS

LINSCOTT, LAW & GREENSPAN, engineers

#### • Phase 1 Project – Years 2020 to 2024

The first phase of development would include the demolition of existing commercial and duplex structures at 1345 North Vermont Avenue and the construction of a parking structure and medical office building at 1321 North Vermont Avenue, 1345 North Vermont Avenue, and 1328 North New Hampshire Avenue; construction of a procedure center addition to the 4760 Sunset Boulevard building; and demolition of the 1505 North Edgemont Street and 1526 North Edgemont Street medical office buildings. Upon completion of Phase 1, the Kaiser Permanente LAMC campus land uses and density would be similar to the existing conditions and would be as follows:

- Hospital: 460 beds

- Medical Office: 615,287 square feet

#### • Phase 2 Project – Years 2024 to 2028

The second phase of the development would include the demolition and reconstruction of the 1517 North Vermont Avenue parking structure with 2,300 square feet of ground floor retail space and construction of an addition to the existing hospital at 4867 Sunset Boulevard or, alternatively, construction of a medical office building at 1526 North Edgemont Street. Assuming the more intensive alternative from a trip generation perspective for traffic analysis purposes (i.e., the medical office use), upon completion of Phase 2, the Kaiser Permanente LAMC campus land use totals would be as follows:

- Hospital: 460 beds

- Medical Office: 773,388 gross square feet

- Retail: 2,300 gross leasable square feet

#### Phase 3 Project – Years 2028 to 2030

The third phase of the development would include the construction of an addition to the 4950 Sunset Boulevard parking structure and construction of a new medical office building at 1505 North Edgemont Street. Upon completion of Phase 3, the Kaiser Permanente LAMC campus land use totals would be as follows:

- Hospital: 460 beds

- Medical Office: 814,888 gross square feet

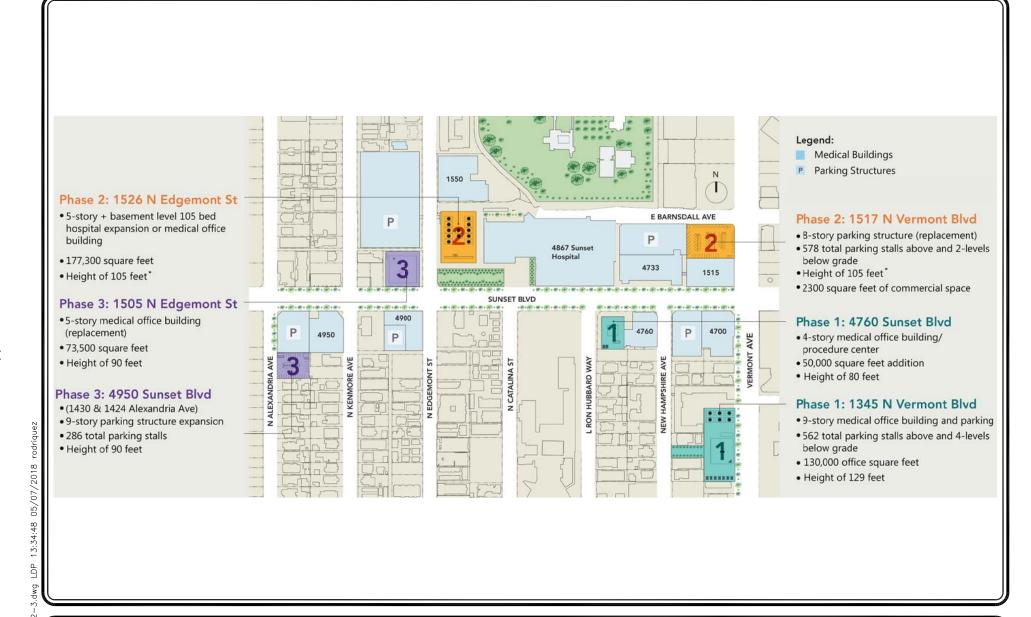
- Retail: 2,300 gross leasable square feet

A summary of the project land use components by phase, including existing uses to be removed and proposed project land uses for each development site within the campus, is provided in *Table 2-1*. The proposed Kaiser Permanente LAMC campus plan showing the location of the development sites by phase is presented in *Figure 2-3*.

Table 2-1 SUMMARY OF PROJECT LAND USE COMPONENTS BY PHASE [1]

		EXISTIN	G USE(S) TO BE REMOVED		PROPOSED USE(S)
CAMPUS SITE	LOCATION	SIZE	LAND USE	SIZE	LAND USE
		PHAS	E 1 (YEARS 2020-2024)		
SITE 1	1345 North Vermont Avenue	15,113 SF 2 DU	Six (6) Commercial & Residential Structures, and Surface Parking Lots	130,000 SF 562 Spaces	Medical Office Building Parking Structure
SITE 2	4760 Sunset Boulevard	39 Spaces	Surface Parking Lot	50,000 SF 6 Spaces	Medical Office Building Surface Parking Lot
SITE 3	1505 Edgemont Street	79,356 SF	Medical Office Building		New Construction at this site to occur during Phase 3
SITE 4	1526 North Edgemont Street	120,557 SF	Medical Office Building		New Construction at this site to occur during Phase 2
	-	PHAS	E 2 (YEARS 2024-2028)	-	
SITE 4	1526 North Edgemont Street		Demolition at this site to occur during Phase 1	177,300 SF 177,300 SF	Medical Office Building OR 105-Bed Hospital Addition & Bridge Connection to Existing Hospital
SITE 5	1517 North Vermont Avenue	19,199 SF 186 Spaces	Medical Office Building Parking Structure	578 Spaces 2,300 SF	Parking Structure Ground Floor Commercial/Retail
	<del>,</del>	PHAS	E 3 (YEARS 2028-2030)	<u> </u>	
SITE 3	1505 North Edgemont Street		Demolition at this site to occur during Phase 1	41,500 SF 73,500 SF	Medical Office Building OR Medical Office Building
SITE 6	1424 & 1430 North Alexandria Ave.		Existing Surface Parking Area & Temporary, Single-Story Structure	286 Spaces	Parking Structure Addition

<sup>[1]</sup> Source: Notice of Preparation for the Kaiser Permanente Los Angeles Medical Center Project, Los Angeles Department of City Planning.





MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-3 KAISER PERMANENTE LAMC CAMPUS SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

#### 3.0 SITE ACCESS AND CIRCULATION

#### 3.1 LAMC Campus Vehicular Access

Vehicular access to the Kaiser Permanente LAMC campus is provided by the key public roadways traversing the campus. As shown in *Figure 2-1*, the key roadways providing vehicular access to the campus parking facilities including the following:

#### • North-South Roads

- Alexandria Avenue
- Edgemont Street
- L. Ron Hubbard Way
- New Hampshire Avenue
- Vermont Avenue

#### • East-West Roads

- Barnsdall Avenue
- Sunset Boulevard

These key roadways provide direct vehicular access to and from the LAMC campus parking facilities. Also, it is noted that all of the campus adjacent intersections of the key roadways are traffic signal controlled.

No changes to the LAMC campus key access roadways and intersections are planned as part of the Kaiser Permanente LAMC project. Minor changes will occur at the 1345 North Vermont Avenue development site (Phase 1) for access to the proposed parking garage at this location. However, it is noted that the access scheme for the subject site will be similar in nature to existing site access which occurs via both New Hampshire Avenue and Vermont Avenue.

#### 3.2 Pedestrian Access

The Hollywood Community Plan area generates some of the highest levels of pedestrian activity in the entire City of Los Angeles, particularly along the key corridors in the vicinity of the project site. Based on the existing level of pedestrian activity in the area and the proximity of the nearby Metro Red Line station, it is anticipated that a high level of pedestrian activity will continue in the area and to and from the proposed project site.

The Kaiser Permanente LAMC campus is well located to encourage pedestrian activity and walking as a transportation mode<sup>5</sup>. As indicated in *Figure 2–1*, walkways for buildings and parking facilities within the Kaiser Permanente LAMC campus will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.
- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the LAMC campus pedestrian walkways indicates that these primary characteristics are accommodated as part of the project. The Kaiser Permanente campus is situated in the Hollywood community which is currently one of the most vibrant and dynamic places in the City. The Hollywood community is experiencing a considerable amount of new development including residential, restaurant, and other commercial businesses which are fostering and increasing pedestrian activity in the area. Further, regional and local public transit stops are provided immediately adjacent to the LAMC campus on key arterials which is important in encouraging pedestrian circulation and transit use. The proposed Kaiser Permanente LAMC campus project pedestrian walkways will be appropriately landscaped and adorned to provide a friendly walking environment to further enhance pedestrian activity in the campus area and in the Hollywood area.

<sup>&</sup>lt;sup>5</sup> For example, refer to <a href="http://www.walkscore.com/">http://www.walkscore.com/</a>, which generates a walkability score of approximately 96 (Walker's Paradise) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a lifestyle that relies on walking over driving a car — not how pretty the area is for walking.

#### 3.3 Bicycle Access

Bicycle access to the project site is facilitated by the City's bicycle roadway network. Walk Score also calculates a bike score based on the topography, number and proximity of bike lanes, etc., which generates a bike score for the project site of approximately 64 (Bikeable) out of 100.<sup>6</sup> Existing and proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are or will be located within an approximate one-mile radius from the project site.<sup>7</sup> It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. The location of the City's bicycle enhanced network (low stress network) in close proximity to the project site and in the surrounding area is shown in *Figure 3-1*. The location of the City of Los Angeles proposed bicycle lane network in close proximity to the project site and in the surrounding area is illustrated in *Figure 3-2*.

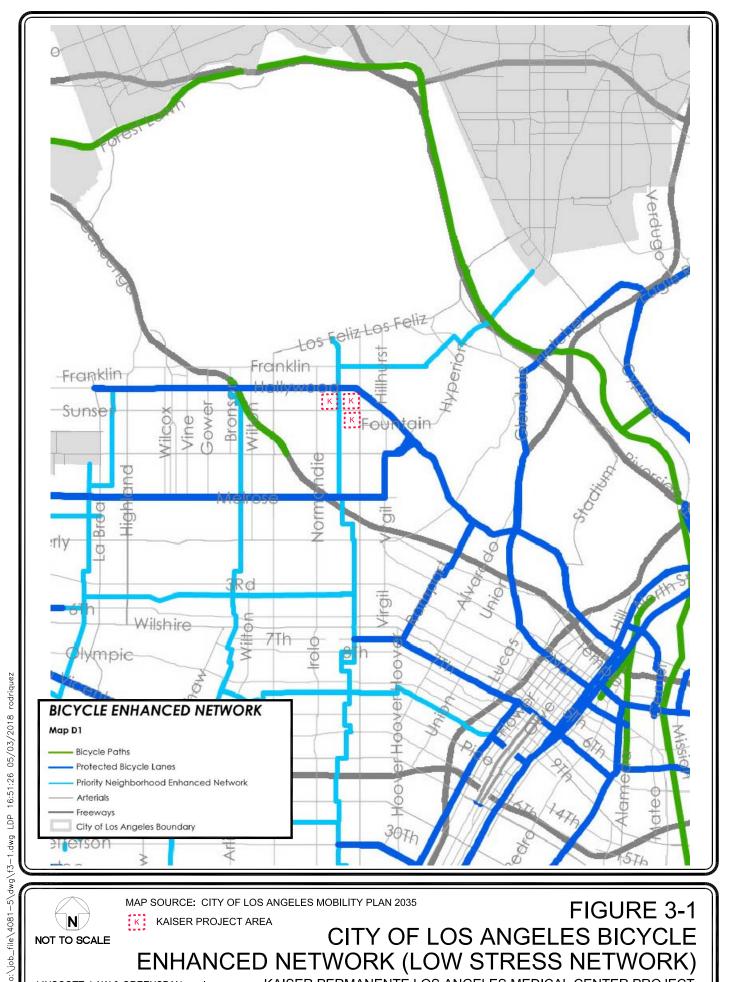
The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Use of bicycles as a transportation mode to and from the proposed project site should be encouraged by the provision of ample and safe bicycle parking. The type of spaces and dimensions for this parking will be provided based on City Code requirements (refer to Los Angeles Municipal Code Sections 12.21.A.16 and 12.21 A.4(c)) and the needs of a variety of bicycles. The bicycle spaces will be provided in a readily accessible location(s). Appropriate lighting will be provided to increase safety and deter theft during night-time parking.

\_

<sup>&</sup>lt;sup>6</sup> Refer to <a href="http://www.walkscore.com/">http://www.walkscore.com/</a>, which generates the bike score for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a lifestyle that relies on biking over driving a car — not how pretty the area is for bicycling.

<sup>&</sup>lt;sup>7</sup> Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Parking Plan; www.labikeplan.org. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.





MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

K KAISER PROJECT AREA

FIGURE 3-1 CITY OF LOS ANGELES BICYCLE **ENHANCED NETWORK (LOW STRESS NETWORK)** 

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

K KAISER PROJECT AREA

FIGURE 3-2 CITY OF LOS ANGELES PROPOSED BICYCLE LANE NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

#### 4.0 Existing Street System

#### 4.1 Regional Highway System

Regional vehicular access to the project site is provided by the U.S. 101 (Hollywood) Freeway. A brief description of the Hollywood Freeway is provided in the following paragraph.

*U.S. 101 (Hollywood) Freeway* is generally a north-south oriented freeway connecting downtown Los Angeles to the San Fernando Valley within the City of Los Angeles region. In the project vicinity, the U.S. 101 Freeway alignment runs in a northwest to southeast direction. Four mainline travel lanes are provided in each direction on the U.S. 101 Freeway. Within the general project area, on and/or off-ramps are provided at Santa Monica Boulevard and Vermont Avenue.

#### 4.2 Roadway Classifications

The City utilizes the roadway categories recognized by regional, state, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- Freeways are limited-access and high speed travel ways included in the state and federal
  highway systems. Their purpose is to carry regional through-traffic. Access is provided by
  interchanges with typical spacing of one mile or greater. No local access is provided to
  adjacent land uses.
- Arterial roadways are major streets (e.g., Boulevard and Avenue designations) that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.
- Collector roadways are streets that provide access and traffic circulation within residential
  and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local
  streets to arterials and are typically designed with two through travel lanes (i.e., one through
  travel lane in each direction) that may accommodate on-street parking. They may also
  provide access to abutting properties.
- Local roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

• *Alleys* are common throughout the Downtown area as well as throughout the City. Alleys parallel to major and secondary highways provide an essential service function, enable limitations on curb cuts, and assist traffic flow on arterial streets.

#### 4.3 Local Street System

The list of 24 study intersections selected for analysis of potential impacts related to the proposed project was based on consultation with LADOT staff. The list of study intersections is presented in *Table 4-1* and the study locations are shown in *Figure 1-1*. All 24 study intersections are currently controlled by traffic signals. The existing lane configurations and intersection controls at the study intersections are displayed in *Figure 4-1* and descriptions of the existing roadways (e.g., number of travel lanes, median type, and speed limit) are provided in *Table 4-2*.

#### 4.4 Transit Services

Extensive public bus and rail transit service is provided within the Kaiser Permanente LAMC campus study area. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 69 (Good Transit) out of 100 for the project site.<sup>8</sup>

#### 4.4.1 Public Bus Transit Services

Public bus transit service within the Kaiser Permanente LAMC campus study area is currently provided by Los Angeles County Metropolitan Transit Authority (Metro) and LADOT DASH and Commuter Express Transit Service. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in *Table 4–3*. The existing public transit routes in the Kaiser Permanente LAMC campus vicinity are illustrated in *Figure 4–2*.

#### 4.4.2 Rail Transit Services

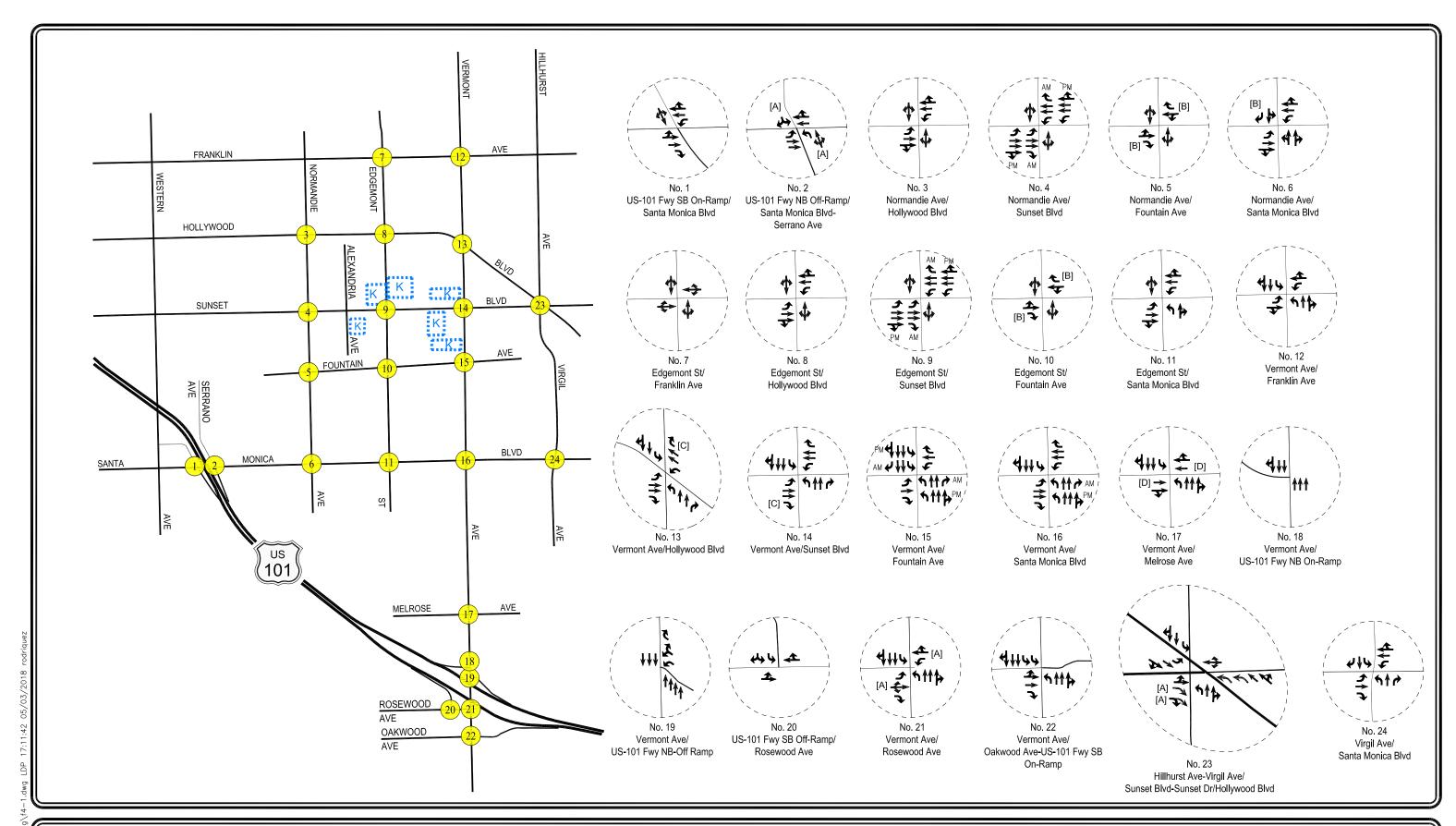
The Metro Red Line is a subway line that provides service through Downtown Los Angeles between Union Station, the Mid-Wilshire area, Hollywood and the San Fernando Valley. The Metro Red Line subway Vermont station is located at the northeast corner of the Vermont Avenue/Sunset Boulevard intersection. A portal is situated within the Kaiser Permanente LAMC campus at the northwest corner of the Vermont Avenue/Sunset Boulevard intersection that connects with the subterranean Metro Red Line subway Vermont station. During the weekday AM and PM peak hours, the Metro Red subway line provides headways of 10 minutes per train (i.e., approximately six Red Line trains) in the northbound and southbound directions.

LINSCOTT, LAW & GREENSPAN, engineers

<sup>&</sup>lt;sup>8</sup> Refer to <a href="http://www.walkscore.com/">http://www.walkscore.com/</a>, which generates the transit score for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a lifestyle that relies on transit over driving a car — not how pretty the area is for using transit service.

Table 4-1 LIST OF STUDY INTERSECTIONS

MAP NO.	LOCATION	TRAFFIC CONTROL
1	US-101 Fwy SB On-Ramp/Santa Monica Blvd	Signalized
2	US-101 Fwy NB On-Ramp/Santa Monica Blvd-Serrano Ave	Signalized
3	Normandie Ave/Hollywood Blvd	Signalized
4	Normandie Ave/Sunset Blvd	Signalized
5	Normandie Ave/Fountain Ave	Signalized
6	Normandie Ave/Santa Monica Blvd	Signalized
7	Edgemont St/Franklin Ave	Signalized
8	Edgemont St/Hollywood Blvd	Signalized
9	Edgemont St/Sunset Blvd	Signalized
10	Edgemont St/Fountain Ave	Signalized
11	Edgemont St/Santa Monica Blvd	Signalized
12	Vermont Ave/Franklin Ave	Signalized
13	Vermont Ave/Hollywood Blvd	Signalized
14	Vermont Ave/Sunset Blvd	Signalized
15	Vermont Ave/Fountain Ave	Signalized
16	Vermont Ave/Santa Monica Blvd	Signalized
17	Vermont Ave/Melrose Ave	Signalized
18	Vermont Ave/US-101 Fwy NB On-Ramp	Signalized
19	Vermont Ave/US-101 Fwy NB Off-Ramp	Signalized
20	US-101 Fwy SB Off-Ramp/Rosewood Ave	Signalized
21	Vermont Ave/Rosewood Ave	Signalized
22	Vermont Ave/Oakwood Ave-US-101 Fwy SB On-Ramp	Signalized
23	Hillhurst Ave-Virgil Ave/Sunset Blvd-Sunset Dr/Hollywood Blvd	Signalized
24	Virgil Ave/Santa Monica Blvd	Signalized





K KAISER PROJECT AREA

[A] = SPLIT PHASE OPERATION

[D] = NO LEFT-TURN (6-10 AM & 3-7 PM)

[B] = FUNCTIONAL RIGHT-TURN ONLY LANE

[C] = OVERLAP PHASE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 4-1 **EXISTING LANE CONFIGURATIONS** 

Table 4-2 EXISTING ROADWAY DESCRIPTIONS

	Travel Lanes			Median	Speed	
Roadway	Classification [1]	Direction [2]	No. La	nes [3]	Types [4]	Limit
Serrano Avenue	Local Street	N-S	2		N/A	25
Scrano Avenue	Local Succi	14-5			IV/A	23
Normandie Avenue	Avenue III	N-S	2		N/A	30
(South of Santa Monica Blvd)	Avenue III	N-S	3	[9]	N/A	30
F1						
Edgemont Avenue (Los Feliz Blvd to Santa Monica Blvd)	Collector Street	N-S	2	[14]	N/A	25
(Santa Monica to Melrose Ave)	Local Street	N-S	2	[14]	N/A N/A	25
(Sama Fronta to Fronts Tive)	Down Buret	1, 5		[10]	11/11	
Vermont Avenue						
(Los Feliz Blvd to Hollywood Blvd)	Avenue II	N-S	4		N/A	35
(Hollywood Blvd to Melrose Ave)	Avenue I	N-S	4 to 6	[5][6]	N/A	35
Hillhurst Avenue	Avenue II	N-S	4	[9]	N/A	35
Hillituist Avenue	Avenue II	11-5	4	[9]	IN/A	33
Virgil Avenue	Avenue II	N-S	3 to 4		2WLT	35
(South of Melrose Ave)	Avenue II	N-S	3	[13]	2WLT	35
Franklin Avenue		E W/	24		ON II T	25
(West of Normandie Ave) (East of Normandie Ave)	Avenue II Avenue III	E-W E-W	2 to 4 2	[14] [14]	2WLT N/A	35 30
(East of Normandie Ave)	Avenue III	E-W		[14]	IN/A	30
Hollywood Boulevard	Avenue I	E-W	4		N/A	35
Sunset Boulevard	Avenue I	E-W	6	[7][8]	2WLT	35
Fountain Avenue	Collector Street	E-W	2	[14]	2WLT	30
				. ,		
Santa Monica Boulevard	Avenue I	E-W	4		2WLT	35
Melrose Avenue						
(West of Vermont Ave)	Avenue II	E-W	4	[11][12]	2WLT	35
(East of Vermont Ave)	Avenue III	E-W	4	[10][11]	N/A	25
Rosewood Avenue	Local Street	E-W	2		2WLT/RMI	30
	Doen Street	2 "				50
Oakwood Avenue	Local Street	E-W	2		2WLT	25

#### Notes

- [1] Roadway classifications obtained from the City of Los Angeles Mobility Plan 2035, Adopted January 20, 2016.
- [2] Direction of roadways in the project area: NB-SB: northbound and southbound; and EB-WB: eastbound and westbound.
- [3] Number of lanes in both directions on the roadway.
  - Variations in number of travel lanes due to time restricted on-street parallel parking are noted below.
- [4] Median type of the road: RMI Raised Median Island; 2WLT 2-Way Left-Turn Lane; and N/A-Not Applicable.
- [5] Tow Away No Stopping between 7 AM-9 AM and 4 PM-7 PM in the northbound direction
- [6] Tow Away No Stopping between 7 AM-9 AM and 4 PM-7 PM in the southbound direction
- [7] Tow Away No Stopping 4 PM-7 PM in the eastbound direction
- [8] Tow Away No Stopping 4 PM-7 PM in the westbound direction
- [9] Tow Away No Stopping 4 PM-6 PM in the northbound direction
- [10] Tow Away No Stopping between 7 AM-9 AM and 4 PM-6 PM in the eastbound direction
- [11] Tow Away No Stopping between 7 AM-9 AM and 4 PM-6 PM in the westbound direction
- [12] Tow Away No Stopping between 7 AM-9 AM and 3 PM-7 PM in the eastbound direction
- [13] Bike Lane (Class II)
- [14] Bike Route (Class III)

Table 4-3
EXISTING TRANSIT ROUTES [1]

		ROADWAY(S)			RAINS IOUR
ROUTE	DESTINATIONS	NEAR SITE	DIR	AM	PM
Metro 2/302	Pacific Palisades to Downtown Los Angeles via Westwood, Beverly Hills, Hollywood, Los Angeles and Echo Park	Sunset Boulevard, Normandie Avenue, Edgemont Street, Vermont Avenue, Hollywood Boulevard	EB WB	6 14	11 7
Metro 4	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Los Angeles and Echo Park	Santa Monica Boulevard , Normandie Avenue, Edgemont Street, Vermont Avenue, Virgil Avenue	EB WB	6 7	7 5
Metro 10	West Hollywood to Downtown Los Angeles via Los Angeles	Melrose Avenue, Vermont Avenue	EB WB	8 7	7 6
Metro 14	Beverly Hills to Downtown Los Angeles via Los Angeles	Beverly Boulevard, Vermont Avenue	EB WB	13 10	9 10
Metro 175	Hollywood to Silver Lake via Los Feliz	Sunset Boulevard, Vermont Avenue	EB WB	4 2	1 3
Metro 180/181	Altadena to Hollywood via Pasadena, Eagle Rock and Glendale	Hollywood Boulevard, Normandie Avenue, Edgemont Street, Vermont Avenue	EB WB	4 4	4 4
Metro 204	Athens to Hollywood via Los Angeles and Koreatown	Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard, Melrose Avenue	NB SB	6 6	6 6
Metro 206	Athens to Hollywood via Los Angeles and Koreatown	Normandie Avenue, Vermont Avenue, Santa Monica Boulevard, Fountain Avenue, Sunset Boulevard, Hollywood Boulevard	NB SB	6 6	6 6

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (DASH) (Commuter Express) websites, 2017.

## Table 4-3 (Continued) EXISTING TRANSIT ROUTES [1]

		ROADWAY(S)	NO. OF BUSES/TRAINS DURING PEAK HOUR		
ROUTE	DESTINATIONS	NEAR SITE	DIR	AM	PM
Metro 704	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Los Angeles and Echo Park	Santa Monica Boulevard, Vermont Avenue	EB WB	4 7	6 5
Metro 754	Athens to Hollywood via Vermont Knolls, Los Angeles and Westlake	Vermont Avenue, Sunset Boulevard	NB SB	11 11	11 11
Metro 780	Los Angeles to Pasadena via West Hollywood, Hollywood, Glendale and Eagle Rock	Vermont Avenue, Hollywood Boulevard	EB WB	5 5	5 5
Metro Red Line	North Hollywood to Downtown Los Angeles via Universal City, Hollywood and Los Angeles	Vermont Avenue, Sunset Boulevard	EB WB	6 6	6 6
DASH - Hollywood	Hollywood - Circular	Vermont Avenue, Edgemont Avenue, Normandie Avenue, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard	EB WB	2 2	2 2
DASH - Los Feliz	Vermont-Sunset Station to Los Feliz	Vermont Avenue, Franklin Avenue, Sunset Boulevard, Hollywood Boulevard	EB WB	4 4	3 3
Commuter Express 422	Thousand Oaks to USC via Agoura Hills, Woodland Hills, Warner Center, Van Nuys, Los Angeles and Downtown Los Angeles	Vermont Avenue, Highway 101	NB SB Total	4 0	0 3

<sup>[1]</sup> Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (DASH) (Commuter Express) websites, 2017.





MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

KAISER PROJECT AREA

## FIGURE 4-2 **EXISTING PUBLIC TRANSIT ROUTES**

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

### 5.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (The Traffic Solution) at the study intersections from 7:00 to 10:00 AM to determine the weekday AM peak commute hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session. The manual traffic count data were adjusted by one percent (1.0%) per year to reflect Year 2018 existing conditions. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles weekday peak commute hours.

The weekday and weekend peak hour manual counts of vehicle movements at the study intersections are summarized in *Table 5-1*. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in *Figures 5-1* and *5-2*, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix B*.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

				AM PE	AK HOUR	PM PE	AK HOUR
NO.	INTERSECTION	DATE	DIR	BEGAN	VOLUME	BEGAN	VOLUME
1	US-101 Fwy SB On-Ramp -	02/09/2017	NB	8:00	0	3:30	0
	Oxford Avenue/		SB		137		181
	Santa Monica Boulevard		EB		1,271		1,438
			WB		1,398		1,406
2	US-101 Fwy NB Off-Ramp/	02/09/2017	NB	7:45	726	3:15	752
	Santa Monica Boulevard-		SB		101		129
	Serrano Avenue		EB		1,054		1,122
			WB		699		852
2		00/00/0045			2.50		200
3	Normandie Avenue/	02/09/2017	NB	7:45	268	4:45	390
	Hollywood Boulevard		SB		288		293
			EB		1,029		1,072
		_	WB		903		978
4	Normandie Avenue/	05/17/2016	NB	8:00	304	5:00	430
4	Sunset Boulevard	03/17/2010	SB	8.00	371	3.00	362
	Suilset Boulevard		EB				
			WB		1,176		1,351 1,017
			WB		747		1,017
5	Normandie Avenue/	02/09/2017	NB	7:45	412	5:00	550
3	Fountain Avenue	02/09/2017	SB	7.43	475	3.00	547
	Fountain Avenue		EB		510		770
			WB		556		672
			WD		330		072
6	Normandie Avenue/	05/17/2016	NB	7:45	340	5:00	530
O	Santa Monica Boulevard	03/17/2010	SB	7.43	508	3.00	519
	Santa Womea Boale vara		EB		1,021		1,264
			WB		873		846
			2		0,5		0.0
7	Edgemont Street/	02/09/2017	NB	7:45	150	4:45	337
	Franklin Avenue		SB		218		102
			EB		752		779
			WB		756		683
8	Edgemont Street/	05/17/2016	NB	7:45	177	5:00	251
	Hollywood Boulevard		SB		351		167
			EB		931		1,256
			WB		1,050		1,079
9	Edgemont Street/	05/17/2016	NB	8:00	249	5:00	237
	Sunset Boulevard		SB		248		275
			EB		1,116		1,234
			WB		821		890
10	Edgemont Street/	05/17/2016	NB	7:45	264	4:45	245
	Fountain Avenue		SB		285		303
			EB		438		650
			WB		587		640

<sup>[1]</sup> Counts conducted by The Traffic Solution

# Table 5-1 (Continued) EXISTING TRAFFIC VOLUMES [1] WEEKDAY AM AND PM PEAK HOURS

				AM PE	AK HOUR	PM PE	AK HOUR
NO.	INTERSECTION	DATE	DIR	BEGAN	VOLUME	BEGAN	VOLUME
11	Edgemont Street/ Santa Monica Boulevard	05/17/2016	NB SB EB WB	7:30	248 221 817 679	4:45	252 316 1,307 790
12	Vermont Avenue/ Franklin Avenue	02/09/2017	NB SB EB WB	7:45	554 818 714 618	4:15	882 612 801 552
13	Vermont Avenue/ Hollywood Boulevard	05/17/2016	NB SB EB WB	8:00	730 1,039 633 517	4:45	1,225 939 760 700
14	Vermont Avenue/ Sunset Boulevard	05/24/2016	NB SB EB WB	7:30	1,176 1,154 909 637	4:45	1,422 1,222 1,526 596
15	Vermont Avenue/ Fountain Avenue	05/24/2016	NB SB EB WB	7:45	1,332 1,127 479 586	5:00	1,496 1,604 643 531
16	Vermont Avenue/ Santa Monica Boulevard	05/24/2016	NB SB EB WB	7:45	1,319 1,281 848 885	5:00	1,515 1,474 826 852
17	Vermont Avenue/ Melrose Avenue	05/24/2016	NB SB EB WB	7:45	1,364 1,305 486 493	4:45	1,593 1,484 822 453
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	02/15/2017	NB SB EB WB	7:45	2,350 1,513 0 0	4:15	2,389 1,384 0
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	02/15/2017	NB SB EB WB	7:45	1,631 1,236 0 1,370	4:00	1,624 1,333 0 1,283
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	02/15/2017	NB SB EB WB	9:00	0 860 132 150	4:15	0 792 212 228

<sup>[1]</sup> Counts conducted by The Traffic Solution

# Table 5-1 (Continued) EXISTING TRAFFIC VOLUMES [1] WEEKDAY AM AND PM PEAK HOURS

				AM PE	AK HOUR	PM PE	AK HOUR
NO.	INTERSECTION	DATE	DIR	BEGAN	VOLUME	BEGAN	VOLUME
21	Vermont Avenue/	02/15/2017	NB	8:00	1,531	4:30	1,518
	Rosewood Avenue		SB		1,838		1,881
			EB		766		870
			WB		9		4
22	Vermont Avenue/	05/24/2016	NB	7:15	1,610	4:45	1,616
	Oakwood Avenue -		SB		2,210		2,113
	US-101 Fwy SB On-Ramp		EB		620		589
			WB		0		0
23	Hillhurst Avenue-Virgil Avenue/	05/25/2016	NB	8:00	346	4:00	609
	Sunset Boulevard - Sunset Drive -		SB		962		806
	Hollywood Boulevard		EB		482		771
			WB		120		86
			NWB		910		917
			SEB		552		701
24	Virgil Avenue/	05/25/2016	NB	7:30	744	5:00	924
	Santa Monica Boulevard		SB		728		805
			EB		707		869
			WB		780		677

<sup>[1]</sup> Counts conducted by The Traffic Solution



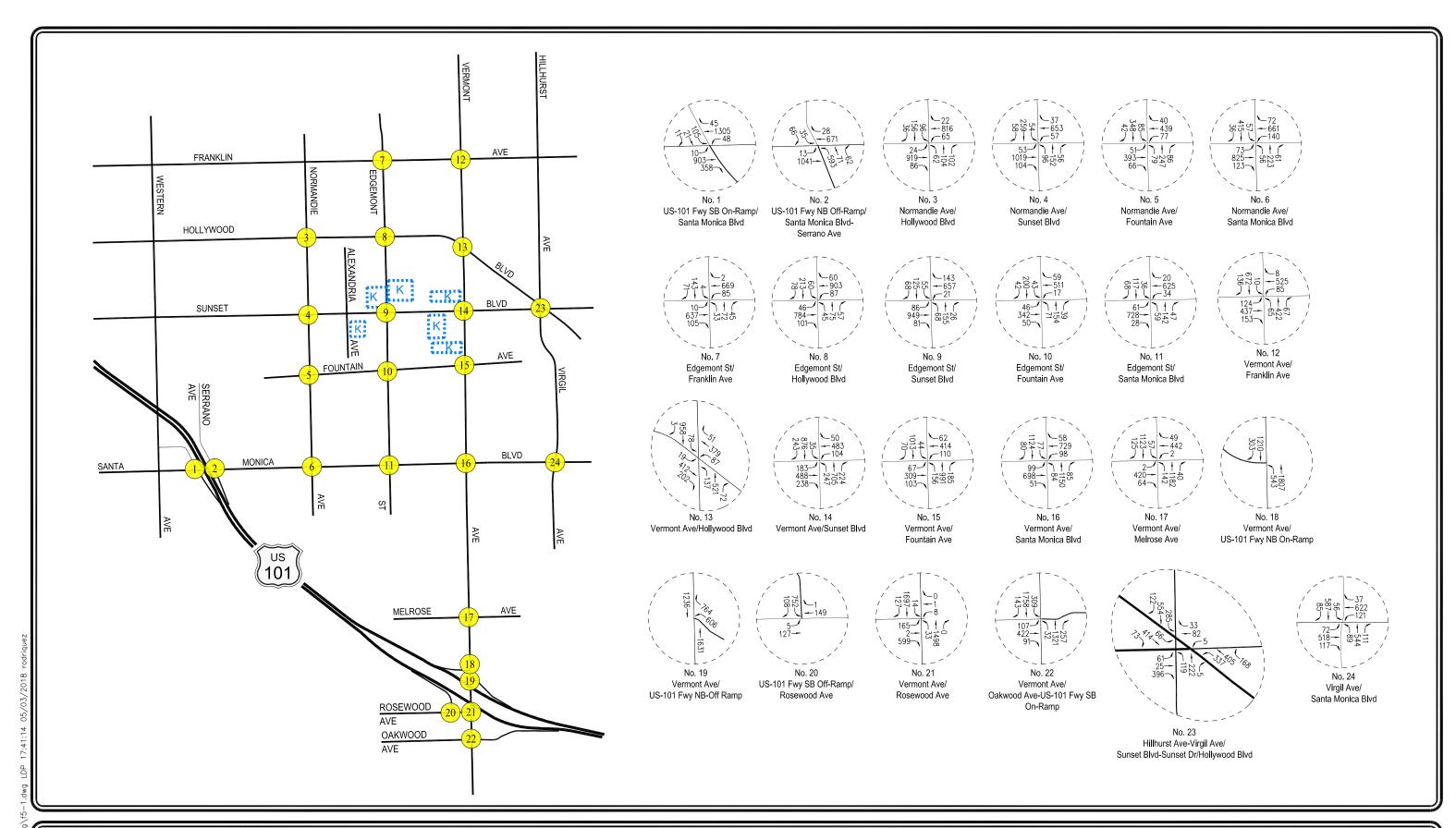




FIGURE 5-1 **EXISTING TRAFFIC VOLUMES** 

LINSCOTT, LAW & GREENSPAN, engineers

WEEKDAY AM PEAK HOUR KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

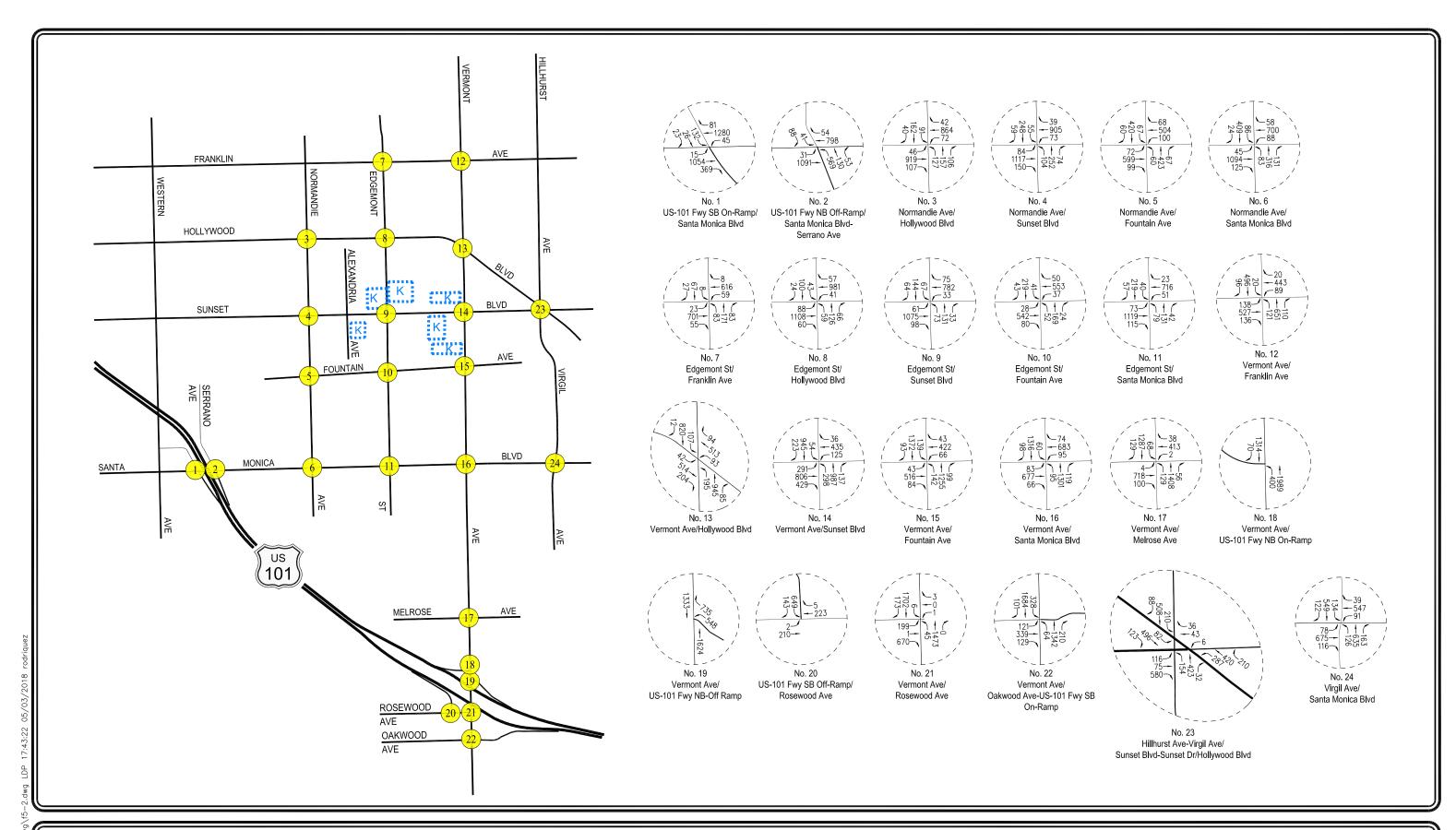




FIGURE 5-2 EXISTING TRAFFIC VOLUMES

### 6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future 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 local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

To provide a robust estimate of future pre-project traffic volumes, this Traffic Study incorporates both the "A" and "B" options outlined in the CEQA Guidelines to forecast such volumes.

### 6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other past, present and probable future projects producing related or cumulative impacts within an approximate 1.5-mile radius from the project site (related projects). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with both LADOT and the City of Los Angeles Department of City Planning (LADCP). For LADOT, a list of related projects was obtained from LADOT for the approximately 1.5-mile radius from the project site. For LADCP, the research included, but was not limited to, a review of proposed development projects within the Hollywood Community Plan area, proposed development projects within an approximate 1.5-mile radius from the LAMC campus for which environmental impact reports are being or have been prepared (as shown on the Major Projects section of LADCP's website), and LADCP's bi-weekly case filing reports. Related projects lists from recently approved traffic study MOUs and traffic studies in the project vicinity also were reviewed. The list of related projects in the project site area is presented in *Table 6-1*. The location of the related projects is shown in *Figure 6-1*.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

					PROJECT	DAILY		M PEAK HO			M PEAK HO	
MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D		DATA	TRIP ENDS [2]		VOLUMES			VOLUMES	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	Under Construction	Paseo Plaza Mixed-Use 5661 West Santa Monica Boulevard	Condominiums Retail	375 DU 377,900 GLSF	[1]	6,831	50	200	250	419	225	644
2	Under Construction	Icon - Sunset Bronson 5800 West Sunset Boulevard	Office	404,799 GSF	[1]	2,690	356	48	404	64	314	378
3	Under Construction	5245 West Santa Monica Boulevard	Apartments Retail	49 DU 32,272 GLSF	[1]	857	3	29	32	45	28	73
4	Proposed	Academy of Motion Pictures Arts & Sciences 1313 Vine Street	Museum Storage	44,000 GLSF 35,231 GLSF	[1]	(79)	15	(2)	13	(62)	2	(60)
5	Under Construction	4900 West Hollywood Boulevard	Apartments Retail	150 DU 13,000 GLSF	[1]	1,585	24	75	99	89	56	145
6	On Hold	Target Shopping Center 5520 West Sunset Boulevard	Discount Store Retail	163,862 GSF 30,887 GLSF	[1]	4,903	52	21	73	211	211	422
7	Proposed	5550 West Hollywood Boulevard	Apartments Retail	278 DU 12,500 GLSF	[1]	1,267	(3)	43	40	47	17	64
8	Proposed	4000 West Sunset Boulevard	Apartments Specialty Retail Fitness Club High-Turnover Restaurant	297 DU 2,800 GLSF 4,500 GSF 14,700 GSF	[1]	2,947	83	154	237	154	95	249
9	Proposed	1629 North Griffith Park Boulevard	Hotel Restaurant Bar/Lounge	26 Rooms 3,784 GSF 2,497 GSF	[1]	232	10	7	17	25	13	38
10	Proposed	5600 West Hollywood Boulevard	Hotel	80 Rooms	[1]	604	22	16	38	22	22	44
11	Proposed	City Lights Mixed-Use 1515 North Hillhurst Avenue	Apartments Restaurant Retail Coffee Shop	202 DU 5,050 GSF 5,350 GLSF 3,025 GSF	[1]	1,664	43	92	135	111	73	184
12	Under Construction	5901 West Sunset Boulevard	Retail Office	26,000 GLSF 274,000 GSF	[1]	3,839	350	61	411	122	339	461
13	Proposed	1717 North Bronson Avenue	Apartments	89 DU	[1]	436	6	27	33	26	14	40
14	Under Construction	4905 West Hollywood Boulevard	Hardware Store	36,667 GSF	[1]	1,404	13	12	25	64	68	132
15	Under Construction	5750 West Hollywood Boulevard	Apartments Retail	161 DU 6,000 GLSF	[1]	1,180	22	66	88	68	38	106

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D	ATA	PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO			M PEAK HO	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
16	Proposed	1868 North Western Avenue	Apartments Retail	104 DU 13,500 GLSF	[1]	363	(5)	18	13	20	7	27
17	Proposed	5460 West Fountain Avenue 1276 North Western Avenue	Apartments	75 DU	[1]	424	7	26	33	23	17	40
18	Proposed	SunWest Mixed-Use 5525 West Sunset Boulevard	Apartments Grocery Store Fast-Food Restaurant High-Turnover Restaurant Retail Office	293 DU 25,090 GSF 1,000 GSF 2,200 GSF 4,700 GLSF 990 GSF	[1]	2,562	61	125	186	143	83	226
19	Proposed	1657 North Western Avenue	Apartments Retail Office	91 DU 39,350 GLSF 25,900 GSF	[1]	702	10	29	39	37	25	62
20	Under Construction	4121 West Santa Monica Boulevard	Retail	14,378 GLSF	[1]	344	4	2	6	14	16	30
21	Proposed	5632 West De Longpre Avenue	Apartments	185 DU	[1]	800	(31)	25	(6)	50	19	69
22	Approved	4914 West Melrose Avenue	Apartments Retail	45 DU 3,760 GLSF	[1]	460	7	20	27	25	17	42
23	Proposed	Hollywood Presbyterian Hospital 1300 North Vermont Avenue	Office	30,933 GSF	[1]	290	36	5	41	6	30	36
24	Proposed	Hollywood Central Park Hollywood Freeway (US 101)	Park Amphitheater	38 Acres	[1]	2,298	104	69	173	115	89	204
25	Under Construction	Meridian Apartments Project 241 North Vermont Avenue	Apartment Retail	100 DU 5,000 GLSF	[3]	510	7	38	45	33	16	49
26	Proposed	Vermont/Santa Monica Mixed-Use TOD Southwest corner of Vermont Avenue/ Santa Monica Boulevard	Apartments Pharmacy/Drugstore Retail (Less Existing Apartments) (Less Existing High-Turnover Sit-Down Restaurant)	230 DU 15,014 GSF 8,400 GLSF (4) DU (2,500) GSF	[4]	1,692	20	67	87	93	66	159
27	Under Construction	6200 West Hollywood Boulevard	Apartments Retail	1,042 DU 175,000 GLSF	[1]	2,816	41	103	144	133	109	242
28	Under Construction	6230 West Yucca Street	Apartments Office Retail	116 DU 13,442 GSF 6,177 GLSF	[1]	473	5	27	32	26	12	38
29	Proposed	3200 West Beverly Boulevard	Apartments Retail	32 DU 5,867 GLSF	[1]	632	4	16	20	39	32	71
30	Proposed	Pantages Theater Office 6225 West Hollywood Boulevard	Office	210,000 GSF	[1]	1,918	243	33	276	43	211	254

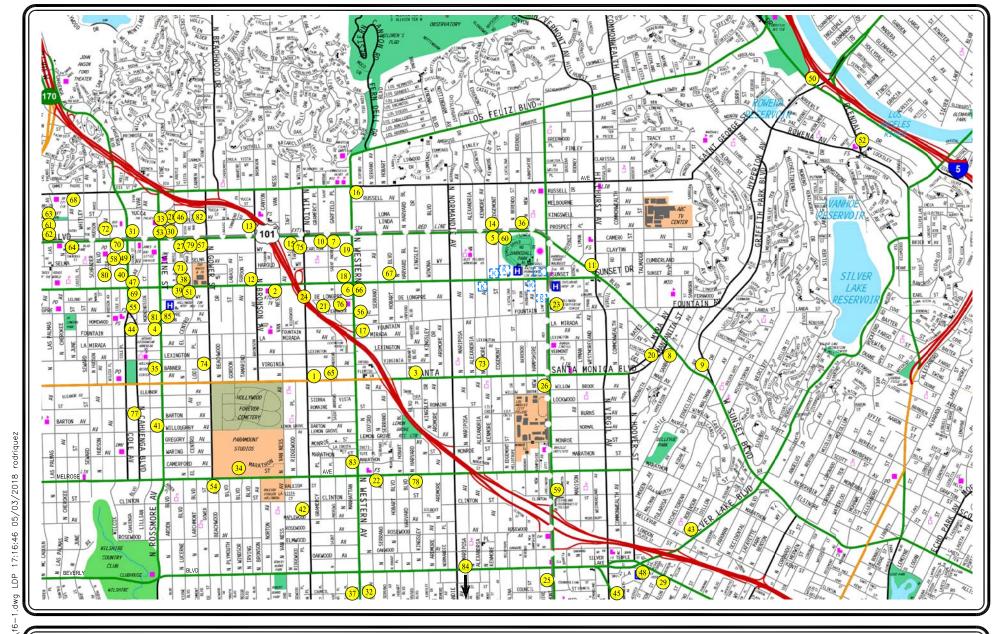
MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D	ATA	PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO VOLUMES [		PM PEAK HOUR VOLUMES [2]		
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
31	Proposed	6381 West Hollywood Boulevard	Hotel Restaurant	80 Rooms 15,290 GSF	[1]	1,020	(19)	11	(8)	62	4	66
32	Proposed	Western Galleria Market 100 North Western Avenue	Apartments Retail	187 DU 76,500 GLSF	[1]	940	17	40	57	54	38	92
33	Approved	Capital Records Mixed-Use Project 1740 North Vine Street	Apartments Hotel Office Retail Restaurant Health Club	461 DU 254 Rooms 264,303 GSF 100,000 GLSF 25,000 GSF 80,000 GSF	[1]	9,922	321	253	574	486	438	924
34	Approved	Paramount Studios 5555 West Melrose Avenue	Studio Sound Stage Stage Support Production Office Office Retail	3,234,400 GSF 21,000 GSF 1,900 GSF 635,500 GSF 638,100 GSF 64,200 GLSF	[1]	9,830	712	213	925	297	736	1,033
35	Under Construction	1133 North Vine Street	Hotel	112 Rooms	[1]	457	19	13	32	18	15	33
36	Proposed	4773 West Hollywood Boulevard	Apartments	21 DU	[7]	140	2	9	11	8	5	13
37	Proposed	135 North Western Avenue	Restaurant	25,500 GSF	[1]	457	2	2	4	25	13	38
38	Approved	Palladium Residences 6201 West Sunset Boulevard	Apartment Hotel Retail Restaurant	731 DU 250 Rooms 21,000 GLSF 6,000 GSF	[1]	4,913	128	228	356	234	169	403
39	Under Construction	6230 West Sunset Boulevard	Apartment Office Retail	200 DU 26,981 GSF 4,700 GLSF	[1]	1,473	52	80	132	71	50	121
40	Proposed	Cahuenga Boulevard Hotel 1525 North Cahuenga Boulevard	Hotel	69 Rooms	[1]	469	10	12	22	20	14	34
41	Proposed	901 North Vine Street	Apartments Restaurant	76 DU 3,000 GSF	[1]	26	4	26	30	(5)	1	(4)
42	Proposed	525 North Wilton Place	Apartments	88 DU	[1]	449	6	28	34	27	14	41
43	Proposed	609 North Dillon Street	Apartments Retail	137 DU 18,000 GLSF	[1]	1,095	18	42	60	67	31	98
44	Under Construction	1311 North Cahuenga Boulevard 1310 North Cole Avenue	Apartments Office	375 DU 2,800 GSF	[1]	224	24	6	30	7	23	30
45	Under Construction	3330 West Beverly Boulevard	Apartments Day Care	40 DU 4,237 GSF	[1]	495	26	34	60	35	32	67
46	Proposed	6220 West Yucca Street	Apartments Hotel Restaurant	136 DU 210 Rooms 6,980 GSF	[1]	2,647	88	110	198	129	85	214

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D	OATA .	PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO VOLUMES			M PEAK HO VOLUMES	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
47	Approved	Ivar Gardens Hotel 6409 West Sunset Boulevard	Hotel Retail	275 Rooms 1,900 GLSF	[5]	1,285	51	26	77	53	60	113
48	Proposed	235 North Hoover Street	Apartments	50 DU	[1]	1,423	22	87	109	86	47	133
49	Proposed	1615 North Cahuenga Boulevard	Restaurant	10,270 GSF	[1]	294	2	1	3	17	7	24
50	Proposed	3061 West Riverside Drive	Apartments	84 DU	[1]	479	0	33	33	33	8	41
51	Proposed	6200 West Sunset Boulevard	Apartments Quality Restaurant High-Turnover Restaurant	270 DU 2,500 GSF 7,500 GSF	[1]	1,778	26	97	123	100	35	135
52	Under Construction	2828 North Glendale Boulevard	Child Care	175 Students	[1]	618	65	57	122	58	66	124
53	Proposed	1718 North Vine Street	Hotel Restaurant	216 Rooms 4,354 GSF	[1]	1,101	58	41	99	35	42	77
54	Proposed	Melrose & Beachwood 5570 West Melrose Avenue	Apartments Retail	52 DU 5,500 GLSF	[1]	430	(1)	20	19	21	10	31
55	Under Construction	Godfrey Hotel 1400 North Cahuenga Boulevard	Hotel Restaurant	221 Rooms 3,000 GSF	[1]	1,866	63	53	116	72	58	130
56	Under Construction	1350 North Western Avenue	Apartment Retail	204 DU 5,500 GLSF	[1]	1,860	45	101	146	106	59	165
57	Proposed	Hollywood Gower 6100 West Hollywood Boulevard	Apartment Affordable Apartments Quality Restaurant	209 DU 11 DU 3,270 GSF	[1]	1,439	24	76	100	86	46	132
58	Proposed	Selma - Wilcox Hotel 6421 West Selma Avenue	Hotel Restaurant	180 Rooms 12,840 GSF	[1]	1,849	6	4	10	61	59	120
59	Proposed	600 North Vermont Avenue	Apartments Retail	80 DU 14,780 GLSF	[1]	62	4	30	34	(4)	11	7
60	Proposed	Select @ Los Feliz Mixed-Use 4850 West Hollywood Boulevard	Apartments Restaurant	101 DU 10,000 GSF	[1]	1,108	41	68	109	61	32	93
61	Proposed	Las Palmas Apartment Project 1749 North Las Palmas Avenue	Apartments Retail	71 DU 2,582 GLSF	[6]	426	5	21	26	25	15	40
62	Under Construction	1737 North Las Palmas Avenue	Apartments Retail	82 DU 12,000 GLSF	[7] [8]	545 512	8 7	34 5	42 12	33 22	18 23	51 45
63	Under Construction	1751 North Las Palmas Avenue	Condominium	24 DU	[9]	139	2	9	11	8	4	12
64	Proposed	Hollywood Cherokee 1718 North Las Palmas Avenue	Apartments Condominium Specialty Retail	195 DU 29 DU 985 GLSF	[10]	1,333	21	84	105	81	43	124
65	Proposed	1114 North St. Andrews Place	Apartments	50 DU	[7]	333	5	21	26	20	11	31

					PROJECT	DAILY		M PEAK HO			M PEAK HO	
MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE D	SIZE	DATA SOURCE	TRIP ENDS [2] VOLUMES	IN	VOLUMES   OUT	TOTAL	IN	OUT	TOTAL
66	Proposed	5420 West Sunset Boulevard	Apartments Retail	735 DU 328,000 GLSF	[7] [8]	4,888 14,006	75 195	300 120	375 315	296 584	160 633	456 1,217
67	Proposed	1525 North Hobart Boulevard	Apartments	21 DU	[5]	140	2	9	11	8	5	13
68	Proposed	1850 North Cherokee Avenue	Condominium Less Apartments	39 DU (19) DU	[9] [5]	227 (126)	3 (2)	14 (8)	17 (10)	13 (8)	7 (4)	20 (12)
69	Proposed	6400 Sunset Boulevard	Apartment Restaurant	232 DU 7,000 GSF	[1]	214	18	88	106	69	1	70
70	Proposed	6430-6440 West Hollywood Boulevard	Apartments General Office Retail Restaurant	260 DU 3,580 GSF 11,020 GLSF 3,200 GSF	[1]	1,625	23	98	121	99	44	143
71	Proposed	Modera Argyle 1546 North Argyle Avenue	Apartments Retail Restaurant	276 DU 9,000 GLSF 15,000 GSF	[1]	2,013	43	127	170	128	51	179
72	Proposed	1723 North Wilcox Avenue	Apartments Retail	68 DU 3,700 GLSF	[1]	537	16	28	44	29	18	47
73	Proposed	1111 North Kenmore Avenue	Apartments	21 DU	[7]	140	2	9	11	8	5	13
74	Proposed	Hollywood Production Center 1149 North Gower Street	Apartments	57 DU	[1]	735	6	23	29	23	12	35
75	Proposed	5717 West Carlton Way	Apartments	20 DU	[7]	133	2	8	10	8	4	12
76	Proposed	1370 North Saint Andrews Place	General Office Restaurant	66,680 GSF 35,000 GSF	[1]	3,142	173	112	285	138	124	262
77	Proposed	TVC Expansion 6300 Romaine Street	General Office Fitness Club Dance Studio	114,725 GSF 40,927 GSF 38,072 GLSF	[1]	1,596	199	27	226	20	17	37
78	Proposed	4760 West Melrose Avenue	Apartments Retail	33 DU 834 GLSF	[7] [8]	219 36	3 1	14 0	17 1	13 1	7 2	20 3
79	Proposed	6140 Hollywood Boulevard	Hotel Condominium Restaurant	102 DU 27 DU 11,460 GSF	[1]	1,782	76	62	138	78	58	136
80	Under Construction	1541 North Wilcox Avenue	Hotel Restaurant	200 DU 9,000 GSF	[1]	3,359	103	80	183	147	114	261
81	Approved	Academy Square 1341 Vine Street	General Office Apartments Restaurants	285,719 GSF 200 DU 16,135 GSF	[1]	6,218	330	164	494	152	220	372
82	Proposed	1759 North Gower Street	Apartments	31 DU	[7]	206	3	13	16	12	7	19
83	Proposed	747 North Western Avenue	Apartments Retail	44 DU 7,700 GLSF	[1]	622	8	21	29	32	24	56

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE DATA		PROJECT LAND USE DATA DATA		DAILY TRIP ENDS [2]		M PEAK HO VOLUMES [			M PEAK HO VOLUMES	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	
84	Proposed	257 South Mariposa Avenue	Apartments Retail	122 DU 4,630 GLSF	[1]	772	10	41	51	44	25	69	
85	Proposed	Omni Group Mixed-Use Development 1360 North Vine Street	Condominium Supermarket Retail Restaurant	429 DU 55,000 GSF 5,000 GLSF 8,988 GSF	[1]	3,768	57	157	214	202	140	342	
	TOTAL					146,333	4,769	4,934	9,703	6,810	6,260	13,070	

- [1] City of Los Angeles Department of Transportation (LADOT) and Planning except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" were utilized.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] Source: "Draft Traffic Impact Study Meridian Apartments Project", LLG Engineers, August 4, 2014.
- [4] Source: "Draft Traffic Impact Study Santa Monica/Vermont Mixed-Use Transit-Oriented Development Project", LLG Engineers, September 15, 2014.
- [5] Source: "Ivar Gardens Hotel Project", prepared by LLG Engineers, August 4, 2014.
- [6] Source: "Las Palmas Apartments Project", technical memorandum, prepared by LLG Engineers, May 4, 2017.
- [7] ITE Land Use Code 220 (Apartment) trip generation average rates.
- [8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- [9] ITE Land Use Code 230 (Residential Condo./Townhouse) trip generation average rates.
- [10] Source: "Hollywood Cherokee Apartments Transportation Study", prepared by Gibson Transportation Consulting Inc., March 2013, and "Traffic Study Addendum for the Hollywood Cherokee Apartments", memorandum from Brian Hartshorn to Stephanie Eyestone-Jones and Heidi Mekkelson, June 26, 2014.





MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

FIGURE 6-1 LOCATION OF RELATED PROJECTS

KAISER PERMANENTE LAMC CAMPUS MASTER PLAN PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*<sup>9</sup>, or they were obtained from other traffic studies recently approved by the City. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in *Figures 6-2* and *6-3*, respectively.

#### 6.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Hollywood area included in Regional Statistical Area 17 (RSA 17, West/Central Los Angeles), which is presented in the 2010 Congestion Management Program, indicates existing traffic volumes are expected to increase at an annual rate of less than one percent (i.e., approximately 0.20%) per year between years 2015 and 2030. An annual growth rate of one percent (1.0%) until the years 2024, 2028, and 2030 (i.e., the anticipated build-out years for Phase 1, Phase 2, and Phase 3, respectively) was selected for this analysis in consultation with LADOT during the scoping process. Therefore, application of this one percent (1.0%) ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. The cumulative development projects should already be incorporated as part of the growth rate projection per the adopted, local and regional planning documents (i.e., which account for the future population, housing, and employment [socioeconomic datal projections). Further, as described in Section 6.0 herein, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

.

<sup>&</sup>lt;sup>9</sup> Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, Washington, D.C., 2012.

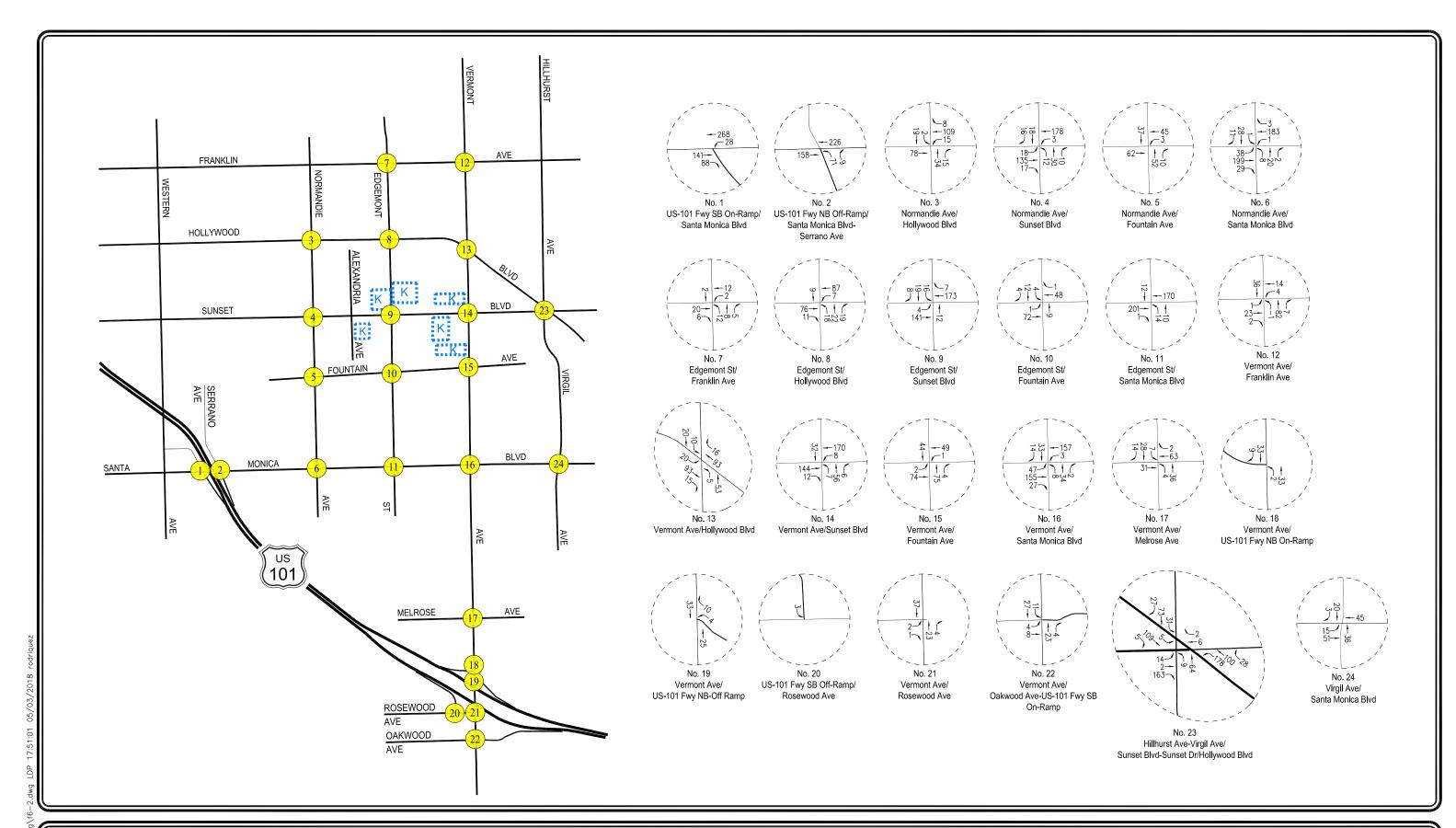




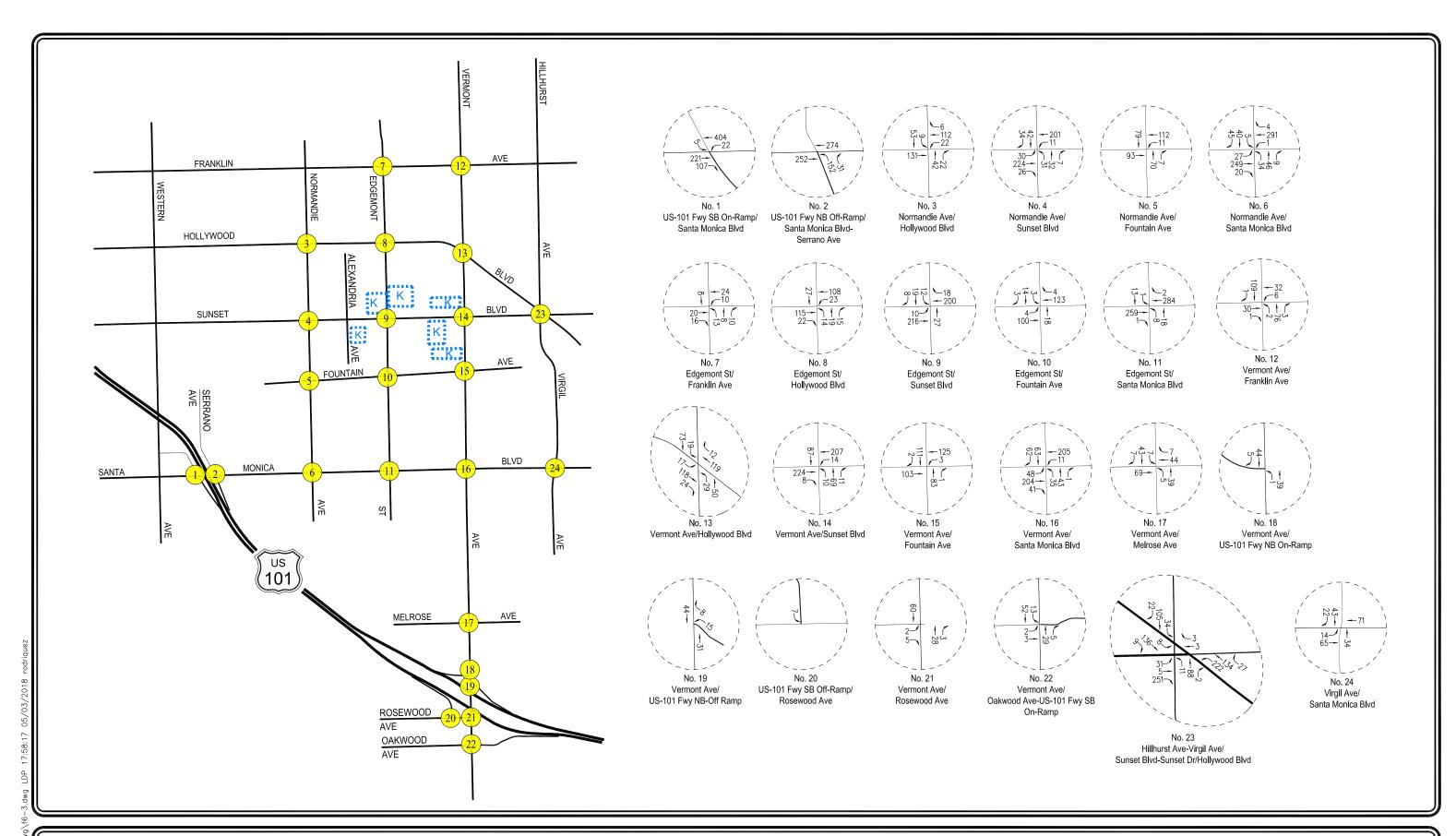
FIGURE 6-2 RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

....

LINSCOTT, LAW & GREENSPAN, engineers





RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

FIGURE 6-3

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

#### 7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The significance of the project's impacts can then be identified based on the current City traffic impact analysis guidelines, and the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

#### 7.1 **Project Traffic Generation**

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Generation rates provided in the ITE Trip Generation Manual were utilized to forecast project traffic generation for the proposed project. Traffic volumes expected to be generated by the project's hospital, medical office and retail land use components were based upon the following ITE trip generation average rates:

ITE Land Use Code 610: Hospital

ITE Land Use Code 720: Medical-Dental Office Building

ITE Land Use Code 820: Retail-Shopping Use

Pursuant to LADOT policy, transit and pass-by trip adjustments have been employed in the project traffic generation forecasts. Specifically, a 15 percent (15%) transit adjustment has been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for both the hospital and medical office land use components. A 10 percent (10%) pass-by adjustment also has been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts for the medical office land use component. Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by traffic forecast has been estimated based on existing traffic volumes in the project vicinity and the *LADOT Policy on Pass-by Trips*. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for the project's commercial land use components.

In addition to the proposed project trip generation forecasts, forecasts also were made for the existing apartment and medical office land use components located on the 1345 North Vermont Avenue development site (Phase 1) which will be demolished as part of the project (so as to incorporate an existing use trip generation credit). ITE Land Use Codes 220 (Apartment) and 720 (Medical Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the existing apartment and medical office land uses, respectively, during the weekday AM and PM peak hours. This is appropriate in that the apartment and medical buildings' existing vehicle trips are already on the street system and included in the baseline traffic counts. Only the "net new" project vehicle trips are assessed for purposes of determining project-related traffic impacts.

#### 7.1.1 Phase 1 Project Trip Generation

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the Phase 1 project are presented in *Table 7-1*. As summarized in *Table 7-1*, the Phase 1 project is expected to generate a net decrease of 72 vehicle trips (56 fewer inbound trips and 16 fewer outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Phase 1 project is expected to generate a net decrease of 88 vehicle trips (25 fewer inbound trips and 63 fewer outbound trips). Over a 24-hour period, the Phase 1 project is forecast to generate a net decrease of 1,110 vehicle trips (555 fewer inbound trips and 555 fewer outbound trips) during a typical weekday.

#### 7.1.2 Phase 2 Project Trip Generation

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the Phase 2 project are presented in *Table 7-2*. As summarized in *Table 7-2*, the Phase 2 project is expected to generate a net increase of 218 vehicle trips (173 inbound trips and 45 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Phase 2 project is expected to generate a net increase of 183 vehicle trips (52 inbound trips and 131 outbound trips). Over a 24-hour period, the Phase 2 project is forecast to generate a net increase of 3,360 vehicle trips (1,680 inbound trips and 1,680 outbound trips) during a typical weekday.

### Table 7-1 PHASE 1 PROJECT TRIP GENERATION (YEAR 2024)

		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			I PEAK HO OLUMES		
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	615,287 GSF	22,230	1,162	309	1,471	419	1,076	1,495
- Less Transit Adjustment (15%) [5]		(3,335)	(174)	(46)	(220)	(63)	(161)	(224)
- Less Pass-by (10%) [7]		(1,890)	(99)	(26)	(125)	(36)	(92)	(128)
Subtotal Proposed		22,064	1,260	381	1,641	503	1,195	1,698
Existing LAMC Campus  Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]	400 Beds	(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [8]	2 DU	13	0	1	1	1	0	1
Medical Office Building [9]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		23,174	1,316	397	1,713	528	1,258	1,786
NET INCREASE		(1,110)	(56)	(16)	(72)	(25)	(63)	(88)

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Propos	sed (	Campus		Existing Ca	ampus Use	es to be Removed
4760B Sunset Boulevard	50,000	GSF	MOB		33	Spaces	Surface Parking Lot
1526 Edgemont Street	0 0	GSF	MOB		120,557	GSF	MOB
1505 Edgemont Street	0 0	GSF	MOB		79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB		Various sit	e uses - se	e above
1517 Vermont Avenue	0 0	GSF	MOB		0	GSF	MOB
Subtotals	180,000	GSF	MOB		199,913	GSF	MOB
Total Net New			(19,913)	GSF MOB			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X) + 1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound
- [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- [8] ITE Land Use Code 220 (Apartment) trip generation average rates.
  - Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  - PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- $\cite{Modical-Dental Office Building)} trip generation average rates.$ 
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-2
PHASE 2 (PHASES 1 AND 2) PROJECT TRIP GENERATION (YEAR 2028)

		DAILY AM PEAK HOUR TRIP ENDS [2] VOLUMES [2]		PM PEAK HOUR VOLUMES [2]		-		
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4] - Less Transit Adjustment (15%) [5]	460 Beds	5,952 (893)	437 (66)	170 (26)	607 (92)	215 (32)	438 (66)	653 (98)
Medical Office Building [6] - Less Transit Adjustment (15%) [5] - Less Pass-by (10%) [7]	773,388 GSF	27,943 (4,191) (2,375)	1,460 (219) (124)	388 (58) (33)	1,848 (277) (157)	514 (77) (44)	1,323 (198) (113)	1,837 (275) (157)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		26,534	1,489	442	1,931	580	1,389	1,969
Existing LAMC Campus								
Hospital [4] - Less Transit Adjustment (15%) [5]	460 Beds	5,952 (893)	437 (66)	170 (26)	607 (92)	215 (32)	438 (66)	653 (98)
Medical Office Building [6] - Less Transit Adjustment (15%) [5] - Less Pass-by (10%) [7]	635,200 GSF	22,950 (3,443) (1,951)	1,199 (180) (102)	319 (48) (27)	1,518 (228) (129)	431 (65) (37)	1,107 (166) (94)	1,538 (231) (131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing	<u> </u>	23,174	1,316	397	1,713	528	1,258	1,786
		2.250	450		210			100
NET INCREASE		3,360	173	45	218	52	131	183

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- $\label{eq:consists} [3] \ \ The \ proposed \ LAMC \ Campus \ consists \ of the following \ MOB \ program \ elements:$

Building Location	Propose	d Campus		Existing C	ampus Us	es to be Removed
4760B Sunset Boulevard	50,000 GS	F MOB		33	Spaces	Surface Parking Lo
1526 Edgemont Street	177,300 GS	F MOB		120,557	GSF	MOB
1505 Edgemont Street	0 GS	F MOB		79,356	GSF	MOB
1345 Vermont Avenue	130,000 GS	F MOB		Various sit	e uses - se	ee above
1517 Vermont Avenue	0 <u>GS</u>	F MOB		19,199	GSF	MOB
Subtotals	357,300 GS	F MOB		219,112	GSF	MOB
Total Net New		138,188	GSF MOB			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X) + 1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound
- [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- $[8] \ \ ITE\ Land\ Use\ Code\ 820\ (Shopping\ Center)\ trip\ generation\ average\ rates.$ 
  - Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound
- [9] ITE Land Use Code 220 (Apartment) trip generation average rates.
  - Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  - PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- [10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

### 7.1.3 Project Build-out Trip Generation

The trip generation rates and forecast of the vehicular trips anticipated to be generated by project build-out (Phases 1, 2, and 3) are presented in *Table 7-3*. As summarized in *Table 7-3*, the project at build-out is expected to generate a net increase of 294 vehicle trips (233 inbound trips and 61 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the project at build-out is expected to generate a net increase of 250 vehicle trips (71 inbound trips and 179 outbound trips). Over a 24-hour period, the project at build-out is forecast to generate a net increase of 4,506 vehicle trips (2,253 inbound trips and 2,253 outbound trips) during a typical weekday.

### 7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the existing and proposed parking facilities at the Kaiser Permanente LAMC campus;
- Nearby population and employment centers; and
- Input from LADOT staff.

The project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in graphics provided in *Appendix C* (refer to *Appendix Figures C-1* through *C-4*). The forecast Phase 1 project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in *Figures 7-1* and *7-2*, respectively. The forecast Phase 2 project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in *Figures 7-3* and *7-4*, respectively. The forecast build-out project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in *Figures 7-5* and *7-6*, respectively. The weekday AM and PM traffic volume assignments at the study intersections presented in *Figures 7-1* through *7-6* reflect the traffic distribution characteristics displayed in *Appendix C* and the project traffic generation forecasts presented in *Tables 7-1*, *7-2* and *7-3* for project Phases 1, 2, and build-out, respectively.

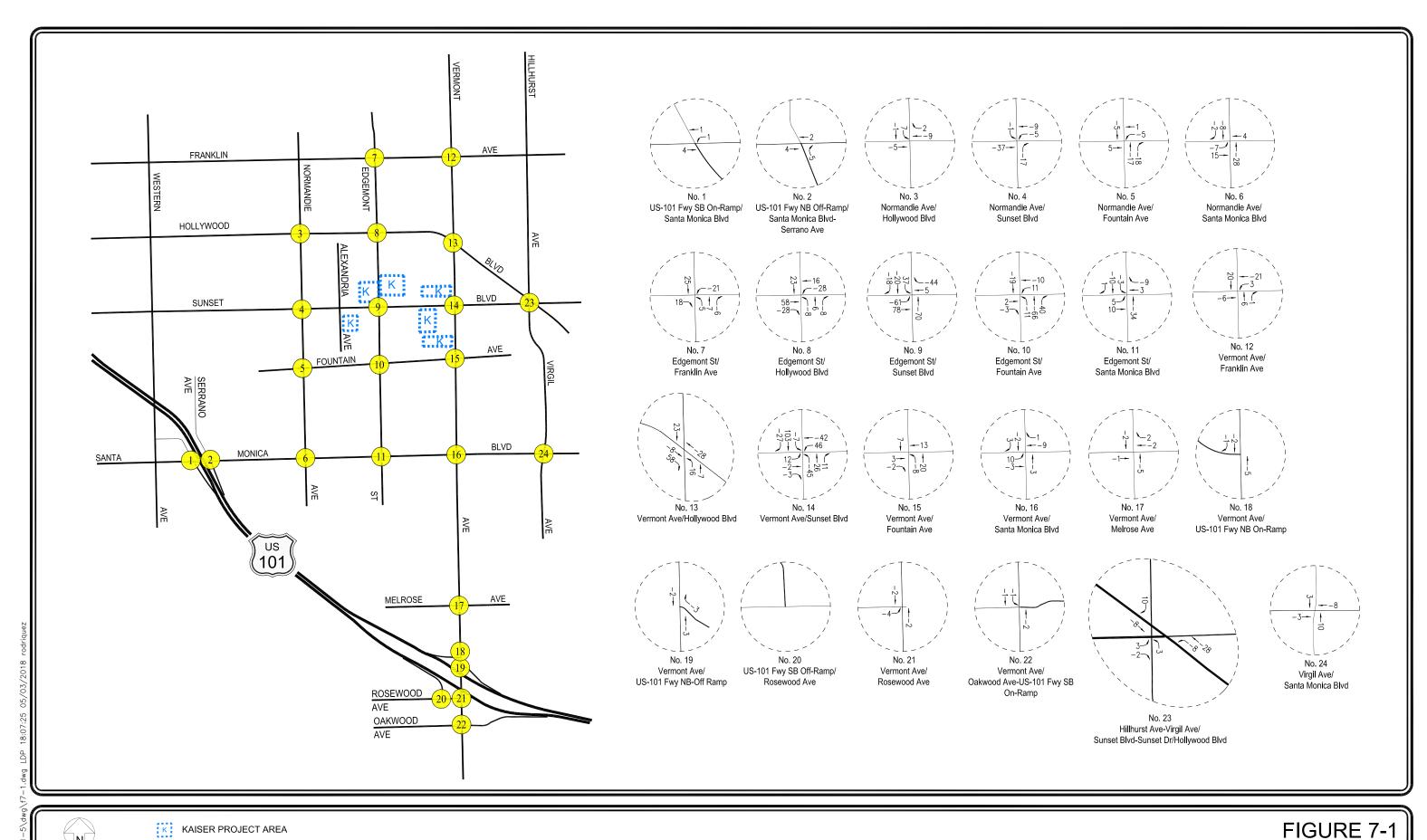
Table 7-3
PROJECT BUILD-OUT (PHASES 1-3) PROJECT TRIP GENERATION (YEAR 2030)

		DAILY	AM PEAK HOUR		PM PEAK HOUR			
		TRIP ENDS [2]	VOLUMES [2]		VOLUMES [2]		2]	
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	814,888 GSF	29,442	1,539	409	1,948	539	1,386	1,925
- Less Transit Adjustment (15%) [5]		(4,416)	(231)	(61)	(292)	(81)	(208)	(289)
- Less Pass-by (10%) [7]		(2,503)	(131)	(35)	(166)	(46)	(118)	(164)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		27,680	1,549	458	2,007	599	1,437	2,036
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing	<u> </u>	23,174	1,316	397	1,713	528	1,258	1,786
NET INCREASE		4,506	233	61	294	71	179	250

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Car	mpus	Existing Ca	mpus Use	es to be Removed
4760B Sunset Boulevard	50,000 GSF M	IOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300 GSF M	IOB	120,557	GSF	MOB
1505 Edgemont Street	41,500 GSF M	IOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000 GSF M	IOB	Various site	uses - se	e above
1517 Vermont Avenue	0 GSF M	<u>IOB</u>	19,199	GSF	MOB
Subtotals	398,800 GSF M	IOB	219,112	GSF	MOB
Total Net New		179,688 GSF MOB			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate:  $Ln(T) = 0.90 \ Ln(X) + 1.53 \ trips/1,000 \ SF$  of floor area; 28% inbound/72% outbound
- [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- $[8] \ \ ITE\ Land\ Use\ Code\ 820\ (Shopping\ Center)\ trip\ generation\ average\ rates.$ 
  - Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound
- [9] ITE Land Use Code 220 (Apartment) trip generation average rates.
  - Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  - PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- [10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
   Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate:  $3.57~trips/1,\!000~SF$  of floor area; 28% inbound/72% outbound

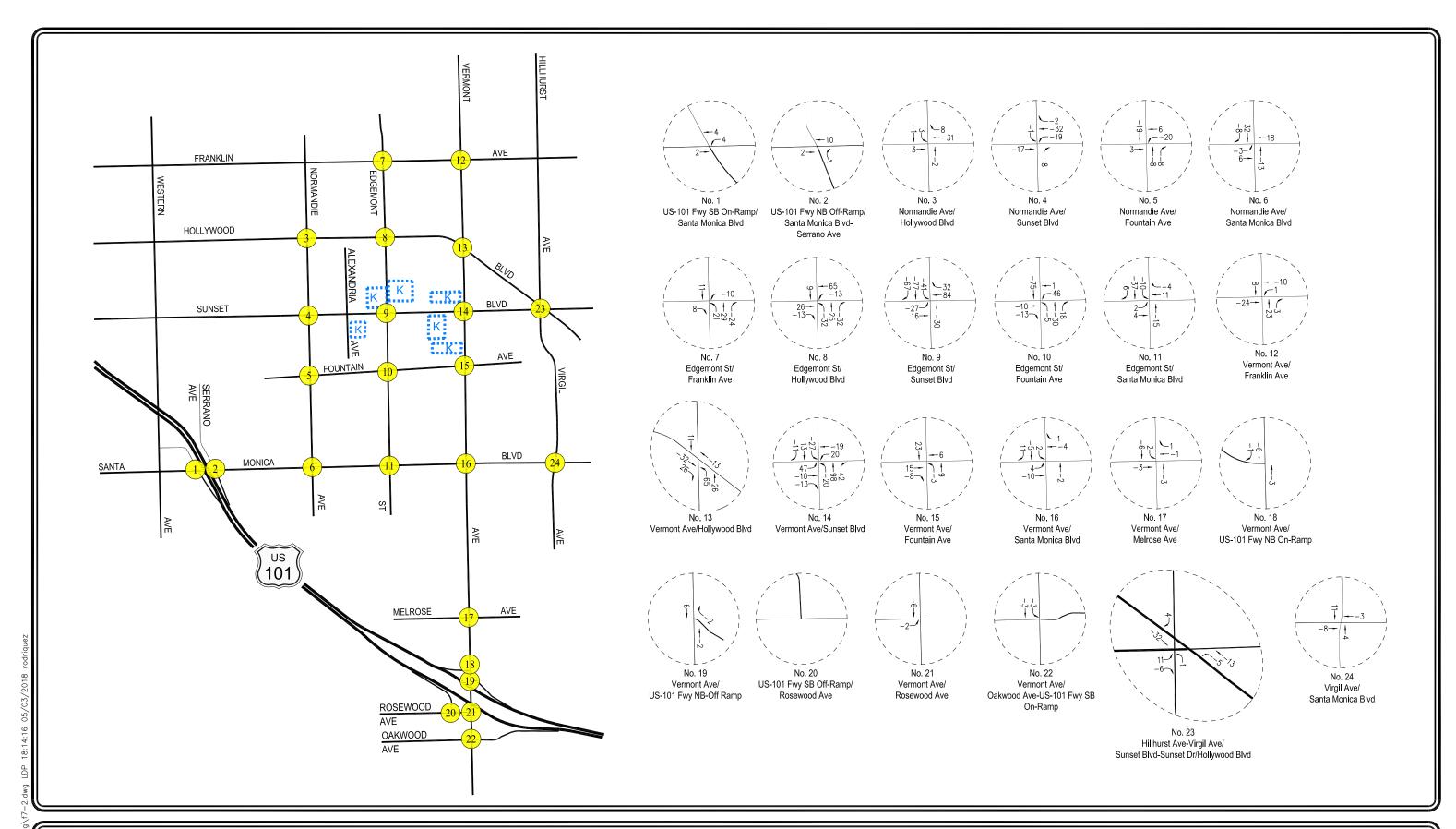




## PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT LINSCOTT, LAW & GREENSPAN, engineers





PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

FIGURE 7-2

LINSCOTT, LAW & GREENSPAN, engineers

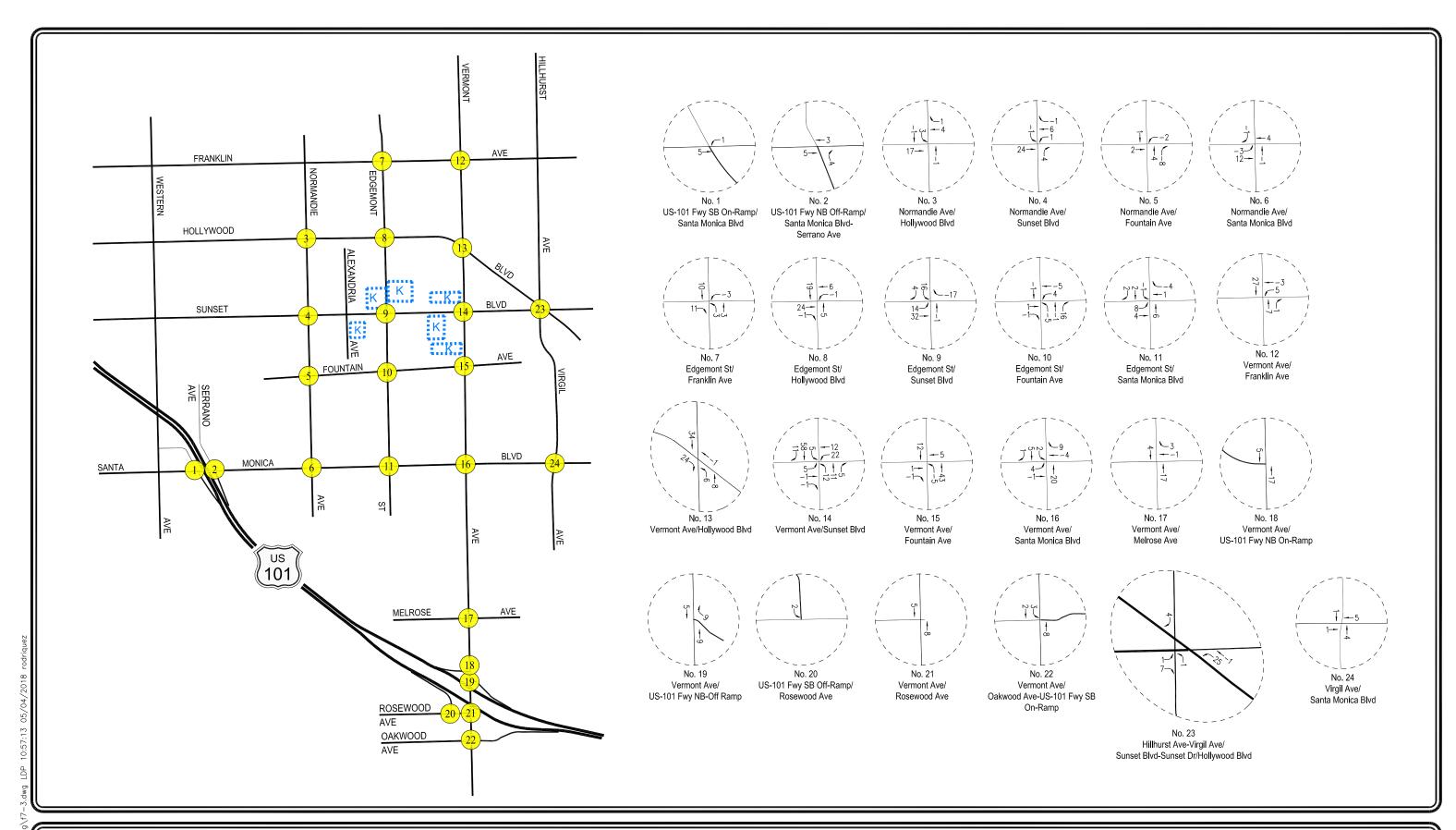




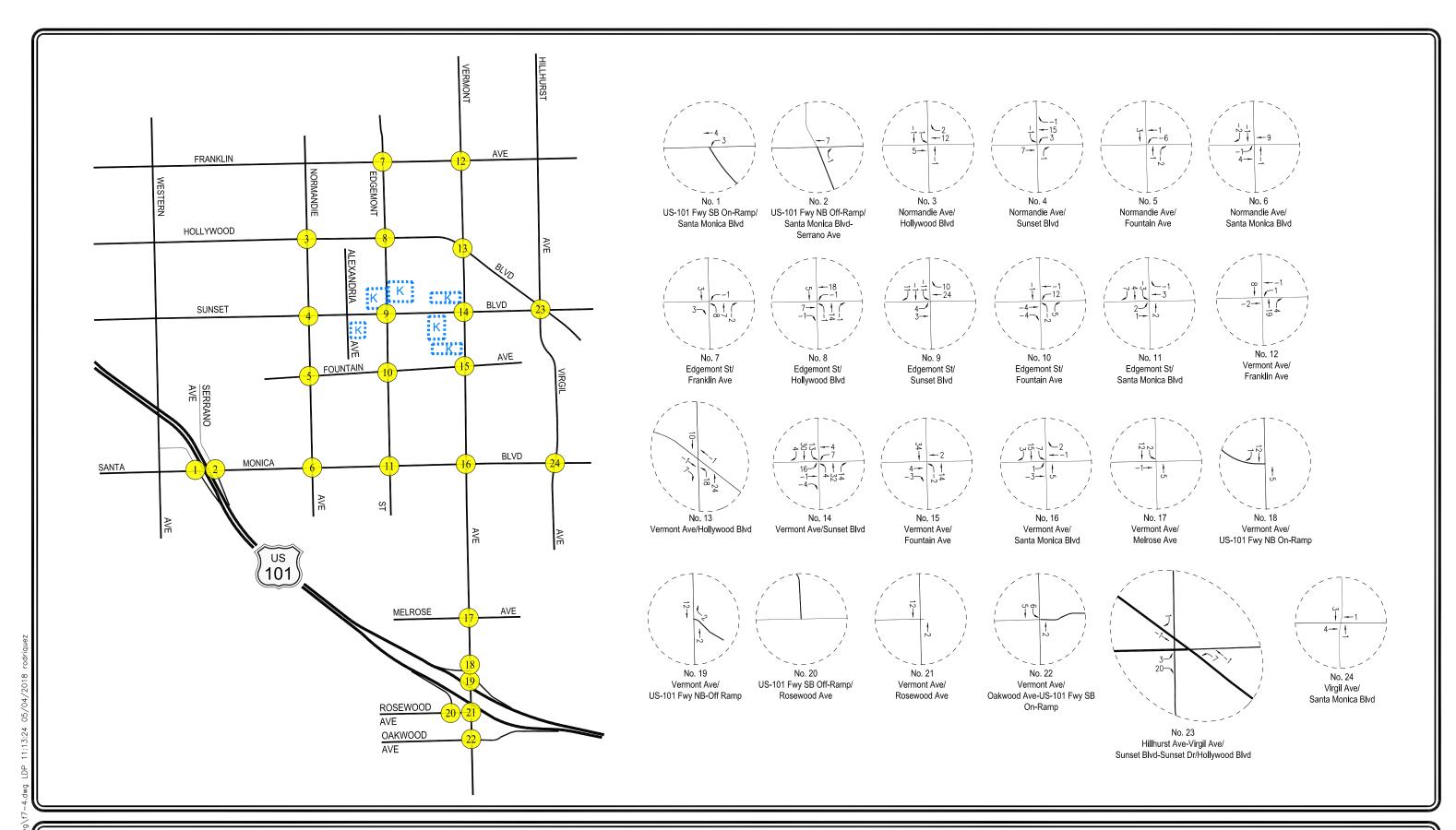
FIGURE 7-3

PHASE 2 PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





PHASE 2 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

FIGURE 7-4

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

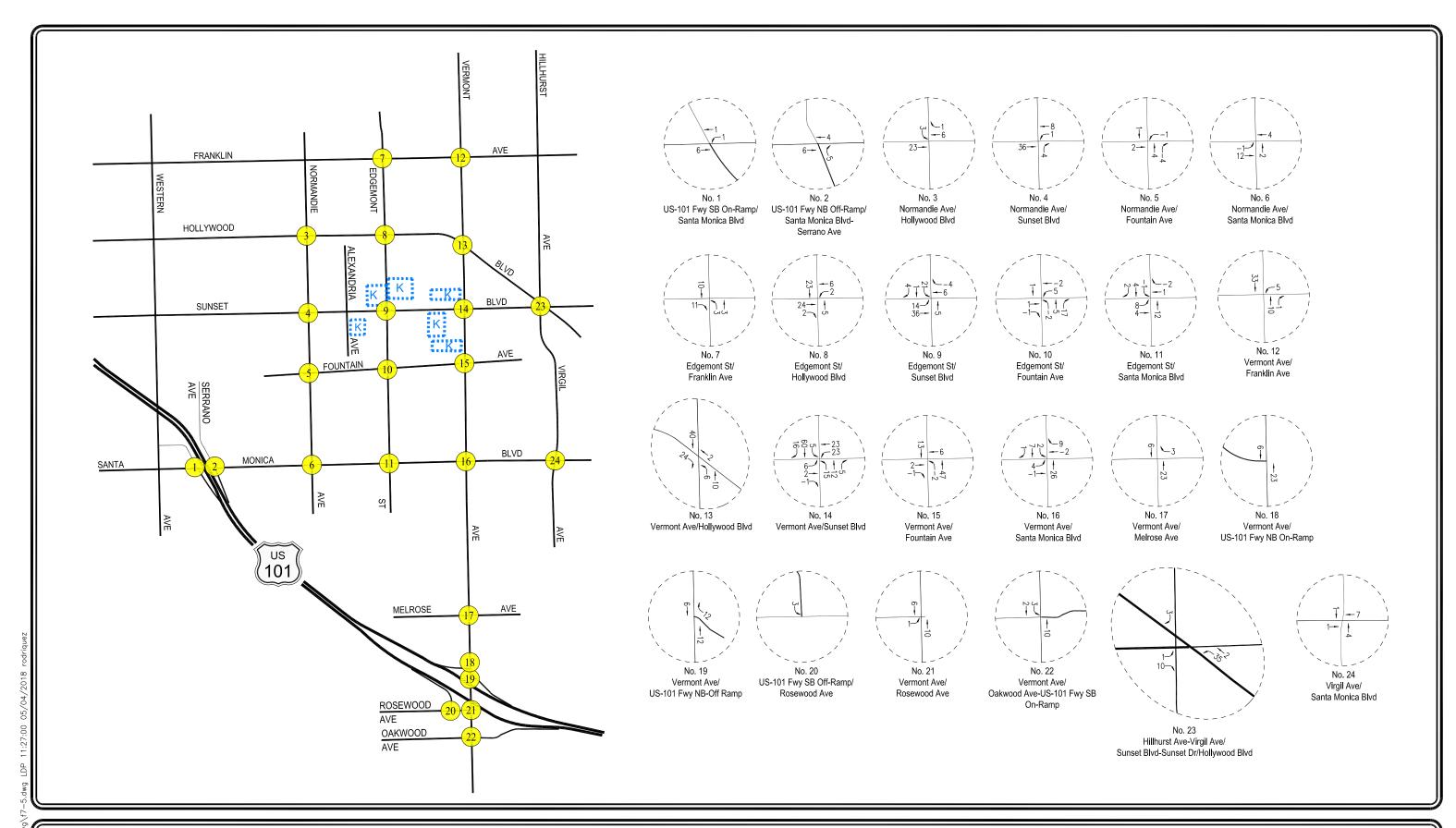


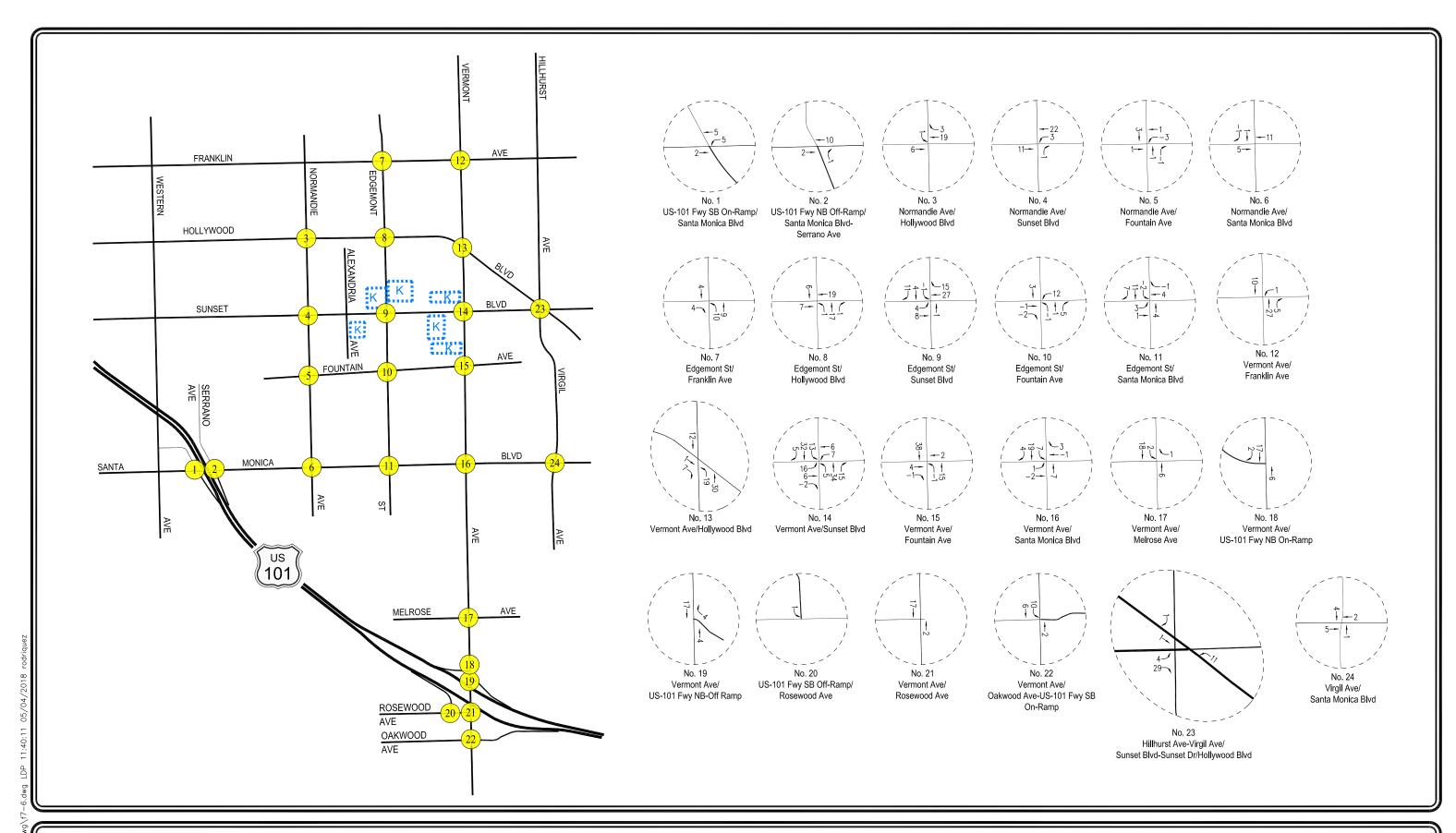


FIGURE 7-5 PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers





LINSCOTT, LAW & GREENSPAN, engineers

K KAISER PROJECT AREA

FIGURE 7-6 PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

### 7.3 Equivalency Program

The following subsections provide a discussion of the equivalency program and presents the recommended medical office land use and hospital land use equivalency factors.

### 7.3.1 Trip Generation Equivalency Program

The Equivalency Program provides flexibility for the modifications to land uses and square footages within the LAMC campus. The land use Equivalency Program provides a framework within which land uses can be exchanged for certain permitted land uses without increasing transportation impacts as identified in this traffic impact study and the EIR.

### 7.3.2 Trip Generation Equivalency Factors

Equivalency factors have been established on a per 1,000 square-foot basis and are based on review of the ITE trip generation rates. For example, 100,000 square feet of hospital is equivalent to 32,600 square feet of medical office space in terms of trip generation. Therefore, 0.326 square feet of medical office use has the same trip generation as 1.0 square-foot of hospital use. Thus, the hospital equivalency factor is 0.326.

Additionally, 100,000 square feet of medical office use is equivalent to 306,300 square feet of hospital space in terms of trip generation. Therefore, 3.063 square feet of hospital use has the same trip generation of 1.0 square-foot of medical office use. Thus, the medical office equivalency factor is 3.063. It should be noted that in order to determine the number of hospital beds, the value of 1,500 square feet/bed is applied. As such, 100,000 square feet of medical office use is equivalent to 204 hospital beds. The equivalency factors for the proposed land uses are summarized in *Table 7-4*.

Table 7-4						
LAND USE EQUIVALENCY MATRIX						
FROM:	то: то:					
This Land Use	Land Use Hospital Medical Office					
Hospital	N/A	0.326				
Medical Office	3.063	N/A				

### 8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (v/c) ratios on a critical lane basis consistent with the current City of Los Angeles traffic impact analysis procedures. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in the Appendices containing the CMA data worksheets as follows: *Appendix D-1* for the Phase 1 project; *Appendix D-2* for the Phase 2 project; and *Appendix D-3* for project build-out.

As discussed in Section 1.3, in response to SB 743, the City is currently considering new guidelines and metrics (i.e., VMT-based significance thresholds) for use in determining whether a project's transportation impacts are significant. It is anticipated that in mid to late 2018, City staff will present the CEQA Appendix G environmental checklist update to the City Council, which may lead to the adoption of the new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide in late 2018 to early 2019. The City's VMT tools/metrics had not been finalized at the time this traffic study was completed for inclusion in the proposed project's Draft EIR. Should the City finalize those tools/metrics prior to the City decisionmakers' consideration of the proposed project's EIR and entitlements, this traffic study may be updated in consultation with LADOT to include a VMT analysis using the City's VMT tools/metrics and a determination of whether the proposed project results in significant impacts based on VMT-based significance thresholds.

As noted previously, the proposed project is planned to be constructed in three development phases. As such, this traffic analysis evaluates the impacts of the proposed project as follows: Phase 1 Year 2024 Conditions - The effects of the removal of existing uses and addition of the proposed project components included on the Phase 1 development sites; Phase 2 Year 2028 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites; and Project Build-out Year 2030 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1, 2, and 3 development sites.

### 8.1 Impact Criteria and Thresholds

The relative impact of the added traffic volumes forecast to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the v/c ratio equals or exceeds the thresholds presented in *Table 8–1*.

Table 8-1							
CITY OF LOS ANGELES							
INTE	INTERSECTION IMPACT THRESHOLD CRITERIA						
Final v/c	Level of Service Project-Related Increase in v/o						
> 0.701 - 0.800	С	equal to or greater than 0.040					
> 0.801 - 0.900	D	equal to or greater than 0.020					
> 0.901	E or F	equal to or greater than 0.010					

The City's Sliding Scale Method requires mitigation of a project's traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection v/c ratio by an amount equal to or greater than the values shown above.

### 8.2 Traffic Impact Analysis Scenarios

### 8.2.1 Phase 1 Project Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections for the Phase 1 project were analyzed for the following conditions:

- [a] Existing conditions.
- [b] Existing with Phase 1 project conditions.
- [c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future without Phase 1 project conditions).
- [d] Condition [c] with completion and occupancy of the Phase 1 project.
- [e] Condition [d] with implementation of Phase 1 project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with

the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the Phase 1 project, which is expected to occur in 2024.

### 8.2.2 Phase 2 Project Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections for the Phase 2 project were analyzed for the following conditions:

- [a] Existing conditions.
- [b] Existing with Phase 2 project conditions.
- [c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2028 and with completion and occupancy of the related projects (i.e., future without Phase 2 project conditions).
- [d] Condition [c] with completion and occupancy of the Phase 2 project (i.e., the combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites).
- [e] Condition [d] with implementation of Phase 2 project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the Phase 2 project, which is expected to occur in 2028.

#### 8.2.3 Project Build-out (Phases 1, 2 and 3) Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections for the Phase 3 project were analyzed for the following conditions:

- [a] Existing conditions.
- [b] Existing with Phase 3 project conditions.
- [c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2030 and with completion and occupancy of the related projects (i.e., future without project build-out conditions).

- [d] Condition [c] with completion and occupancy of the project at build-out (i.e., the combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1, 2 and 3 development sites).
- [e] Condition [d] with implementation of project build-out mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of project build-out, which is expected to occur in 2030.

### 9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City's significant traffic impact criteria for the Phase 1, Phase 2, and the Project Build-out conditions are summarized in *Tables 9-1*, *9-2* and *9-3*, respectively. The CMA data worksheets for the analyzed intersections are contained in *Appendix D*.

As noted previously, the proposed project is planned to be constructed in three development phases. As such, this traffic analysis evaluates the impacts of the proposed project as follows: Phase 1 Year 2024 Conditions - The effects of the removal of existing uses and addition of the proposed project components included on the Phase 1 development sites; Phase 2 Year 2028 Conditions; and the combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites; and Project Build-out Year 2030 Conditions.

### 9.1 Existing Conditions

### 9.1.1 Existing Conditions

As indicated in column [1] of *Table 9–1*, 23 of the 24 study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining study intersection, No. 24-Virgil Avenue/Santa Monica Boulevard, is currently operating at LOS E during the PM peak hour under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–* 2, respectively.

### 9.1.2 Existing With Phase 1 Project Conditions

As shown in column [2] of *Table 9–1*, application of the City's threshold criteria to the "Existing With Phase 1 Project" scenario indicates that the Phase 1 project is not expected to create significant impacts at any of the 24 study intersections. Less than significant impacts are noted at all 24 study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Phase 1 Project" conditions. The existing with Phase 1 project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–1* and *9–2*, respectively.

### 9.1.3 Existing With Phase 2 Project Conditions

As presented in column [2] of *Table 9–2*, application of the City's threshold criteria to the "Existing With Phase 2 Project" scenario indicates that the Phase 2 project is not expected to create significant impacts at any of the 24 study intersections. Less than significant impacts are noted at all 24 study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Phase 2 Project" conditions. The existing with Phase 2 project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–3* and *9–4*, respectively.

#### Table 9-1 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	[]			[4]				[5]	
			YEAR	2017	YEAR EXISTING		CHANGE	SIGNIF.	YEAR FUTUR		YEAR FUTURI		CHANGE	SIGNIF.	YEAR W/ PRO		CHANGE	
		PEAK	EXIST		PH-1 PR		V/C	IMPACT	PH-1 PR		PH-1 PR		V/C	IMPACT	MITIGA		V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.449 0.486	A A	0.001 0.001	No No	0.571 0.659	A B	0.571 0.660	A B	0.000 0.001	No No	0.571 0.660	A B	0.000 0.001	
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.595 0.639	A B	0.004 0.001	No No	0.717 0.835	C D	0.720 0.836	C D	0.003 0.001	No No	0.720 0.836	C D	0.003 0.001	
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.524 0.611	A B	0.003 0.000	No No	0.629 0.763	B C	0.632 0.762	B C	0.003 -0.001	No No	0.632 0.762	B C	0.003 -0.001	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.573 0.531	A A	-0.016 -0.022	No No	0.710 0.714	C C	0.693 0.697	B B	-0.017 -0.017	No No	0.693 0.697	B B	-0.017 -0.017	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.641 0.803	B D	-0.006 -0.022	No No	0.750 1.003	C F	0.744 0.981	C E	-0.006 -0.022	No No	0.744 0.981	C E	-0.006 -0.022	
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.684 0.742	B C	-0.001 -0.025	No No	0.843 0.992	D E	0.841 0.967	D E	-0.002 -0.025	No No	0.841 0.967	D E	-0.002 -0.025	
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.643 0.705	B C	0.018 0.016	No No	0.697 0.788	B C	0.715 0.804	C D	0.018 0.016	No No	0.715 0.804	C D	0.018 0.016	
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.531 0.497	A A	0.014 -0.016	No No	0.607 0.645	B B	0.617 0.614	B B	0.010 -0.031	No No	0.617 0.614	B B	0.010 -0.031	
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.467 0.341	A A	0.026 -0.074	No No	0.549 0.520	A A	0.575 0.445	A A	0.026 -0.075	No No	0.575 0.445	A A	0.026 -0.075	
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.501 0.527	A A	-0.019 -0.022	No No	0.604 0.687	B B	0.585 0.665	A B	-0.019 -0.022	No No	0.585 0.665	A B	-0.019 -0.022	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

## Table 9-1 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
					YEAR				YEAR		YEAR				YEAR			
			YEAR		EXISTING		CHANGE	SIGNIF.	FUTUR		FUTURE		CHANGE	SIGNIF.	W/ PRO		CHANGE	
NO	INTERSECTION	PEAK	EXIST	LOS	PH-1 PR		V/C	IMPACT	PH-1 PR V/C		PH-1 PR V/C		V/C	IMPACT	MITIGA V/C		V/C	MITICATED
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.357	A	-0.004	No	0.475	Α	0.470	A	-0.005	No	0.470	Α	-0.005	
1.1	Santa Monica Boulevard	PM	0.609	В	0.583	A	-0.026	No	0.753	C	0.727	C	-0.026	No	0.727	C	-0.026	
				_						-	****	_			****	-		
12	Vermont Avenue/	AM	0.663	В	0.667	В	0.004	No	0.740	C	0.745	C	0.005	No	0.745	C	0.005	
	Franklin Avenue	PM	0.679	В	0.667	В	-0.012	No	0.789	C	0.777	C	-0.012	No	0.777	C	-0.012	
13	Vermont Avenue/	AM	0.539	A	0.555	Α	0.016	No	0.621	В	0.638	В	0.017	No	0.638	В	0.017	
	Hollywood Boulevard	PM	0.574	A	0.613	В	0.039	No	0.704	C	0.742	C	0.038	No	0.742	C	0.038	
1	**		0.550		0.620		0.024		0.501		0.740		0.024		0.740		0.024	
14	Vermont Avenue/ Sunset Boulevard	AM PM	0.660 0.784	B C	0.639 0.783	B C	-0.021 -0.001	No No	0.781 0.958	C E	0.760 0.955	C E	-0.021 -0.003	No No	0.760 0.955	C E	-0.021 -0.003	
	Sunset Boulevard	I IVI	0.764	C	0.763	C	-0.001	110	0.556	L	0.933	E	-0.003	NO	0.933	L	-0.003	
15	Vermont Avenue/	AM	0.703	C	0.708	C	0.005	No	0.803	D	0.809	D	0.006	No	0.809	D	0.006	
	Fountain Avenue	PM	0.668	В	0.676	В	0.008	No	0.831	D	0.838	D	0.007	No	0.838	D	0.007	
-																		
16	Vermont Avenue/	AM	0.683	В	0.686	В	0.003	No	0.832	D	0.834	D	0.002	No	0.834	D	0.002	
	Santa Monica Boulevard	PM	0.602	В	0.600	A	-0.002	No	0.866	D	0.868	D	0.002	No	0.868	D	0.002	
			0.420		0.420		0.001		0.505		0.505		0.000		0.505		0.000	
17	Vermont Avenue/	AM PM	0.439 0.577	A A	0.438 0.575	A	-0.001 -0.002	No No	0.505 0.657	A B	0.505 0.654	A B	0.000 -0.003	No No	0.505 0.654	A B	0.000 -0.003	
	Melrose Avenue	PM	0.577	Α	0.575	A	-0.002	No	0.657	В	0.054	В	-0.003	NO	0.054	В	-0.003	
18	Vermont Avenue/	AM	0.598	A	0.597	A	-0.001	No	0.651	В	0.651	В	0.000	No	0.651	В	0.000	
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.473	A	-0.001	No	0.521	A	0.520	A	-0.001	No	0.520	A	-0.001	
19	Vermont Avenue/	AM	0.479	A	0.478	Α	-0.001	No	0.525	Α	0.524	Α	-0.001	No	0.524	A	-0.001	
17	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.479	A	-0.001	No	0.532	A	0.530	A	-0.001	No	0.530	A	-0.001	
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.290	A	0.000	No	0.315	A	0.315	A	0.000	No	0.315	A	0.000	
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.345	A	0.345	A	0.000	No	0.345	Α	0.000	
$\Box$					<u> </u>		l						l				l	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

## Table 9-1 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]	]			[2]		[3	]			[4]				[5]	
No	DEFENCION	PEAK	YEAR EXIST	ING	YEAR EXISTING PH-1 PR	G WITH OJECT	V/C	SIGNIF. IMPACT	YEAR FUTUR PH-1 PR	E W/O OJECT	YEAR FUTURE PH-1 PR	E WITH OJECT	CHANGE V/C	SIGNIF. IMPACT	YEAR W/ PRO MITIGA	OJECT ATION	CHANGE V/C	MITTICATED
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.566 0.607	A B	-0.001 -0.001	No No	0.616 0.668	B B	0.616 0.666	B B	0.000 -0.002	No No	0.616 0.666	B B	0.000 -0.002	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.573 0.550	A A	-0.001 -0.001	No No	0.630 0.607	B B	0.630 0.605	B B	0.000 -0.002	No No	0.630 0.605	B B	0.000 -0.002	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.678 0.712	B C	0.002 -0.003	No No	0.848 0.938	D E	0.850 0.935	D E	0.002 -0.003	No No	0.850 0.935	D E	0.002 -0.003	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.823 0.974	D E	0.000 -0.003	No No	0.929 1.113	E F	0.929 1.111	E F	0.000 -0.002	No No	0.929 1.111	E F	0.000 -0.002	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/o
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

# Table 9-2 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
					YEAR				YEAR		YEAR				YEAR			
		DT 4 T	YEAR		EXISTING		CHANGE	SIGNIF.	FUTUR		FUTURE		CHANGE	SIGNIF.	W/PH-2 PI		CHANGE	
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	LOS	PH-2 PRO V/C	LOS	V/C [(2)-(1)]	IMPACT [a]	PH-2 PR V/C	LOS	PH-2 PR V/C	LOS	V/C [(4)-(3)]	IMPACT [a]	MITIGA V/C	LOS	V/C [(5)-(3)]	MITIGATED
NO.	INTERSECTION	HOUK	V/C	LUS	V/C	LUS	[(2)-(1)]	[a]	V/C	LUS	V/C	LUS	[(4)-(3)]	[a]	V/C	LUS	[(3)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp -	AM	0.448	Α	0.448	Α	0.000	No	0.595	Α	0.595	Α	0.000	No	0.595	A	0.000	
	Oxford Avenue/	PM	0.485	A	0.486	A	0.001	No	0.684	В	0.685	В	0.001	No	0.685	В	0.001	
	Santa Monica Boulevard																	
_										_		_				_		
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard-	AM PM	0.591 0.638	A B	0.594 0.638	A B	0.003	No No	0.747 0.868	C D	0.751 0.868	C D	0.004 0.000	No No	0.751 0.868	C D	0.004 0.000	
	Serrano Avenue	I IVI	0.038	ь	0.038	ь	0.000	140	0.000	Ъ	0.808	D	0.000	NO	0.808	D	0.000	
3	Normandie Avenue/	AM	0.521	A	0.528	A	0.007	No	0.656	В	0.663	В	0.007	No	0.663	В	0.007	
	Hollywood Boulevard	PM	0.611	В	0.613	В	0.002	No	0.792	C	0.794	C	0.002	No	0.794	C	0.002	
-																		
4	Normandie Avenue/	AM	0.589	A	0.597	A	0.008	No	0.739	C	0.747	C	0.008	No	0.747	C	0.008	
	Sunset Boulevard	PM	0.553	A	0.557	A	0.004	No	0.743	C	0.745	C	0.002	No	0.745	C	0.002	
-																		
5	Normandie Avenue/	AM	0.647	В	0.647	В	0.000	No	0.781	С	0.781	С	0.000	No	0.781	С	0.000	
	Fountain Avenue	PM	0.825	D	0.821	D	-0.004	No	1.043	F	1.038	F	-0.005	No	1.038	F	-0.005	
6	Normandie Avenue/	AM	0.685	В	0.689	В	0.004	No	0.877	D	0.880	D	0.003	No	0.880	D	0.003	
6	Santa Monica Boulevard	PM	0.083	В С	0.766	C B	0.004 -0.001	No No	1.031	F	1.030	Б F	-0.003	No No	1.030	F	-0.003	
	Sana Monea Board vara	1.11	0.707	Č	0.700	Ü	0.001	110	1.001	•	1.050	•	0.001	1.0	1.050	•	0.001	
7	Edgemont Street/	AM	0.625	В	0.639	В	0.014	No	0.729	С	0.743	C	0.014	No	0.743	C	0.014	
	Franklin Avenue	PM	0.689	В	0.699	В	0.010	No	0.823	D	0.833	D	0.010	No	0.833	D	0.010	
8	Edgemont Street/	AM	0.517	A	0.537	A	0.020	No	0.633	В	0.653	В	0.020	No	0.653	В	0.020	
	Hollywood Boulevard	PM	0.513	A	0.522	A	0.009	No	0.669	В	0.679	В	0.010	No	0.679	В	0.010	
					l								<del>                                     </del>		<del> </del>			
9	Edgemont Street/	AM	0.441	A	0.465	A	0.024	No	0.573	A	0.597	A	0.024	No	0.597	A	0.024	
	Sunset Boulevard	PM	0.415	A	0.415	A	0.000	No	0.543	A	0.543	A	0.000	No	0.543	A	0.000	
10	Edgemont Street/	AM	0.520	A	0.515	A	-0.005	No	0.630	В	0.625	В	-0.005	No	0.625	В	-0.005	
10	Fountain Avenue	PM	0.549	A	0.554	A	0.005	No	0.714	C	0.719	C	0.005	No	0.719	C	0.005	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

## Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
					YEAR				YEAR		YEAR				YEAR			
			YEAR		EXISTING		CHANGE	SIGNIF.	FUTUR		FUTURE		CHANGE	SIGNIF.	W/PH-2 Pl		CHANGE	
NO	DIEEDGE CETON	PEAK	EXIST		PH-2 PR		V/C	IMPACT	PH-2 PR		PH-2 PR		V/C	IMPACT	MITIGA		V/C	MITTICATED
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	Α	0.365	Α	0.004	No	0.495	Α	0.498	Α	0.003	No	0.498	Α	0.003	
11	Santa Monica Boulevard	PM	0.609	В	0.615	В	0.004	No	0.784	C	0.789	C	0.005	No	0.789	C	0.005	
	Sana Monea Board and		0.009	2	0.015	2	0.000	110	0.701	Č	0.707	Ü	0.005	110	0.707		0.005	
12	Vermont Avenue/	AM	0.663	В	0.675	В	0.012	No	0.773	C	0.786	C	0.013	No	0.786	C	0.013	
	Franklin Avenue	PM	0.679	В	0.681	В	0.002	No	0.823	D	0.825	D	0.002	No	0.825	D	0.002	
-																		
13	Vermont Avenue/	AM	0.539	A	0.555	Α	0.016	No	0.649	В	0.665	В	0.016	No	0.665	В	0.016	
15	Hollywood Boulevard	PM	0.574	A	0.591	A	0.017	No	0.732	C	0.748	C	0.016	No	0.748	C	0.016	
	•																	
14	Vermont Avenue/	AM	0.660	В	0.693	В	0.033	No	0.814	D	0.848	D	0.034	Yes	0.834	D	0.020	No
	Sunset Boulevard	PM	0.784	C	0.800	C	0.016	No	0.996	E	1.012	F	0.016	Yes	1.001	F	0.005	Yes
-																		
15	Vermont Avenue/	AM	0.703	C	0.707	C	0.004	No	0.838	D	0.842	D	0.004	No	0.842	D	0.004	
	Fountain Avenue	PM	0.668	В	0.677	В	0.009	No	0.863	D	0.871	D	0.008	No	0.871	D	0.008	
16	V/	434	0.692	В	0.602	D	0.010	NI-	0.964	D	0.074	Б	0.010	N-	0.074	D	0.010	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	В	0.693 0.605	B B	0.010 0.003	No No	0.864 0.901	E	0.874 0.908	D E	0.010 0.007	No No	0.874 0.908	D E	0.010 0.007	
	Santa Monica Boulevaru	I IVI	0.002	ь	0.003	ь	0.003	110	0.901	L	0.508	L	0.007	NO	0.508	L	0.007	
17	Vermont Avenue/	AM	0.439	A	0.440	A	0.001	No	0.528	A	0.530	A	0.002	No	0.530	A	0.002	
	Melrose Avenue	PM	0.577	A	0.580	A	0.003	No	0.685	В	0.687	В	0.002	No	0.687	В	0.002	
-																		
18	Vermont Avenue/	AM	0.598	Α	0.599	A	0.001	No	0.682	В	0.683	В	0.001	No	0.683	В	0.001	
10	US-101 Fwy NB On-Ramp/	PM	0.376	A	0.477	A	0.001	No	0.546	A	0.549	A	0.001	No	0.549	A	0.001	
	The state of the s																	
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.550	A	0.553	A	0.003	No	0.553	A	0.003	
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.484	A	0.003	No	0.557	A	0.560	A	0.003	No	0.560	A	0.003	
$\vdash$					<del>                                     </del>								<del>                                     </del>		<del>                                     </del>			
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	Α	0.001	No	0.333	A	0.333	A	0.000	No	0.333	A	0.000	
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

## Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	YEAR EXIST V/C		YEAR EXISTIN PH-2 PR V/C	G WITH	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR FUTUR PH-2 PR V/C	E W/O	YEAR FUTURI PH-2 PR V/C	E WITH	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR W/PH-2 PI MITIGA V/C	ROJECT	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.568 0.611	A B	0.001 0.003	No No	0.645 0.697	B B	0.647 0.700	B B	0.002 0.003	No No	0.647 0.700	B B	0.002	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.578 0.554	A A	0.004 0.003	No No	0.659 0.634	B B	0.662 0.637	B B	0.003 0.003	No No	0.662 0.637	B B	0.003 0.003	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.689 0.720	B C	0.013 0.005	No No	0.882 0.973	D E	0.895 0.978	D E	0.013 0.005	No No	0.895 0.978	D E	0.013 0.005	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.824 0.981	D E	0.001 0.004	No No	0.969 1.160	E F	0.970 1.163	E F	0.001 0.003	No No	0.970 1.163	E F	0.001 0.003	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/o
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

#### Table 9-3 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
					YEAR				YEAR		YEAR				YEAR			
		DEAT	YEAR EXIST		EXISTING PROJEC		CHANGE	SIGNIF.	FUTUR PROJEC		FUTURE		CHANGE	SIGNIF.	W/PROJE MITIGA		CHANGE V/C	
NO.	INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	V/C [(2)-(1)]	IMPACT [a]	PROJEC V/C	LOS	PROJEC V/C	LOS	V/C [(4)-(3)]	IMPACT [a]	WITIGA V/C	LOS	[(5)-(3)]	MITIGATED
110.	INTERSECTION	поск	1/0	LOS	1/0	LOS	[(2)-(1)]	լայ	1/0	LOS	¥/C	LOS	[(4)-(3)]	[a]	1/0	LOS	[(3)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp -	AM	0.448	A	0.449	A	0.001	No	0.607	В	0.607	В	0.000	No	0.607	В	0.000	
	Oxford Avenue/	PM	0.485	A	0.486	A	0.001	No	0.697	В	0.698	В	0.001	No	0.698	В	0.001	
-	Santa Monica Boulevard																	
2	US-101 Fwy NB Off-Ramp/	AM	0.591	Α	0.595	Α	0.004	No	0.762	С	0.766	С	0.004	No	0.766	С	0.004	
	Santa Monica Boulevard-	PM	0.638	В	0.639	В	0.001	No	0.883	D	0.885	D	0.002	No	0.885	D	0.002	
	Serrano Avenue																	
3	Normandie Avenue/	AM	0.521	A	0.531	Α	0.010	No	0.670	В	0.679	В	0.009	No	0.679	В	0.009	
3	Hollywood Boulevard	PM	0.521	В	0.613	В	0.010	No	0.808	D	0.811	D	0.003	No	0.811	D	0.003	
	•																	
4	N		0.589		0.602	ъ	0.012	N	0.754		0.767		0.012		0.767		0.012	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589	A A	0.602	B A	0.013	No No	0.754	C C	0.767 0.760	C C	0.013 0.005	No No	0.767	C C	0.013 0.005	
	Suisce Boulevard	1141	0.555	7.1	0.557	21	0.000	110	0.755	C	0.700	C	0.003	110	0.700		0.003	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.647 0.824	B D	0.000 -0.001	No No	0.799 1.063	C F	0.799 1.062	C F	0.000 -0.001	No No	0.799 1.062	C F	0.000 -0.001	
	Fountain Avenue	rivi	0.823	D	0.624	Ъ	-0.001	NO	1.003	Г	1.002	Г	-0.001	NO	1.002	Г	-0.001	
6	Normandie Avenue/	AM	0.685	В	0.689	В	0.004	No	0.895	D	0.899	D	0.004	No	0.899	D	0.004	
	Santa Monica Boulevard	PM	0.767	C	0.768	С	0.001	No	1.050	F	1.051	F	0.001	No	1.051	F	0.001	
7	Edgemont Street/	AM	0.625	В	0.641	В	0.016	No	0.745	C	0.761	C	0.016	No	0.761	C	0.016	
	Franklin Avenue	PM	0.689	В	0.704	C	0.015	No	0.841	D	0.856	D	0.015	No	0.856	D	0.015	
-																		
8	Edgemont Street/	AM	0.517	A	0.543	A	0.026	No	0.647	В	0.673	В	0.026	No	0.673	В	0.026	
	Hollywood Boulevard	PM	0.513	A	0.528	A	0.015	No	0.683	В	0.698	В	0.015	No	0.698	В	0.015	
9	Edgemont Street/	AM	0.441	A	0.471	Α	0.030	No	0.586	A	0.615	В	0.029	No	0.615	В	0.029	
	Sunset Boulevard	PM	0.415	A	0.426	A	0.011	No	0.553	A	0.564	A	0.011	No	0.564	A	0.011	
10	Edgemont Street/	AM	0.520	A	0.521	Α	0.001	No	0.644	В	0.645	В	0.001	No	0.645	В	0.001	
10	Fountain Avenue	PM	0.549	A	0.558	A	0.001	No	0.729	C	0.739	C	0.001	No	0.739	C	0.001	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

## Table 9-3 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
					YEAR				YEAR		YEAR				YEAR			
		DEAT	YEAR		EXISTING		CHANGE	SIGNIF.	FUTUR		FUTURE		CHANGE	SIGNIF.	W/PROJE		CHANGE	
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	LOS	PROJEC V/C	LOS	V/C [(2)-(1)]	IMPACT [a]	PROJEC V/C	LOS	PROJEO V/C	LOS	V/C [(4)-(3)]	IMPACT [a]	MITIGA V/C	LOS	V/C [(5)-(3)]	MITIGATED
110.	INTERSECTION	поск	1/0	LOS	1/0	LOS	[(2)-(1)]	լаյ	1/0	LOS	1/0	LOS	[(4)-(3)]	լայ	1/0	LOS	[(3)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.366	Α	0.005	No	0.505	A	0.509	A	0.004	No	0.509	A	0.004	
	Santa Monica Boulevard	PM	0.609	В	0.620	В	0.011	No	0.800	C	0.811	D	0.011	No	0.811	D	0.011	
12	Vermont Avenue/	AM	0.663	В	0.677	В	0.014	No	0.789	С	0.804	D	0.015	No	0.804	D	0.015	
12	Franklin Avenue	PM	0.679	В	0.677	В	0.014	No No	0.789	D	0.804	D D	0.015	No No	0.804	D D	0.013	
	Transin Tvenue	1 141	0.077	Ь	0.003	ь	0.004	110	0.041	Ь	0.043	Ъ	0.004	110	0.043	ь	0.004	
13	Vermont Avenue/	AM	0.539	A	0.558	A	0.019	No	0.663	В	0.681	В	0.018	No	0.681	В	0.018	
	Hollywood Boulevard	PM	0.574	A	0.593	A	0.019	No	0.748	C	0.766	С	0.018	No	0.766	C	0.018	
14	Vermont Avenue/	AM	0.660	В	0.701	C	0.041	Yes	0.830	D	0.872	D	0.042	Yes	0.859	D	0.029	No
	Sunset Boulevard	PM	0.784	C	0.804	D	0.020	Yes	1.016	F	1.036	F	0.020	Yes	1.024	F	0.008	Yes
15	Vermont Avenue/	AM	0.703	С	0.710	С	0.007	No	0.856	D	0.863	D	0.007	No	0.863	D	0.007	
15	Fountain Avenue	PM	0.668	В	0.678	В	0.010	No	0.880	D	0.890	D	0.010	No	0.890	D	0.010	
			0.502		0.505		0.012		0.002		0.00#		0.010		0.00#		0.012	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	B B	0.696 0.607	B B	0.013 0.005	No No	0.882 0.920	D E	0.895 0.927	D E	0.013 0.007	No No	0.895 0.927	D E	0.013 0.007	
	Sana Monica Boulevaru	I IVI	0.002	ь	0.007	ь	0.003	NO	0.920	L	0.921	L	0.007	NO	0.927	L	0.007	
17	Vermont Avenue/	AM	0.439	A	0.441	A	0.002	No	0.540	A	0.543	A	0.003	No	0.543	A	0.003	
	Melrose Avenue	PM	0.577	A	0.581	A	0.004	No	0.701	C	0.705	C	0.004	No	0.705	C	0.004	
-																		
18	Vermont Avenue/	AM	0.598	A	0.599	Α	0.001	No	0.697	В	0.699	В	0.002	No	0.699	В	0.002	
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.479	A	0.005	No	0.559	A	0.563	A	0.004	No	0.563	A	0.004	
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.563	A	0.567	A	0.004	No	0.567	A	0.004	
19	US-101 Fwy NB Off-Ramp	PM	0.479	A	0.486	A	0.004	No No	0.563	A A	0.567	A	0.004	No No	0.567	A	0.004	
			001		000		0.000		0.070		0.075		0.000		0.575		0.000	
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.341	A	0.342	A	0.001	No	0.342	A	0.001	
	Rosewood Avenue	PM	0.317	A	0.318	Α	0.001	No	0.373	A	0.373	A	0.000	No	0.373	A	0.000	
							l						1		l			

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

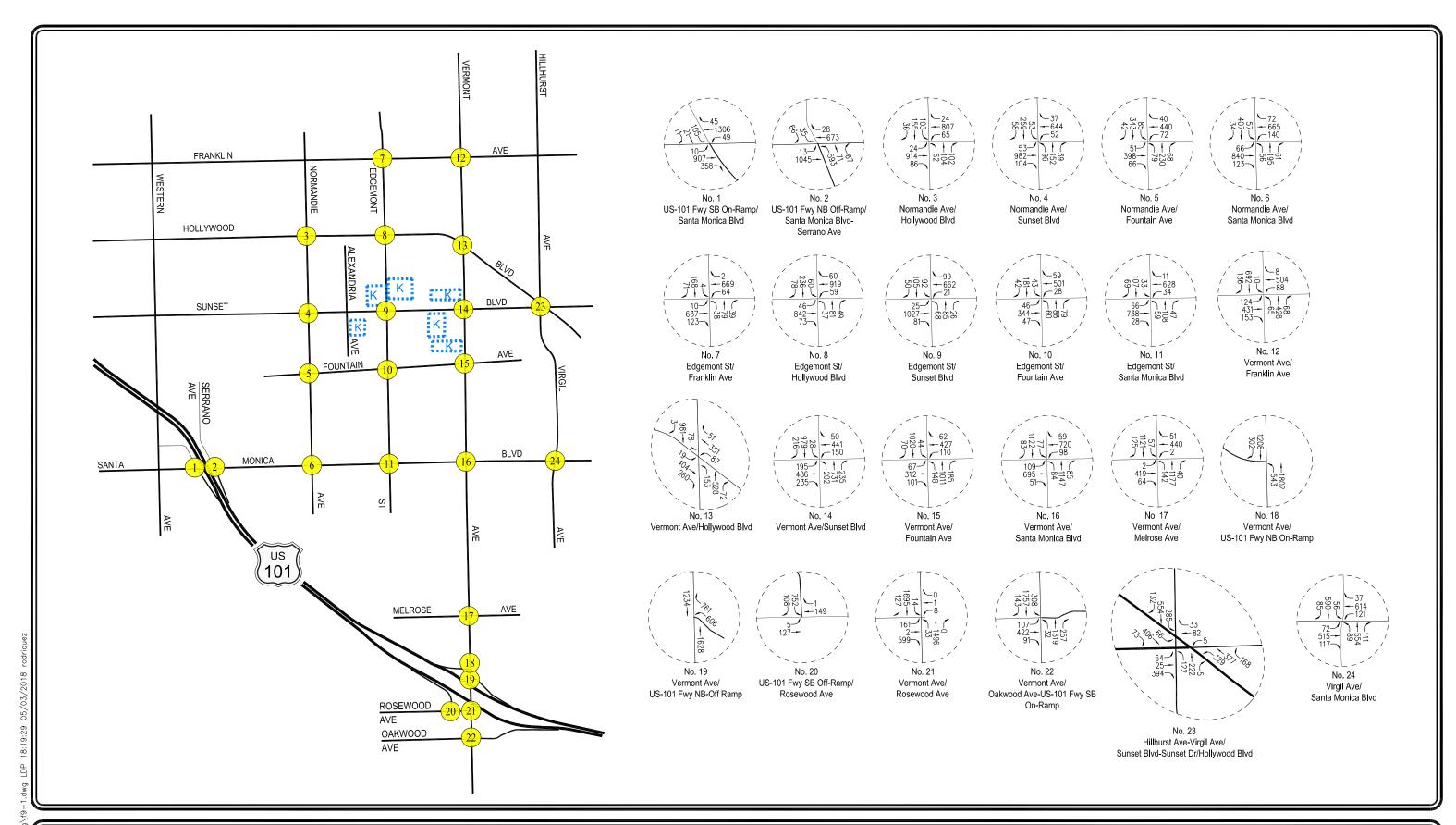
## Table 9-3 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	YEAR EXIST V/C		YEAR EXISTIN PROJEC V/C	G WITH	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR FUTUR PROJEO V/C	E W/O	YEAR FUTURI PROJEC V/C	E WITH	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR W/PROJI MITIGA V/C	ЕСТ В-О	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.568 0.612	A B	0.001 0.004	No No	0.659 0.713	B C	0.661 0.718	B C	0.002 0.005	No No	0.661 0.718	B C	0.002 0.005	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.578 0.555	A A	0.004 0.004	No No	0.675 0.649	B B	0.678 0.653	B B	0.003 0.004	No No	0.678 0.653	B B	0.003 0.004	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.692 0.723	B C	0.016 0.008	No No	0.882 0.973	D E	0.898 0.981	D E	0.016 0.008	No No	0.898 0.981	D E	0.016 0.008	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.824 0.981	D E	0.001 0.004	No No	0.989 1.184	E F	0.991 1.188	E F	0.002 0.004	No No	0.991 1.188	E F	0.002 0.004	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/o
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010





LINSCOTT, LAW & GREENSPAN, engineers

K KAISER PROJECT AREA

### **EXISTING WITH PHASE 1 PROJECT TRAFFIC VOLUMES**

WEEKDAY AM PEAK HOUR

FIGURE 9-1

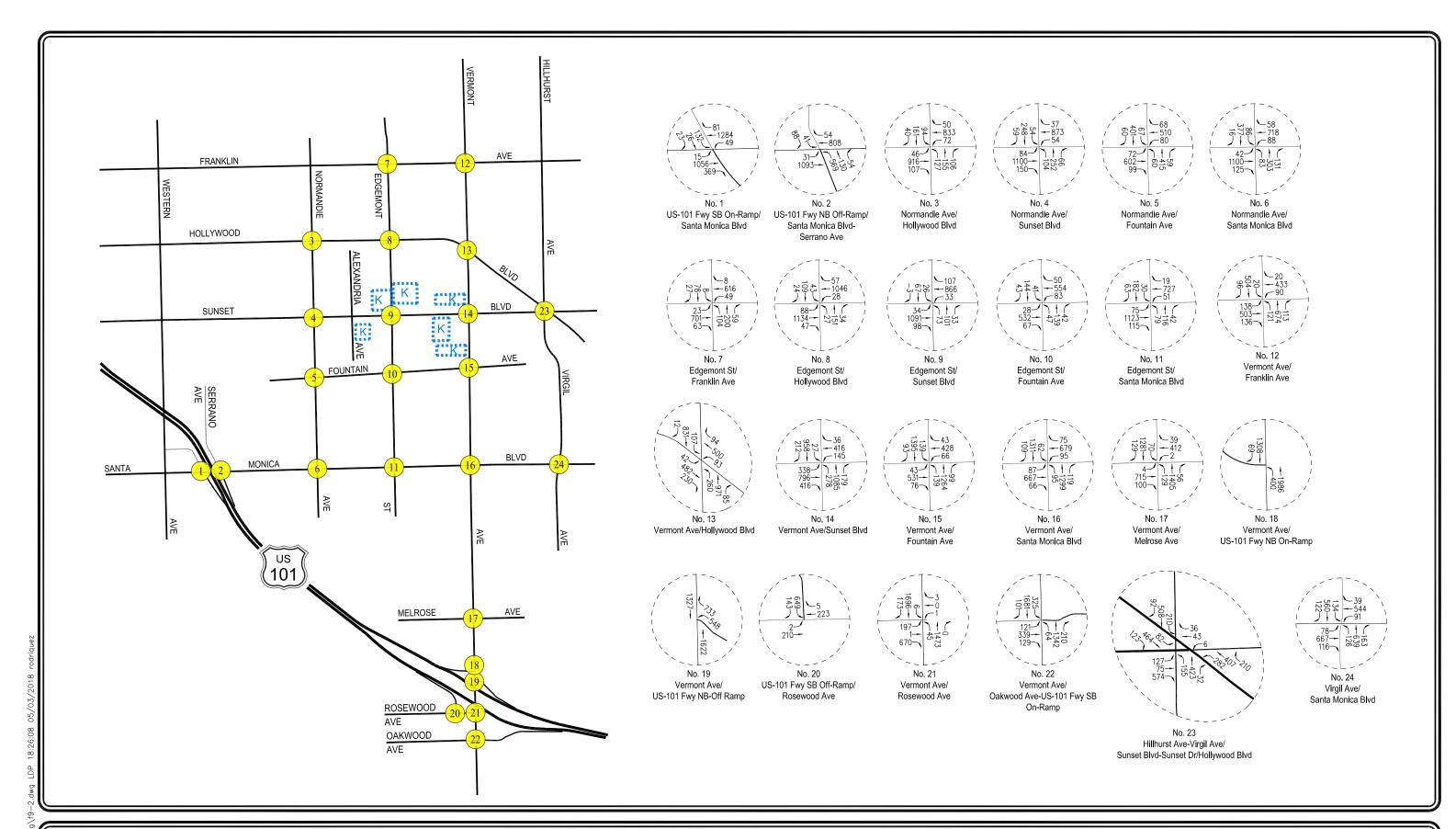




FIGURE 9-2

### **EXISTING WITH PHASE 1 PROJECT TRAFFIC VOLUMES**

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

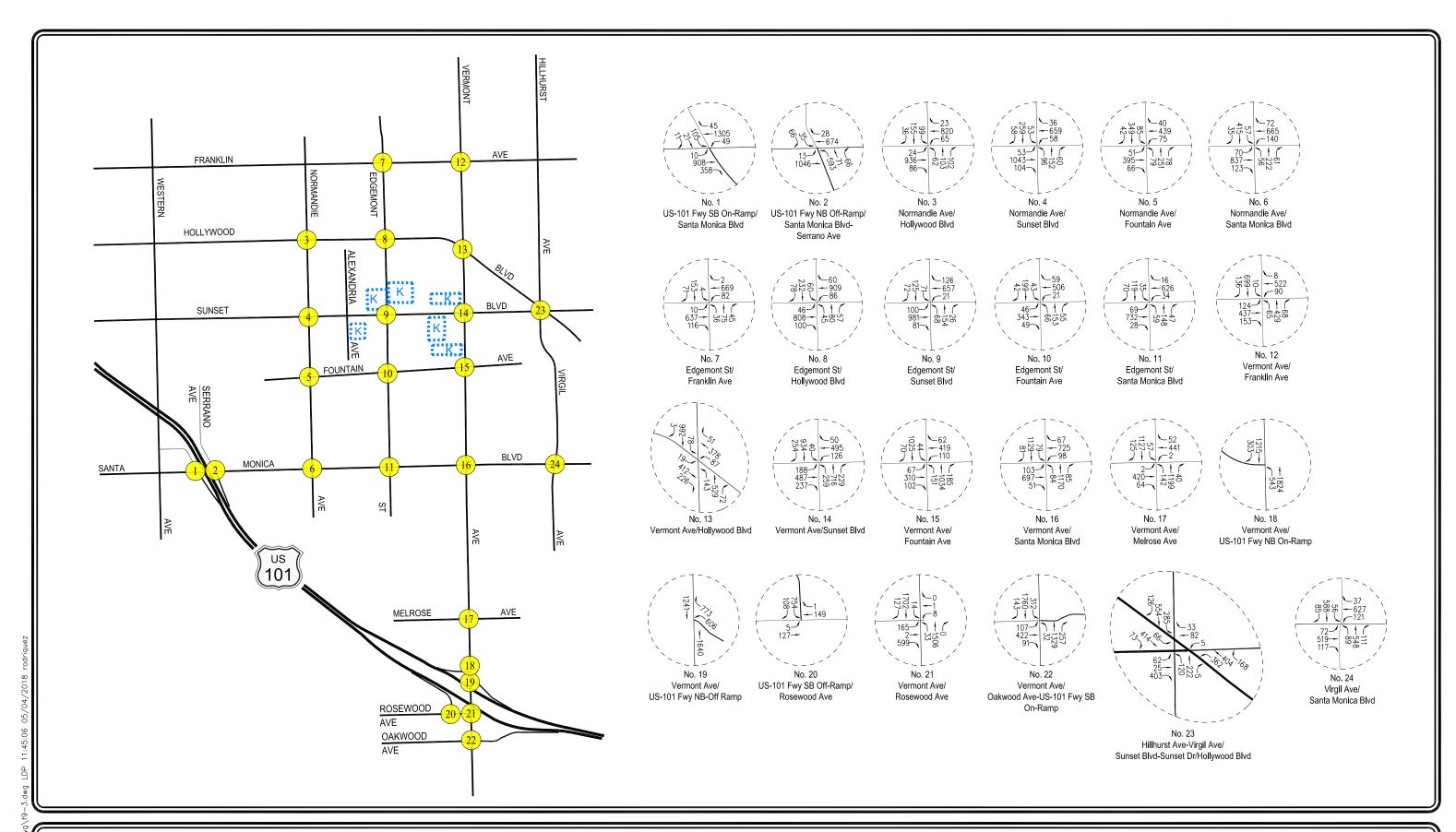




FIGURE 9-3

### **EXISTING WITH PHASE 2 PROJECT TRAFFIC VOLUMES**

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

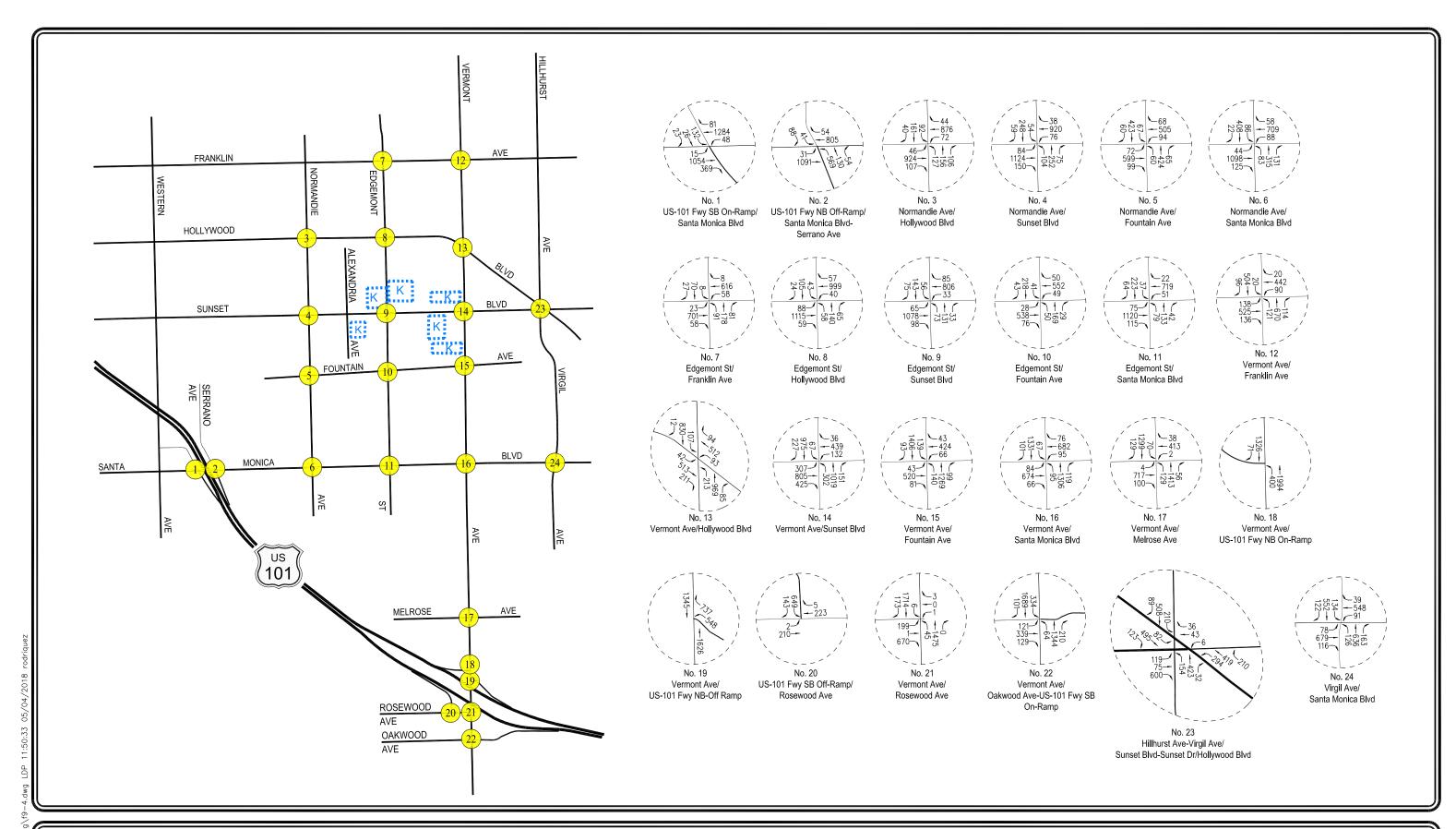




FIGURE 9-4

### **EXISTING WITH PHASE 2 PROJECT TRAFFIC VOLUMES**

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

WEEKDAY PM PEAK HOUR

#### 9.1.4 Existing With Project Build-out Conditions

As indicated in column [2] of *Table 9–3*, application of the City's threshold criteria to the "Existing With Project Build-out" scenario indicates that the project is expected to result in one (1) significant traffic impact as noted below:

#### • Int. No. 14: Vermont Avenue/Sunset Boulevard

AM peak hour v/c ratio increase of 0.041 [to 0.701 (LOS C) from 0.660 (LOS B)] PM peak hour v/c ratio increase of 0.020 [to 0.804 (LOS D) from 0.784 (LOS C)]

Incremental, but not significant, impacts are noted at the remaining study intersections. Refer to Section 10.0 for a discussion of mitigation measures considered for this intersection. The existing with project build-out traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 9–5* and *9–6*, respectively.

#### 9.2 Future 2024 Conditions

#### 9.2.1 Future Without Phase 1 Project Conditions

The future cumulative baseline without Phase 1 project conditions (i.e., year 2024 without Phase 1 project) were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2024). The v/c ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–1*, 19 of the 24 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without Phase 1 project conditions. The following five study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic under the future without Phase 1 project conditions:

• Int. No. 5: Normandie Ave./Fountain Ave. PM Peak Hour: v/c=1.003, LOS F

• Int. No. 6: Normandie Ave./Santa Monica Blvd. PM Peak Hour: v/c=0.992, LOS E

• Int. No. 14: Vermont Ave./Sunset Blvd. PM Peak Hour: v/c=0.958, LOS E

• Int. No. 23: Hillhurst-Virgil/Sunset-Hollywood Bl. PM Peak Hour: v/c=0.938, LOS E

• Int. No. 24: Virgil Ave./Santa Monica Blvd. AM Peak Hour: v/c=0.929, LOS E

PM Peak Hour: v/c=1.113, LOS F

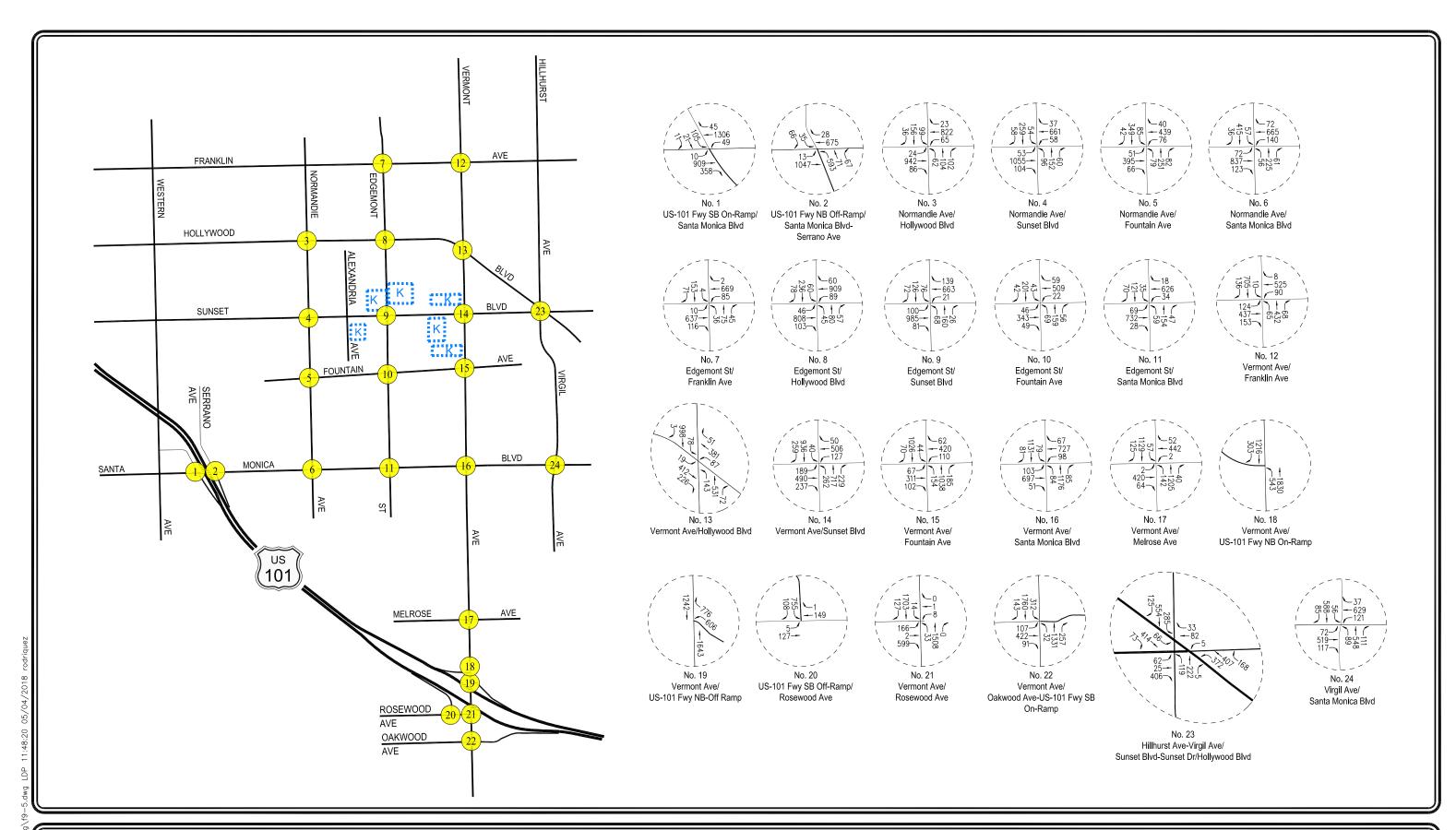




FIGURE 9-5

### EXISTING WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

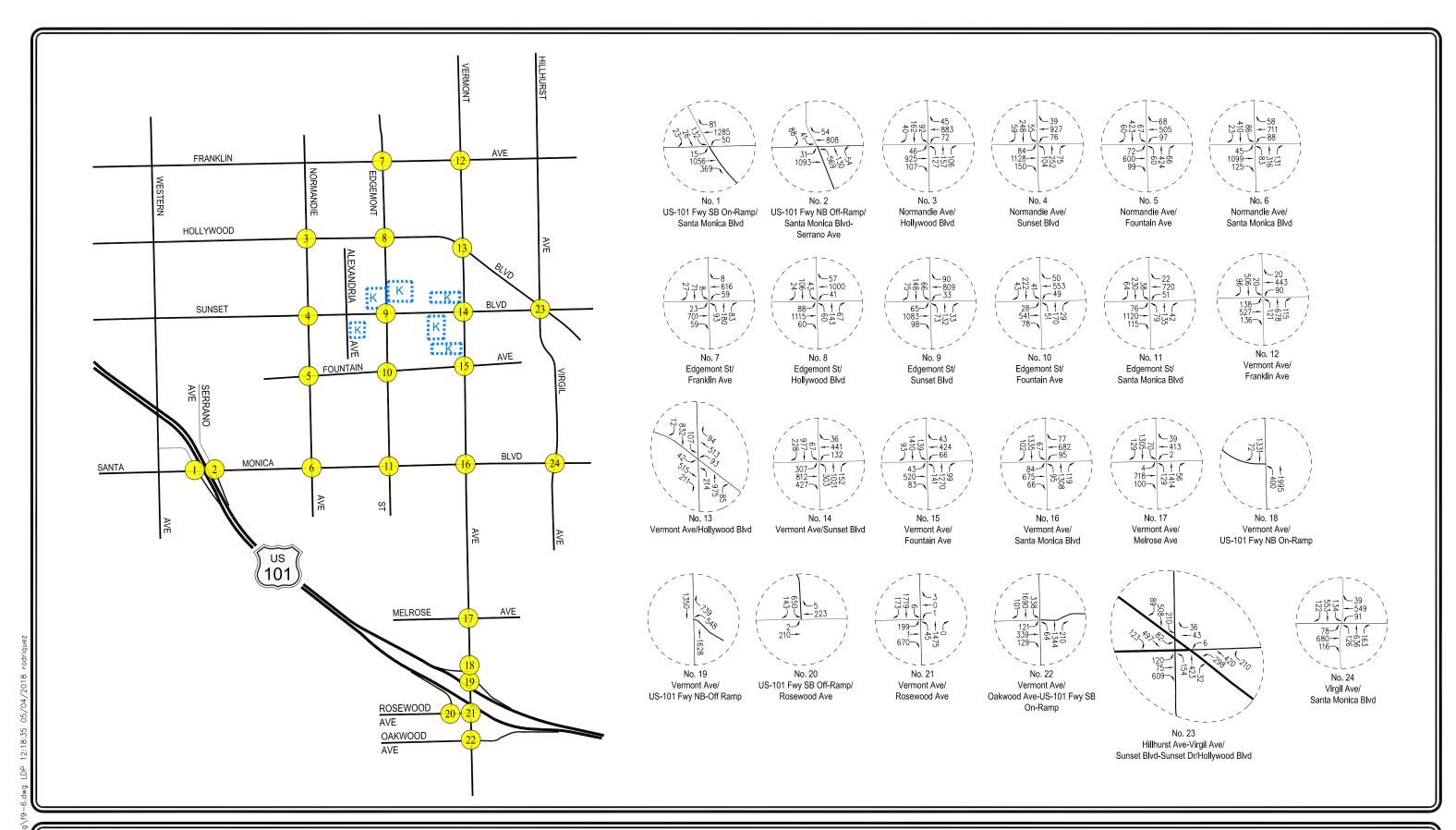




FIGURE 9-6

### EXISTING WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

The future without Phase 1 project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 9–7* and *9–8*, respectively.

#### 9.2.2 Future With Phase 1 Project Conditions

As shown in column [4] of *Table 9–1*, application of the City's threshold criteria to the "Future With Proposed Phase 1 Project" scenario indicates that the proposed project is not expected to result in any significant traffic impacts. Incremental, but not significant, impacts are noted at the 24 study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Future With Proposed Phase 1 Project" scenario. The future with Phase 1 project (existing, ambient growth, related projects and Phase 1 project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-9* and *9-10*, respectively.

#### 9.3 Future 2028 Conditions

#### 9.3.1 Future Without Phase 2 Project Conditions

The future cumulative baseline without Phase 2 project conditions (i.e., year 2028 without Phases 1 and 2 project) were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2028). The v/c ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–2*, 18 of the 24 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without Phase 2 project conditions. The following six study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic under the future without Phase 2 project conditions:

• Int. No. 5: Normandie Ave./Fountain Ave. PM Peak Hour: v/c=1.043, LOS F

• Int. No. 6: Normandie Ave./Santa Monica Blvd. PM Peak Hour: v/c=1.031, LOS F

• Int. No. 14: Vermont Ave./Sunset Blvd. PM Peak Hour: v/c=0.996, LOS E

• Int. No. 16: Vermont Ave./Santa Monica Blvd. PM Peak Hour: v/c=0.901, LOS E

• Int. No. 23: Hillhurst-Virgil/Sunset-Hollywood Bl. PM Peak Hour: v/c=0.973, LOS E

• Int. No. 24: Virgil Ave./Santa Monica Blvd. AM Peak Hour: v/c=0.969, LOS E

PM Peak Hour: v/c=1.160, LOS F

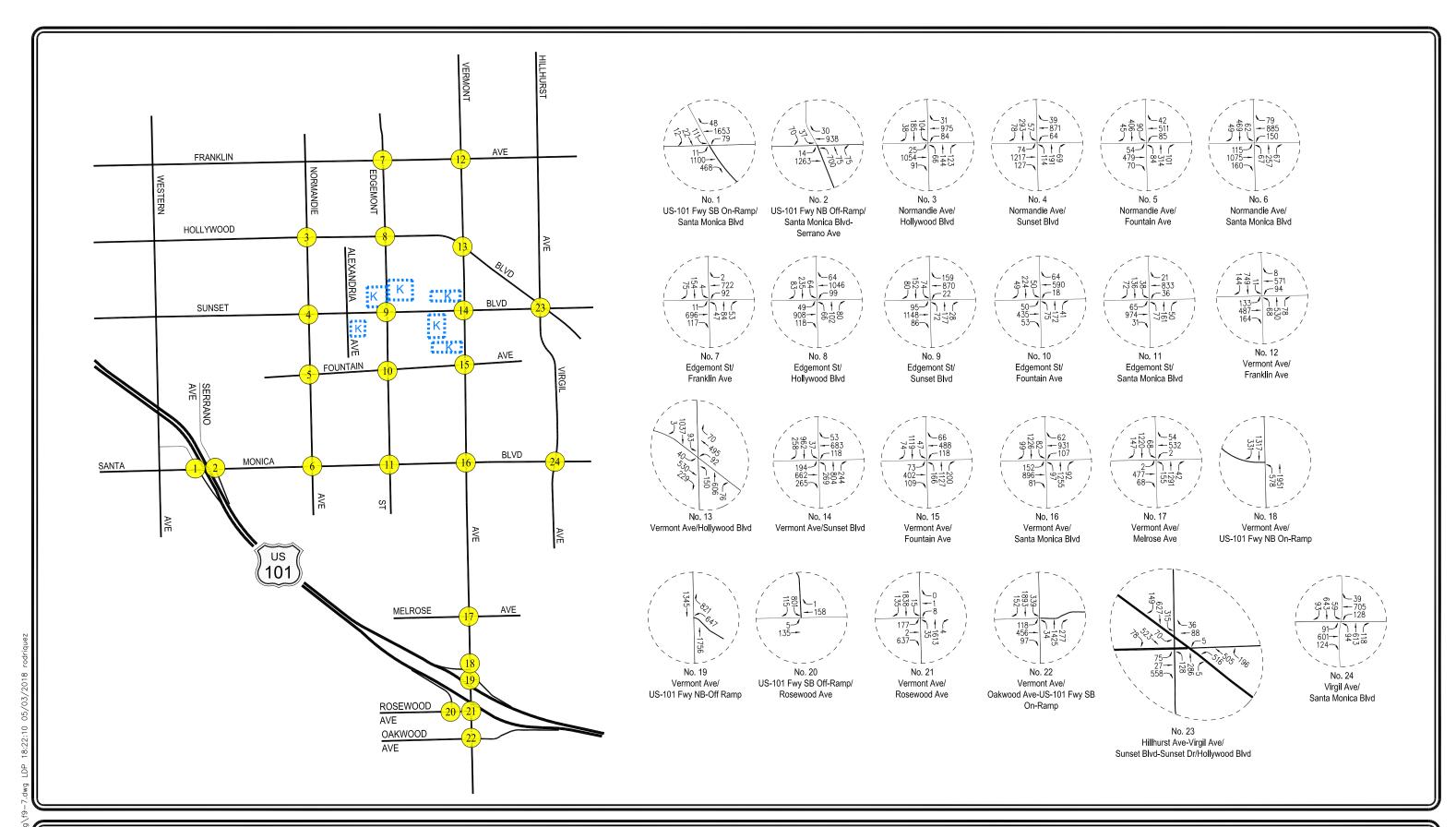




FIGURE 9-7

### FUTURE WITHOUT PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

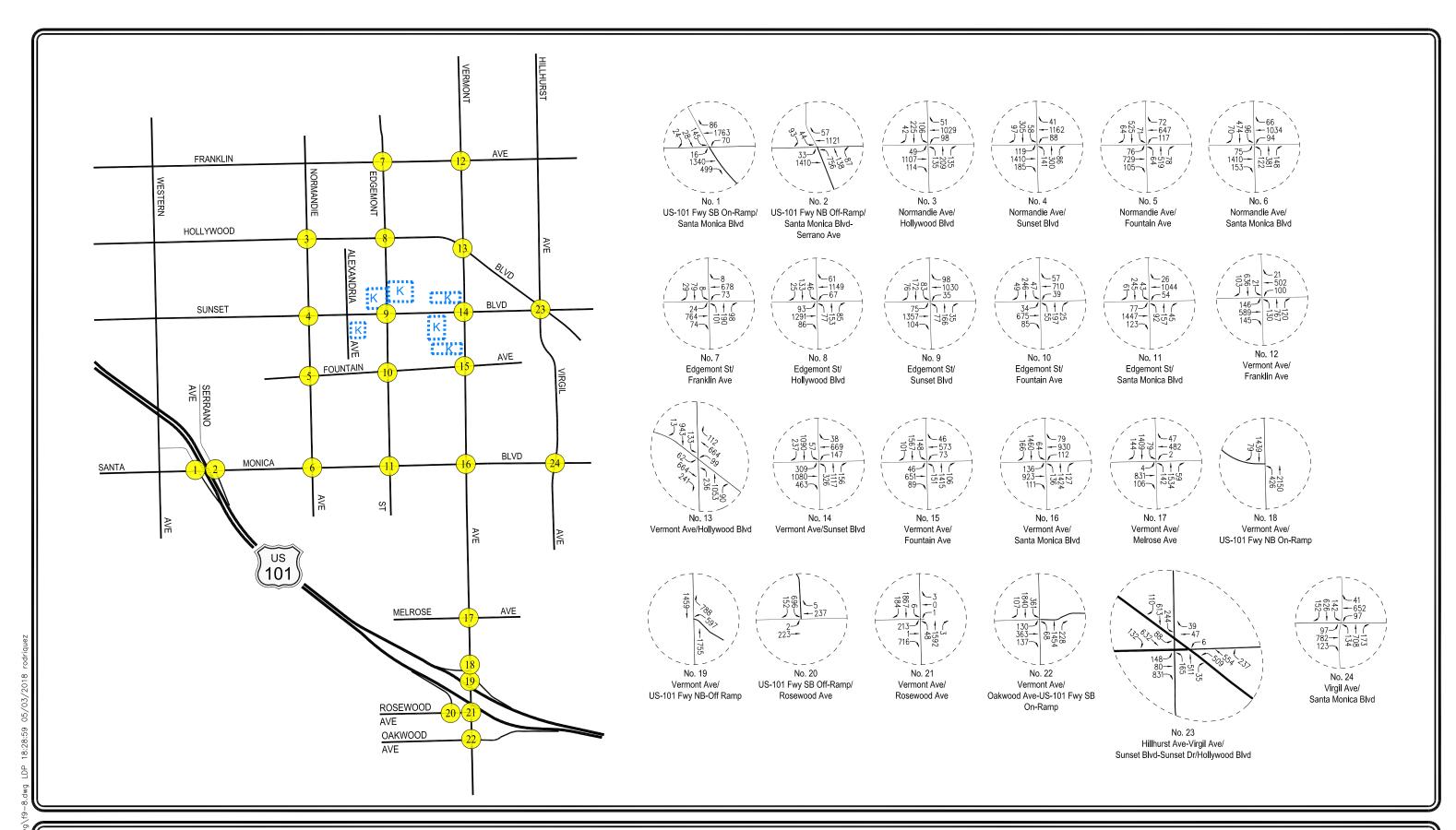




FIGURE 9-8

### FUTURE WITHOUT PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

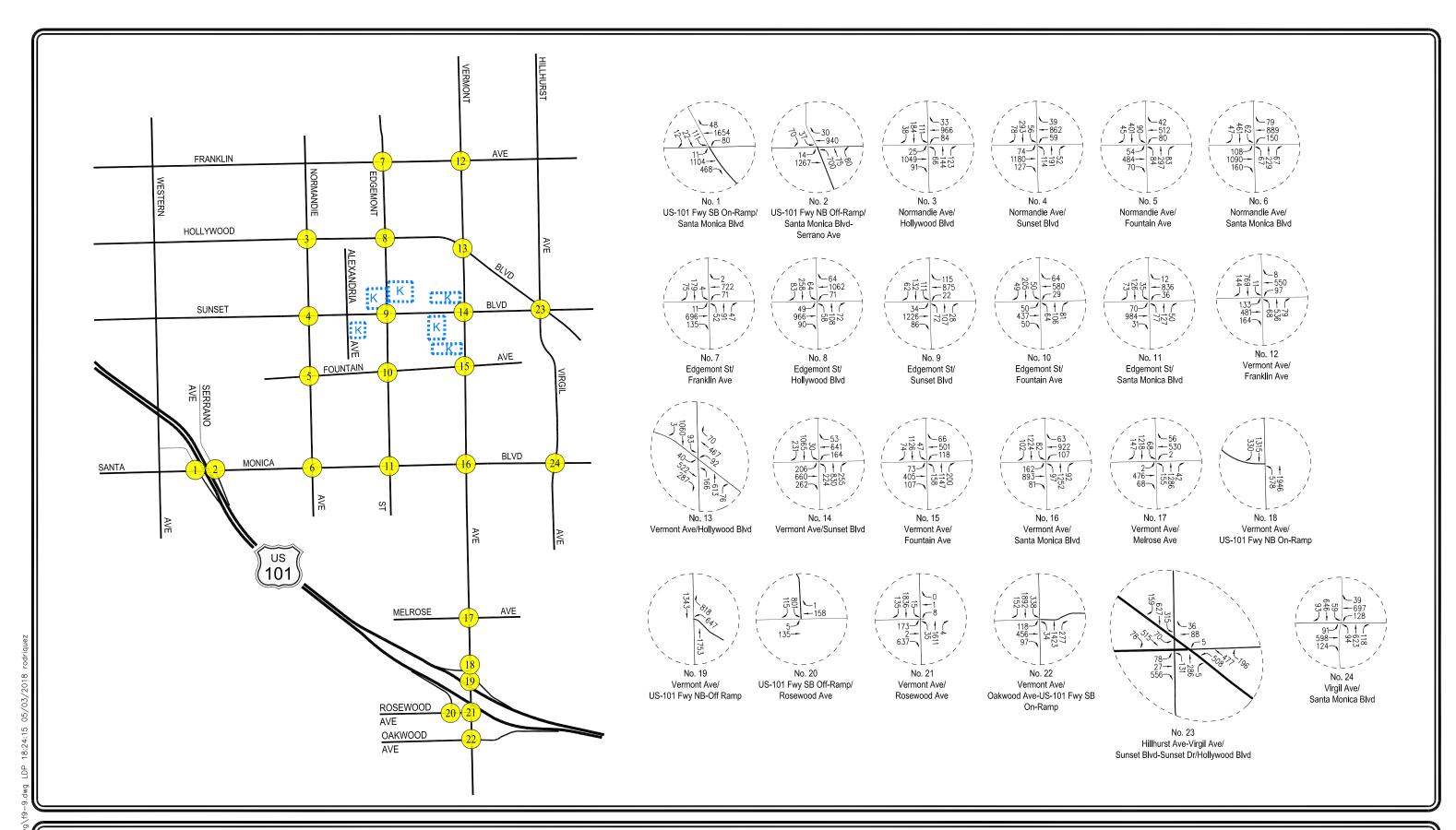




FIGURE 9-9

### FUTURE WITH PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

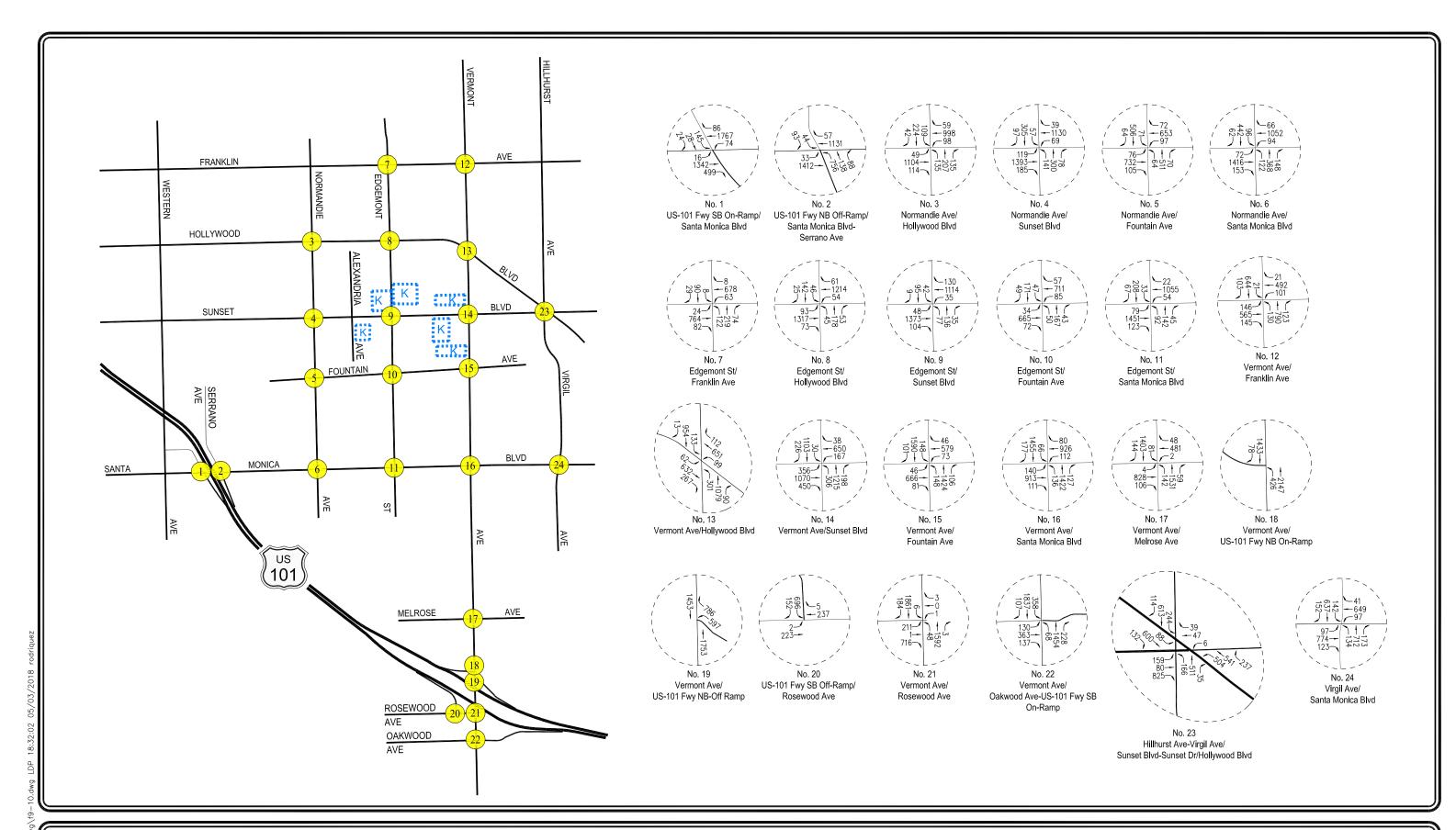




FIGURE 9-10

### FUTURE WITH PHASE 1 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

The future without Phase 2 project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 9–11* and *9–12*, respectively.

#### 9.3.2 Future With Phase 2 Project Conditions

As shown in column [4] of *Table 9–2*, application of the City's threshold criteria to the "Future With Proposed Phase 2 Project" scenario indicates that the proposed project is expected to result in one (1) significant traffic impact as noted below:

#### • Int. No. 14: Vermont Avenue/Sunset Boulevard

AM peak hour v/c ratio increase of 0.034 [to 0.848 (LOS D) from 0.814 (LOS D)] PM peak hour v/c ratio increase of 0.016 [to 1.012 (LOS F) from 0.996 (LOS E)]

Incremental, but not significant, impacts are noted at the remaining study intersections. Refer to Section 10.0 for a discussion of mitigation measures considered for this intersection. The future with Phase 2 project (existing, ambient growth, related projects and Phase 2 project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-13* and *9-14*, respectively.

#### 9.4 Future 2030 Conditions

#### 9.4.1 Future 2030 Without Project Build-out Conditions

The future cumulative baseline without project build-out conditions (i.e., year 2030 without Phases 1, 2, and 3 project) were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2030). The v/c ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–3*, 18 of the 24 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project build-out conditions. The following six study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic under the future without project build-out conditions:

• Int. No. 5: Normandie Ave./Fountain Ave. PM Peak Hour: v/c=1.063, LOS F

• Int. No. 6: Normandie Ave./Santa Monica Blvd. PM Peak Hour: v/c=1.050, LOS F

• Int. No. 14: Vermont Ave./Sunset Blvd. PM Peak Hour: v/c=1.016, LOS F

• Int. No. 16: Vermont Ave./Santa Monica Blvd. PM Peak Hour: v/c=0.920, LOS E

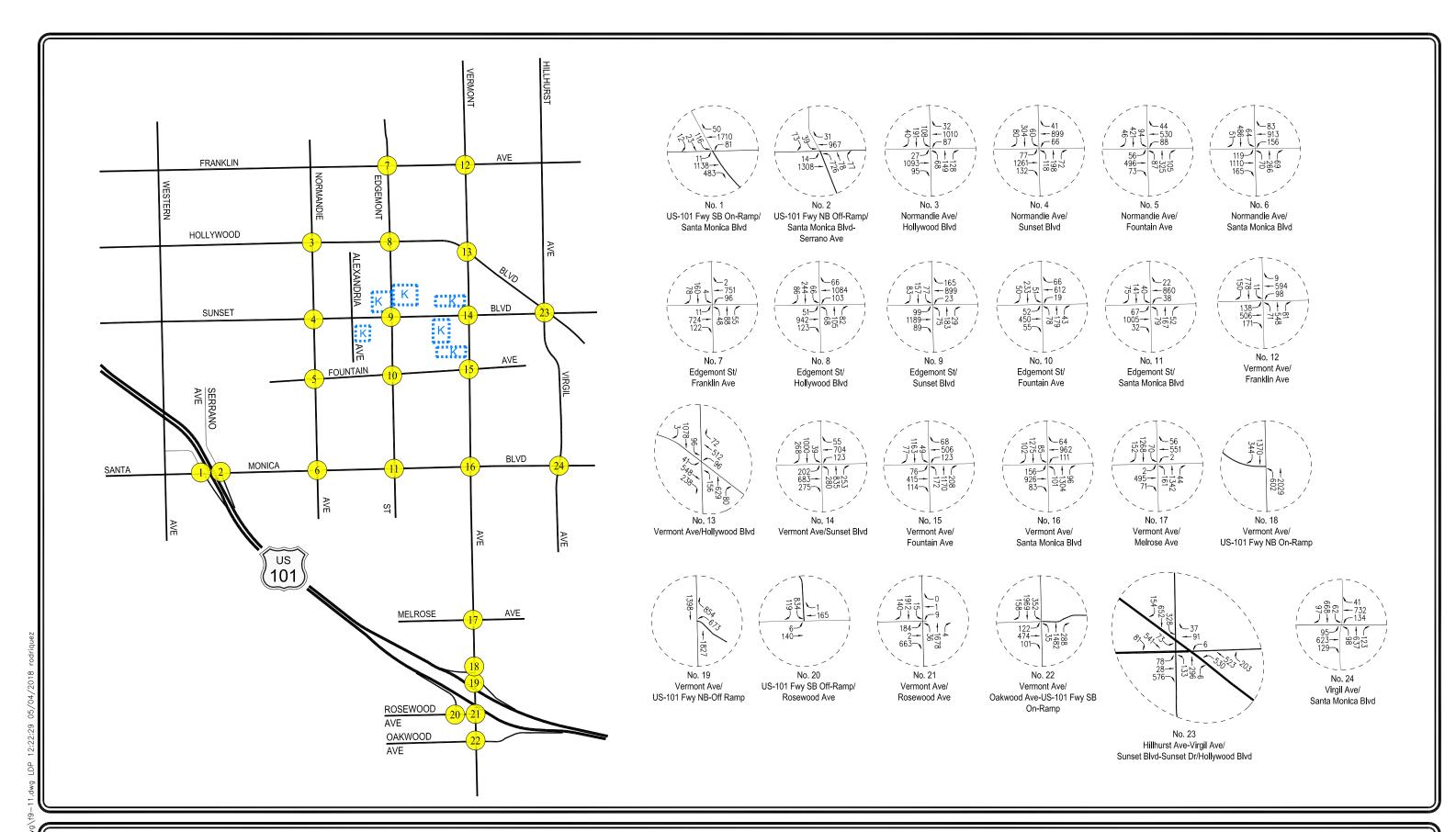


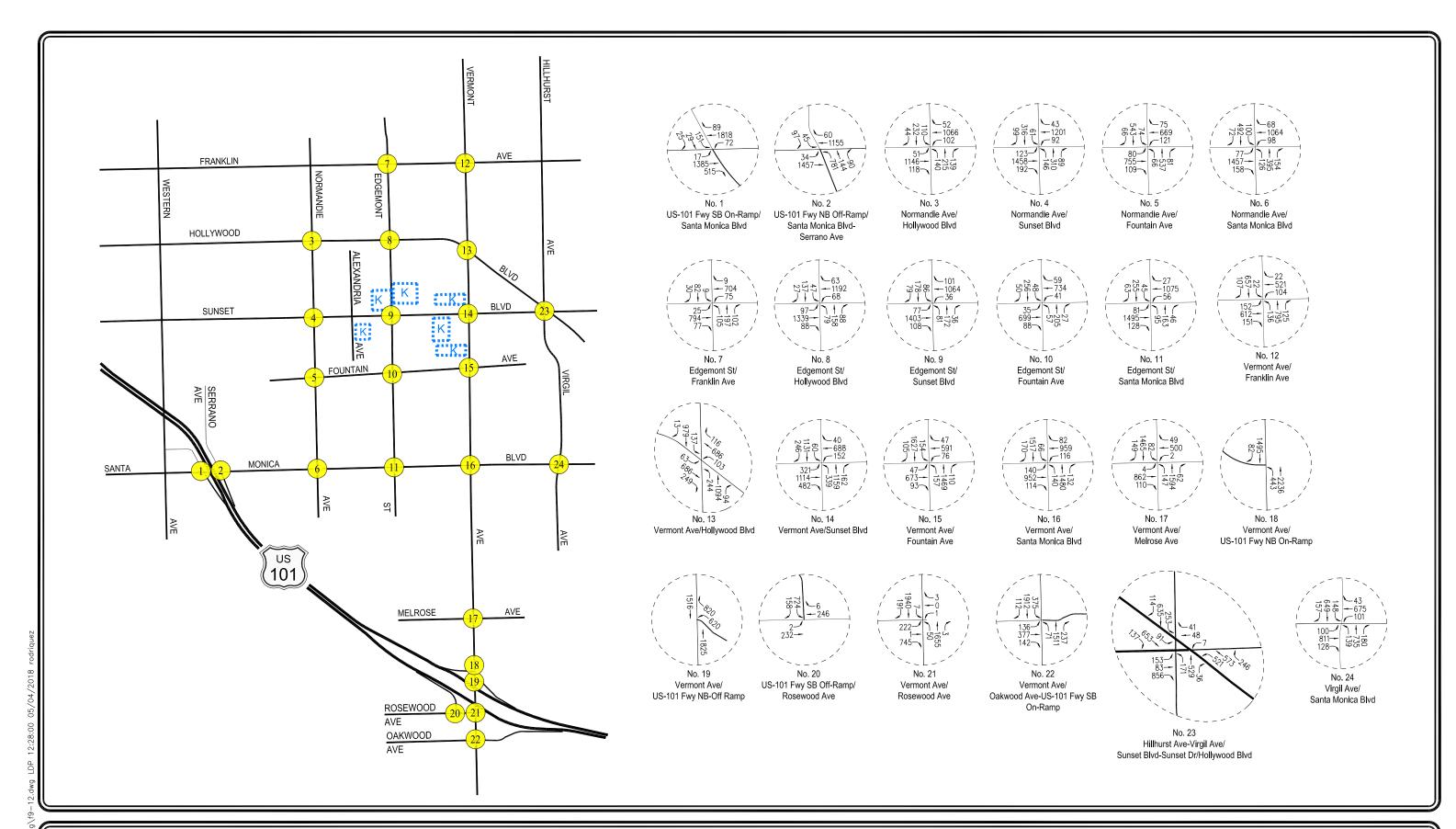


FIGURE 9-11

### FUTURE WITHOUT PHASE 2 PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers





FUTURE WITHOUT PHASE 2 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

FIGURE 9-12

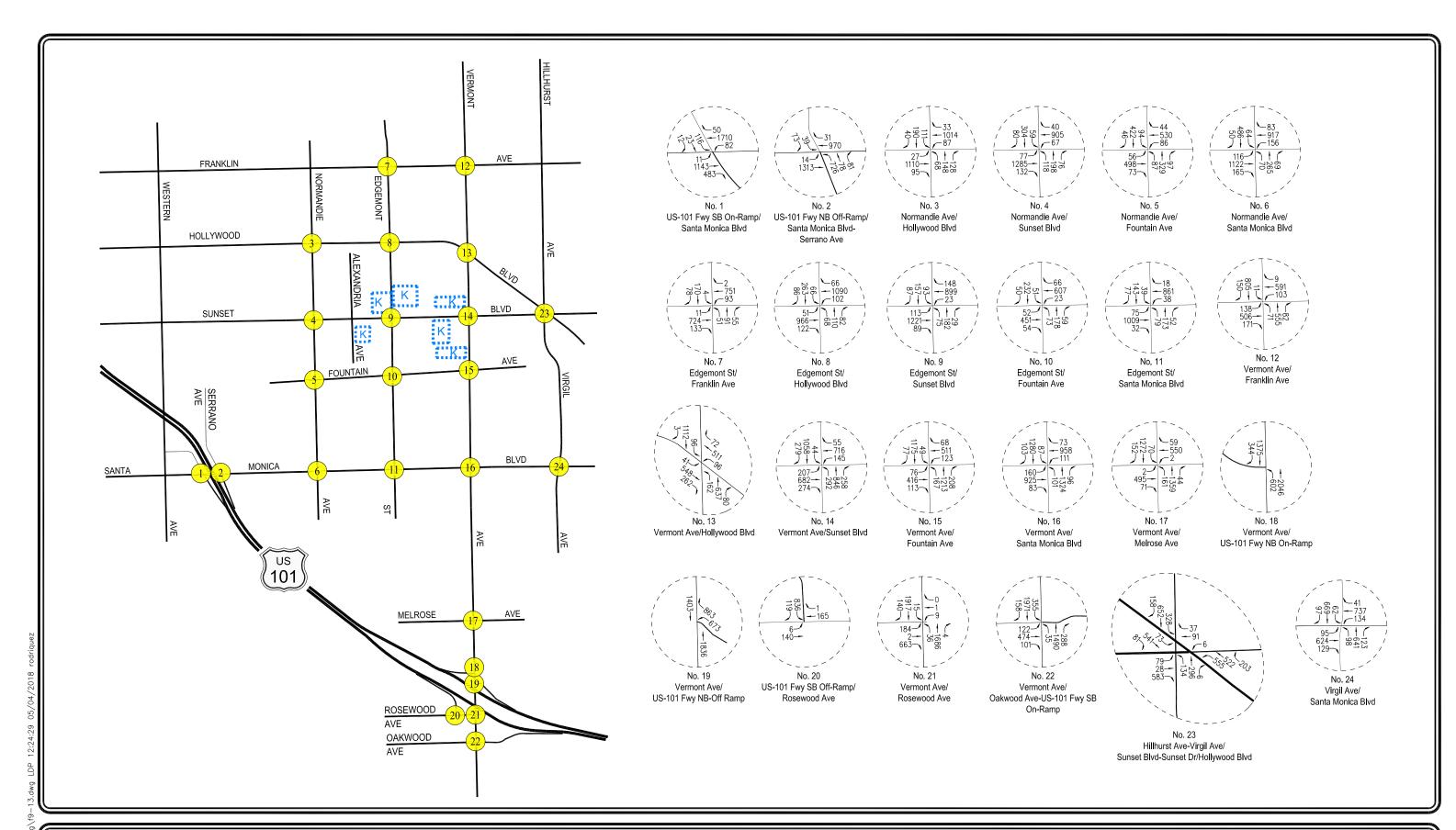




FIGURE 9-13

FUTURE WITH PHASE 2 PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

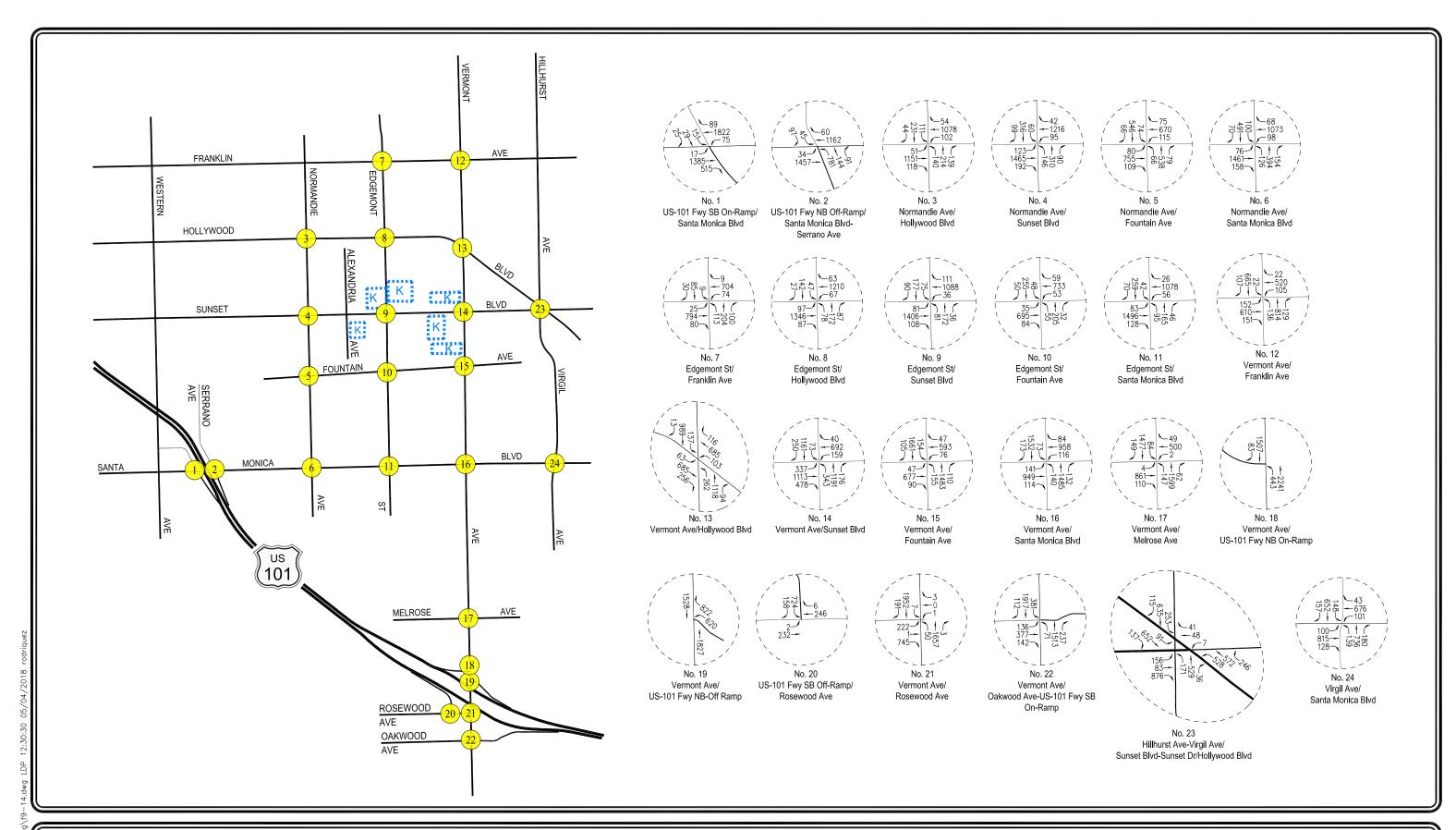




FIGURE 9-14

### FUTURE WITH PHASE 2 PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

• Int. No. 23: Hillhurst-Virgil/Sunset-Hollywood Bl. PM Peak Hour: v/c=0.973, LOS E

• Int. No. 24: Virgil Ave./Santa Monica Blvd. AM Peak Hour: v/c=0.989, LOS E

PM Peak Hour: v/c=1.184, LOS F

The future without project build-out (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 9–15* and *9–16*, respectively.

#### 9.4.2 Future 2030 With Project Build-out Conditions

As shown in column [4] of *Table 9–3*, application of the City's threshold criteria to the "Future With Project Build-out" scenario indicates that the proposed project is expected to result in one (1) significant traffic impact as noted below:

Int. No. 14: Vermont Avenue/Sunset Boulevard

AM peak hour v/c ratio increase of 0.042 [to 0.872 (LOS D) from 0.830 (LOS D)]

PM peak hour v/c ratio increase of 0.020 [to 1.036 (LOS F) from 1.016 (LOS F)]

Refer to Section 10.0 for a discussion of mitigation measures considered for this intersection. Incremental, but not significant, impacts are noted at the remaining study intersections. The future with project build-out (existing, ambient growth, related projects and Phase 3 project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 9-17* and *9-18*, respectively.

#### 9.5 Freeway Impact Analysis Screening Criteria Review

Pursuant to the "Freeway Impact Analysis Procedures" agreement executed in October 2013 between LADOT and Caltrans District 7, as amended in December 2015, traffic studies may be required to conduct a focused freeway impact analysis in addition to the CMP analysis. If projects meet any of the following criteria, applicants are directed to the Caltrans' Intergovernmental Review (IGR) section for a determination on the need for analysis and, if necessary, the methodology to be utilized for a freeway impact analysis:

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

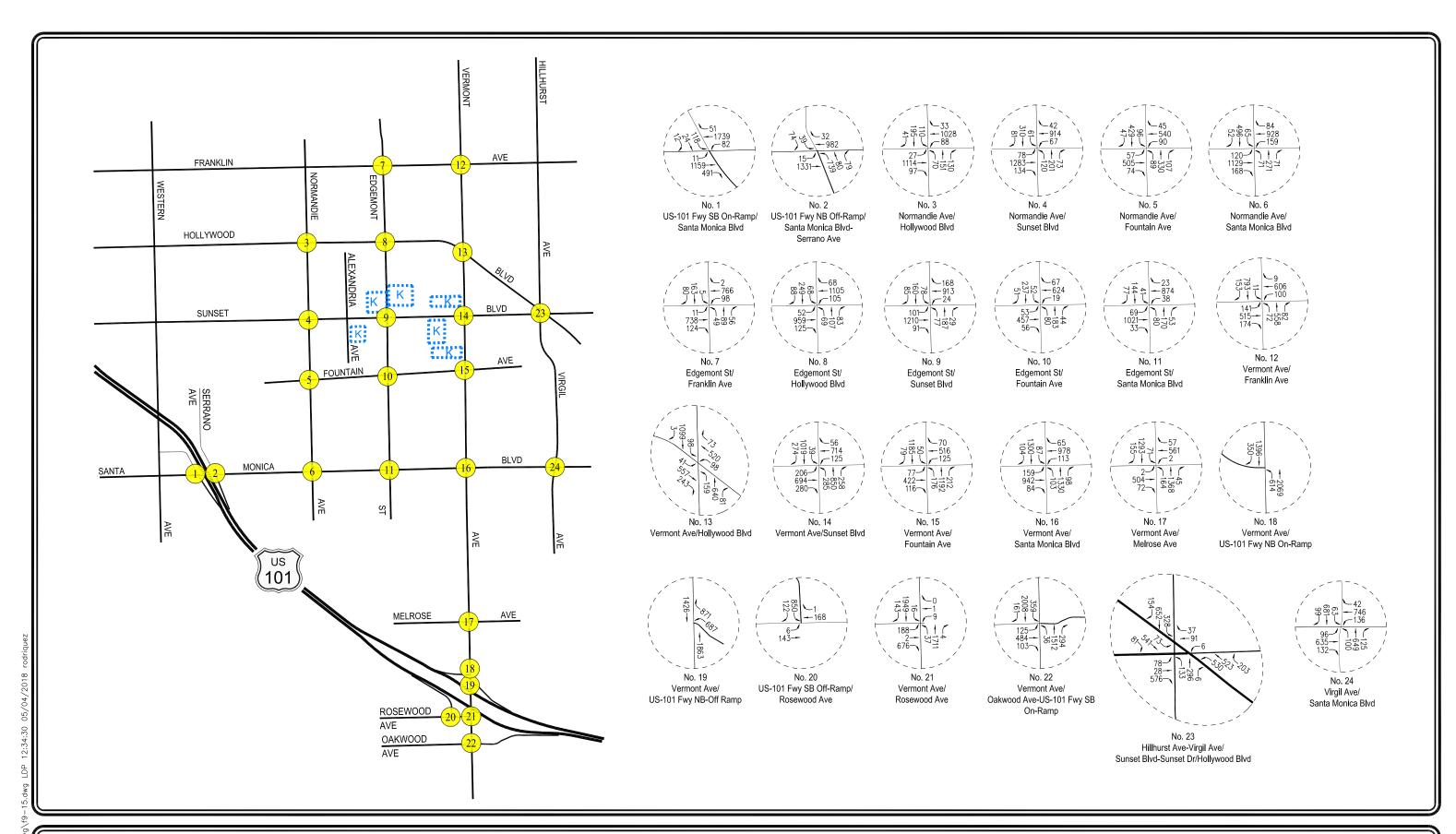




FIGURE 9-15

### FUTURE WITHOUT PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

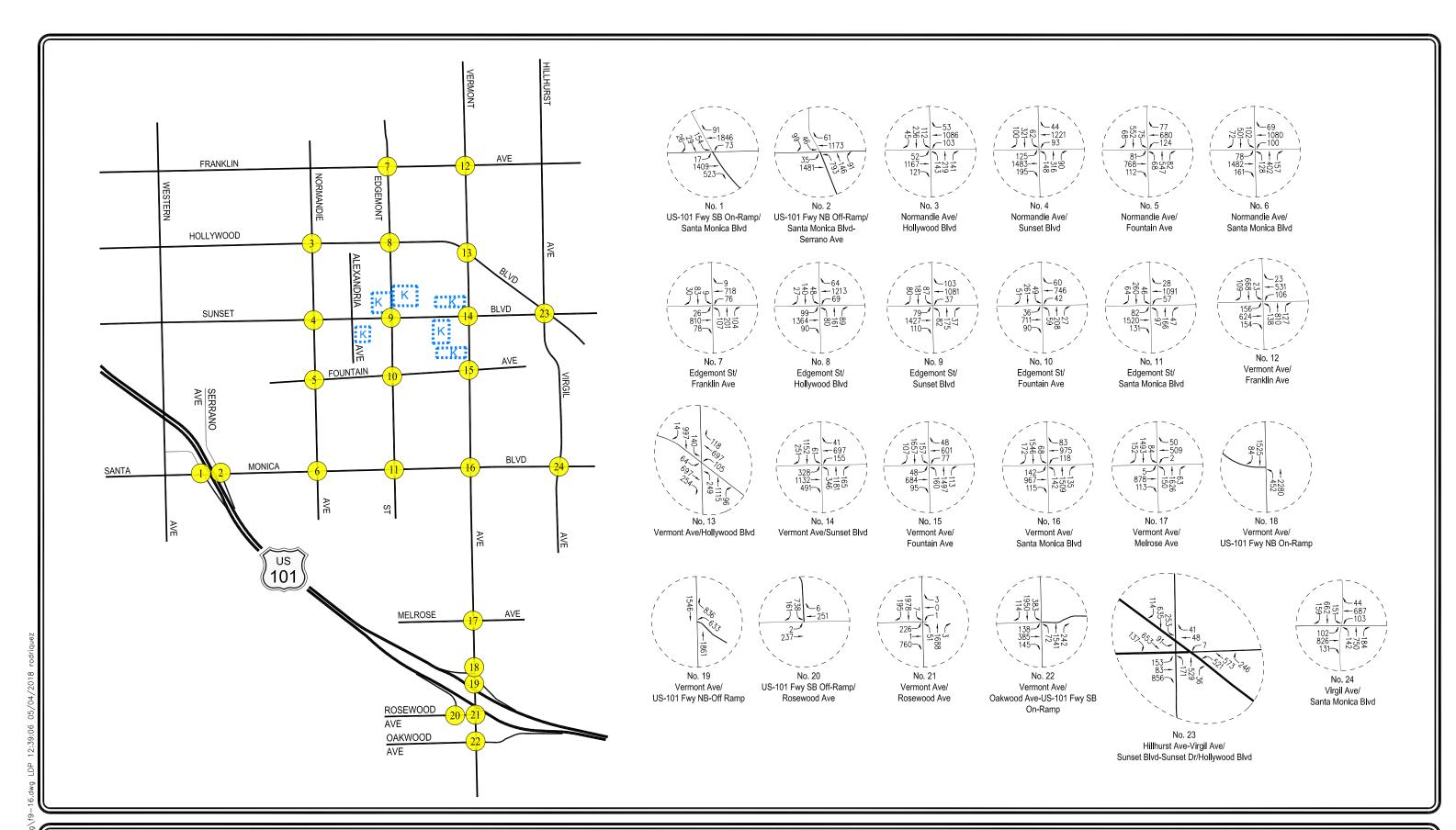




FIGURE 9-16

### FUTURE WITHOUT PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

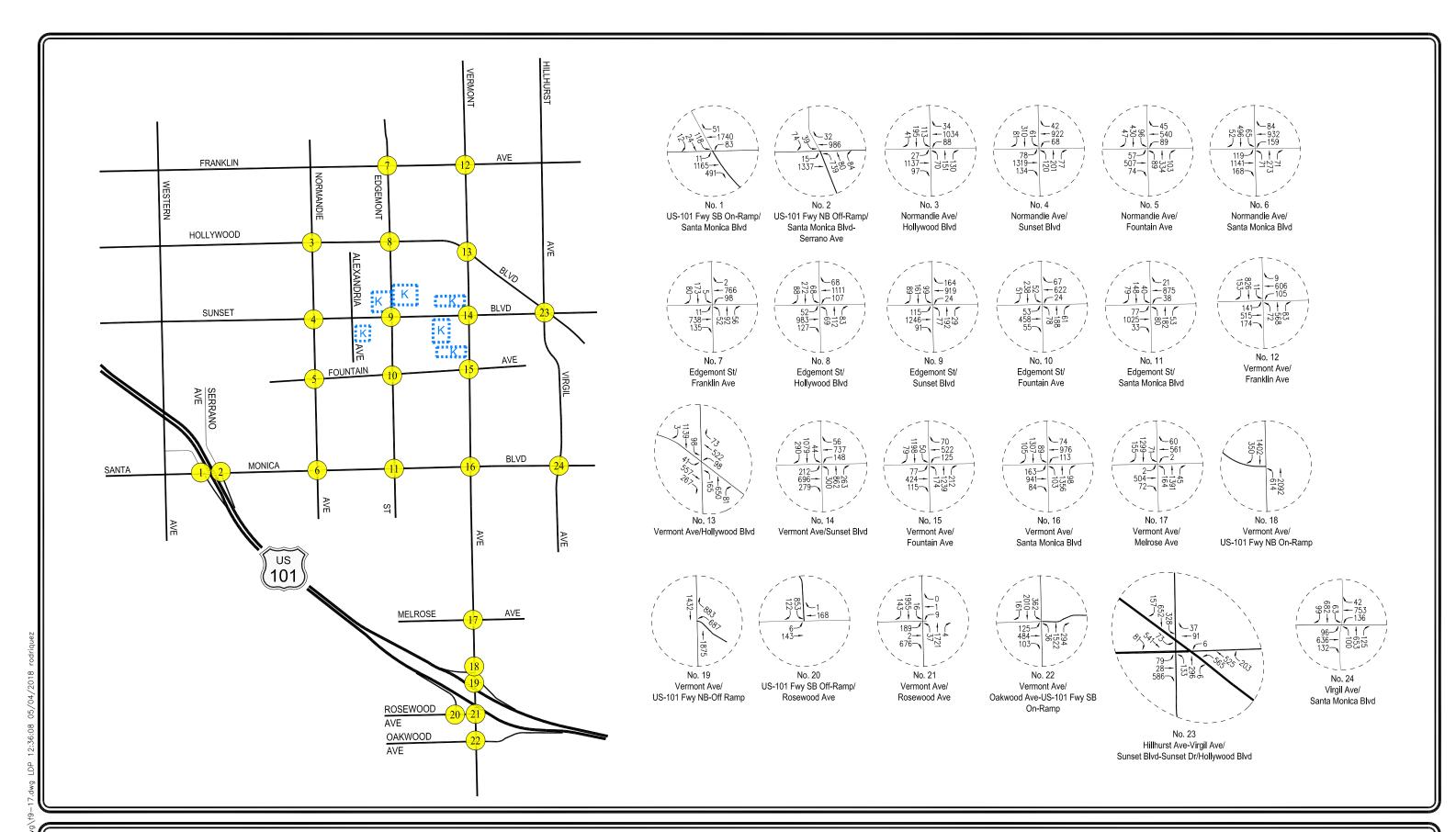




FIGURE 9-17

### FUTURE WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

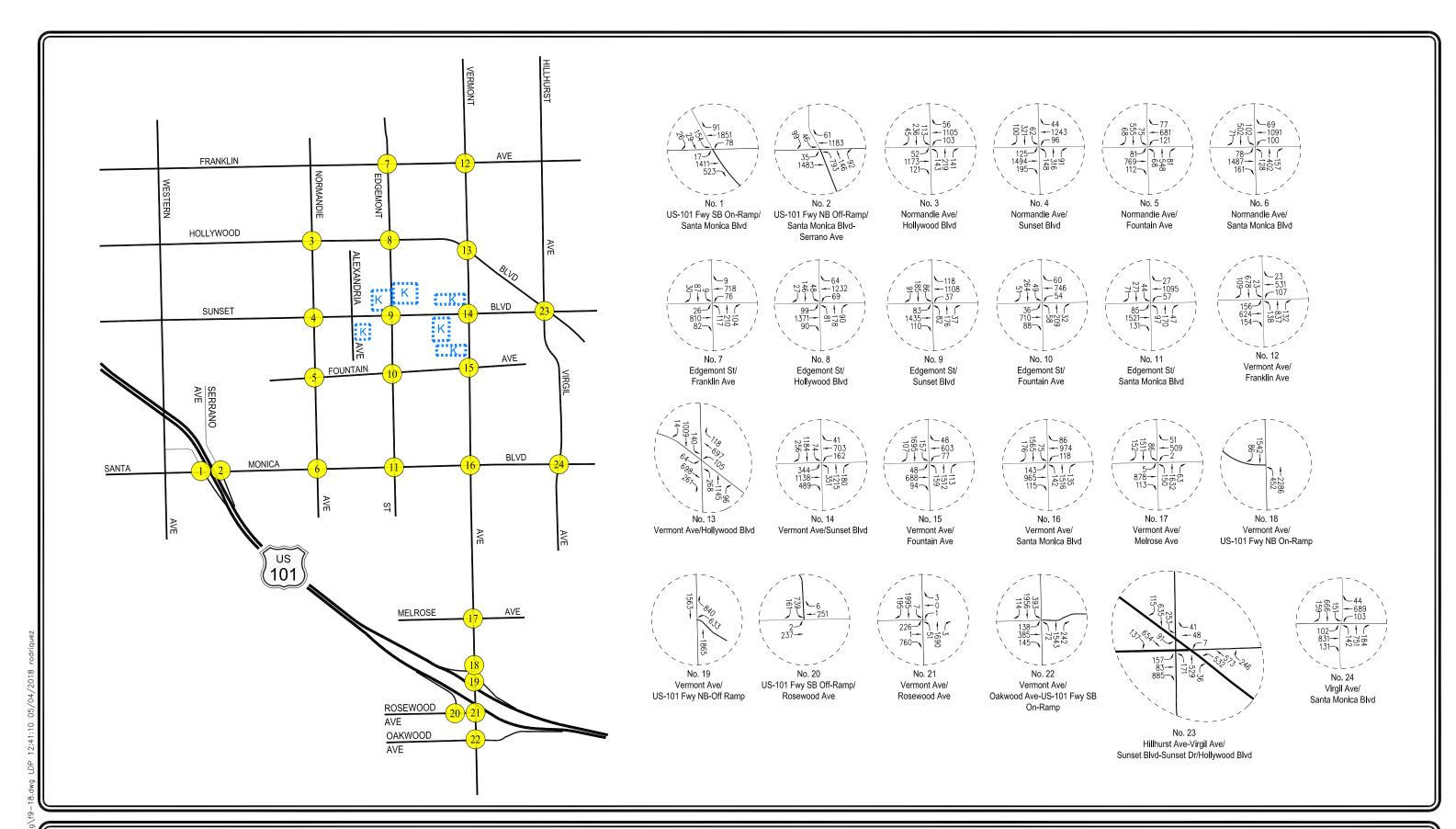




FIGURE 9-18

### FUTURE WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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

Freeway mainline segments and off-ramps in the project vicinity that are forecast to receive net new project trips are subject to freeway impact analysis screening. This screening analysis is based solely on the comparisons between the expected net new project-related traffic volumes and the capacity of the subject mainline freeway segments and freeway off-ramps. Thus, cumulative conditions (i.e., related project's traffic volumes and regional growth) are not considered for purposes of the screening analysis. The two (2) mainline freeway segments and six (6) freeway off-ramps selected for screening due to the proposed project are presented in *Table 9-4*, with the freeway impact analysis screening performed for these facilities also presented therein. The project trips assigned to the freeway facilities are based on the trip distribution percentages presented in *Appendix C* and the trip generation forecast presented in *Table 7-3* at build-out of the Phase 3 project (i.e., including the Phase 1, 2, and 3 projects). Based on this review, the amount of project traffic expected to occur on the freeway system is not expected to meet any of the above listed criteria. Therefore, no further analysis of potential impacts to the freeway system is required.

#### 9.6 City of Los Angeles High Injury Network Review

Vision Zero is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

<sup>&</sup>lt;sup>10</sup> Vision Zero Los Angeles 2015-2025, August 2015.

## Table 9-4 FREEWAY IMPACT SCREENING ANALYSIS [1] WEEKDAY AM AND PM PEAK HOURS KAISER PERMANENTE LAMC MASTER PLAN

PROJECT TRIP	MEDICA	L OFFICE
GENERATION	AM	PM
INBOUND	233	71
OUTBOUND	61	179

		DIRECTION OF PROJECT	MEDICAL OFFICE DIST. TRIPS		NUMBER OF			ENT OF	FREEWAY ANALYSIS REQUIRED?	
FREEWAY LOCATION	DIRECTION	TRIPS	%	AM	PM	LANES	CAPACITY [2]	AM	PM	(YES/NO) [3]
			MAIN	LINE SEGM	ENT					
US-101 Freeway north of Hollywood Boulevard	Southbound Northbound	Inbound Outbound	12% 12%	28 7	9 21	4 4	8,000 8,000	0.35% 0.09%	0.11% 0.26%	No No
US-101 Freeway south of Vermont Avenue	Northbound Southbound	Inbound Outbound	10% 10%	23 6	7 18	4 4	8,000 8,000	0.29% 0.08%	0.09% 0.23%	No No
			(	OFF-RAMP		-				
US-101 Freeway SB at Hollywood Boulevard	Southbound	Inbound	5%	12	4	2	1,700	0.71%	0.24%	No
US-101 Freeway SB at Van Ness Ave-Harold Way	Southbound	Inbound	7%	16	5	2	1,700	0.94%	0.29%	No
US-101 Freeway NB at Wilton Place	Northbound	Inbound	4%	9	3	2	1,700	0.53%	0.18%	No
US-101 Freeway NB at Santa Monica Boulevard	Northbound	Inbound	2%	5	1	2	1,700	0.29%	0.06%	No
US-101 Freeway NB at Vermont Avenue	Northbound	Inbound	5%	12	4	3	2,550	0.47%	0.16%	No
US-101 Freeway SB at Rosewood Avenue	Southbound	Inbound	1%	2	1	1	850	0.24%	0.12%	No

<sup>[1]</sup> Pursuant to the Transportation Impact Study Guidelines, City of Los Angeles Department of Transportation, December 2016, and per Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, October 2, 2013, and First Amendment December 15, 2015.

Facility Capacity
Mainline Segment 2,000 vphpl
Off-Ramp 850 vphpl

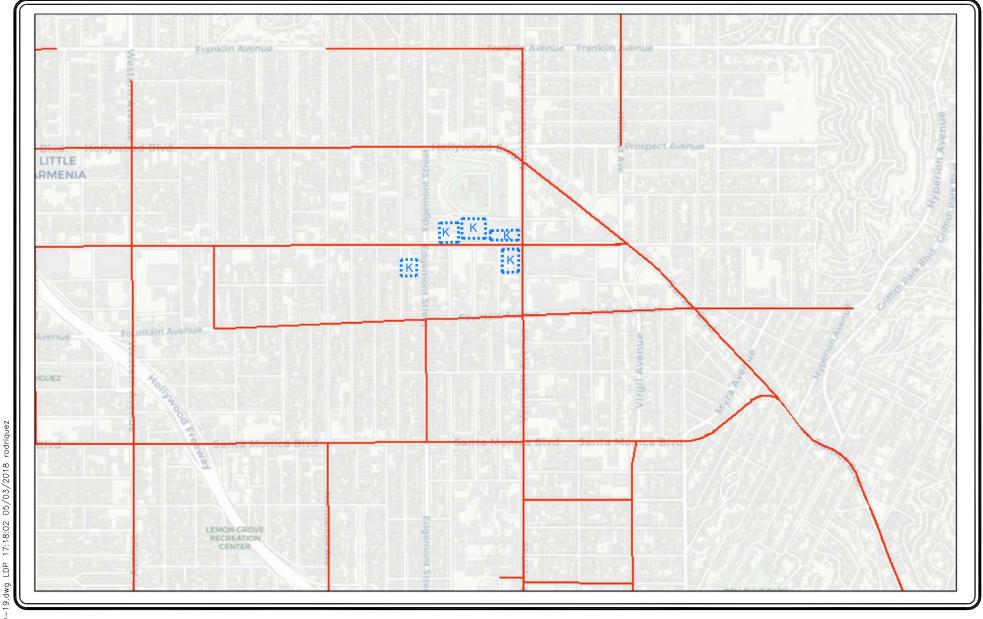
<sup>[2]</sup> Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

<sup>[3]</sup> Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase of ≥1% of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E or F.

The proposed project is located in the Hollywood area which is a major focus of the City's Vision Zero Task Force. Several of the project sites are situated along the City's HIN. As shown in *Figure 9-19*, roadways in the immediate vicinity of the proposed project which have been identified on the HIN are noted below:

- Franklin Avenue
- Hollywood Boulevard
- Sunset Boulevard
- Fountain Avenue
- Santa Monica Boulevard
- Edgemont Street south of Fountain Avenue
- Vermont Avenue

If a proposed project results in significant traffic impacts at intersections located along a designated HIN, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.





MAP SOURCE: LADOT VISION ZERO WEBSITE

K KAISER PROJECT AREA

HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-19 CITY OF LOS ANGELES HIGH INJURY NETWORK IN PROJECT VICINITY

## 10.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM AND CONSIDERED MITIGATION MEASURES

Transportation improvement measures typically consist of travel demand management programs and physical improvements such as traffic signal installations/modifications and/or roadway intersection restriping measures. Roadway widenings to accommodate additional travel lanes resulting in increased capacities and speeds are contrary to the City's Vision Zero initiative and are to be proposed only by exception (e.g., when additional right-of-way is available and an unusually high volume of turning traffic requires an additional lane to improve a significant vehicle queuing and safety issue). Moreover, current LADOT policies promote improvements to support the goals of the State of California to reduce greenhouse gas emissions by reducing the use of single-occupant vehicles and by encouraging developers to construct transit and pedestrian-friendly projects with safe and walkable environments connecting with transit stations for project tenants and patrons. Sustainability, smart growth and the reduction of greenhouse gas emissions have become prime concerns for the City of Los Angeles in addition to traditional mobility considerations. Therefore, based on LADOT's approach for recent projects in the study area, the recommended improvement program for the proposed project is focused on reducing project-related trips and promoting other travel modes. The following paragraphs provide an overview of the TDM program and mitigation measures considered in response to the identified significant traffic impact at the Vermont Avenue/Sunset Boulevard intersection.

#### 10.1 Transportation Demand Management (TDM) Program

Transportation demand management (TDM) measures are aimed at reducing vehicular traffic generated at project sites and the associated need for parking. TDM measures decrease the number of vehicular trips generated by persons traveling to/from the site by offering specific facilities, services and actions designed to increase the use of alternative transportation modes (e.g., transit, walking, and bicycling) and ridesharing. These measures would be expected to reduce the project's potential traffic impacts. Trip reductions in the range of five (5%) to ten percent (10%) are common with greater reductions possible depending on the range of measures implemented. Therefore, a 10 percent (10%) trip reduction has been employed in the analysis for any significantly impacted locations. The project will comply with the City's Trip Reduction Ordinance<sup>11</sup>.

#### 10.2 Considered Physical Mitigation Measures

Physical mitigation measures were considered for the Vermont Avenue/Sunset Boulevard intersection in an effort to reduce the previously identified significant weekday AM and PM peak hour traffic impacts to less than significant levels. However, as described more fully below, these physical mitigation measures have been determined to be infeasible.

LINSCOTT, LAW & GREENSPAN, engineers

<sup>&</sup>lt;sup>11</sup> City of Los Angeles Ordinance 168,700 (Transportation Demand Management and Trip Reduction Measures, effective 3/31/93) added Section J to Section 12.26 of the Los Angeles Municipal Code to provide transportation demand management features within new buildings which would facilitate the use of alternative transportation modes to decrease dependency on vehicles carrying only one person.

#### • Installation of an Additional Northbound Left-Turn Lane:

The previously identified significant weekday AM and PM peak hour traffic impacts at the Vermont Avenue/Sunset Boulevard intersection could be reduced to less than significant levels via the installation of a second northbound left-turn lane. This measure was considered but ultimately rejected due to the lack of available right-of-way. Currently, the south leg of the Vermont Avenue/Sunset intersection is roughly 75 feet in width and already provides a total of seven (7) travel lanes (i.e., four northbound approach lanes and three departure travel lanes). Construction of a second northbound left-turn lane would require additional right-of-way that does not exist due to the presence of developed buildings and Metro's Red Line Station and portal. In addition, roadway widening via a reduction in the existing sidewalk widths is not possible, as the resulting sidewalk widths would not meet those required for ADA purposes. Thus, this mitigation measure was determined to be infeasible.

#### • Installation of an Additional Southbound Through Lane:

The previously identified significant weekday AM and PM peak hour traffic impacts at the Vermont Avenue/Sunset Boulevard intersection could also be reduced to less than significant levels via the installation of an additional southbound through lane. This measure was considered but ultimately rejected due to the lack of available right-of-way. Currently, the north leg of the Vermont Avenue/Sunset intersection is roughly 75 feet in width and provides four southbound approach lanes and while two departure travel lanes are provided the City also has implemented a red curb zone along the east side of Vermont Avenue due to the very high transit utilization). Construction of an additional southbound through lane would require additional right-of-way that does not exist due to the presence of developed buildings and Metro's Red Line Station and portal located at the northwest corner of the intersection. In addition, roadway widening via a reduction in the existing sidewalk widths is not possible, as the resulting sidewalk widths would not meet those required for ADA purposes. Thus, this mitigation measure was determined to be infeasible.

#### 10.3 City of Los Angeles Traffic Signal Upgrades

Based on coordination with LADOT staff, some of the signalized intersections within the project study area require an upgrade to the traffic signal equipment and hardware. Traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. Transportation systems management (TSM) improvements, such as traffic signal equipment and hardware upgrades, roadway system loops and close circuit television cameras, communication fiber, etc., upgrade the area network hub. This enhances the traffic signal system area-wide and improves the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections. The TSM improvements also support the City's mobility objective to avoid the creation of conditions that would adversely affect the pedestrian environment, such as longer

roadway crossings via roadway widenings. LADOT has determined that such transportation system management (TSM) improvements would increase intersection capacity by one percent (a 0.01 improvement in v/c ratio).

Traffic signal equipment upgrades in the project study area are available at the following intersections:

- Normandie Avenue/Fountain Avenue (Intersection No. 5)
- Alexandria Avenue/Fountain Avenue
- Edgemont Street/Sunset Boulevard (Intersection No. 9)
- Edgemont Street/Fountain Avenue (Intersection No. 10)

Based on preliminary coordination with LADOT, the funding contribution towards the above traffic signal upgrades totals approximately \$101,000.00. The final amount of the traffic signal equipment upgrade contribution will be confirmed prior to the issuance of LADOT's departmental clearance letter. This would need to be guaranteed prior to issuance of the project's building permit. Also, the payment would need to be deposited into the appropriate City account prior to issuance of the Certificate of Occupancy.

The results of the analysis of traffic conditions associated with the recommended traffic signal upgrades and their effect on the Vermont Avenue/Sunset Boulevard intersection is summarized in *Tables 9-2* and *9-3*. As shown in column [5] of *Tables 9-2* and *9-3*, the recommended mitigation measures are expected to reduce the project-related traffic impact to less than significant levels at the Vermont Avenue/Sunset Boulevard intersection during the PM peak hour under the future with Phase 2 and the future with project build-out conditions. However, the Vermont Avenue/Sunset Boulevard intersection is expected to remain significantly impacted during the AM peak hour under the future with Phase 2 and the future with project build-out conditions. Thus, the proposed project's significant impact at the Vermont Avenue/Sunset Boulevard intersection would remain significant and unavoidable during the AM peak hour under the future with Phase 2 and the future with project build-out conditions. The corresponding CMA data worksheets are contained in *Appendix C*.

#### 11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

"A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C  $\geq$  0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C  $\geq$  0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

#### 11.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

• CMP Station Intersection

No. 61 Western Avenue/Santa Monica Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. The proposed project is anticipated to contribute less than 50 peak hour vehicle trips during the weekday AM and PM peak hours at the Western Avenue/Santa Monica intersection. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

#### 11.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

• <u>CMP Station</u> <u>Location</u>

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. The proposed project is anticipated to generate below the 150 AM or PM peak hour trip threshold at the mainline freeway segment in closest proximity to the above freeway monitoring location. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

#### 11.3 Transit Impact Review

As required by the 2010 Congestion Management Program, a review has been made of the potential impacts of the proposed project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed Kaiser Permanente LAMC campus.

The project build-out trip generation, as shown in *Table 7–3*, was adjusted by values set forth in the CMP and by LADOT (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 15.0 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project at build-out is forecast to generate demand for 62 transit trips during the weekday AM peak hour and 53 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 946 daily transit trips. Therefore, the calculations are as follows:

- Weekday AM Peak Hour =  $294 \times 1.4 \times 0.15 = 62$  Transit Trips
- Weekday PM Peak Hour =  $250 \times 1.4 \times 0.15 = 53$  Transit Trips
- Weekday Daily Trips =  $4,506 \times 1.4 \times 0.15 = 946$  Transit Trips

As shown in *Table 4–3*, 15 bus/rail transit lines and routes are provided adjacent to or in close proximity the project site. As outlined in *Table 4–3*, under the "No. of Buses/Trains During Peak Hour" column, these 15 transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) roughly 180 and 166 buses/trains during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train due to the proposed project at build-out. It is anticipated that the existing transit service in the project area will adequately accommodate the increase in project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no impacts on existing or future transit services in the project area are expected to occur as a result of project build-out.

#### 12.0 SUMMARY AND CONCLUSIONS

- Project Description The proposed Kaiser Permanente Los Angeles Medical Center project is
  planned to be constructed in three development phases. Summaries of the Los Angeles Medical
  Center campus-wide square footages upon completion of each development phase are provided
  below:
  - Phase 1 Project (Years 2020 to 2024):

o Hospital: 460 beds

o Medical Office: 615,287 square feet

- Phase 2 Project (Years 2024 to 2028):

o Hospital: 460 beds

o Medical Office: 773,388 square feet

o Retail: 2,300 square feet

- Project Build-out (Phases 1, 2 and 3, Years 2024 to 2028):

o Hospital: 460 beds

o Medical Office: 814,888 square feet

o Retail: 2,300 square feet

- Vehicular Site Access Vehicular access to the Kaiser Permanente LAMC campus is provided by the key public roadways traversing the campus. No changes to the LAMC campus key access roadways and intersections are planned as part of the Kaiser Permanente LAMC project. Minor changes will occur at the 1345 North Vermont Avenue development site (Phase 1) for access to the proposed parking garage at this location.
- *Study Scope* A total of 24 study intersections were selected for analysis in consultation with LADOT staff in order to determine potential traffic impacts related to the proposed project.
- **Project Trip Generation** The project at build-out is expected to generate a net increase of 294 vehicle trips (233 inbound trips and 61 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the project at build-out is expected to generate a net increase of 250 vehicle trips (71 inbound trips and 179 outbound trips). Over a 24-hour period, the project at build-out is forecast to generate a net increase of 4,506 vehicle trips (2,253 inbound trips and 2,253 outbound trips) during a typical weekday.
- **Related Projects** The City of Los Angeles Departments of Transportation and Planning were consulted to obtain the list of development projects (related projects) in the area. A total of 85 related projects was identified and considered as part of the cumulative traffic analysis. In addition, an annual growth rate of one percent (1.0%) to the years 2024, 2028, and 2030 (i.e., the anticipated build-out years for Phase 1, Phase 2, and Phase 3, respectively) was used for analysis

purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. Further, as described in Section 6.0 above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

- Traffic Impact Analysis It was determined that the proposed project would not result in any significant traffic impacts in the "Future Year 2024 With Phase 1 Project" conditions. It was determined that the proposed project would contribute to a significant cumulative traffic impact at one (1) intersection (Vermont Avenue/Sunset Boulevard intersection) in the "Future Year 2028 With Phase 2 Project" conditions. It was determined that the proposed project would also contribute to a significant traffic impact at this same intersection in the "Existing With Project Build-out" and "Future Year 2030 With Project Build-out" conditions. Incremental but less than significant impacts are noted at the remaining study intersections. The Applicant will be required to comply with the City's Trip Reduction Ordinance in an effort to reduce vehicle trip generation and associated impacts. Physical mitigation measures were considered for these significant traffic impacts, but were ultimately rejected as they were determined to be infeasible. Transportation systems management improvements are proposed in the project study area that would reduce the project-related traffic impact to less than significant levels at the Vermont Avenue/Sunset Boulevard intersection during the PM peak hour. However, the proposed project's significant impact at the Vermont Avenue/Sunset Boulevard intersection would remain significant and unavoidable during the AM peak hour.
- *CMP Traffic Assessment* The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures at CMP monitoring locations are required.

Appendix A
TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING
LINSCOTT, LAW & GREENSPAN, engineers  LLG Ref. 1-14-4081-5  Kaiser Permanente Los Angeles Medical Center Project



### **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 INFORM	IATION							
Project Name: Kaiser Perma	nente Los	Angeles I	Medical Cen	ter				
Project Address: 1345 N. Vermont	Ave; 4760 Sun	set Blvd; 151	7 N. Vermont Av	e; 1526 Ed	gemont St; 1505	N. Edgemont	St; and 495	0 Sunset Blvd
Project Description: Net addition	of approximate	ely 179,700	SF of medical of	ice to the r	nedical center to	be construct	ed in three	development
phases (please see separate	sheet for o	detailed p	roject descr	ption)				
LADOT Project Case Number:			Pro	oject Site	e Plan attache	ed? (Require	ed) 🔳 Ye	es □ No
II. TRIP GENERATIO	N							
Geographic Distribution: N	25	_ %	S <u>25</u>	_ %	E <u>30</u>	%	w <u>20</u>	%
Illustration of Project trip distr	ibution per	rcentages	at Study int	ersectio	ns attached?	(Required)	■ Yes	□ No
Trip Generation Adjustments	(Exact amoun	t of credit su	ıbject to approv	al by LADO	<i>T)</i>			
	Yes	No						
Transit Usage								
Transportation Demand Management								
Existing Active Land Use								
Previous Land Use								
Internal Trip								
Pass-By Trip								
Source of Trip Generation Rat	e(s)? 🔳 I	TE 9 <sup>th</sup> Edi	tion 🔲 O	her:				
Trip generation table including afternoon peak hour volumes							_	nd □ No
At Build-out	<u>IN</u>		<u>OUT</u>		TOTAL			
AM Trips	233 71	_	61 179	_	94 50			
PM Trips	7.1	_	179		30			
III. STUDY AREA AND	) ASSUM	PTIONS	6					
Project Buildout Year: 2030			Ambien	t or CMF	Growth Rate	e: <u>1.0</u>		% Per Yr.
Related Projects List, research	ed by the c	onsultant	t and approv	ed by LA	DOT, attache	ed? (Require	ed) 🔳 Ye	es 🗆 No
Subject to Freeway Impact An MOU; selecting "yes" implies that at le	•			s? <i>(Free</i> ■ No	eway analysis scr	eening filter	must be inc	cluded in this
Map of Study Intersections at	:ached? (Mc	ıy be subject	to LADOT revisi	on after ini	itial impact analy	rsis)	Yes □ I	No
Is this Project located on a stro	et within t	he High I	njury Netwo	rk? 🔳 '	Yes □ No			



#### IV. CONTACT INFORMATION

**CONSULTANT** 

Name: Francesca S. Bravo, Linscott, Law & Greenspan Engineers

Address: 600 S. Lake Avenue, Suite 500, Pasadena, CA 91106

Phone Number: T 626-796-2322 / F 626-792-0941

E-Mail: bravo@llgengineers.com

**DEVELOPER** 

Eddie Arango, Kaiser Foundation Health Plan

393 E. Walnut Street, 4th Floor 43W02, Pasadena, CA 91188

626-405-5385

eddie.h.arango@kp.org

Approved by:

Francesca S. Bravo Digitally signed by Francesca S. Bravo DN: cn=Francesca S. Bravo DN: cn=Francesca S. Bravo, DN: cn=Francesca S. Bravo, DN: Cn=Francesca S. Bravo, DN: Cn=Francesca S. Bravo DN: Cn=Fr

Consultant's Representative

Date

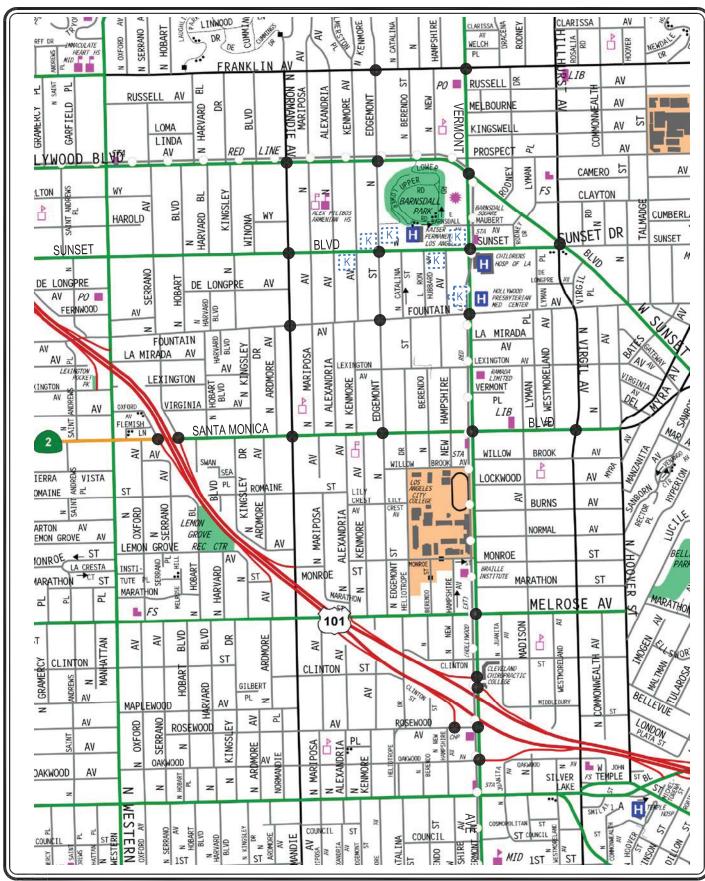
**LADOT** Representative

Date

Table 2-1 SUMMARY OF PROJECT LAND USE COMPONENTS BY PHASE [1]

		EXISTIN	G USE(S) TO BE REMOVED		PROPOSED USE(S)					
CAMPUS SITE	LOCATION	SIZE	LAND USE	SIZE	LAND USE					
PHASE 1 (YEARS 2020-2024)										
SITE 1	1345 North Vermont Avenue	15,113 SF 2 DU	Six (6) Commercial & Residential Structures, and Surface Parking Lots	130,000 SF 562 Spaces	Medical Office Building Parking Structure					
SITE 2	4760 Sunset Boulevard	39 Spaces	Surface Parking Lot	50,000 SF 6 Spaces	Medical Office Building Surface Parking Lot					
SITE 3	1505 Edgemont Street	79,356 SF	Medical Office Building		New Construction at this site to occur during Phase 3					
SITE 4	1526 North Edgemont Street	120,557 SF	Medical Office Building		New Construction at this site to occur during Phase 2					
		PHAS	E 2 (YEARS 2024-2028)							
SITE 4	1526 North Edgemont Street		Demolition at this site to occur during Phase 1	177,300 SF 177,300 SF	Medical Office Building OR 105-Bed Hospital Addition & Bridge Connection to Existing Hospital					
SITE 5	1517 North Vermont Avenue	19,199 SF 186 Spaces	Medical Office Building Parking Structure	578 Spaces 2,300 SF	Parking Structure Ground Floor Commercial/Retail					
		PHAS	E 3 (YEARS 2028-2030)							
SITE 3	1505 North Edgemont Street		Demolition at this site to occur during Phase 1	41,500 SF 73,500 SF	Medical Office Building OR Medical Office Building					
SITE 6	1424 & 1430 North Alexandria Ave.		Existing Surface Parking Area & Temporary, Single-Story Structure	286 Spaces	Parking Structure Addition					

<sup>[1]</sup> Source: Notice of Preparation for the Kaiser Permanente Los Angeles Medical Center Project, Los Angeles Department of City Planning.



MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

STUDY INTERSECTION

FIGURE 1-1 VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

o:\job\_file\4081—5\dwg\f1—1.dwg LDP 16:48:44 05/03/2018 rodriquez

### Table 4-1 LIST OF STUDY INTERSECTIONS

MAP NO.	LOCATION	TRAFFIC CONTROL
1	US-101 Fwy SB On-Ramp/Santa Monica Blvd	Signalized
2	US-101 Fwy NB On-Ramp/Santa Monica Blvd-Serrano Ave	Signalized
3	Normandie Ave/Hollywood Blvd	Signalized
4	Normandie Ave/Sunset Blvd	Signalized
5	Normandie Ave/Fountain Ave	Signalized
6	Normandie Ave/Santa Monica Blvd	Signalized
7	Edgemont St/Franklin Ave	Signalized
8	Edgemont St/Hollywood Blvd	Signalized
9	Edgemont St/Sunset Blvd	Signalized
10	Edgemont St/Fountain Ave	Signalized
11	Edgemont St/Santa Monica Blvd	Signalized
12	Vermont Ave/Franklin Ave	Signalized
13	Vermont Ave/Hollywood Blvd	Signalized
14	Vermont Ave/Sunset Blvd	Signalized
15	Vermont Ave/Fountain Ave	Signalized
16	Vermont Ave/Santa Monica Blvd	Signalized
17	Vermont Ave/Melrose Ave	Signalized
18	Vermont Ave/US-101 Fwy NB On-Ramp	Signalized
19	Vermont Ave/US-101 Fwy NB Off-Ramp	Signalized
20	US-101 Fwy SB Off-Ramp/Rosewood Ave	Signalized
21	Vermont Ave/Rosewood Ave	Signalized
22	Vermont Ave/Oakwood Ave-US-101 Fwy SB On-Ramp	Signalized
23	Hillhurst Ave-Virgil Ave/Sunset Blvd-Sunset Dr/Hollywood Blvd	Signalized
24	Virgil Ave/Santa Monica Blvd	Signalized





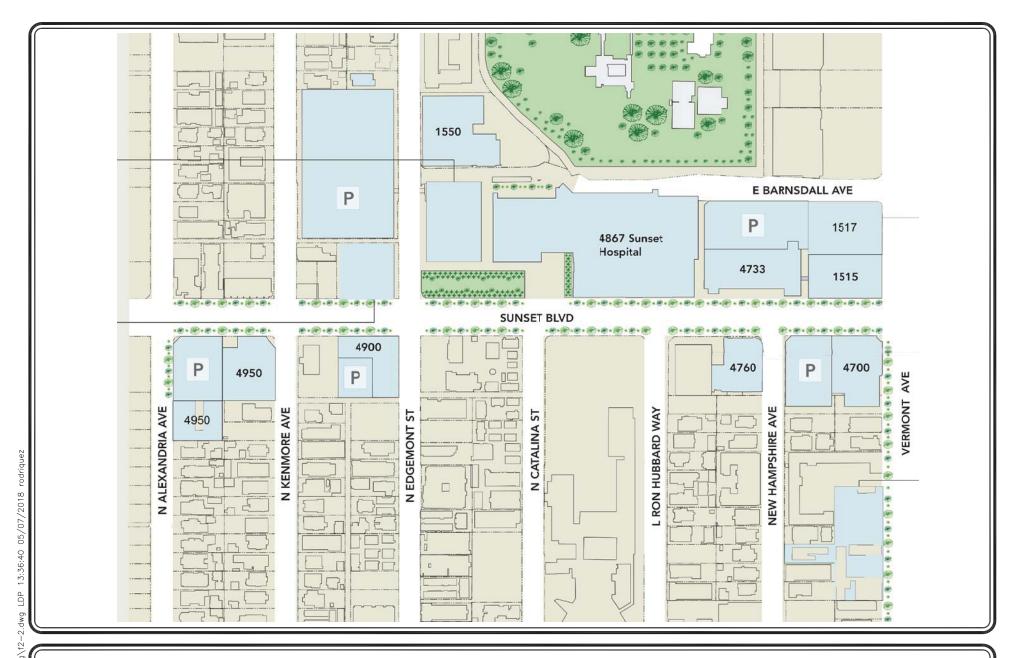
MAP SOURCE: GOOGLE EARTH

KAISER PROJECT AREA

FIGURE 2-1

KAISER PERMANENTE LAMC CAMPUS AND DEVELOPMENT SITES

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: PERKINS + WILL ARCHITECTS

## FIGURE 2-2 EXISTING KAISER PERMANENTE LAMC CAMPUS

LINSCOTT, LAW & GREENSPAN, engineers





MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-3 KAISER PERMANENTE LAMC CAMPUS SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

## Table 7-1 PHASE 1 PROJECT TRIP GENERATION (YEAR 2024)

		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]				I PEAK HO	
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	615,287 GSF	22,230	1,162	309	1,471	419	1,076	1,495
- Less Transit Adjustment (15%) [5]		(3,335)	(174)	(46)	(220)	(63)	(161)	(224)
- Less Pass-by (10%) [7]		(1,890)	(99)	(26)	(125)	(36)	(92)	(128)
Subtotal Proposed		22,064	1,260	381	1,641	503	1,195	1,698
Existing LAMC Campus  Hospital [4] - Less Transit Adjustment (15%) [5]  Medical Office Building [6]	460 Beds 635,200 GSF	5,952 (893) 22,950	437 (66) 1,199	170 (26) 319	607 (92)	215 (32)	438 (66)	653 (98)
- Less Transit Adjustment (15%) [5]	033,200 GB1	(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [8]	2 DU	13	0	1	1	1	0	1
Medical Office Building [9]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		23,174	1,316	397	1,713	528	1,258	1,786
NET INCREASE		(1,110)	(56)	(16)	(72)	(25)	(63)	(88)

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Prop	osed (	Campus		Existing Ca	ampus Us	es to be Removed
4760B Sunset Boulevard	50,000	GSF	MOB		33	Spaces	Surface Parking Lot
1526 Edgemont Street	0	GSF	MOB		120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB		79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB		Various sit	e uses - se	e above
1517 Vermont Avenue	0	<b>GSF</b>	MOB		0	GSF	MOB
Subtotals	180,000	GSF	MOB		199,913	GSF	MOB
Total Net New			(19.913) (	SE MOR			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate:  $36.13\ trips/1,\!000\ SF$  of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound
- [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- [8] ITE Land Use Code 220 (Apartment) trip generation average rates.
  - Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  - PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- [9] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

## Table 7-2 PHASE 2 (PHASES 1 AND 2) PROJECT TRIP GENERATION (YEAR 2028)

		DAILY	AM	I PEAK HO	UR	PM	PEAK HO	UR		
		TRIP ENDS [2]	VOLUMES [2]			v	VOLUMES [2]			
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL		
Proposed LAMC Campus [3]										
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653		
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)		
Medical Office Building [6]	773,388 GSF	27,943	1,460	388	1,848	514	1,323	1,837		
- Less Transit Adjustment (15%) [5]		(4,191)	(219)	(58)	(277)	(77)	(198)	(275)		
- Less Pass-by (10%) [7]		(2,375)	(124)	(33)	(157)	(44)	(113)	(157)		
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9		
Subtotal Proposed		26,534	1,489	442	1,931	580	1,389	1,969		
Existing LAMC Campus										
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653		
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)		
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538		
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)		
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)		
Existing Vermont Site										
Apartment [9]	2 DU	13	0	1	1	1	0	1		
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54		
Subtotal Existing	<u> </u>	23,174	1,316	397	1,713	528	1,258	1,786		
NET INCREASE	·	3,360	173	45	218	52	131	183		

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Prop	osed (	Campus		Existing C	ampus Us	es to be Removed
4760B Sunset Boulevard	50,000	GSF	MOB		33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB		120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB		79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB		Various sit	e uses - se	ee above
1517 Vermont Avenue	0	<b>GSF</b>	MOB		19,199	GSF	MOB
Subtotals	357,300	GSF	MOB		219,112	GSF	MOB
Total Net New			138,188	GSF MOB			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate:  $36.13\ trips/1,000\ SF$  of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate:  $Ln(T) = 0.90 \ Ln(X) + 1.53 \ trips/1,000 \ SF$  of floor area; 28% inbound/72% outbound
- [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- $\label{eq:code-sum} [8] \ \ ITE\ Land\ Use\ Code\ 820\ (Shopping\ Center)\ trip\ generation\ average\ rates.$ 
  - Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound
- [9] ITE Land Use Code 220 (Apartment) trip generation average rates.
  - Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  - PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- [10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

### Table 7-3 PROJECT BUILD-OUT (PHASES 1-3) PROJECT TRIP GENERATION (YEAR 2030)

		DAILY	AM PEAK HOUR			PM	I PEAK HO	UR
		TRIP ENDS [2]	V	OLUMES [	[2]	V	OLUMES [	[2]
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	814,888 GSF	29,442	1,539	409	1,948	539	1,386	1,925
- Less Transit Adjustment (15%) [5]		(4,416)	(231)	(61)	(292)	(81)	(208)	(289)
- Less Pass-by (10%) [7]		(2,503)	(131)	(35)	(166)	(46)	(118)	(164)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed	<u> </u>	27,680	1,549	458	2,007	599	1,437	2,036
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing	<u> </u>	23,174	1,316	397	1,713	528	1,258	1,786
NET INCREASE		4,506	233	61	294	71	179	250

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed	l Campus		Existing C	ampus Us	es to be Removed
4760B Sunset Boulevard	50,000 GSI	F MOB		33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300 GSI	F MOB		120,557	GSF	MOB
1505 Edgemont Street	41,500 GSI	F MOB		79,356	GSF	MOB
1345 Vermont Avenue	130,000 GSI	F MOB		Various sit	e uses - se	ee above
1517 Vermont Avenue	0 <u>GS</u>	F MOB		19,199	GSF	MOB
Subtotals	398,800 GSI	F MOB		219,112	GSF	MOB
Total Net New		179,688	GSF MOB			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X) + 1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound
- [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- $\label{eq:code-sum} [8] \ \ ITE\ Land\ Use\ Code\ 820\ (Shopping\ Center)\ trip\ generation\ average\ rates.$ 
  - Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound
- [9] ITE Land Use Code 220 (Apartment) trip generation average rates.
  - Daily Trip Rate:  $6.65\ trips/dwelling\ unit;\ 50\%\ inbound/50\%\ outbound$
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  - PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- [10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
   Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound



MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

# FIGURE 6-1 LOCATION OF RELATED PROJECTS

KAISER PERMANENTE LAMC CAMPUS MASTER PLAN PROJECT

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D	ATA	PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO VOLUMES			M PEAK HO VOLUMES	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	Under Construction	Paseo Plaza Mixed-Use 5661 West Santa Monica Boulevard	Condominiums Retail	375 DU 377,900 GLSF	[1]	6,831	50	200	250	419	225	644
2	Under Construction	Icon - Sunset Bronson 5800 West Sunset Boulevard	Office	404,799 GSF	[1]	2,690	356	48	404	64	314	378
3	Under Construction	5245 West Santa Monica Boulevard	Apartments Retail	49 DU 32,272 GLSF	[1]	857	3	29	32	45	28	73
4	Proposed	Academy of Motion Pictures Arts & Sciences 1313 Vine Street	Museum Storage	44,000 GLSF 35,231 GLSF	[1]	(79)	15	(2)	13	(62)	2	(60)
5	Under Construction	4900 West Hollywood Boulevard	Apartments Retail	150 DU 13,000 GLSF	[1]	1,585	24	75	99	89	56	145
6	On Hold	Target Shopping Center 5520 West Sunset Boulevard	Discount Store Retail	163,862 GSF 30,887 GLSF	[1]	4,903	52	21	73	211	211	422
7	Proposed	5550 West Hollywood Boulevard	Apartments Retail	278 DU 12,500 GLSF	[1]	1,267	(3)	43	40	47	17	64
8	Proposed	4000 West Sunset Boulevard	Apartments Specialty Retail Fitness Club High-Turnover Restaurant	297 DU 2,800 GLSF 4,500 GSF 14,700 GSF	[1]	2,947	83	154	237	154	95	249
9	Proposed	1629 North Griffith Park Boulevard	Hotel Restaurant Bar/Lounge	26 Rooms 3,784 GSF 2,497 GSF	[1]	232	10	7	17	25	13	38
10	Proposed	5600 West Hollywood Boulevard	Hotel	80 Rooms	[1]	604	22	16	38	22	22	44
11	Proposed	City Lights Mixed-Use 1515 North Hillhurst Avenue	Apartments Restaurant Retail Coffee Shop	202 DU 5,050 GSF 5,350 GLSF 3,025 GSF	[1]	1,664	43	92	135	111	73	184
12	Under Construction	5901 West Sunset Boulevard	Retail Office	26,000 GLSF 274,000 GSF	[1]	3,839	350	61	411	122	339	461
13	Proposed	1717 North Bronson Avenue	Apartments	89 DU	[1]	436	6	27	33	26	14	40
14	Under Construction	4905 West Hollywood Boulevard	Hardware Store	36,667 GSF	[1]	1,404	13	12	25	64	68	132
15	Under Construction	5750 West Hollywood Boulevard	Apartments Retail	161 DU 6,000 GLSF	[1]	1,180	22	66	88	68	38	106

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D	ATA	PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO VOLUMES [			M PEAK HO	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
16	Proposed	1868 North Western Avenue	Apartments Retail	104 DU 13,500 GLSF	[1]	363	(5)	18	13	20	7	27
17	Proposed	5460 West Fountain Avenue 1276 North Western Avenue	Apartments	75 DU	[1]	424	7	26	33	23	17	40
18	Proposed	SunWest Mixed-Use 5525 West Sunset Boulevard	Apartments Grocery Store Fast-Food Restaurant High-Turnover Restaurant Retail Office	293 DU 25,090 GSF 1,000 GSF 2,200 GSF 4,700 GLSF 990 GSF	[1]	2,562	61	125	186	143	83	226
19	Proposed	1657 North Western Avenue	Apartments Retail Office	91 DU 39,350 GLSF 25,900 GSF	[1]	702	10	29	39	37	25	62
20	Under Construction	4121 West Santa Monica Boulevard	Retail	14,378 GLSF	[1]	344	4	2	6	14	16	30
21	Proposed	5632 West De Longpre Avenue	Apartments	185 DU	[1]	800	(31)	25	(6)	50	19	69
22	Approved	4914 West Melrose Avenue	Apartments Retail	45 DU 3,760 GLSF	[1]	460	7	20	27	25	17	42
23	Proposed	Hollywood Presbyterian Hospital 1300 North Vermont Avenue	Office	30,933 GSF	[1]	290	36	5	41	6	30	36
24	Proposed	Hollywood Central Park Hollywood Freeway (US 101)	Park Amphitheater	38 Acres	[1]	2,298	104	69	173	115	89	204
25	Under Construction	Meridian Apartments Project 241 North Vermont Avenue	Apartment Retail	100 DU 5,000 GLSF	[3]	510	7	38	45	33	16	49
26	Proposed	Vermont/Santa Monica Mixed-Use TOD Southwest corner of Vermont Avenue/ Santa Monica Boulevard	Apartments Pharmacy/Drugstore Retail (Less Existing Apartments) (Less Existing High-Turnover Sit-Down Restaurant)	230 DU 15,014 GSF 8,400 GLSF (4) DU (2,500) GSF	[4]	1,692	20	67	87	93	66	159
27	Under Construction	6200 West Hollywood Boulevard	Apartments Retail	1,042 DU 175,000 GLSF	[1]	2,816	41	103	144	133	109	242
28	Under Construction	6230 West Yucca Street	Apartments Office Retail	116 DU 13,442 GSF 6,177 GLSF	[1]	473	5	27	32	26	12	38
29	Proposed	3200 West Beverly Boulevard	Apartments Retail	32 DU 5,867 GLSF	[1]	632	4	16	20	39	32	71
30	Proposed	Pantages Theater Office 6225 West Hollywood Boulevard	Office	210,000 GSF	[1]	1,918	243	33	276	43	211	254

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE I		PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO VOLUMES			M PEAK HO VOLUMES	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
31	Proposed	6381 West Hollywood Boulevard	Hotel Restaurant	80 Rooms 15,290 GSF	[1]	1,020	(19)	11	(8)	62	4	66
32	Proposed	Western Galleria Market 100 North Western Avenue	Apartments Retail	187 DU 76,500 GLSF	[1]	940	17	40	57	54	38	92
33	Approved	Capital Records Mixed-Use Project 1740 North Vine Street	Apartments Hotel Office Retail Restaurant Health Club	461 DU 254 Rooms 264,303 GSF 100,000 GLSF 25,000 GSF 80,000 GSF	[1]	9,922	321	253	574	486	438	924
34	Approved	Paramount Studios 5555 West Melrose Avenue	Studio Sound Stage Stage Support Production Office Office Retail	3,234,400 GSF 21,000 GSF 1,900 GSF 635,500 GSF 638,100 GSF 64,200 GLSF	[1]	9,830	712	213	925	297	736	1,033
35	Under Construction	1133 North Vine Street	Hotel	112 Rooms	[1]	457	19	13	32	18	15	33
36	Proposed	4773 West Hollywood Boulevard	Apartments	21 DU	[7]	140	2	9	11	8	5	13
37	Proposed	135 North Western Avenue	Restaurant	25,500 GSF	[1]	457	2	2	4	25	13	38
38	Approved	Palladium Residences 6201 West Sunset Boulevard	Apartment Hotel Retail Restaurant	731 DU 250 Rooms 21,000 GLSF 6,000 GSF	[1]	4,913	128	228	356	234	169	403
39	Under Construction	6230 West Sunset Boulevard	Apartment Office Retail	200 DU 26,981 GSF 4,700 GLSF	[1]	1,473	52	80	132	71	50	121
40	Proposed	Cahuenga Boulevard Hotel 1525 North Cahuenga Boulevard	Hotel	69 Rooms	[1]	469	10	12	22	20	14	34
41	Proposed	901 North Vine Street	Apartments Restaurant	76 DU 3,000 GSF	[1]	26	4	26	30	(5)	1	(4)
42	Proposed	525 North Wilton Place	Apartments	88 DU	[1]	449	6	28	34	27	14	41
43	Proposed	609 North Dillon Street	Apartments Retail	137 DU 18,000 GLSF	[1]	1,095	18	42	60	67	31	98
44	Under Construction	1311 North Cahuenga Boulevard 1310 North Cole Avenue	Apartments Office	375 DU 2,800 GSF	[1]	224	24	6	30	7	23	30
45	Under Construction	3330 West Beverly Boulevard	Apartments Day Care	40 DU 4,237 GSF	[1]	495	26	34	60	35	32	67
46	Proposed	6220 West Yucca Street	Apartments Hotel Restaurant	136 DU 210 Rooms 6,980 GSF	[1]	2,647	88	110	198	129	85	214

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE D		PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO VOLUMES	[2]	,	M PEAK HO VOLUMES	[2]
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
47	Approved	Ivar Gardens Hotel 6409 West Sunset Boulevard	Hotel Retail	275 Rooms 1,900 GLSF	[5]	1,285	51	26	77	53	60	113
48	Proposed	235 North Hoover Street	Apartments	50 DU	[1]	1,423	22	87	109	86	47	133
49	Proposed	1615 North Cahuenga Boulevard	Restaurant	10,270 GSF	[1]	294	2	1	3	17	7	24
50	Proposed	3061 West Riverside Drive	Apartments	84 DU	[1]	479	0	33	33	33	8	41
51	Proposed	6200 West Sunset Boulevard	Apartments Quality Restaurant High-Turnover Restaurant	270 DU 2,500 GSF 7,500 GSF	[1]	1,778	26	97	123	100	35	135
52	Under Construction	2828 North Glendale Boulevard	Child Care	175 Students	[1]	618	65	57	122	58	66	124
53	Proposed	1718 North Vine Street	Hotel Restaurant	216 Rooms 4,354 GSF	[1]	1,101	58	41	99	35	42	77
54	Proposed	Melrose & Beachwood 5570 West Melrose Avenue	Apartments Retail	52 DU 5,500 GLSF	[1]	430	(1)	20	19	21	10	31
55	Under Construction	Godfrey Hotel 1400 North Cahuenga Boulevard	Hotel Restaurant	221 Rooms 3,000 GSF	[1]	1,866	63	53	116	72	58	130
56	Under Construction	1350 North Western Avenue	Apartment Retail	204 DU 5,500 GLSF	[1]	1,860	45	101	146	106	59	165
57	Proposed	Hollywood Gower 6100 West Hollywood Boulevard	Apartment Affordable Apartments Quality Restaurant	209 DU 11 DU 3,270 GSF	[1]	1,439	24	76	100	86	46	132
58	Proposed	Selma - Wilcox Hotel 6421 West Selma Avenue	Hotel Restaurant	180 Rooms 12,840 GSF	[1]	1,849	6	4	10	61	59	120
59	Proposed	600 North Vermont Avenue	Apartments Retail	80 DU 14,780 GLSF	[1]	62	4	30	34	(4)	11	7
60	Proposed	Select @ Los Feliz Mixed-Use 4850 West Hollywood Boulevard	Apartments Restaurant	101 DU 10,000 GSF	[1]	1,108	41	68	109	61	32	93
61	Proposed	Las Palmas Apartment Project 1749 North Las Palmas Avenue	Apartments Retail	71 DU 2,582 GLSF	[6]	426	5	21	26	25	15	40
62	Under Construction	1737 North Las Palmas Avenue	Apartments Retail	82 DU 12,000 GLSF	[7] [8]	545 512	8 7	34 5	42 12	33 22	18 23	51 45
63	Under Construction	1751 North Las Palmas Avenue	Condominium	24 DU	[9]	139	2	9	11	8	4	12
64	Proposed	Hollywood Cherokee 1718 North Las Palmas Avenue	Apartments Condominium Specialty Retail	195 DU 29 DU 985 GLSF	[10]	1,333	21	84	105	81	43	124
65	Proposed	1114 North St. Andrews Place	Apartments	50 DU	[7]	333	5	21	26	20	11	31

MAP	PROJECT	PROJECT NAME/NUMBER	LAND USE I	DATA	PROJECT DATA	DAILY TRIP ENDS [2]		M PEAK HO			M PEAK HO	
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
66	Proposed	5420 West Sunset Boulevard	Apartments Retail	735 DU 328,000 GLSF	[7] [8]	4,888 14,006	75 195	300 120	375 315	296 584	160 633	456 1,217
67	Proposed	1525 North Hobart Boulevard	Apartments	21 DU	[5]	140	2	9	11	8	5	13
68	Proposed	1850 North Cherokee Avenue	Condominium Less Apartments	39 DU (19) DU	[9] [5]	227 (126)	3 (2)	14 (8)	17 (10)	13 (8)	7 (4)	20 (12)
69	Proposed	6400 Sunset Boulevard	Apartment Restaurant	232 DU 7,000 GSF	[1]	214	18	88	106	69	1	70
70	Proposed	6430-6440 West Hollywood Boulevard	Apartments General Office Retail Restaurant	260 DU 3,580 GSF 11,020 GLSF 3,200 GSF	[1]	1,625	23	98	121	99	44	143
71	Proposed	Modera Argyle 1546 North Argyle Avenue	Apartments Retail Restaurant	276 DU 9,000 GLSF 15,000 GSF	[1]	2,013	43	127	170	128	51	179
72	Proposed	1723 North Wilcox Avenue	Apartments Retail	68 DU 3,700 GLSF	[1]	537	16	28	44	29	18	47
73	Proposed	1111 North Kenmore Avenue	Apartments	21 DU	[7]	140	2	9	11	8	5	13
74	Proposed	Hollywood Production Center 1149 North Gower Street	Apartments	57 DU	[1]	735	6	23	29	23	12	35
75	Proposed	5717 West Carlton Way	Apartments	20 DU	[7]	133	2	8	10	8	4	12
76	Proposed	1370 North Saint Andrews Place	General Office Restaurant	66,680 GSF 35,000 GSF	[1]	3,142	173	112	285	138	124	262
77	Proposed	TVC Expansion 6300 Romaine Street	General Office Fitness Club Dance Studio	114,725 GSF 40,927 GSF 38,072 GLSF	[1]	1,596	199	27	226	20	17	37
78	Proposed	4760 West Melrose Avenue	Apartments Retail	33 DU 834 GLSF	[7] [8]	219 36	3 1	14 0	17 1	13 1	7 2	20 3
79	Proposed	6140 Hollywood Boulevard	Hotel Condominium Restaurant	102 DU 27 DU 11,460 GSF	[1]	1,782	76	62	138	78	58	136
80	Under Construction	1541 North Wilcox Avenue	Hotel Restaurant	200 DU 9,000 GSF	[1]	3,359	103	80	183	147	114	261
81	Approved	Academy Square 1341 Vine Street	General Office Apartments Restaurants	285,719 GSF 200 DU 16,135 GSF	[1]	6,218	330	164	494	152	220	372
82	Proposed	1759 North Gower Street	Apartments	31 DU	[7]	206	3	13	16	12	7	19
83	Proposed	747 North Western Avenue	Apartments Retail	44 DU 7,700 GLSF	[1]	622	8	21	29	32	24	56

MAP	PROJECT	PROJECT NAME/NUMBER			PROJECT DATA	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
NO.	STATUS	ADDRESS/LOCATION	LAND-USE	SIZE	SOURCE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
84	Proposed	257 South Mariposa Avenue	Apartments Retail	122 DU 4,630 GLSF	[1]	772	10	41	51	44	25	69
85	Proposed	Omni Group Mixed-Use Development 1360 North Vine Street	Condominium Supermarket Retail Restaurant	429 DU 55,000 GSF 5,000 GLSF 8,988 GSF	[1]	3,768	57	157	214	202	140	342
	TOTAL						4,769	4,934	9,703	6,810	6,260	13,070

- [1] City of Los Angeles Department of Transportation (LADOT) and Planning except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" were utilized.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] Source: "Draft Traffic Impact Study Meridian Apartments Project", LLG Engineers, August 4, 2014.
- [4] Source: "Draft Traffic Impact Study Santa Monica/Vermont Mixed-Use Transit-Oriented Development Project", LLG Engineers, September 15, 2014.
- [5] Source: "Ivar Gardens Hotel Project", prepared by LLG Engineers, August 4, 2014.
- [6] Source: "Las Palmas Apartments Project", technical memorandum, prepared by LLG Engineers, May 4, 2017.
- [7] ITE Land Use Code 220 (Apartment) trip generation average rates.
- [8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- [9] ITE Land Use Code 230 (Residential Condo./Townhouse) trip generation average rates.
- [10] Source: "Hollywood Cherokee Apartments Transportation Study", prepared by Gibson Transportation Consulting Inc., March 2013, and "Traffic Study Addendum for the Hollywood Cherokee Apartments", memorandum from Brian Hartshorn to Stephanie Eyestone-Jones and Heidi Mekkelson, June 26, 2014.

## Table 9-4 FREEWAY IMPACT SCREENING ANALYSIS [1] WEEKDAY AM AND PM PEAK HOURS KAISER PERMANENTE LAMC MASTER PLAN

PROJECT TRIP	MEDICAL OFFICE						
GENERATION	AM	PM					
INBOUND	233	71					
OUTBOUND	61	179					

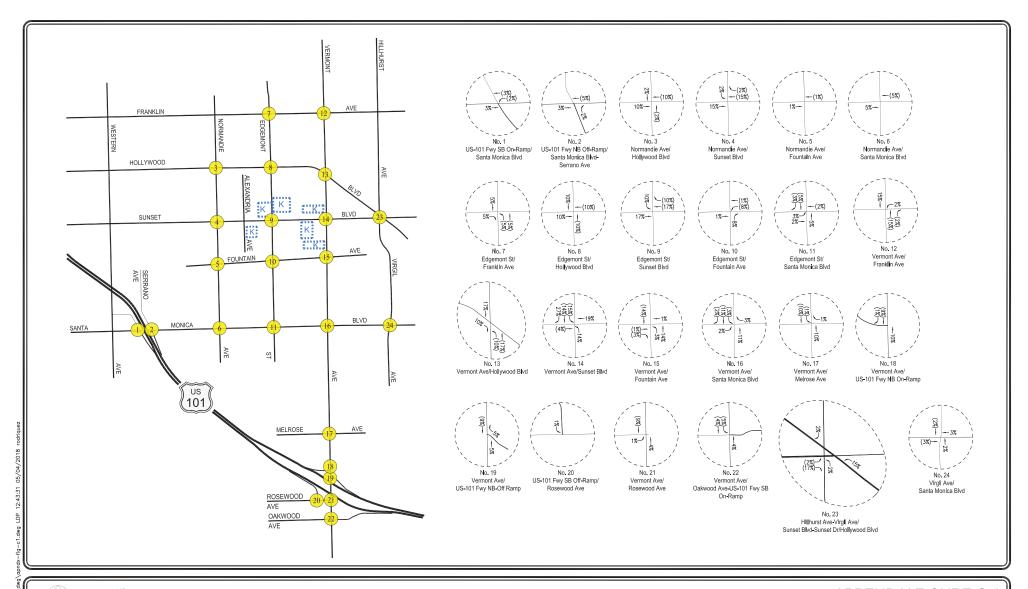
FREEWAY LOCATION	DIRECTION	DIRECTION OF PROJECT TRIPS	DIST. TRIPS		NUMBER OF LANES	PERCENT OF CAPACITY CAPACITY [2] AM PM		FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]		
FREEWAY LOCATION	DIRECTION	TRIPS		LINE SEGM		LANES	CAPACITY [2]	AM	PM	(YES/NO) [3]
US-101 Freeway north of Hollywood Boulevard	Southbound Northbound	Inbound Outbound	12% 12%	28 7	9 21	4 4	8,000 8,000	0.35% 0.09%	0.11% 0.26%	No No
US-101 Freeway south of Vermont Avenue	Northbound Southbound	Inbound Outbound	10% 10%	23 6	7 18	4 4	8,000 8,000	0.29% 0.08%	0.09% 0.23%	No No
			(	OFF-RAMP		-				
US-101 Freeway SB at Hollywood Boulevard	Southbound	Inbound	5%	12	4	2	1,700	0.71%	0.24%	No
US-101 Freeway SB at Van Ness Ave-Harold Way	Southbound	Inbound	7%	16	5	2	1,700	0.94%	0.29%	No
US-101 Freeway NB at Wilton Place	Northbound	Inbound	4%	9	3	2	1,700	0.53%	0.18%	No
US-101 Freeway NB at Santa Monica Boulevard	Northbound	Inbound	2%	5	1	2	1,700	0.29%	0.06%	No
US-101 Freeway NB at Vermont Avenue	Northbound	Inbound	5%	12	4	3	2,550	0.47%	0.16%	No
US-101 Freeway SB at Rosewood Avenue	Southbound	Inbound	1%	2	1	1	850	0.24%	0.12%	No

<sup>[1]</sup> Pursuant to the Transportation Impact Study Guidelines, City of Los Angeles Department of Transportation, December 2016, and per Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, October 2, 2013, and First Amendment December 15, 2015.

Facility Capacity
Mainline Segment 2,000 vphpl
Off-Ramp 850 vphpl

<sup>[2]</sup> Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

<sup>[3]</sup> Freeway impact analysis is required if the project would result in an increase of  $\geq 2\%$  of capacity for facilities operating at LOS D, or in an increase of  $\geq 1\%$  of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E or F.



KAISER PROJECT AREA

XX = INBOUND PERCENTAGE

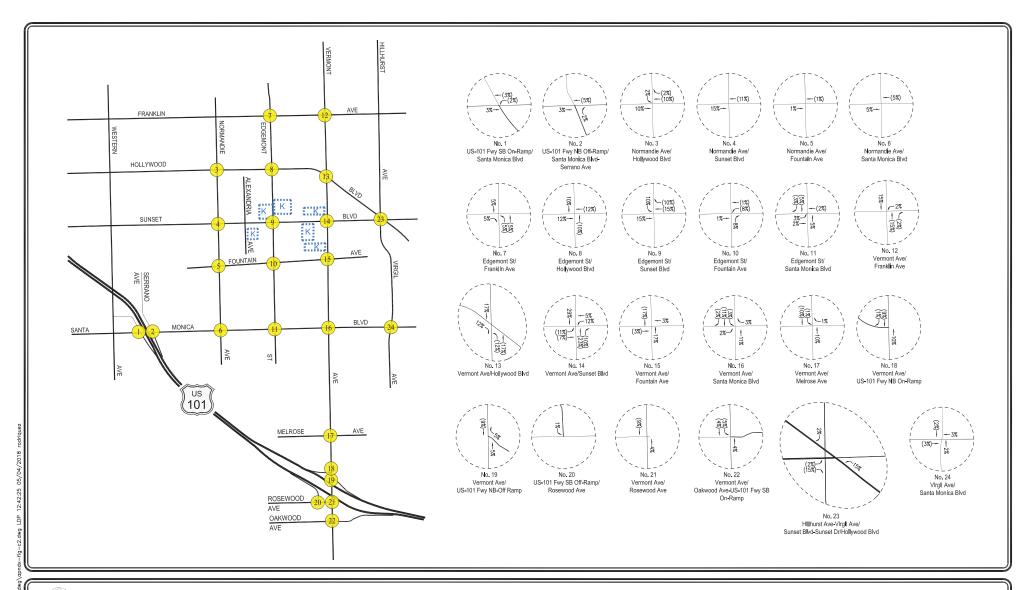
(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE C-1 PROJECT TRIP DISTRIBUTION

4760 SUNSET BOULEVARD

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



K KAISER PROJECT AREA

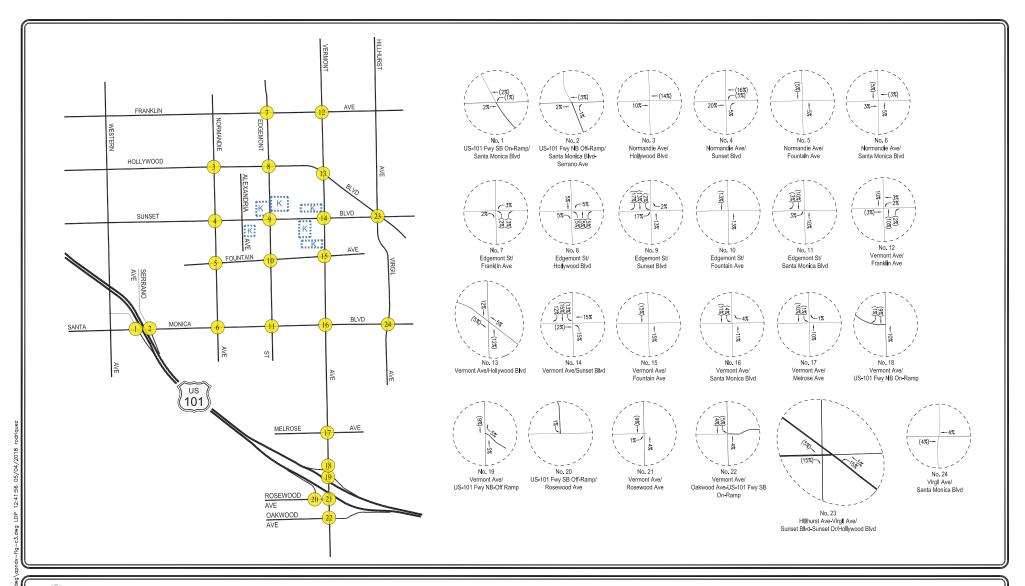
XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE C-2 PROJECT TRIP DISTRIBUTION

1345 VERMONT AVENUE

LINSCOTT, LAW & GREENSPAN, engineers



KAISER PROJECT AREA

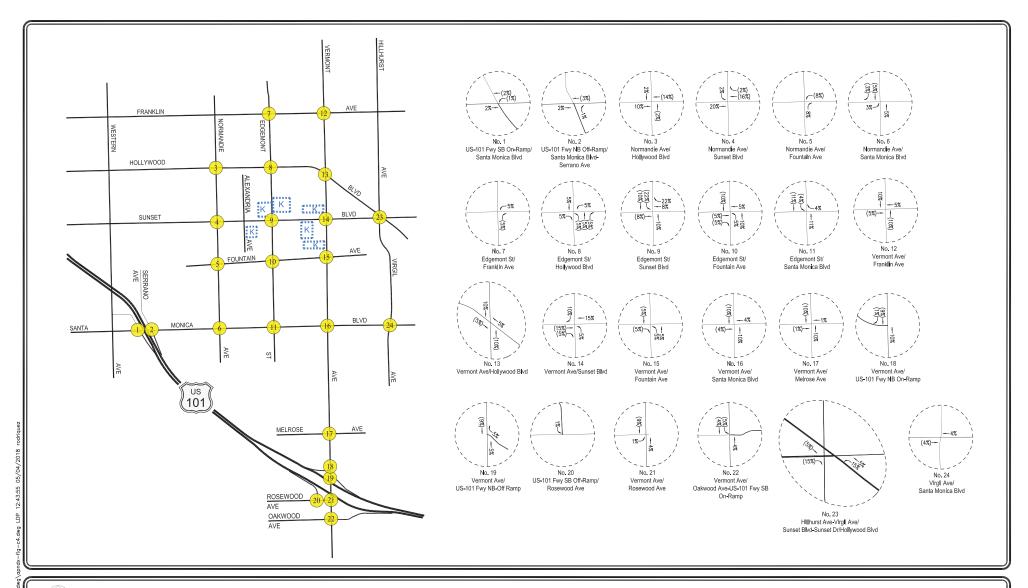
XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE C-3 PROJECT TRIP DISTRIBUTION

1526 EDGEMONT STREET KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



NOT TO SCALE

KAISER PROJECT AREA

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE C-4 PROJECT TRIP DISTRIBUTION

1505 EDGEMONT STREET KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

# APPENDIX B TRAFFIC COUNT DATA

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

PERIOD: 07:00 AM TO 10:00 AM

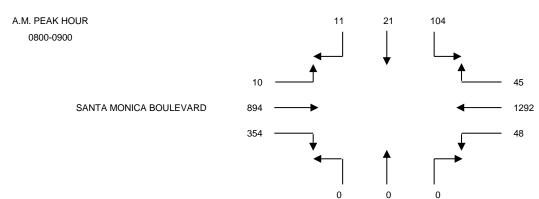
INTERSECTION: N/S US 101 SB ON RAMP / OXFORD AVENUE

> E/W SANTA MONICA BOULEVARD

FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	6	6	12	267	10	0	0	0	83	153	2
0715-0730	3	5	8	12	300	13	0	0	0	103	198	0
0730-0745	3	7	16	16	305	13	0	0	0	99	218	3
0745-0800	2	6	20	11	286	15	0	0	0	87	220	1
0800-0815	2	8	28	10	303	10	0	0	0	87	243	4
0815-0830	3	3	30	14	301	14	0	0	0	82	217	2
0830-0845	3	7	26	13	355	11	0	0	0	100	234	1
0845-0900	3	3	20	8	333	13	0	0	0	85	200	3
0900-0915	7	3	18	11	347	9	0	0	0	97	191	1
0915-0930	2	7	12	7	340	13	0	0	0	94	185	2
0930-0945	7	8	15	11	313	10	0	0	0	101	155	2
0945-1000	3	10	19	11	305	15	0	0	0	101	152	5

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	12	24	50	51	1158	51	0	0	0	372	789	6	2513
0715-0815	10	26	72	49	1194	51	0	0	0	376	879	8	2665
0730-0830	10	24	94	51	1195	52	0	0	0	355	898	10	2689
0745-0845	10	24	104	48	1245	50	0	0	0	356	914	8	2759
0800-0900	11	21	104	45	1292	48	0	0	0	354	894	10	2779
0815-0915	16	16	94	46	1336	47	0	0	0	364	842	7	2768
0830-0930	15	20	76	39	1375	46	0	0	0	376	810	7	2764
0845-0945	19	21	65	37	1333	45	0	0	0	377	731	8	2636
0900-1000	19	28	64	40	1305	47	0	0	0	393	683	10	2589



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

FAX: 626-446-2877

US 101 SB ON RAMP / OXFORD AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

PERIOD: 03:00 PM TO 06:00 PM

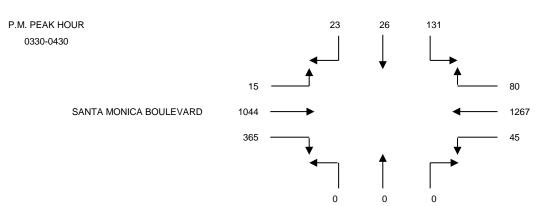
INTERSECTION: N/S US 101 SB ON RAMP / OXFORD AVENUE

E/W SANTA MONICA BOULEVARD

FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	5	7	23	16	326	8	0	0	0	64	218	3
0315-0330	5	11	26	17	359	8	0	0	0	69	207	4
0330-0345	4	6	28	21	312	7	0	0	0	99	240	4
0345-0400	4	8	38	20	321	12	0	0	0	91	257	2
0400-0415	7	5	35	22	301	14	0	0	0	96	264	5
0415-0430	8	7	30	17	333	12	0	0	0	79	283	4
0430-0445	6	4	26	15	280	10	0	0	0	72	231	3
0445-0500	11	4	28	20	310	10	0	0	0	60	293	5
0500-0515	5	8	36	20	304	8	0	0	0	84	235	2
0515-0530	5	4	30	22	300	5	0	0	0	61	246	3
0530-0545	3	7	43	17	307	3	0	0	0	76	276	2
0545-0600	3	3	28	18	288	5	0	0	0	50	227	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	18	32	115	74	1318	35	0	0	0	323	922	13	2850
0315-0415	20	30	127	80	1293	41	0	0	0	355	968	15	2929
0330-0430	23	26	131	80	1267	45	0	0	0	365	1044	15	2996
0345-0445	25	24	129	74	1235	48	0	0	0	338	1035	14	2922
0400-0500	32	20	119	74	1224	46	0	0	0	307	1071	17	2910
0415-0515	30	23	120	72	1227	40	0	0	0	295	1042	14	2863
0430-0530	27	20	120	77	1194	33	0	0	0	277	1005	13	2766
0445-0545	24	23	137	79	1221	26	0	0	0	281	1050	12	2853
0500-0600	16	22	137	77	1199	21	0	0	0	271	984	11	2738



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 US 101 SB ON RAMP / OXFORD AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

PERIOD: 07:00 AM TO 10:00 AM

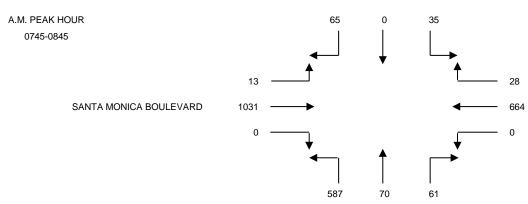
INTERSECTION: N/S US 101 NB OFF RAMP / SERRANO AVENUE

E/W SANTA MONICA BOULEVARD

FILE NUMBER: 2-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	12	0	2	4	130	0	10	12	165	0	125	0
0715-0730	19	0	5	3	151	0	12	19	161	0	214	0
0730-0745	12	0	4	7	129	0	18	20	138	0	207	4
0745-0800	15	0	8	6	149	0	19	29	158	0	276	3
0800-0815	19	0	10	10	183	0	17	19	138	0	280	5
0815-0830	13	0	7	6	167	0	10	11	154	0	231	3
0830-0845	18	0	10	6	165	0	15	11	137	0	244	2
0845-0900	13	0	11	10	196	0	16	12	149	0	210	2
0900-0915	19	0	9	7	223	0	18	12	154	0	216	3
0915-0930	26	0	8	3	185	0	14	11	162	0	189	5
0930-0945	21	0	6	4	161	0	12	8	130	0	153	4
0945-1000	13	0	4	5	194	0	8	5	127	0	148	7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	58	0	19	20	559	0	59	80	622	0	822	7	2246
0715-0815	65	0	27	26	612	0	66	87	595	0	977	12	2467
0730-0830	59	0	29	29	628	0	64	79	588	0	994	15	2485
0745-0845	65	0	35	28	664	0	61	70	587	0	1031	13	2554
0800-0900	63	0	38	32	711	0	58	53	578	0	965	12	2510
0815-0915	63	0	37	29	751	0	59	46	594	0	901	10	2490
0830-0930	76	0	38	26	769	0	63	46	602	0	859	12	2491
0845-0945	79	0	34	24	765	0	60	43	595	0	768	14	2382
0900-1000	79	0	27	19	763	0	52	36	573	0	706	19	2274



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET

ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

PERIOD: 03:00 PM TO 06:00 PM

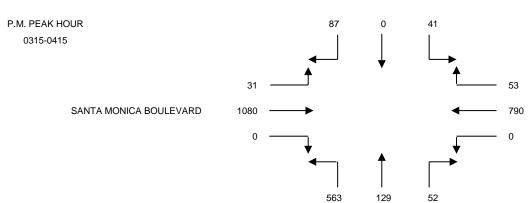
INTERSECTION: N/S US 101 NB OFF RAMP / SERRANO AVENUE

E/W SANTA MONICA BOULEVARD

FILE NUMBER: 2-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	20	0	10	15	188	0	9	29	142	0	254	6
0315-0330	24	0	13	17	194	0	13	36	159	0	235	7
0330-0345	21	0	12	10	192	0	17	40	161	0	252	8
0345-0400	24	0	9	16	193	0	12	27	139	0	291	6
0400-0415	18	0	7	10	211	0	10	26	104	0	302	10
0415-0430	13	0	10	19	196	0	12	23	103	0	271	14
0430-0445	19	0	9	12	207	0	8	26	93	0	280	11
0445-0500	18	0	10	18	215	0	6	25	110	0	307	10
0500-0515	15	0	7	13	206	0	7	34	124	0	273	11
0515-0530	18	0	11	16	205	0	10	45	112	0	248	15
0530-0545	23	0	10	15	188	0	14	40	105	0	289	13
0545-0600	21	0	11	13	200	0	10	35	108	0	270	12

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	89	0	44	58	767	0	51	132	601	0	1032	27	2801
0315-0415	87	0	41	53	790	0	52	129	563	0	1080	31	2826
0330-0430	76	0	38	55	792	0	51	116	507	0	1116	38	2789
0345-0445	74	0	35	57	807	0	42	102	439	0	1144	41	2741
0400-0500	68	0	36	59	829	0	36	100	410	0	1160	45	2743
0415-0515	65	0	36	62	824	0	33	108	430	0	1131	46	2735
0430-0530	70	0	37	59	833	0	31	130	439	0	1108	47	2754
0445-0545	74	0	38	62	814	0	37	144	451	0	1117	49	2786
0500-0600	77	0	39	57	799	0	41	154	449	0	1080	51	2747



DATA PROVIDED BY:

US 101 NB OFF RAMP / SERRANO AVENUE

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

PERIOD: 07:00 AM TO 10:00 AM INTERSECTION: N/S NORMANDIE AVENUE

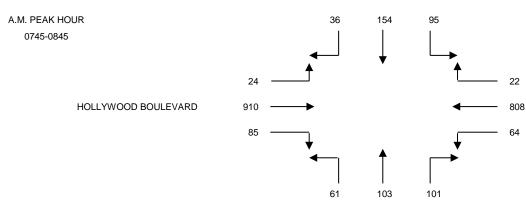
E/W HOLLYWOOD BOULEVARD

FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	15	9	2	65	8	6	6	9	9	114	0
0715-0730	5	16	10	2	98	9	11	13	10	7	130	4
0730-0745	5	22	16	1	128	10	16	18	9	11	199	3
0745-0800	4	31	26	3	187	16	22	33	13	17	239	5
0800-0815	7	39	27	5	204	16	29	20	12	20	218	6
0815-0830	14	43	20	7	231	15	25	30	17	28	235	9
0830-0845	11	41	22	7	186	17	25	20	19	20	218	4
0845-0900	7	34	25	5	174	11	22	15	15	20	177	3
0900-0915	7	30	22	3	156	18	15	23	18	17	170	5
0915-0930	11	31	15	5	166	15	16	22	16	11	125	10
0930-0945	10	37	12	6	175	18	18	26	10	13	120	6
0945-1000	11	30	11	4	158	19	11	24	14	17	131	7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	18	84	61	8	478	43	55	70	41	44	682	12	1596
0715-0815	21	108	79	11	617	51	78	84	44	55	786	18	1952
0730-0830	30	135	89	16	750	57	92	101	51	76	891	23	2311
0745-0845	36	154	95	22	808	64	101	103	61	85	910	24	2463
0800-0900	39	157	94	24	795	59	101	85	63	88	848	22	2375
0815-0915	39	148	89	22	747	61	87	88	69	85	800	21	2256
0830-0930	36	136	84	20	682	61	78	80	68	68	690	22	2025
0845-0945	35	132	74	19	671	62	71	86	59	61	592	24	1886
0900-1000	39	128	60	18	655	70	60	95	58	58	546	28	1815

NORMANDIE AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

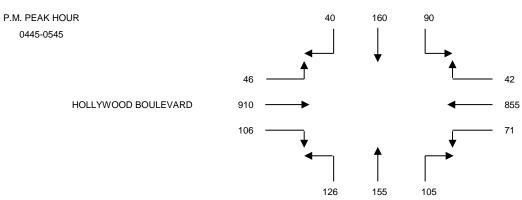
PERIOD: 03:00 PM TO 06:00 PM INTERSECTION: N/S NORMANDIE AVENUE

E/W HOLLYWOOD BOULEVARD

FILE NUMBER: 3-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	10	36	18	10	154	8	17	21	10	20	151	4
0315-0330	10	50	21	9	213	16	22	24	12	28	199	6
0330-0345	7	35	21	11	210	16	23	27	25	21	225	8
0345-0400	8	30	15	7	199	16	24	30	28	15	202	10
0400-0415	12	30	21	11	183	16	21	43	34	18	210	16
0415-0430	10	25	25	14	225	17	20	34	36	23	251	10
0430-0445	8	34	20	10	216	11	26	20	25	20	220	9
0445-0500	7	42	28	8	212	17	22	31	39	23	222	12
0500-0515	13	44	21	12	233	19	35	39	35	33	236	10
0515-0530	10	36	20	11	201	13	21	36	28	28	236	14
0530-0545	10	38	21	11	209	22	27	49	24	22	216	10
0545-0600	6	31	25	13	180	20	35	37	17	30	231	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	35	151	75	37	776	56	86	102	75	84	777	28	2282
0315-0415	37	145	78	38	805	64	90	124	99	82	836	40	2438
0330-0430	37	120	82	43	817	65	88	134	123	77	888	44	2518
0345-0445	38	119	81	42	823	60	91	127	123	76	883	45	2508
0400-0500	37	131	94	43	836	61	89	128	134	84	903	47	2587
0415-0515	38	145	94	44	886	64	103	124	135	99	929	41	2702
0430-0530	38	156	89	41	862	60	104	126	127	104	914	45	2666
0445-0545	40	160	90	42	855	71	105	155	126	106	910	46	2706
0500-0600	39	149	87	47	823	74	118	161	104	113	919	45	2679



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 NORMANDIE AVENUE

LLG - PASADENA CLIENT:

PROJECT: KAISER PERMANENTE LAMC PROJECT

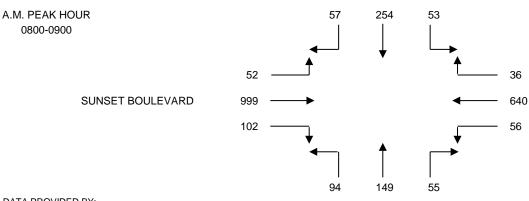
DATE: TUESDAY, MAY 17, 2016 PERIOD: 07:00 AM TO 10:00 AM INTERSECTION N/S NORMANDIE AVENUE E/W SUNSET BOULEVARD

FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	5	35	3	4	118	10	9	28	12	8	134	15
0715-0730	10	47	6	5	132	9	10	33	13	13	185	15
0730-0745	12	52	10	7	152	7	10	32	26	18	191	13
0745-0800	13	59	9	6	173	11	12	42	22	20	203	11
0800-0815	17	62	12	11	182	13	13	40	28	23	234	10
0815-0830	12	70	14	7	164	12	15	37	27	27	268	11
0830-0845	15	55	17	10	145	15	17	38	22	30	259	13
0845-0900	13	67	10	8	149	16	10	34	17	22	238	18
0900-0915	10	54	8	6	163	10	9	36	15	25	224	12
0915-0930	9	67	10	4	169	11	13	33	18	26	200	11
0930-0945	13	60	7	4	151	12	14	30	17	20	218	12
0945-1000	16	52	8	3	138	13	10	22	15	18	185	13

- 1	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
L	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	40	193	28	22	575	37	41	135	73	59	713	54	1970
	0715-0815	52	220	37	29	639	40	45	147	89	74	813	49	2234
	0730-0830	54	243	45	31	671	43	50	151	103	88	896	45	2420
_	0745-0845	57	246	52	34	664	51	57	157	99	100	964	45	2526
	0800-0900	57	254	53	36	640	56	55	149	94	102	999	52	2547
	0815-0915	50	246	49	31	621	53	51	145	81	104	989	54	2474
	0830-0930	47	243	45	28	626	52	49	141	72	103	921	54	2381
	0845-0945	45	248	35	22	632	49	46	133	67	93	880	53	2303
	0900-1000	48	233	33	17	621	46	46	121	65	89	827	48	2194

NORMANDIE AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

LLG - PASADENA CLIENT:

PROJECT: KAISER PERMANENTE LAMC PROJECT

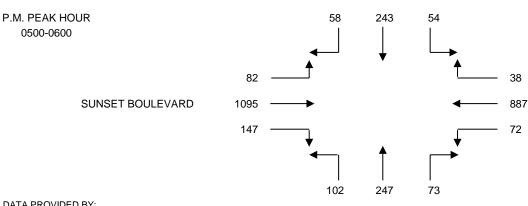
DATE: TUESDAY, MAY 17, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S NORMANDIE AVENUE E/W SUNSET BOULEVARD

FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	11	53	7	5	185	15	27	37	23	30	235	15
0315-0330	15	59	10	8	214	16	30	41	18	33	245	27
0330-0345	16	62	8	11	218	20	25	42	21	32	261	21
0345-0400	21	68	11	16	231	21	28	32	22	41	257	16
0400-0415	15	72	12	15	206	15	31	52	24	30	235	21
0415-0430	14	75	8	15	207	18	27	61	30	31	251	25
0430-0445	16	60	13	18	213	15	22	55	32	37	234	20
0445-0500	13	64	12	14	220	17	24	57	31	38	241	17
0500-0515	16	52	10	12	224	16	18	68	25	40	261	21
0515-0530	18	70	15	7	219	21	21	64	23	44	275	17
0530-0545	15	57	15	8	217	22	23	60	28	31	285	22
0545-0600	9	64	14	11	227	13	11	55	26	32	274	22

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	63	242	36	40	848	72	110	152	84	136	998	79	2860
0315-0415	67	261	41	50	869	72	114	167	85	136	998	85	2945
0330-0430	66	277	39	57	862	74	111	187	97	134	1004	83	2991
0345-0445	66	275	44	64	857	69	108	200	108	139	977	82	2989
0400-0500	58	271	45	62	846	65	104	225	117	136	961	83	2973
0415-0515	59	251	43	59	864	66	91	241	118	146	987	83	3008
0430-0530	63	246	50	51	876	69	85	244	111	159	1011	75	3040
0445-0545	62	243	52	41	880	76	86	249	107	153	1062	77	3088
0500-0600	58	243	54	38	887	72	73	247	102	147	1095	82	3098

NORMANDIE AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S NORMANDIE AVENUE
E/W FOUNTAIN AVENUE

FILE NUMBER: 4-AM

1	15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
	0700-0715	6	32	5	2	58	4	7	45	8	7	54	2
	0715-0730	7	34	13	7	88	6	6	44	12	10	63	3
	0730-0745	10	52	11	6	104	10	9	48	18	15	75	7
	0745-0800	10	70	18	8	102	13	16	63	25	19	85	10
	0800-0815	12	88	21	9	104	20	29	69	23	21	104	12
	0815-0830	11	99	21	13	124	24	23	64	18	15	115	18
	0830-0845	9	88	24	10	105	19	17	49	12	10	85	10
	0845-0900	8	71	19	10	108	14	18	54	10	11	81	12
	0900-0915	13	88	18	11	147	17	11	64	9	17	108	12
	0915-0930	16	55	13	8	106	13	11	40	6	13	99	11
	0930-0945	17	74	12	10	124	19	10	55	9	17	81	7
	0945-1000	13	77	8	9	105	20	10	49	7	19	80	9

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	33	188	47	23	352	33	38	200	63	51	277	22	1327
0715-0815	39	244	63	30	398	49	60	224	78	65	327	32	1609
0730-0830	43	309	71	36	434	67	77	244	84	70	379	47	1861
0745-0845	42	345	84	40	435	76	85	245	78	65	389	50	1934
0800-0900	40	346	85	42	441	77	87	236	63	57	385	52	1911
0815-0915	41	346	82	44	484	74	69	231	49	53	389	52	1914
0830-0930	46	302	74	39	466	63	57	207	37	51	373	45	1760
0845-0945	54	288	62	39	485	63	50	213	34	58	369	42	1757
0900-1000	59	294	51	38	482	69	42	208	31	66	368	39	1747

A.M. PEAK HOUR 0745-0845

FOUNTAIN AVENUE

42 345 84 50 40 389 435 65 76

NORMANDIE AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

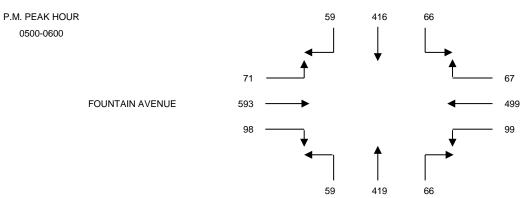
PERIOD: 03:00 PM TO 06:00 PM INTERSECTION: N/S NORMANDIE AVENUE E/W FOUNTAIN AVENUE

4-PM FILE NUMBER:

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	8	85	14	11	88	13	13	83	16	20	112	8
0315-0330	9	81	11	18	96	18	22	73	18	25	129	12
0330-0345	15	73	15	11	116	19	18	84	19	25	139	16
0345-0400	10	97	12	11	105	19	19	79	10	28	102	14
0400-0415	8	104	11	14	95	20	16	75	12	27	133	14
0415-0430	9	100	10	18	100	22	14	95	18	31	152	11
0430-0445	7	108	16	10	100	18	17	75	17	21	133	9
0445-0500	15	91	18	17	101	23	15	102	18	21	127	13
0500-0515	18	104	19	20	112	22	16	102	16	25	153	15
0515-0530	12	107	14	16	144	30	11	105	17	25	158	20
0530-0545	15	100	17	19	130	24	20	104	15	19	146	20
0545-0600	14	105	16	12	113	23	19	108	11	29	136	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	42	336	52	51	405	69	72	319	63	98	482	50	2039
0315-0415	42	355	49	54	412	76	75	311	59	105	503	56	2097
0330-0430	42	374	48	54	416	80	67	333	59	111	526	55	2165
0345-0445	34	409	49	53	400	79	66	324	57	107	520	48	2146
0400-0500	39	403	55	59	396	83	62	347	65	100	545	47	2201
0415-0515	49	403	63	65	413	85	62	374	69	98	565	48	2294
0430-0530	52	410	67	63	457	93	59	384	68	92	571	57	2373
0445-0545	60	402	68	72	487	99	62	413	66	90	584	68	2471
0500-0600	59	416	66	67	499	99	66	419	59	98	593	71	2512

NORMANDIE AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S NORMANDIE AVENUE

E/W SANTA MONICA BOULEVARD

FILE NUMBER: 2-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	3	52	6	6	138	32	20	39	15	21	105	6
0715-0730	5	71	10	10	162	41	21	43	14	17	144	11
0730-0745	8	71	10	17	142	35	19	51	16	22	174	13
0745-0800	8	107	12	23	153	28	14	70	15	29	197	19
0800-0815	12	115	11	19	167	37	13	50	15	28	209	20
0815-0830	9	110	17	16	159	35	19	48	15	38	200	19
0830-0845	6	75	16	13	169	37	14	51	10	26	203	14
0845-0900	6	80	14	10	157	34	9	40	8	25	204	13
0900-0915	7	87	11	6	119	46	12	41	5	16	172	11
0915-0930	6	90	9	11	148	46	11	41	8	23	159	16
0930-0945	9	75	8	15	126	34	16	39	7	25	147	10
0945-1000	8	68	5	11	149	42	14	40	7	25	144	6

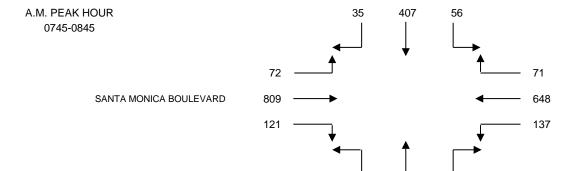
- 1	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
L	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	24	301	38	56	595	136	74	203	60	89	620	49	2245
	0715-0815	33	364	43	69	624	141	67	214	60	96	724	63	2498
_	0730-0830	37	403	50	75	621	135	65	219	61	117	780	71	2634
	0745-0845	35	407	56	71	648	137	60	219	55	121	809	72	2690
	0800-0900	33	380	58	58	652	143	55	189	48	117	816	66	2615
	0815-0915	28	352	58	45	604	152	54	180	38	105	779	57	2452
	0830-0930	25	332	50	40	593	163	46	173	31	90	738	54	2335
	0845-0945	28	332	42	42	550	160	48	161	28	89	682	50	2212
	0900-1000	30	320	33	43	542	168	53	161	27	89	622	43	2131

55

219

NORMANDIE AVENUE

60



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S NORMANDIE AVENUE

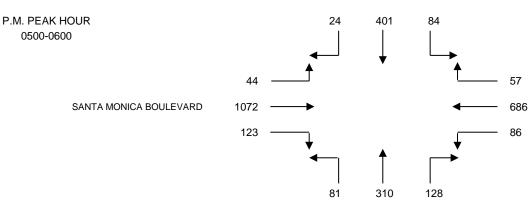
> E/W SANTA MONICA BOULEVARD

FILE NUMBER: 2-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	7	99	14	15	133	14	15	68	22	18	206	15
0315-0330	15	100	14	19	159	8	14	58	11	22	197	13
0330-0345	11	118	15	14	154	21	15	72	8	37	227	11
0345-0400	4	125	21	12	141	24	19	58	15	31	234	21
0400-0415	4	101	25	23	161	14	22	63	21	27	239	12
0415-0430	13	107	10	17	158	24	28	70	8	31	240	15
0430-0445	8	111	19	15	132	21	40	85	15	20	233	16
0445-0500	4	113	17	19	175	17	27	83	15	32	227	14
0500-0515	5	99	22	13	162	19	32	85	26	35	269	11
0515-0530	4	106	22	11	193	20	27	72	25	26	276	11
0530-0545	9	90	20	21	181	23	32	77	17	27	248	9
0545-0600	6	106	20	12	150	24	37	76	13	35	279	13

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	37	442	64	60	587	67	63	256	56	108	864	60	2664
0315-0415	34	444	75	68	615	67	70	251	55	117	897	57	2750
0330-0430	32	451	71	66	614	83	84	263	52	126	940	59	2841
0345-0445	29	444	75	67	592	83	109	276	59	109	946	64	2853
0400-0500	29	432	71	74	626	76	117	301	59	110	939	57	2891
0415-0515	30	430	68	64	627	81	127	323	64	118	969	56	2957
0430-0530	21	429	80	58	662	77	126	325	81	113	1005	52	3029
0445-0545	22	408	81	64	711	79	118	317	83	120	1020	45	3068
0500-0600	24	401	84	57	686	86	128	310	81	123	1072	44	3096

NORMANDIE AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

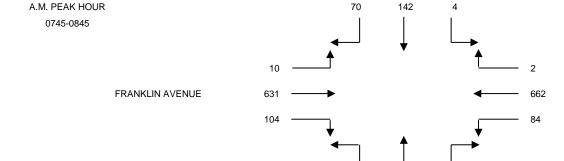
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S EDGEMONT STREET

E/W FRANKLIN AVENUE

FILE NUMBER: 5-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	5	19	0	1	90	7	6	6	5	7	56	0
0715-0730	6	14	1	0	87	12	7	8	4	13	69	2
0730-0745	10	25	2	0	125	21	11	14	5	14	106	0
0745-0800	15	30	0	0	169	21	13	15	6	20	156	2
0800-0815	20	48	0	2	181	20	10	19	8	26	174	3
0815-0830	21	38	2	0	170	21	10	18	8	30	139	3
0830-0845	14	26	2	0	142	22	12	19	11	28	162	2
0845-0900	13	22	2	1	133	18	19	17	7	27	143	3
0900-0915	12	23	0	3	191	12	12	10	10	21	133	6
0915-0930	14	29	3	2	174	10	9	16	11	18	153	5
0930-0945	10	20	2	0	139	12	6	14	9	14	139	4
0945-1000	7	28	1	1	126	9	8	8	6	15	136	2

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	_
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	36	88	3	1	471	61	37	43	20	54	387	4	1205
0715-0815	51	117	3	2	562	74	41	56	23	73	505	7	1514
0730-0830	66	141	4	2	645	83	44	66	27	90	575	8	1751
0745-0845	70	142	4	2	662	84	45	71	33	104	631	10	1858
0800-0900	68	134	6	3	626	81	51	73	34	111	618	11	1816
0815-0915	60	109	6	4	636	73	53	64	36	106	577	14	1738
0830-0930	53	100	7	6	640	62	52	62	39	94	591	16	1722
0845-0945	49	94	7	6	637	52	46	57	37	80	568	18	1651
0900-1000	43	100	6	6	630	43	35	48	36	68	561	17	1593



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 EDGEMONT STREET

71

45

33

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

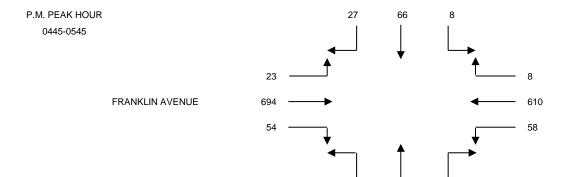
PERIOD: 03:00 PM TO 06:00 PM INTERSECTION: N/S EDGEMONT STREET

E/W FRANKLIN AVENUE

FILE NUMBER: 5-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	9	30	2	1	134	8	12	23	10	19	176	3
0315-0330	6	39	2	3	126	14	18	30	11	19	194	3
0330-0345	5	25	2	2	131	10	10	21	11	19	153	3
0345-0400	9	21	2	3	114	12	15	35	9	16	186	5
0400-0415	7	19	3	2	127	11	17	35	14	11	175	5
0415-0430	5	15	1	2	142	9	15	41	18	11	197	3
0430-0445	8	11	2	2	150	10	18	36	21	10	179	2
0445-0500	6	15	1	4	147	12	22	37	20	18	170	4
0500-0515	5	18	1	2	144	19	20	44	20	10	178	5
0515-0530	6	16	2	1	158	11	21	41	21	16	166	5
0530-0545	10	17	4	1	161	16	19	47	21	10	180	9
0545-0600	5	10	2	0	131	10	13	31	24	8	161	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	29	115	8	9	505	44	55	109	41	73	709	14	1711
0315-0415	27	104	9	10	498	47	60	121	45	65	708	16	1710
0330-0430	26	80	8	9	514	42	57	132	52	57	711	16	1704
0345-0445	29	66	8	9	533	42	65	147	62	48	737	15	1761
0400-0500	26	60	7	10	566	42	72	149	73	50	721	14	1790
0415-0515	24	59	5	10	583	50	75	158	79	49	724	14	1830
0430-0530	25	60	6	9	599	52	81	158	82	54	693	16	1835
0445-0545	27	66	8	8	610	58	82	169	82	54	694	23	1881
0500-0600	26	61	9	4	594	56	73	163	86	44	685	30	1831



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 EDGEMONT STREET

169

82

82

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

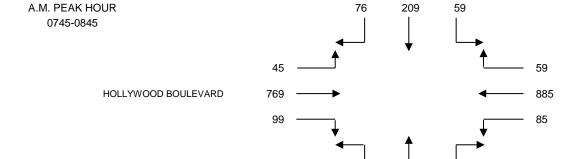
DATE: TUESDAY, MAY 17, 2016 PERIOD: 07:00 AM TO 10:00 AM INTERSECTION N/S **EDGEMONT STREET** 

E/W HOLLYWOOD BOULEVARD

FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	8	20	13	13	82	18	6	7	5	20	115	5
0715-0730	10	25	9	9	152	21	10	14	7	21	142	11
0730-0745	8	42	15	15	175	26	11	25	10	23	178	12
0745-0800	16	50	15	15	217	23	18	23	9	32	191	10
0800-0815	15	56	17	17	234	28	12	22	11	21	188	12
0815-0830	23	57	13	13	227	19	15	15	13	24	194	13
0830-0845	22	46	14	14	207	15	11	14	11	22	196	10
0845-0900	18	44	15	15	203	13	18	17	10	28	177	8
0900-0915	14	30	21	16	210	11	14	11	8	20	182	10
0915-0930	11	32	18	15	204	13	15	16	12	17	176	11
0930-0945	9	28	17	14	212	15	16	13	11	10	174	8
0945-1000	10	32	16	10	174	12	18	14	7	13	151	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	42	137	52	52	626	88	45	69	31	96	626	38	1902
0715-0815	49	173	56	56	778	98	51	84	37	97	699	45	2223
0730-0830	62	205	60	60	853	96	56	85	43	100	751	47	2418
0745-0845	76	209	59	59	885	85	56	74	44	99	769	45	2460
0800-0900	78	203	59	59	871	75	56	68	45	95	755	43	2407
0815-0915	77	177	63	58	847	58	58	57	42	94	749	41	2321
0830-0930	65	152	68	60	824	52	58	58	41	87	731	39	2235
0845-0945	52	134	71	60	829	52	63	57	41	75	709	37	2180
0900-1000	44	122	72	55	800	51	63	54	38	60	683	40	2082



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

FAX: 626-446-2877

EDGEMONT STREET

74

44

56

CLIENT: LLG - PASADENA

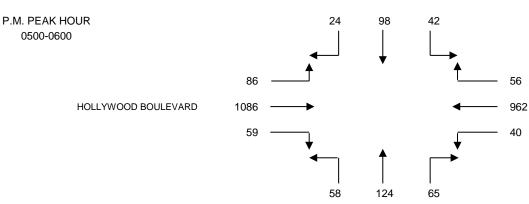
PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET
E/W HOLLYWOOD BOULEVARD

FILE NUMBER: 3-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	8	24	5	9	235	10	15	25	12	18	224	16
0315-0330	10	32	6	11	224	11	18	30	11	20	238	15
0330-0345	9	25	8	13	238	16	22	27	14	13	264	19
0345-0400	11	19	9	8	205	18	21	25	13	12	276	23
0400-0415	8	20	10	11	214	14	16	32	15	18	278	24
0415-0430	6	21	6	12	193	13	19	31	10	19	257	26
0430-0445	7	15	7	17	205	12	23	28	17	21	261	35
0445-0500	8	19	9	16	224	10	23	33	15	14	257	30
0500-0515	5	25	11	14	241	12	15	35	13	16	286	22
0515-0530	6	24	13	13	235	10	18	27	14	15	275	24
0530-0545	6	27	10	12	248	8	17	28	16	15	264	18
0545-0600	7	22	8	17	238	10	15	34	15	13	261	22

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	38	100	28	41	902	55	76	107	50	63	1002	73	2535
0315-0415	38	96	33	43	881	59	77	114	53	63	1056	81	2594
0330-0430	34	85	33	44	850	61	78	115	52	62	1075	92	2581
0345-0445	32	75	32	48	817	57	79	116	55	70	1072	108	2561
0400-0500	29	75	32	56	836	49	81	124	57	72	1053	115	2579
0415-0515	26	80	33	59	863	47	80	127	55	70	1061	113	2614
0430-0530	26	83	40	60	905	44	79	123	59	66	1079	111	2675
0445-0545	25	95	43	55	948	40	73	123	58	60	1082	94	2696
0500-0600	24	98	42	56	962	40	65	124	58	59	1086	86	2700



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 EDGEMONT STREET

LLG - PASADENA CLIENT:

PROJECT: KAISER PERMANENTE LAMC PROJECT

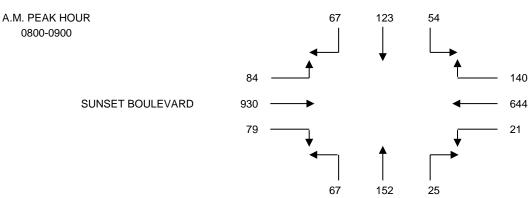
DATE: TUESDAY, MAY 17, 2016 PERIOD: 07:00 AM TO 10:00 AM INTERSECTION N/S **EDGEMONT STREET** E/W SUNSET BOULEVARD

FILE NUMBER: 4-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	5	13	10	20	93	3	3	25	8	11	123	11
0715-0730	10	20	8	25	112	4	5	30	13	7	138	16
0730-0745	8	23	12	27	154	6	4	33	12	13	175	19
0745-0800	13	24	13	28	161	5	5	35	15	14	183	23
0800-0815	14	27	14	33	142	7	7	34	16	19	202	21
0815-0830	16	31	12	32	181	5	5	41	21	19	236	25
0830-0845	20	32	15	35	164	6	8	39	16	23	234	18
0845-0900	17	33	13	40	157	3	5	38	14	18	258	20
0900-0915	13	28	11	31	140	4	5	33	12	14	223	21
0915-0930	15	30	10	27	137	6	6	28	12	16	214	16
0930-0945	12	24	9	33	147	6	3	30	11	15	201	15
0945-1000	12	34	11	25	151	5	4	36	15	13	208	10

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	36	80	43	100	520	18	17	123	48	45	619	69	1718
0715-0815	45	94	47	113	569	22	21	132	56	53	698	79	1929
0730-0830	51	105	51	120	638	23	21	143	64	65	796	88	2165
0745-0845	63	114	54	128	648	23	25	149	68	75	855	87	2289
0800-0900	67	123	54	140	644	21	25	152	67	79	930	84	2386
0815-0915	66	124	51	138	642	18	23	151	63	74	951	84	2385
0830-0930	65	123	49	133	598	19	24	138	54	71	929	75	2278
0845-0945	57	115	43	131	581	19	19	129	49	63	896	72	2174
0900-1000	52	116	41	116	575	21	18	127	50	58	846	62	2082

**EDGEMONT STREET** 



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

LLG - PASADENA CLIENT:

PROJECT: KAISER PERMANENTE LAMC PROJECT

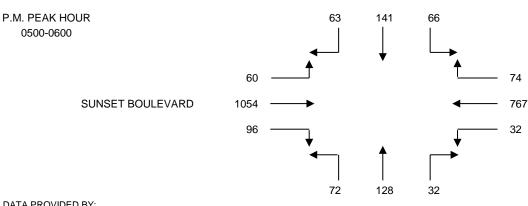
DATE: TUESDAY, MAY 17, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S **EDGEMONT STREET** E/W SUNSET BOULEVARD

FILE NUMBER: 4-PM

			-	-		_	•	_		-	4.0		4.5
15	5 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0	300-0315	10	29	14	30	152	5	4	30	20	19	224	10
0	315-0330	15	28	19	28	161	10	5	33	23	20	238	14
0	330-0345	20	34	12	24	178	11	6	35	19	23	242	19
0	345-0400	16	37	16	32	185	10	7	29	22	19	234	17
04	400-0415	14	32	13	21	189	9	8	37	20	17	229	16
04	415-0430	10	27	14	22	200	7	8	27	19	16	223	17
04	430-0445	9	30	14	25	203	8	5	35	18	19	253	12
04	445-0500	14	39	13	22	175	5	6	31	17	20	242	11
0	500-0515	13	33	16	19	165	8	8	30	15	21	241	18
0	515-0530	18	37	17	18	198	6	10	33	17	25	261	12
0	530-0545	17	36	15	20	215	10	8	37	18	26	277	15
0	545-0600	15	35	18	17	189	8	6	28	22	24	275	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	61	128	61	114	676	36	22	127	84	81	938	60	2388
0315-0415	65	131	60	105	713	40	26	134	84	79	943	66	2446
0330-0430	60	130	55	99	752	37	29	128	80	75	928	69	2442
0345-0445	49	126	57	100	777	34	28	128	79	71	939	62	2450
0400-0500	47	128	54	90	767	29	27	130	74	72	947	56	2421
0415-0515	46	129	57	88	743	28	27	123	69	76	959	58	2403
0430-0530	54	139	60	84	741	27	29	129	67	85	997	53	2465
0445-0545	62	145	61	79	753	29	32	131	67	92	1021	56	2528
0500-0600	63	141	66	74	767	32	32	128	72	96	1054	60	2585
			-	-	_	-		_	-	-	-		

**EDGEMONT STREET** 



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S EDGEMONT STREET
E/W FOUNTAIN AVENUE

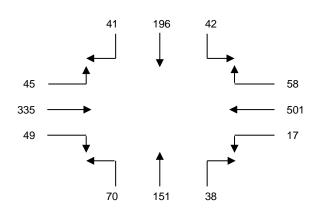
FILE NUMBER: 5-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	6	18	7	14	93	5	10	30	11	6	62	11
0715-0730	8	20	9	18	102	6	10	34	12	7	78	9
0730-0745	10	30	9	11	124	4	11	42	18	9	98	11
0745-0800	8	41	10	13	135	5	10	46	19	13	92	10
0800-0815	7	49	13	17	125	3	11	38	20	15	83	12
0815-0830	12	49	9	13	117	5	9	33	16	10	84	13
0830-0845	14	57	10	15	124	4	8	34	15	11	76	10
0845-0900	15	43	11	19	105	6	7	49	14	15	90	11
0900-0915	13	30	12	12	117	5	10	33	15	13	85	9
0915-0930	15	28	11	13	124	4	8	23	12	10	74	10
0930-0945	16	37	13	12	110	6	12	24	13	11	83	8
0945-1000	11	33	8	16	114	8	11	33	9	11	77	12

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	32	109	35	56	454	20	41	152	60	35	330	41	1365
0715-0815	33	140	41	59	486	18	42	160	69	44	351	42	1485
0730-0830	37	169	41	54	501	17	41	159	73	47	357	46	1542
0745-0845	41	196	42	58	501	17	38	151	70	49	335	45	1543
0800-0900	48	198	43	64	471	18	35	154	65	51	333	46	1526
0815-0915	54	179	42	59	463	20	34	149	60	49	335	43	1487
0830-0930	57	158	44	59	470	19	33	139	56	49	325	40	1449
0845-0945	59	138	47	56	456	21	37	129	54	49	332	38	1416
0900-1000	55	128	44	53	465	23	41	113	49	45	319	39	1374

A.M. PEAK HOUR 0745-0845

FOUNTAIN AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

PH: 626-446-7978 FAX: 626-446-2877 EDGEMONT STREET

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET
E/W FOUNTAIN AVENUE

FILE NUMBER: 5-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	15	36	13	15	107	9	13	33	14	12	111	10
0315-0330	17	42	14	12	118	10	9	48	13	13	123	9
0330-0345	13	50	11	13	132	11	8	45	10	14	130	8
0345-0400	12	44	15	14	104	12	11	38	12	17	127	7
0400-0415	11	52	12	13	124	8	11	42	11	20	125	5
0415-0430	12	53	17	15	130	9	8	49	12	21	134	9
0430-0445	10	48	10	10	122	9	7	45	15	22	121	6
0445-0500	12	49	12	11	133	8	9	30	16	23	110	7
0500-0515	11	53	7	12	125	7	6	42	10	19	152	8
0515-0530	8	54	11	13	148	10	5	45	16	18	127	6
0530-0545	11	59	10	13	136	11	4	49	9	18	142	6
0545-0600	12	45	13	10	131	8	6	46	8	15	120	5

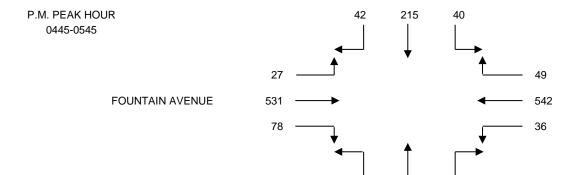
1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	57	172	53	54	461	42	41	164	49	56	491	34	1674
0315-0415	53	188	52	52	478	41	39	173	46	64	505	29	1720
0330-0430	48	199	55	55	490	40	38	174	45	72	516	29	1761
0345-0445	45	197	54	52	480	38	37	174	50	80	507	27	1741
0400-0500	45	202	51	49	509	34	35	166	54	86	490	27	1748
0415-0515	45	203	46	48	510	33	30	166	53	85	517	30	1766
0430-0530	41	204	40	46	528	34	27	162	57	82	510	27	1758
0445-0545	42	215	40	49	542	36	24	166	51	78	531	27	1801
0500-0600	42	211	41	48	540	36	21	182	43	70	541	25	1800

51

166

**EDGEMONT STREET** 

24



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S EDGEMONT STREET

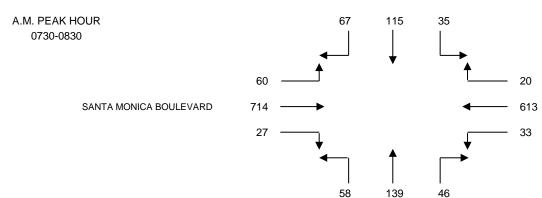
E/W SANTA MONICA BOULEVARD

FILE NUMBER: 6-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	13	17	4	12	159	2	10	16	10	2	111	11
0715-0730	13	14	6	7	138	4	10	29	12	5	127	10
0730-0745	15	20	11	5	145	5	13	31	19	9	192	16
0745-0800	21	36	6	5	163	10	13	39	14	5	177	17
0800-0815	19	29	9	6	147	11	10	39	13	7	178	16
0815-0830	12	30	9	4	158	7	10	30	12	6	167	11
0830-0845	17	25	5	6	152	4	8	28	9	7	183	19
0845-0900	10	24	5	6	158	3	9	24	9	9	177	15
0900-0915	11	23	5	8	180	2	6	24	10	12	170	11
0915-0930	13	20	3	6	167	2	8	20	6	9	139	14
0930-0945	10	22	5	7	169	4	7	19	8	8	145	13
0945-1000	8	15	4	5	155	3	6	16	8	7	140	12

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	62	87	27	29	605	21	46	115	55	21	607	54	1729
0715-0815	68	99	32	23	593	30	46	138	58	26	674	59	1846
0730-0830	67	115	35	20	613	33	46	139	58	27	714	60	1927
0745-0845	69	120	29	21	620	32	41	136	48	25	705	63	1909
0800-0900	58	108	28	22	615	25	37	121	43	29	705	61	1852
0815-0915	50	102	24	24	648	16	33	106	40	34	697	56	1830
0830-0930	51	92	18	26	657	11	31	96	34	37	669	59	1781
0845-0945	44	89	18	27	674	11	30	87	33	38	631	53	1735
0900-1000	42	80	17	26	671	11	27	79	32	36	594	50	1665

EDGEMONT STREET



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET

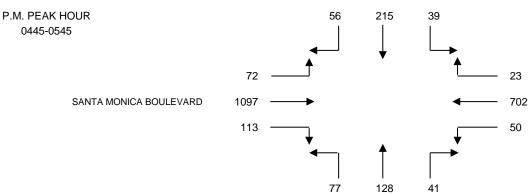
E/W SANTA MONICA BOULEVARD

FILE NUMBER: 6-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	16	41	10	8	144	10	12	35	12	17	221	13
0315-0330	19	49	8	7	138	8	14	38	13	11	223	13
0330-0345	15	44	7	12	136	11	10	34	16	20	232	10
0345-0400	11	40	7	7	144	10	8	31	11	38	236	10
0400-0415	16	51	12	5	189	13	10	30	17	26	247	13
0415-0430	10	49	10	10	156	12	16	37	19	48	266	12
0430-0445	9	55	10	7	120	7	14	36	13	30	227	17
0445-0500	12	50	11	3	157	11	11	30	20	20	254	14
0500-0515	19	60	11	8	174	8	7	35	18	22	308	18
0515-0530	12	53	10	5	211	13	11	33	19	32	283	19
0530-0545	13	52	7	7	160	18	12	30	20	39	252	21
0545-0600	6	42	10	9	146	12	13	34	16	26	220	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	61	174	32	34	562	39	44	138	52	86	912	46	2180
0315-0415	61	184	34	31	607	42	42	133	57	95	938	46	2270
0330-0430	52	184	36	34	625	46	44	132	63	132	981	45	2374
0345-0445	46	195	39	29	609	42	48	134	60	142	976	52	2372
0400-0500	47	205	43	25	622	43	51	133	69	124	994	56	2412
0415-0515	50	214	42	28	607	38	48	138	70	120	1055	61	2471
0430-0530	52	218	42	23	662	39	43	134	70	104	1072	68	2527
0445-0545	56	215	39	23	702	50	41	128	77	113	1097	72	2613
0500-0600	50	207	38	29	691	51	43	132	73	119	1063	74	2570

EDGEMONT STREET



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

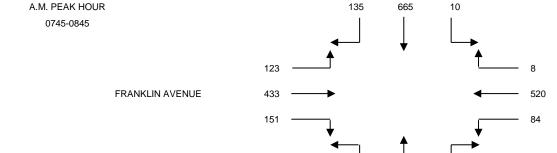
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VERMONT AVENUE

E/W FRANKLIN AVENUE

FILE NUMBER: 6-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	17	143	5	2	56	14	14	58	2	13	45	10
0715-0730	20	150	3	3	66	14	11	63	9	14	48	17
0730-0745	37	143	3	3	138	20	18	90	13	23	77	24
0745-0800	34	138	2	3	120	26	19	96	17	28	109	34
0800-0815	28	162	2	3	124	21	18	96	14	49	113	28
0815-0830	39	191	3	1	144	22	19	117	16	42	106	36
0830-0845	34	174	3	1	132	15	10	109	17	32	105	25
0845-0900	29	141	7	2	110	17	12	122	13	30	109	20
0900-0915	39	160	3	4	140	18	10	100	15	35	115	28
0915-0930	28	150	4	6	134	19	15	83	12	34	84	24
0930-0945	23	135	6	3	127	14	12	98	10	35	88	34
0945-1000	20	115	4	7	100	8	16	98	13	30	89	30

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	108	574	13	11	380	74	62	307	41	78	279	85	2012
0715-0815	119	593	10	12	448	81	66	345	53	114	347	103	2291
0730-0830	138	634	10	10	526	89	74	399	60	142	405	122	2609
0745-0845	135	665	10	8	520	84	66	418	64	151	433	123	2677
0800-0900	130	668	15	7	510	75	59	444	60	153	433	109	2663
0815-0915	141	666	16	8	526	72	51	448	61	139	435	109	2672
0830-0930	130	625	17	13	516	69	47	414	57	131	413	97	2529
0845-0945	119	586	20	15	511	68	49	403	50	134	396	106	2457
0900-1000	110	560	17	20	501	59	53	379	50	134	376	116	2375



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 VERMONT AVENUE

418

66

64

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: THURSDAY, FEBRUARY 9, 2017

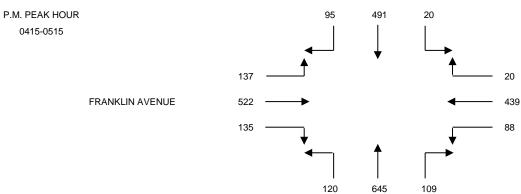
PERIOD: 03:00 PM TO 06:00 PM INTERSECTION: N/S **VERMONT AVENUE** E/W FRANKLIN AVENUE

6-PM FILE NUMBER:

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	17	127	7	2	86	26	22	127	25	48	116	32
0315-0330	23	131	5	3	97	29	22	122	22	51	122	35
0330-0345	33	132	7	5	98	20	21	136	30	41	124	42
0345-0400	21	114	10	8	91	19	19	180	28	31	121	35
0400-0415	20	130	6	3	94	14	22	163	30	36	124	37
0415-0430	24	124	3	5	110	21	22	187	39	30	136	30
0430-0445	21	124	5	4	114	24	28	130	25	41	134	38
0445-0500	21	127	5	5	105	22	32	148	31	35	133	39
0500-0515	29	116	7	6	110	21	27	180	25	29	119	30
0515-0530	24	124	3	7	100	17	30	174	32	32	114	25
0530-0545	34	112	6	6	103	20	29	164	38	27	137	37
0545-0600	26	110	3	3	116	28	34	163	27	32	132	40

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	94	504	29	18	372	94	84	565	105	171	483	144	2663
0315-0415	97	507	28	19	380	82	84	601	110	159	491	149	2707
0330-0430	98	500	26	21	393	74	84	666	127	138	505	144	2776
0345-0445	86	492	24	20	409	78	91	660	122	138	515	140	2775
0400-0500	86	505	19	17	423	81	104	628	125	142	527	144	2801
0415-0515	95	491	20	20	439	88	109	645	120	135	522	137	2821
0430-0530	95	491	20	22	429	84	117	632	113	137	500	132	2772
0445-0545	108	479	21	24	418	80	118	666	126	123	503	131	2797
0500-0600	113	462	19	22	429	86	120	681	122	120	502	132	2808

VERMONT AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

LLG - PASADENA CLIENT:

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 17, 2016 PERIOD: 07:00 AM TO 10:00 AM INTERSECTION N/S **VERMONT AVENUE** 

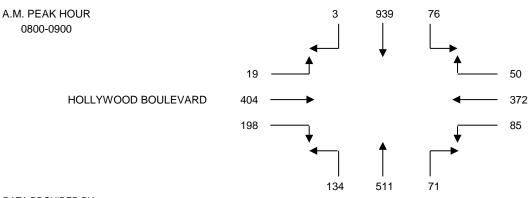
> E/W HOLLYWOOD BOULEVARD

FILE NUMBER: 7-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	142	9	4	50	13	10	114	17	34	65	3
0715-0730	2	162	13	6	74	21	9	120	30	38	58	4
0730-0745	0	182	15	5	73	18	11	127	27	50	58	5
0745-0800	2	203	16	10	82	16	12	151	32	52	87	5
0800-0815	1	245	18	13	78	18	14	152	42	54	104	7
0815-0830	0	239	20	12	85	24	16	120	37	38	120	3
0830-0845	1	225	21	11	106	20	20	108	28	45	92	5
0845-0900	1	230	17	14	103	23	21	131	27	61	88	4
0900-0915	3	205	16	13	87	15	20	137	26	45	103	5
0915-0930	2	187	25	15	92	12	18	115	30	40	100	5
0930-0945	2	181	29	9	88	19	16	130	31	38	85	6
0945-1000	3	171	19	11	89	21	15	128	23	44	73	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	5	689	53	25	279	68	42	512	106	174	268	17	2238
0715-0815	5	792	62	34	307	73	46	550	131	194	307	21	2522
0730-0830	3	869	69	40	318	76	53	550	138	194	369	20	2699
0745-0845	4	912	75	46	351	78	62	531	139	189	403	20	2810
0800-0900	3	939	76	50	372	85	71	511	134	198	404	19	2862
0815-0915	5	899	74	50	381	82	77	496	118	189	403	17	2791
0830-0930	7	847	79	53	388	70	79	491	111	191	383	19	2718
0845-0945	8	803	87	51	370	69	75	513	114	184	376	20	2670
0900-1000	10	744	89	48	356	67	69	510	110	167	361	19	2550
	TOTALS  0700-0800 0715-0815 0730-0830 0745-0845 0800-0900 0815-0915 0830-0930 0845-0945	TOTALS SBRT  0700-0800 5 0715-0815 5 0730-0830 3 0745-0845 4  0800-0900 3 0815-0915 5 0830-0930 7 0845-0945 8	TOTALS         SBRT         SBTH           0700-0800         5         689           0715-0815         5         792           0730-0830         3         869           0745-0845         4         912           0800-0900         3         939           0815-0915         5         899           0830-0930         7         847           0845-0945         8         803	TOTALS         SBRT         SBTH         SBLT           0700-0800         5         689         53           0715-0815         5         792         62           0730-0830         3         869         69           0745-0845         4         912         75           0800-0900         3         939         76           0815-0915         5         899         74           0830-0930         7         847         79           0845-0945         8         803         87	TOTALS         SBRT         SBTH         SBLT         WBRT           0700-0800         5         689         53         25           0715-0815         5         792         62         34           0730-0830         3         869         69         40           0745-0845         4         912         75         46           0800-0900         3         939         76         50           0815-0915         5         899         74         50           0830-0930         7         847         79         53           0845-0945         8         803         87         51	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH           0700-0800         5         689         53         25         279           0715-0815         5         792         62         34         307           0730-0830         3         869         69         40         318           0745-0845         4         912         75         46         351           0800-0900         3         939         76         50         372           0815-0915         5         899         74         50         381           0830-0930         7         847         79         53         388           0845-0945         8         803         87         51         370	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT           0700-0800         5         689         53         25         279         68           0715-0815         5         792         62         34         307         73           0730-0830         3         869         69         40         318         76           0745-0845         4         912         75         46         351         78           0800-0900         3         939         76         50         372         85           0815-0915         5         899         74         50         381         82           0830-0930         7         847         79         53         388         70           0845-0945         8         803         87         51         370         69	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT           0700-0800         5         689         53         25         279         68         42           0715-0815         5         792         62         34         307         73         46           0730-0830         3         869         69         40         318         76         53           0745-0845         4         912         75         46         351         78         62           0800-0900         3         939         76         50         372         85         71           0815-0915         5         899         74         50         381         82         77           0830-0930         7         847         79         53         388         70         79           0845-0945         8         803         87         51         370         69         75	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH           0700-0800         5         689         53         25         279         68         42         512           0715-0815         5         792         62         34         307         73         46         550           0730-0830         3         869         69         40         318         76         53         550           0745-0845         4         912         75         46         351         78         62         531           0800-0900         3         939         76         50         372         85         71         511           0815-0915         5         899         74         50         381         82         77         496           0830-0930         7         847         79         53         388         70         79         491           0845-0945         8         803         87         51         370         69         75         513	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT           0700-0800         5         689         53         25         279         68         42         512         106           0715-0815         5         792         62         34         307         73         46         550         131           0730-0830         3         869         69         40         318         76         53         550         138           0745-0845         4         912         75         46         351         78         62         531         139           0800-0900         3         939         76         50         372         85         71         511         134           0815-0915         5         899         74         50         381         82         77         496         118           0830-0930         7         847         79         53         388         70         79         491         111           0845-0945         8         803         87         51         370         69         75         513	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT           0700-0800         5         689         53         25         279         68         42         512         106         174           0715-0815         5         792         62         34         307         73         46         550         131         194           0730-0830         3         869         69         40         318         76         53         550         138         194           0745-0845         4         912         75         46         351         78         62         531         139         189           0800-0900         3         939         76         50         372         85         71         511         134         198           0815-0915         5         899         74         50         381         82         77         496         118         189           0830-0930         7         847         79         53         388         70         79         491         111         191           0845-0945<	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT         EBTH           0700-0800         5         689         53         25         279         68         42         512         106         174         268           0715-0815         5         792         62         34         307         73         46         550         131         194         307           0730-0830         3         869         69         40         318         76         53         550         138         194         369           0745-0845         4         912         75         46         351         78         62         531         139         189         403           0800-0900         3         939         76         50         372         85         71         511         134         198         404           0815-0915         5         899         74         50         381         82         77         496         118         189         403           0830-0930         7         847         79         53         388 </th <th>TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT         EBTH         EBLT           0700-0800         5         689         53         25         279         68         42         512         106         174         268         17           0715-0815         5         792         62         34         307         73         46         550         131         194         307         21           0730-0830         3         869         69         40         318         76         53         550         138         194         369         20           0745-0845         4         912         75         46         351         78         62         531         139         189         403         20           0800-0900         3         939         76         50         372         85         71         511         134         198         404         19           0815-0915         5         899         74         50         381         82         77         496         118         189         403         17</th>	TOTALS         SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT         EBTH         EBLT           0700-0800         5         689         53         25         279         68         42         512         106         174         268         17           0715-0815         5         792         62         34         307         73         46         550         131         194         307         21           0730-0830         3         869         69         40         318         76         53         550         138         194         369         20           0745-0845         4         912         75         46         351         78         62         531         139         189         403         20           0800-0900         3         939         76         50         372         85         71         511         134         198         404         19           0815-0915         5         899         74         50         381         82         77         496         118         189         403         17

**VERMONT AVENUE** 



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

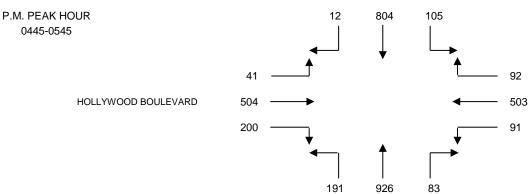
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE

E/W HOLLYWOOD BOULEVARD

FILE NUMBER: 7-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	2	178	18	23	106	27	17	172	41	40	93	9
0315-0330	3	206	23	27	115	28	23	192	52	43	102	10
0330-0345	5	234	25	25	107	29	22	208	40	52	124	8
0345-0400	2	215	22	30	109	26	29	204	52	57	116	5
0400-0415	3	220	25	27	121	18	32	225	37	61	124	11
0415-0430	2	217	33	25	116	19	24	235	51	48	109	12
0430-0445	3	195	27	23	110	21	25	220	39	53	110	12
0445-0500	2	200	32	19	127	22	24	217	45	44	124	10
0500-0515	4	203	27	24	118	18	25	211	43	52	116	9
0515-0530	3	195	24	26	134	24	19	247	52	53	120	10
0530-0545	3	206	22	23	124	27	15	251	51	51	144	12
0545-0600	5	180	25	20	108	20	18	231	55	50	122	13

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	12	833	88	105	437	110	91	776	185	192	435	32	3296
0315-0415	13	875	95	109	452	101	106	829	181	213	466	34	3474
0330-0430	12	886	105	107	453	92	107	872	180	218	473	36	3541
0345-0445	10	847	107	105	456	84	110	884	179	219	459	40	3500
0400-0500	10	832	117	94	474	80	105	897	172	206	467	45	3499
0415-0515	11	815	119	91	471	80	98	883	178	197	459	43	3445
0430-0530	12	793	110	92	489	85	93	895	179	202	470	41	3461
0445-0545	12	804	105	92	503	91	83	926	191	200	504	41	3552
0500-0600	15	784	98	93	484	89	77	940	201	206	502	44	3533



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 VERMONT AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

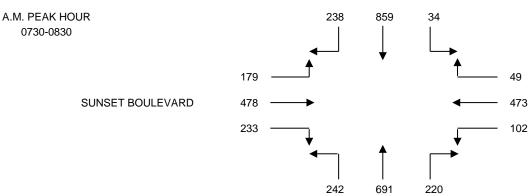
DATE: TUESDAY, MAY 24, 2016 PERIOD: 07:00 AM TO 10:00 AM INTERSECTION N/S **VERMONT AVENUE** E/W SUNSET BOULEVARD

FILE NUMBER: 9-AM

ĺ	15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
l	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
	0700-0715	33	107	4	6	49	13	48	135	59	39	72	41
	0715-0730	28	133	4	14	86	16	52	161	47	32	91	30
	0730-0745	47	168	5	8	87	25	45	169	54	50	106	32
	0745-0800	64	217	6	12	125	28	66	213	60	69	119	55
	0800-0815	64	232	10	15	138	29	59	152	63	49	120	34
	0815-0830	63	242	13	14	123	20	50	157	65	65	133	58
	0830-0845	50	164	11	11	100	20	57	124	46	46	110	43
	0845-0900	71	200	11	10	110	21	52	143	51	65	123	38
	0900-0915	77	184	19	14	126	21	63	166	70	65	123	49
	0915-0930	54	170	10	9	99	22	47	169	48	43	108	30
	0930-0945	51	155	12	15	96	23	45	140	63	48	110	45
	0945-1000	46	135	10	13	87	24	48	131	68	40	119	41

1	2	3	4	5	6	7	8	9	10	11	12	
SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
172	625	19	40	347	82	211	678	220	190	388	158	3130
5 203	750	25	49	436	98	222	695	224	200	436	151	3489
238	859	34	49	473	102	220	691	242	233	478	179	3798
5 241	855	40	52	486	97	232	646	234	229	482	190	3784
248	838	45	50	471	90	218	576	225	225	486	173	3645
5 261	790	54	49	459	82	222	590	232	241	489	188	3657
252	718	51	44	435	84	219	602	215	219	464	160	3463
5 253	709	52	48	431	87	207	618	232	221	464	162	3484
228	644	51	51	408	90	203	606	249	196	460	165	3351
( ! ( !	SBRT 0 172 5 203 0 238 5 241 0 248 5 261 0 252 5 253	SBRT SBTH  0 172 625 5 203 750 0 238 859 5 241 855 0 248 838 5 261 790 0 252 718 5 253 709	SBRT SBTH SBLT  0 172 625 19 5 203 750 25  0 238 859 34 5 241 855 40 0 248 838 45 5 261 790 54 0 252 718 51 5 253 709 52	SBRT SBTH SBLT WBRT  0 172 625 19 40 5 203 750 25 49  0 238 859 34 49 5 241 855 40 52 0 248 838 45 50 5 261 790 54 49 0 252 718 51 44 5 253 709 52 48	SBRT         SBTH         SBLT         WBRT         WBTH           0         172         625         19         40         347           5         203         750         25         49         436           0         238         859         34         49         473           5         241         855         40         52         486           0         248         838         45         50         471           5         261         790         54         49         459           0         252         718         51         44         435           5         253         709         52         48         431	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT           0         172         625         19         40         347         82           5         203         750         25         49         436         98           0         238         859         34         49         473         102           5         241         855         40         52         486         97           0         248         838         45         50         471         90           5         261         790         54         49         459         82           0         252         718         51         44         435         84           5         253         709         52         48         431         87	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT           0         172         625         19         40         347         82         211           5         203         750         25         49         436         98         222           0         238         859         34         49         473         102         220           5         241         855         40         52         486         97         232           0         248         838         45         50         471         90         218           5         261         790         54         49         459         82         222           0         252         718         51         44         435         84         219           5         253         709         52         48         431         87         207	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH           0         172         625         19         40         347         82         211         678           5         203         750         25         49         436         98         222         695           0         238         859         34         49         473         102         220         691           5         241         855         40         52         486         97         232         646           0         248         838         45         50         471         90         218         576           5         261         790         54         49         459         82         222         590           0         252         718         51         44         435         84         219         602           5         253         709         52         48         431         87         207         618	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT           0         172         625         19         40         347         82         211         678         220           5         203         750         25         49         436         98         222         695         224           0         238         859         34         49         473         102         220         691         242           5         241         855         40         52         486         97         232         646         234           0         248         838         45         50         471         90         218         576         225           5         261         790         54         49         459         82         222         590         232           0         252         718         51         44         435         84         219         602         215           5         253         709         52         48         431         87         207         618         232	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT           0         172         625         19         40         347         82         211         678         220         190           5         203         750         25         49         436         98         222         695         224         200           0         238         859         34         49         473         102         220         691         242         233           5         241         855         40         52         486         97         232         646         234         229           0         248         838         45         50         471         90         218         576         225         225           5         261         790         54         49         459         82         222         590         232         241           0         252         718         51         44         435         84         219         602         215         219           5         253         709         52	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT         EBTH           0         172         625         19         40         347         82         211         678         220         190         388           5         203         750         25         49         436         98         222         695         224         200         436           0         238         859         34         49         473         102         220         691         242         233         478           5         241         855         40         52         486         97         232         646         234         229         482           0         248         838         45         50         471         90         218         576         225         225         486           5         261         790         54         49         459         82         222         590         232         241         489           0         252         718         51         44         435         84         219         60	SBRT         SBTH         SBLT         WBRT         WBTH         WBLT         NBRT         NBTH         NBLT         EBRT         EBTH         EBTH         EBLT           0         172         625         19         40         347         82         211         678         220         190         388         158           5         203         750         25         49         436         98         222         695         224         200         436         151           0         238         859         34         49         473         102         220         691         242         233         478         179           5         241         855         40         52         486         97         232         646         234         229         482         190           0         248         838         45         50         471         90         218         576         225         225         486         173           5         261         790         54         49         459         82         222         590         232         241         489         188

**VERMONT AVENUE** 



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

LLG - PASADENA CLIENT:

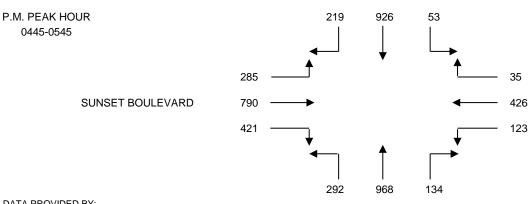
PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 24, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S **VERMONT AVENUE** E/W SUNSET BOULEVARD

FILE NUMBER: 9-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	46	226	16	17	96	47	46	201	49	75	166	57
0315-0330	50	231	10	21	104	37	42	199	65	71	162	63
0330-0345	64	250	9	15	98	39	42	228	55	72	179	60
0345-0400	54	223	16	19	80	34	48	212	45	72	173	80
0400-0415	70	247	22	12	99	29	37	250	58	70	168	64
0415-0430	64	250	19	11	88	43	30	268	73	74	193	56
0430-0445	45	231	16	11	104	37	28	223	65	82	190	73
0445-0500	64	219	18	9	101	32	39	234	71	81	178	62
0500-0515	54	222	13	7	121	35	26	251	72	97	221	86
0515-0530	54	253	10	8	104	27	27	242	84	127	194	69
0530-0545	47	232	12	11	100	29	42	241	65	116	197	68
0545-0600	38	207	18	8	102	29	40	227	69	99	170	60

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	214	930	51	72	378	157	178	840	214	290	680	260	4264
0315-0415	238	951	57	67	381	139	169	889	223	285	682	267	4348
0330-0430	252	970	66	57	365	145	157	958	231	288	713	260	4462
0345-0445	233	951	73	53	371	143	143	953	241	298	724	273	4456
0400-0500	243	947	75	43	392	141	134	975	267	307	729	255	4508
0415-0515	227	922	66	38	414	147	123	976	281	334	782	277	4587
0430-0530	217	925	57	35	430	131	120	950	292	387	783	290	4617
0445-0545	219	926	53	35	426	123	134	968	292	421	790	285	4672
0500-0600	193	914	53	34	427	120	135	961	290	439	782	283	4631



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

**VERMONT AVENUE** 

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

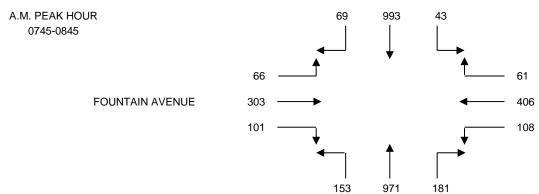
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W FOUNTAIN AVENUE

FILE NUMBER: 10-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	13	145	7	11	75	23	34	235	30	19	67	10
0715-0730	15	178	11	12	95	30	45	228	32	20	70	13
0730-0745	10	215	9	16	97	21	43	245	34	21	75	15
0745-0800	11	235	10	15	95	24	42	251	42	26	83	18
0800-0815	19	263	10	14	106	22	51	235	40	25	67	20
0815-0830	18	251	11	13	108	27	50	264	38	30	73	18
0830-0845	21	244	12	19	97	35	38	221	33	20	80	10
0845-0900	20	230	16	14	103	28	29	238	35	19	83	14
0900-0915	18	233	15	15	85	20	35	230	37	24	85	15
0915-0930	14	198	12	16	78	19	40	205	25	28	68	17
0930-0945	17	190	14	14	88	25	38	240	24	30	67	16
0945-1000	15	171	13	10	83	22	37	195	21	25	70	12

	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	49	773	37	54	362	98	164	959	138	86	295	56	3071
	0715-0815	55	891	40	57	393	97	181	959	148	92	295	66	3274
_	0730-0830	58	964	40	58	406	94	186	995	154	102	298	71	3426
	0745-0845	69	993	43	61	406	108	181	971	153	101	303	66	3455
	0800-0900	78	988	49	60	414	112	168	958	146	94	303	62	3432
	0815-0915	77	958	54	61	393	110	152	953	143	93	321	57	3372
	0830-0930	73	905	55	64	363	102	142	894	130	91	316	56	3191
	0845-0945	69	851	57	59	354	92	142	913	121	101	303	62	3124
	0900-1000	64	792	54	55	334	86	150	870	107	107	290	60	2969

**VERMONT AVENUE** 



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

' '

LLG - PASADENA CLIENT:

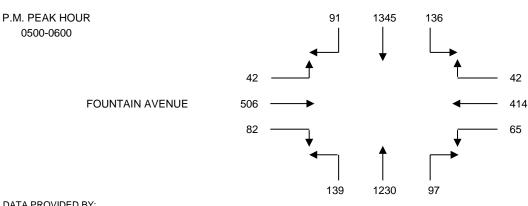
PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 24, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S **VERMONT AVENUE** E/W FOUNTAIN AVENUE

FILE NUMBER: 10-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	18	295	15	11	95	17	32	254	34	11	124	9
0315-0330	15	285	19	16	84	15	24	267	32	16	123	11
0330-0345	17	295	28	19	82	13	33	271	41	19	118	15
0345-0400	20	300	35	13	94	15	32	265	37	20	121	17
0400-0415	21	354	24	9	99	14	27	289	40	21	117	19
0415-0430	22	314	42	10	105	16	28	294	33	23	121	16
0430-0445	18	334	33	11	115	20	25	312	35	24	131	10
0445-0500	19	310	27	14	104	22	30	305	38	20	110	11
0500-0515	23	336	32	10	92	12	32	295	39	23	125	10
0515-0530	25	345	30	9	104	18	24	313	42	18	128	13
0530-0545	23	334	41	10	118	18	19	324	30	20	127	10
0545-0600	20	330	33	13	100	17	22	298	28	21	126	9

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	70	1175	97	59	355	60	121	1057	144	66	486	52	3742
0315-0415	73	1234	106	57	359	57	116	1092	150	76	479	62	3861
0330-0430	80	1263	129	51	380	58	120	1119	151	83	477	67	3978
0345-0445	81	1302	134	43	413	65	112	1160	145	88	490	62	4095
0400-0500	80	1312	126	44	423	72	110	1200	146	88	479	56	4136
0415-0515	82	1294	134	45	416	70	115	1206	145	90	487	47	4131
0430-0530	85	1325	122	44	415	72	111	1225	154	85	494	44	4176
0445-0545	90	1325	130	43	418	70	105	1237	149	81	490	44	4182
0500-0600	91	1345	136	42	414	65	97	1230	139	82	506	42	4189



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

**VERMONT AVENUE** 

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

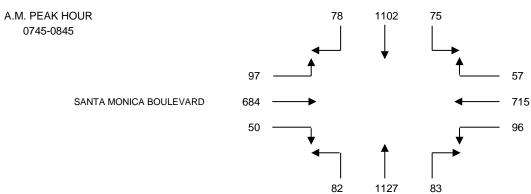
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE

E/W SANTA MONICA BOULEVARD

FILE NUMBER: 11-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	12	161	11	12	119	21	14	238	12	10	120	19
0715-0730	12	187	16	8	150	21	16	236	18	6	138	20
0730-0745	24	224	17	13	145	20	19	268	17	11	131	15
0745-0800	23	285	19	16	180	23	26	323	19	14	171	24
0800-0815	20	262	18	10	176	24	20	278	19	10	172	21
0815-0830	16	286	22	13	165	20	16	279	24	10	166	23
0830-0845	19	269	16	18	194	29	21	247	20	16	175	29
0845-0900	16	261	21	16	198	24	16	255	25	15	170	22
0900-0915	19	222	21	10	172	30	22	236	20	11	160	30
0915-0930	18	215	19	12	157	23	24	240	18	12	148	23
0930-0945	14	228	15	17	137	19	15	224	15	12	128	18
0945-1000	20	216	19	14	154	21	24	214	25	13	120	19

1 HOU	JR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTA	LS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0	800	71	857	63	49	594	85	75	1065	66	41	560	78	3604
0715-0	815	79	958	70	47	651	88	81	1105	73	41	612	80	3885
0730-0	330	83	1057	76	52	666	87	81	1148	79	45	640	83	4097
0745-0	845	78	1102	75	57	715	96	83	1127	82	50	684	97	4246
0800-0	900	71	1078	77	57	733	97	73	1059	88	51	683	95	4162
0815-0	915	70	1038	80	57	729	103	75	1017	89	52	671	104	4085
0830-0	930	72	967	77	56	721	106	83	978	83	54	653	104	3954
0845-0	945	67	926	76	55	664	96	77	955	78	50	606	93	3743
0900-1	000	71	881	74	53	620	93	85	914	78	48	556	90	3563



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 VERMONT AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 24, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S **VERMONT AVENUE** 

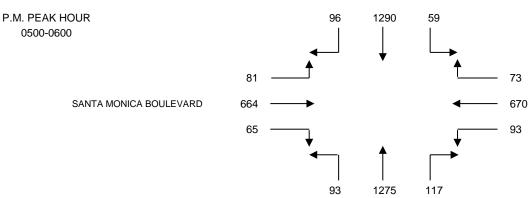
> E/W SANTA MONICA BOULEVARD

FILE NUMBER: 11-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	24	233	18	31	114	28	27	244	22	9	116	24
0315-0330	22	262	24	20	122	23	25	263	20	13	124	24
0330-0345	27	290	23	19	127	27	40	273	22	17	120	24
0345-0400	26	255	20	20	133	21	27	289	20	21	121	20
0400-0415	24	301	17	19	154	17	26	296	28	15	152	18
0415-0430	25	333	17	21	136	21	19	297	18	19	133	19
0430-0445	30	315	13	23	125	23	39	318	15	18	148	21
0445-0500	23	300	19	25	159	19	28	329	27	20	147	20
0500-0515	28	312	15	17	162	25	33	323	23	15	154	23
0515-0530	16	321	13	19	173	22	21	321	29	14	180	15
0530-0545	23	320	13	18	169	25	30	325	24	16	167	22
0545-0600	29	337	18	19	166	21	33	306	17	20	163	21

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	99	1040	85	90	496	99	119	1069	84	60	481	92	3814
0315-0415	99	1108	84	78	536	88	118	1121	90	66	517	86	3991
0330-0430	102	1179	77	79	550	86	112	1155	88	72	526	81	4107
0345-0445	105	1204	67	83	548	82	111	1200	81	73	554	78	4186
0400-0500	102	1249	66	88	574	80	112	1240	88	72	580	78	4329
0415-0515	106	1260	64	86	582	88	119	1267	83	72	582	83	4392
0430-0530	97	1248	60	84	619	89	121	1291	94	67	629	79	4478
0445-0545	90	1253	60	79	663	91	112	1298	103	65	648	80	4542
0500-0600	96	1290	59	73	670	93	117	1275	93	65	664	81	4576

VERMONT AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W MELROSE AVENUE

FILE NUMBER: 12-AM

Ī	15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
ı				~	•				_				
Į	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
	0700-0715	15	178	9	8	77	0	3	225	19	7	53	0
	0715-0730	17	200	10	15	88	1	6	270	42	13	72	0
	0730-0745	15	248	18	12	115	1	12	294	20	13	93	0
	0745-0800	20	279	13	19	110	0	14	318	33	15	126	1
	0800-0815	39	255	13	12	111	0	10	277	32	19	106	1
	0815-0830	35	273	13	10	108	0	9	273	30	14	80	0
	0830-0845	29	294	17	7	104	2	6	291	44	15	100	0
	0845-0900	39	251	19	10	120	2	5	263	36	14	85	1
	0900-0915	20	240	12	9	117	1	7	278	37	21	82	1
	0915-0930	37	211	13	7	77	0	8	259	41	22	76	0
	0930-0945	38	206	10	10	88	0	8	243	34	16	91	0
	0945-1000	33	230	9	9	90	1	9	223	25	22	70	1

	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
L	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	67	905	50	54	390	2	35	1107	114	48	344	1	3117
	0715-0815	91	982	54	58	424	2	42	1159	127	60	397	2	3398
	0730-0830	109	1055	57	53	444	1	45	1162	115	61	405	2	3509
	0745-0845	123	1101	56	48	433	2	39	1159	139	63	412	2	3577
	0800-0900	142	1073	62	39	443	4	30	1104	142	62	371	2	3474
	0815-0915	123	1058	61	36	449	5	27	1105	147	64	347	2	3424
	0830-0930	125	996	61	33	418	5	26	1091	158	72	343	2	3330
	0845-0945	134	908	54	36	402	3	28	1043	148	73	334	2	3165
	0900-1000	128	887	44	35	372	2	32	1003	137	81	319	2	3042

139

1159

**VERMONT AVENUE** 

39

A.M. PEAK HOUR
0745-0845

2

48

MELROSE AVENUE
412

433

63

2

DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

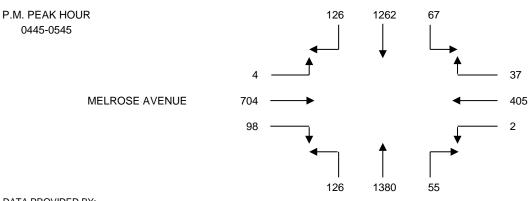
DATE: TUESDAY, MAY 24, 2016 PERIOD: 03:00 PM TO 06:00 PM INTERSECTION N/S **VERMONT AVENUE** E/W MELROSE AVENUE

FILE NUMBER: 12-PM

1	15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
ı	TOTALS	SDICT	30111	SDLI	WDKI	WDIII	WBLI	MDICT	NOTH	INDLI	LDKI	LDIII	LDLI
	0300-0315	34	240	19	7	74	1	15	271	27	30	113	2
	0315-0330	32	253	16	12	93	2	18	290	18	39	132	4
	0330-0345	49	270	20	8	84	1	11	288	31	39	119	1
	0345-0400	36	281	22	10	70	2	15	305	34	25	153	2
	0400-0415	33	294	17	9	89	0	16	313	33	22	164	1
	0415-0430	31	307	19	11	79	0	19	320	35	20	174	1
	0430-0445	20	314	22	14	82	0	16	335	32	25	180	0
	0445-0500	30	338	18	11	94	1	12	346	26	21	169	1
	0500-0515	34	305	19	9	105	0	13	330	29	20	159	1
	0515-0530	32	317	18	7	102	0	12	355	31	29	194	0
	0530-0545	30	302	12	10	104	1	18	349	40	28	182	2
	0545-0600	25	292	15	13	110	1	12	354	38	17	184	3

	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0300-0400	151	1044	77	37	321	6	59	1154	110	133	517	9	3618
	0315-0415	150	1098	75	39	336	5	60	1196	116	125	568	8	3776
	0330-0430	149	1152	78	38	322	3	61	1226	133	106	610	5	3883
	0345-0445	120	1196	80	44	320	2	66	1273	134	92	671	4	4002
	0400-0500	114	1253	76	45	344	1	63	1314	126	88	687	3	4114
	0415-0515	115	1264	78	45	360	1	60	1331	122	86	682	3	4147
_	0430-0530	116	1274	77	41	383	1	53	1366	118	95	702	2	4228
	0445-0545	126	1262	67	37	405	2	55	1380	126	98	704	4	4266
	0500-0600	121	1216	64	39	421	2	55	1388	138	94	719	6	4263

**VERMONT AVENUE** 



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

PERIOD: 07:00 AM TO 10:00 AM INTERSECTION: N/S **VERMONT AVENUE** E/W US 101 NB ON RAMP

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	66	176	0	0	0	0	0	348	127	0	0	0
0715-0730	55	234	0	0	0	0	0	428	126	0	0	0
0730-0745	71	249	0	0	0	0	0	460	114	0	0	0
0745-0800	98	290	0	0	0	0	0	469	128	0	0	0
0800-0815	93	323	0	0	0	0	0	432	146	0	0	0
0815-0830	61	280	0	0	0	0	0	433	127	0	0	0
0830-0845	48	305	0	0	0	0	0	455	137	0	0	0
0845-0900	56	327	0	0	0	0	0	437	127	0	0	0
0900-0915	53	273	0	0	0	0	0	406	124	0	0	0
0915-0930	45	250	0	0	0	0	0	371	116	0	0	0
0930-0945	58	254	0	0	0	0	0	330	118	0	0	0
0945-1000	37	239	0	0	0	0	0	305	115	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	290	949	0	0	0	0	0	1705	495	0	0	0	3439
0715-0815	317	1096	0	0	0	0	0	1789	514	0	0	0	3716
0730-0830	323	1142	0	0	0	0	0	1794	515	0	0	0	3774
0745-0845	300	1198	0	0	0	0	0	1789	538	0	0	0	3825
0800-0900	258	1235	0	0	0	0	0	1757	537	0	0	0	3787
0815-0915	218	1185	0	0	0	0	0	1731	515	0	0	0	3649
0830-0930	202	1155	0	0	0	0	0	1669	504	0	0	0	3530
0845-0945	212	1104	0	0	0	0	0	1544	485	0	0	0	3345
0900-1000	193	1016	0	0	0	0	0	1412	473	0	0	0	3094

A.M. PEAK HOUR 0745-0845

US 101 NB ON RAMP

300 1198 0 538 1789

VERMONT AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

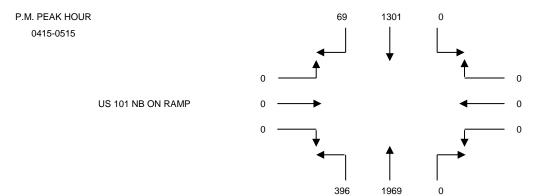
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VERMONT AVENUE

E/W US 101 NB ON RAMP

FILE NUMBER: 8-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	37	305	0	0	0	0	0	384	90	0	0	0
0315-0330	33	299	0	0	0	0	0	420	103	0	0	0
0330-0345	25	304	0	0	0	0	0	458	87	0	0	0
0345-0400	23	308	0	0	0	0	0	480	99	0	0	0
0400-0415	29	346	0	0	0	0	0	462	91	0	0	0
0415-0430	21	322	0	0	0	0	0	479	105	0	0	0
0430-0445	18	300	0	0	0	0	0	481	90	0	0	0
0445-0500	17	321	0	0	0	0	0	497	104	0	0	0
0500-0515	13	358	0	0	0	0	0	512	97	0	0	0
0515-0530	20	353	0	0	0	0	0	458	85	0	0	0
0530-0545	21	320	0	0	0	0	0	460	74	0	0	0
0545-0600	16	297	0	0	0	0	0	448	70	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	118	1216	0	0	0	0	0	1742	379	0	0	0	3455
0315-0415	110	1257	0	0	0	0	0	1820	380	0	0	0	3567
0330-0430	98	1280	0	0	0	0	0	1879	382	0	0	0	3639
0345-0445	91	1276	0	0	0	0	0	1902	385	0	0	0	3654
0400-0500	85	1289	0	0	0	0	0	1919	390	0	0	0	3683
0415-0515	69	1301	0	0	0	0	0	1969	396	0	0	0	3735
0430-0530	68	1332	0	0	0	0	0	1948	376	0	0	0	3724
0445-0545	71	1352	0	0	0	0	0	1927	360	0	0	0	3710
0500-0600	70	1328	0	0	0	0	0	1878	326	0	0	0	3602



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 VERMONT AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VERMONT AVENUE

E/W US 101 NB OFF RAMP

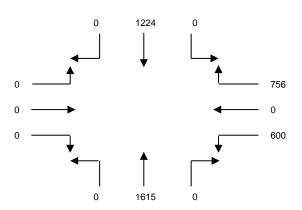
FILE NUMBER: 9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	0	187	0	140	0	141	0	350	0	0	0	0
0715-0730	0	245	0	178	0	142	0	375	0	0	0	0
0730-0745	0	253	0	182	0	124	0	388	0	0	0	0
0745-0800	0	281	0	193	0	140	0	421	0	0	0	0
0800-0815	0	336	0	215	0	148	0	377	0	0	0	0
0815-0830	0	297	0	177	0	137	0	393	0	0	0	0
0830-0845	0	310	0	171	0	175	0	424	0	0	0	0
0845-0900	0	308	0	135	0	143	0	443	0	0	0	0
0900-0915	0	260	0	149	0	143	0	369	0	0	0	0
0915-0930	0	263	0	132	0	139	0	312	0	0	0	0
0930-0945	0	267	0	100	0	162	0	335	0	0	0	0
0945-1000	0	210	0	118	0	146	0	317	0	0	0	0

	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	0	966	0	693	0	547	0	1534	0	0	0	0	3740
	0715-0815	0	1115	0	768	0	554	0	1561	0	0	0	0	3998
_	0730-0830	0	1167	0	767	0	549	0	1579	0	0	0	0	4062
	0745-0845	0	1224	0	756	0	600	0	1615	0	0	0	0	4195
	0800-0900	0	1251	0	698	0	603	0	1637	0	0	0	0	4189
	0815-0915	0	1175	0	632	0	598	0	1629	0	0	0	0	4034
	0830-0930	0	1141	0	587	0	600	0	1548	0	0	0	0	3876
	0845-0945	0	1098	0	516	0	587	0	1459	0	0	0	0	3660
	0900-1000	0	1000	0	499	0	590	0	1333	0	0	0	0	3422



US 101 NB OFF RAMP



VERMONT AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VERMONT AVENUE

E/W US 101 NB OFF RAMP

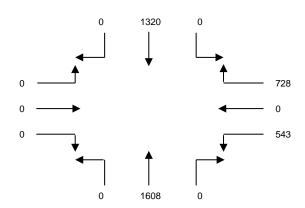
FILE NUMBER: 9-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	0	310	0	179	0	123	0	323	0	0	0	0
0315-0330	0	295	0	181	0	131	0	352	0	0	0	0
0330-0345	0	283	0	181	0	121	0	374	0	0	0	0
0345-0400	0	303	0	199	0	161	0	374	0	0	0	0
0400-0415	0	339	0	190	0	134	0	379	0	0	0	0
0415-0430	0	331	0	186	0	127	0	409	0	0	0	0
0430-0445	0	317	0	184	0	158	0	380	0	0	0	0
0445-0500	0	333	0	168	0	124	0	440	0	0	0	0
0500-0515	0	307	0	152	0	126	0	423	0	0	0	0
0515-0530	0	343	0	162	0	128	0	378	0	0	0	0
0530-0545	0	338	0	129	0	152	0	407	0	0	0	0
0545-0600	0	315	0	102	0	138	0	429	0	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	0	1191	0	740	0	536	0	1423	0	0	0	0	3890
0315-0415	0	1220	0	751	0	547	0	1479	0	0	0	0	3997
0330-0430	0	1256	0	756	0	543	0	1536	0	0	0	0	4091
0345-0445	0	1290	0	759	0	580	0	1542	0	0	0	0	4171
0400-0500	0	1320	0	728	0	543	0	1608	0	0	0	0	4199
0415-0515	0	1288	0	690	0	535	0	1652	0	0	0	0	4165
0430-0530	0	1300	0	666	0	536	0	1621	0	0	0	0	4123
0445-0545	0	1321	0	611	0	530	0	1648	0	0	0	0	4110
0500-0600	0	1303	0	545	0	544	0	1637	0	0	0	0	4029



US 101 NB OFF RAMP



VERMONT AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: N/S US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE

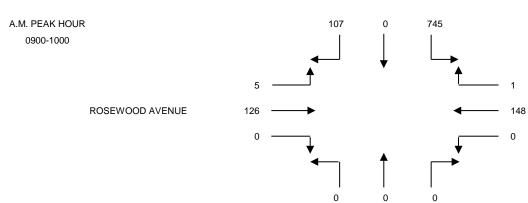
E/W ROSEWOOD AVENUE

FILE NUMBER: 7-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	19	0	181	0	35	0	0	0	0	0	25	0
0715-0730	24	0	197	0	30	0	0	0	0	0	34	2
0730-0745	20	0	180	4	38	0	0	0	0	0	66	0
0745-0800	16	0	136	2	31	0	0	0	0	0	76	1
0800-0815	21	0	138	0	32	0	0	0	0	0	60	1
0815-0830	20	0	136	0	44	0	0	0	0	0	59	1
0830-0845	14	0	146	0	33	0	0	0	0	0	30	1
0845-0900	13	0	164	1	36	0	0	0	0	0	41	0
0900-0915	20	0	170	0	45	0	0	0	0	0	44	2
0915-0930	27	0	208	0	33	0	0	0	0	0	32	0
0930-0945	25	0	194	0	31	0	0	0	0	0	20	0
0945-1000	35	0	173	1	39	0	0	0	0	0	30	3

1	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	79	0	694	6	134	0	0	0	0	0	201	3	1117
	0715-0815	81	0	651	6	131	0	0	0	0	0	236	4	1109
	0730-0830	77	0	590	6	145	0	0	0	0	0	261	3	1082
	0745-0845	71	0	556	2	140	0	0	0	0	0	225	4	998
	0800-0900	68	0	584	1	145	0	0	0	0	0	190	3	991
	0815-0915	67	0	616	1	158	0	0	0	0	0	174	4	1020
	0830-0930	74	0	688	1	147	0	0	0	0	0	147	3	1060
_	0845-0945	85	0	736	1	145	0	0	0	0	0	137	2	1106
	0900-1000	107	0	745	1	148	0	0	0	0	0	126	5	1132

US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

PH: 626-446-7978 FAX: 626-446-2877

•

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

PERIOD: 03:00 PM TO 06:00 PM

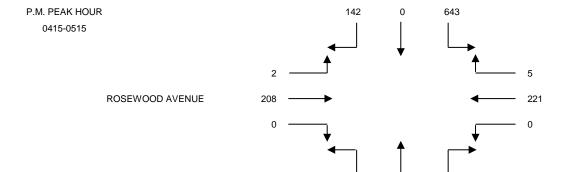
INTERSECTION: N/S US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE

E/W ROSEWOOD AVENUE

FILE NUMBER: 7-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	17	0	123	0	39	0	0	0	0	0	38	0
0315-0330	27	0	167	1	45	0	0	0	0	0	48	1
0330-0345	22	0	162	1	42	0	0	0	0	0	57	0
0345-0400	34	0	147	0	45	0	0	0	0	0	42	1
0400-0415	27	0	149	2	50	0	0	0	0	0	51	1
0415-0430	39	0	155	0	52	0	0	0	0	0	50	1
0430-0445	38	0	169	3	65	0	0	0	0	0	62	0
0445-0500	35	0	157	2	56	0	0	0	0	0	50	0
0500-0515	30	0	162	0	48	0	0	0	0	0	46	1
0515-0530	30	0	154	0	50	0	0	0	0	0	47	0
0530-0545	36	0	168	1	51	0	0	0	0	0	54	0
0545-0600	26	0	141	2	44	0	0	0	0	0	47	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	100	0	599	2	171	0	0	0	0	0	185	2	1059
0315-0415	110	0	625	4	182	0	0	0	0	0	198	3	1122
0330-0430	122	0	613	3	189	0	0	0	0	0	200	3	1130
0345-0445	138	0	620	5	212	0	0	0	0	0	205	3	1183
0400-0500	139	0	630	7	223	0	0	0	0	0	213	2	1214
0415-0515	142	0	643	5	221	0	0	0	0	0	208	2	1221
0430-0530	133	0	642	5	219	0	0	0	0	0	205	1	1205
0445-0545	131	0	641	3	205	0	0	0	0	0	197	1	1178
0500-0600	122	0	625	3	193	0	0	0	0	0	194	1	1138



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE

0

.

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

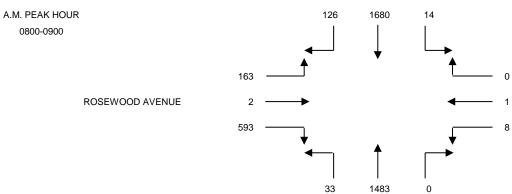
PERIOD: 07:00 AM TO 10:00 AM INTERSECTION: N/S VERMONT AVENUE

E/W ROSEWOOD AVENUE

FILE NUMBER: 10-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	28	299	4	0	0	4	0	330	12	177	0	28
0715-0730	36	304	5	1	0	1	0	346	9	185	0	38
0730-0745	22	341	2	0	0	1	0	368	6	188	0	34
0745-0800	31	406	3	0	0	2	0	385	10	185	1	42
0800-0815	30	445	5	0	0	4	0	340	11	154	0	41
0815-0830	32	380	2	0	1	3	0	363	8	140	0	43
0830-0845	37	421	5	0	0	0	0	392	7	122	1	41
0845-0900	27	434	2	0	0	1	0	388	7	177	1	38
0900-0915	35	373	1	0	0	1	0	341	8	171	0	39
0915-0930	29	389	1	3	3	1	0	300	5	198	0	31
0930-0945	30	341	1	0	0	1	0	272	6	178	1	31
0945-1000	34	382	1	2	0	2	0	303	4	183	0	27

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	117	1350	14	1	0	8	0	1429	37	735	1	142	3834
0715-0815	119	1496	15	1	0	8	0	1439	36	712	1	155	3982
0730-0830	115	1572	12	0	1	10	0	1456	35	667	1	160	4029
0745-0845	130	1652	15	0	1	9	0	1480	36	601	2	167	4093
0800-0900	126	1680	14	0	1	8	0	1483	33	593	2	163	4103
0815-0915	131	1608	10	0	1	5	0	1484	30	610	2	161	4042
0830-0930	128	1617	9	3	3	3	0	1421	27	668	2	149	4030
0845-0945	121	1537	5	3	3	4	0	1301	26	724	2	139	3865
0900-1000	128	1485	4	5	3	5	0	1216	23	730	1	128	3728



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 VERMONT AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES

DATE: WEDNESDAY, FEBRUARY 15, 2017

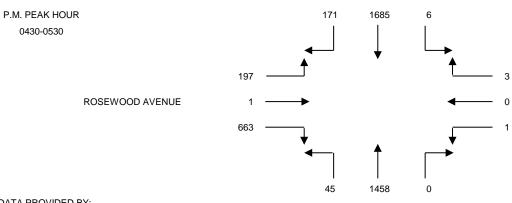
PERIOD: 03:00 PM TO 06:00 PM INTERSECTION: N/S **VERMONT AVENUE** 

E/W ROSEWOOD AVENUE

10-PM FILE NUMBER:

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	31	363	2	2	0	0	0	325	5	135	0	31
0315-0330	39	382	0	0	0	0	0	326	10	160	0	40
0330-0345	31	375	0	0	0	0	0	335	7	158	0	45
0345-0400	35	443	1	0	0	0	0	320	10	160	0	43
0400-0415	31	411	3	1	1	0	0	355	10	151	0	35
0415-0430	42	399	1	0	1	0	0	314	8	188	1	56
0430-0445	60	408	0	1	0	0	0	352	10	178	0	45
0445-0500	46	433	0	0	0	0	0	374	13	170	0	50
0500-0515	30	424	4	0	0	0	0	382	11	151	1	44
0515-0530	35	420	2	2	0	1	0	350	11	164	0	58
0530-0545	43	400	2	0	0	2	0	363	11	168	1	50
0545-0600	33	423	2	0	0	0	0	328	14	157	0	38

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	136	1563	3	2	0	0	0	1306	32	613	0	159	3814
0315-0415	136	1611	4	1	1	0	0	1336	37	629	0	163	3918
0330-0430	139	1628	5	1	2	0	0	1324	35	657	1	179	3971
0345-0445	168	1661	5	2	2	0	0	1341	38	677	1	179	4074
0400-0500	179	1651	4	2	2	0	0	1395	41	687	1	186	4148
0415-0515	178	1664	5	1	1	0	0	1422	42	687	2	195	4197
0430-0530	171	1685	6	3	0	1	0	1458	45	663	1	197	4230
0445-0545	154	1677	8	2	0	3	0	1469	46	653	2	202	4216
0500-0600	141	1667	10	2	0	3	0	1423	47	640	2	190	4125



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

VERMONT AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE

E/W OAKWOOD AVENUE / US 101 FRWY SB ON-RAMP

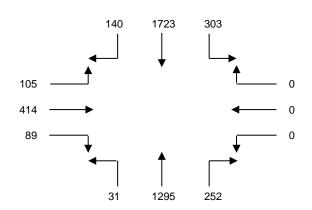
FILE NUMBER: 13-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	23	427	62	0	0	0	64	276	7	12	84	19
0715-0730	35	441	76	0	0	0	72	316	9	20	90	28
0730-0745	40	432	82	0	0	0	64	332	5	25	119	23
0745-0800	34	415	70	0	0	0	54	319	6	24	105	25
0800-0815	31	435	75	0	0	0	62	328	11	20	100	29
0815-0830	28	420	85	0	0	0	51	318	10	20	105	34
0830-0845	26	412	72	0	0	0	44	358	11	21	85	23
0845-0900	40	405	54	0	0	0	51	320	6	15	54	20
0900-0915	50	327	69	0	0	0	63	272	6	17	71	21
0915-0930	37	279	64	0	0	0	72	284	11	14	64	22
0930-0945	44	303	66	0	0	0	67	294	10	10	47	24
0945-1000	30	277	61	0	0	0	59	281	9	14	40	20

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	132	1715	290	0	0	0	254	1243	27	81	398	95	4235
0715-0815	140	1723	303	0	0	0	252	1295	31	89	414	105	4352
0730-0830	133	1702	312	0	0	0	231	1297	32	89	429	111	4336
0745-0845	119	1682	302	0	0	0	211	1323	38	85	395	111	4266
0800-0900	125	1672	286	0	0	0	208	1324	38	76	344	106	4179
0815-0915	144	1564	280	0	0	0	209	1268	33	73	315	98	3984
0830-0930	153	1423	259	0	0	0	230	1234	34	67	274	86	3760
0845-0945	171	1314	253	0	0	0	253	1170	33	56	236	87	3573
0900-1000	161	1186	260	0	0	0	261	1131	36	55	222	87	3399

A.M. PEAK HOUR 0715-0815

> OAKWOOD AVENUE / US 101 SB ON-RAMP



VERMONT AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

PH: 626-446-7978 FAX: 626-446-2877

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: TUESDAY, MAY 24, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE

E/W OAKWOOD AVENUE - US 101 FRWY SB ON-RAMP

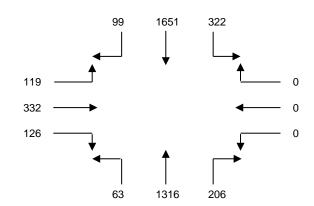
FILE NUMBER: 13-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	44	313	97	0	0	0	62	294	9	15	72	34
0315-0330	30	328	93	0	0	0	53	308	10	20	85	26
0330-0345	28	396	111	0	0	0	44	316	7	27	87	21
0345-0400	20	383	119	0	0	0	59	268	7	22	80	19
0400-0415	14	391	105	0	0	0	50	353	11	20	73	21
0415-0430	20	430	81	0	0	0	50	315	5	27	75	21
0430-0445	28	389	76	0	0	0	42	293	10	27	65	25
0445-0500	26	433	85	0	0	0	51	310	17	28	98	21
0500-0515	21	397	81	0	0	0	50	343	19	34	74	20
0515-0530	20	411	86	0	0	0	69	325	13	38	73	43
0530-0545	32	410	70	0	0	0	36	338	14	26	87	35
0545-0600	33	408	84	0	0	0	49	319	18	43	61	25

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	122	1420	420	0	0	0	218	1186	33	84	324	100	3907
0315-0415	92	1498	428	0	0	0	206	1245	35	89	325	87	4005
0330-0430	82	1600	416	0	0	0	203	1252	30	96	315	82	4076
0345-0445	82	1593	381	0	0	0	201	1229	33	96	293	86	3994
0400-0500	88	1643	347	0	0	0	193	1271	43	102	311	88	4086
0415-0515	95	1649	323	0	0	0	193	1261	51	116	312	87	4087
0430-0530	95	1630	328	0	0	0	212	1271	59	127	310	109	4141
0445-0545	99	1651	322	0	0	0	206	1316	63	126	332	119	4234
0500-0600	106	1626	321	0	0	0	204	1325	64	141	295	123	4205

P.M. PEAK HOUR 0445-0545

> OAKWOOD AVENUE / US 101 SB ON RAMP



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

PH: 626-446-7978 FAX: 626-446-2877 VERMONT AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: WEDNESDAY, MAY 25, 2016

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION N/S HILLHURST AVENUE / VIRGIL AVENUE

E/W SUNSET BOULEVARD / SUNSET DRIVE / HOLLYWOOD BOULEVARD

FILE NUMBER: 14-AM

15 MINUTE	HILLI	HURST A	AVENUE	- NORTI	H LEG	5	SUNSET	DRIVE -	EAST LE	:G	SUNSE	T BOULE	VARD - EA	ST LEG	VII	RGIL AV	ENUE - S	OUTH L	EG	SUNS
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
0700-0715	5	15	68	30	1	1	3	11	0	1	1	20	85	59	1	1	33	8	10	5
0715-0730	10	16	87	34	0	0	5	15	0	0	3	23	75	64	2	3	48	10	8	9
0730-0745	8	14	118	42	1	2	10	19	1	1	4	27	85	72	1	1	52	11	11	10
0745-0800	6	19	124	56	1	1	8	25	0	2	5	35	97	80	0	2	64	12	12	11
0800-0815	11	17	155	67	0	2	6	23	0	1	6	45	105	81	1	1	58	9	14	9
0815-0830	12	15	142	75	0	2	4	31	1	1	8	38	116	78	2	0	60	8	22	10
0830-0845	11	21	122	64	1	3	9	15	0	0	5	33	102	85	0	1	52	12	25	8
0845-0900	9	25	130	75	0	2	5	12	1	1	4	27	78	90	0	0	50	10	18	12
0900-0915	8	30	141	50	2	4	5	18	1	2	5	36	91	91	0	0	37	13	14	9
0915-0930	11	21	118	44	1	2	5	14	0	0	3	35	85	75	1	1	44	9	15	10
0930-0945	10	22	94	48	0	2	4	15	0	0	5	43	93	80	2	1	62	11	11	13
0945-1000	8	20	85	39	0	3	5	12	0	1	5	40	90	92	0	0	59	12	16	14
1-HOUR	HILLI	HURST A	AVENUE	- NORTI		_	SUNSET		EAST LE				VARD - EA				ENUE - S			SUNS
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
0700-0800	29	64	397	162	3	4	26	70	1	4	13	105	342	275	4	7	197	41	41	35
0715-0815	35	66	484	199	2	5	29	82	1	4	18	130	362	297	4	7	222	42	45	39
0730-0830	37	65	539	240	2	7	28	98	2	5	23	145	403	311	4	4	234	40	59	40
0745-0845	40	72	543	262	2	8	27	94	1	4	24	151	420	324	3	4	234	41	73	38
0800-0900	43	78	549	281	1	9	24	81	2	3	23	143	401	334	3	2	220	39	79	39
0815-0915	40	91	535	264	3	11	23	76	3	4	22	134	387	344	2	1	199	43	79	39
0830-0930	39	97	511	233	4	11	24	59	2	3	17	131	356	341	1	2	183	44	72	39
0845-0945	38	98	483	217	3	10	19	59	2	3	17	141	347	336	3	2	193	43	58	44
0900-1000	37	93	438	181	3	11	19	59	1	3	18	154	359	338	3	2	202	45	56	46

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005

PH: 626-446-7978

SET BOU	JLEVARD	- WEST	LEG	HOLL'	YWOOD E	BOULEVAR	RD - WEST	LEG	
21	22	23	24	25	26	27	28	29	
38	5	5	0	1	5	30	4	5	
42	4	10	1	3	10	52	5	6	
51	3	11	3	5	9	68	6	11	
68	5	11	5	2	11	80	8	10	
90	7	10	5	5	10	113	10	8	
72	7	8	6	4	13	102	7	7	
111	5	7	7	5	15	95	5	12	
80	6	12	5	10	10	100	11	5	
74	3	11	6	6	9	77	8	9	
68	5	8	6	5	12	98	7	7	
60	5	7	5	4	15	77	6	8	
50	6	5	6	6	10	70	5	8	
									Ī
	JLEVARD		LEG		YWOOD E		RD - WEST	_	
21	22	23	24	25	26	27	28	29	TOTALS
199	17	37	9	11	35	230	23	32	2413
251	19	42	14	15	40	313	29	35	2831
281	22	40	19	16	43	363	31	36	3137
341	24	36	23	16	49	390	30	37	3311
353	25	37	23	24	48	410	33	32	3339
337	21	38	24	25	47	374	31	33	3230
333	19	38	24	26	46	370	31	33	3089
282	19	38	22	25	46	352	32	29	2961
252	19	31	23	21	46	322	26	32	2840

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005

PH: 626-446-7978

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: WEDNESDAY, MAY 25, 2016

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION N/S HILLHURST AVENUE / VIRGIL AVENUE

E/W SUNSET BOULEVARD / SUNSET DRIVE / HOLLYWOOD BOULEVARD

FILE NUMBER: 14-PM

15 MINUTE	HILLHURST AVENUE - NORTH LEG		l LEG	S	UNSET I	DRIVE - I	EAST LE	G	SUNSE	T BOULE\	/ARD - EA	ST LEG		VIRGIL AV	'ENUE - S	OUTH LEG	3		
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	•			•		•	•			•			•	•	•	•		•	•
0300-0315	8	19	116	38	4	6	6	13	3	1	5	32	89	48	8	4	85	12	15
0315-0330	9	16	125	45	3	8	4	10	2	0	7	40	99	51	9	3	93	10	13
0330-0345	10	18	123	53	2	5	5	11	0	1	5	43	105	58	7	4	100	13	19
0345-0400	11	20	105	37	1	5	3	12	1	2	6	45	103	62	5	2	108	20	20
0400-0415	8	17	142	41	0	7	5	9	0	0	8	50	97	74	6	0	112	19	14
0415-0430	7	15	132	56	1	6	3	12	2	0	10	38	102	67	5	2	100	23	12
0430-0445	9	13	121	52	2	4	1	14	0	1	8	37	111	64	10	2	109	25	17
0445-0500	6	12	108	55	1	7	3	8	0	3	15	42	106	79	6	1	98	24	18
0500-0515	8	9	124	48	2	6	2	7	1	2	11	51	100	78	7	0	111	26	21
0515-0530	10	13	110	63	0	4	2	11	2	4	12	46	115	83	7	3	106	20	15
0530-0545	9	11	114	50	0	5	1	12	0	2	13	41	121	77	5	3	109	21	14
0545-0600	6	9	118	54	2	6	4	9	0	1	14	43	109	71	8	6	110	19	13
1 HOUR	HILLI	HURST A	VENUE	- NORTI	LEG	S	UNSET	DRIVE - I	EAST LE		SUNSE	T BOULE\		ST LEG		VIRGIL AV	ENUE - S		
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
									_										
0300-0400	38	73	469	173	10	24	18	46	6	4	23	160	396	219	29	13	386	55	67
0315-0415	38	71	495	176	6	25	17	42	3	3	26	178	404	245	27	9	413	62	66
0330-0430	36	70	502	187	4	23	16	44	3	3	29	176	407	261	23	8	420	75	65
0345-0445	35	65	500	186	4	22	12	47	3	3	32	170	413	267	26	6	429	87	63
0400-0500	30	57	503	204	4	24	12	43	2	4	41	167	416	284	27	5	419	91	61
0415-0515	30	49	485	211	6	23	9	41	3	6	44	168	419	288	28	5	418	98	68
0430-0530	33	47	463	218	5	21	8	40	3	10	46	176	432	304	30	6	424	95	71
0445-0545	33	45	456	216	3	22	8	38	3	11	51	180	442	317	25	7	424	91	68
0500-0600	33	42	466	215	4	21	9	39	3	9	50	181	445	309	27	12	436	86	63

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978

SU	NSET BO	JLEVARD	- WEST L	EG	HOLL	YWOOD B	OULEVAR	RD - WEST	ΓLEG
20	21	22	23	24	25	26	27	28	29
15	106	17	20	8	8	27	64	10	9
16	115	19	21	7	10	30	73	11	8
19	108	20	21	9	9	32	102	12	7
23	121	21	19	5	9	33	105	7	10
24	124	23	17	10	5	30	121	10	11
21	132	18	22	8	7	24	126	13	8
20	119	16	24	7	7	25	119	8	9
19	115	17	16	11	5	19	125	9	13
21	120	20	18	6	6	22	118	7	15
17	115	22	20	7	9	17	109	8	8
20	132	19	23	8	6	20	114	10	10
18	118	18	21	8	8	21	117	9	11

SU	INSET BO	ULEVARD	- WEST L	EG	HOLL'	YWOOD E	BOULEVAR	RD - WEST	ΓLEG	
20	21	22	23	24	25	26	27	28	29	TOTALS
73	450	77	81	29	36	122	344	40	34	3495
82	468	83	78	31	33	125	401	40	36	3683
87	485	82	79	32	30	119	454	42	36	3798
88	496	78	82	30	28	112	471	38	38	3831
84	490	74	79	36	24	98	491	40	41	3851
81	486	71	80	32	25	90	488	37	45	3834
77	469	75	78	31	27	83	471	32	45	3820
77	482	78	77	32	26	78	466	34	46	3836
76	485	79	82	29	29	80	458	34	44	3846

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005

PH: 626-446-7978

Hillhuist (NBT 2627 38 39 Tollywood Sunselpr Sunsci Bl. 7. Bis Surce Blud.

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: WEDNESDAY, MAY 25, 2016
PERIOD: 07:00 AM TO 10:00 AM

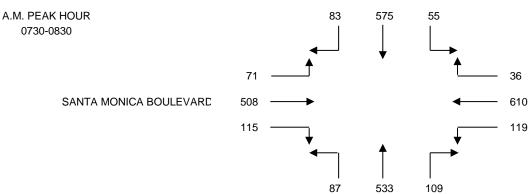
INTERSECTION N/S VIRGIL AVENUE

E/W SANTA MONICA BOULEVARD

FILE NUMBER: 16-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	13	90	9	4	116	29	23	80	23	25	83	8
0715-0730	10	98	16	4	130	35	28	105	15	35	105	10
0730-0745	15	165	11	6	134	26	30	140	20	29	149	17
0745-0800	26	162	18	10	165	25	29	147	22	31	122	17
0800-0815	22	136	13	11	151	34	25	128	25	28	119	20
0815-0830	20	112	13	9	160	34	25	118	20	27	118	17
0830-0845	22	130	13	7	169	38	26	102	21	32	125	14
0845-0900	15	131	10	9	178	30	20	100	20	20	126	15
0900-0915	21	120	11	7	146	28	33	91	22	29	117	19
0915-0930	26	126	6	8	119	20	29	74	18	28	112	15
0930-0945	15	143	10	13	130	36	27	89	21	32	102	16
0945-1000	21	124	15	11	141	27	28	85	16	29	100	14

	1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
	0700-0800	64	515	54	24	545	115	110	472	80	120	459	52	2610
_	0715-0815	73	561	58	31	580	120	112	520	82	123	495	64	2819
	0730-0830	83	575	55	36	610	119	109	533	87	115	508	71	2901
	0745-0845	90	540	57	37	645	131	105	495	88	118	484	68	2858
	0800-0900	79	509	49	36	658	136	96	448	86	107	488	66	2758
	0815-0915	78	493	47	32	653	130	104	411	83	108	486	65	2690
	0830-0930	84	507	40	31	612	116	108	367	81	109	480	63	2598
	0845-0945	77	520	37	37	573	114	109	354	81	109	457	65	2533
	0900-1000	83	513	42	39	536	111	117	339	77	118	431	64	2470



DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877 VIRGIL AVENUE

CLIENT: LLG - PASADENA

PROJECT: KAISER PERMANENTE LAMC PROJECT

DATE: WEDNESDAY, MAY 25, 2016 PERIOD: 03:00 PM TO 06:00 PM

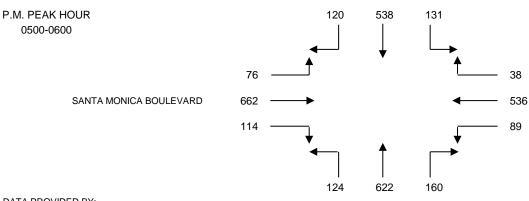
INTERSECTION N/S VIRGIL AVENUE

> E/W SANTA MONICA BOULEVARD

FILE NUMBER: 16-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	10	124	24	10	100	32	22	107	34	20	135	23
0315-0330	26	147	30	7	111	30	35	116	20	32	136	19
0330-0345	35	150	35	7	99	29	35	136	34	25	120	21
0345-0400	31	135	26	9	102	24	32	127	24	30	134	20
0400-0415	38	138	22	7	105	16	42	128	27	27	150	16
0415-0430	30	157	30	9	100	15	38	133	32	36	150	16
0430-0445	28	143	20	5	106	22	58	152	30	36	172	21
0445-0500	24	132	32	6	111	27	44	151	32	29	146	15
0500-0515	28	147	28	8	121	20	38	149	39	39	150	11
0515-0530	37	130	34	6	135	21	45	154	28	30	169	18
0530-0545	26	133	35	10	139	24	39	164	22	26	181	26
0545-0600	29	128	34	14	141	24	38	155	35	19	162	21

1 HO	UR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTA	ALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0	0400	102	556	115	33	412	115	124	486	112	107	525	83	2770
0315-0	0415	130	570	113	30	417	99	144	507	105	114	540	76	2845
0330-0	0430	134	580	113	32	406	84	147	524	117	118	554	73	2882
0345-0	0445	127	573	98	30	413	77	170	540	113	129	606	73	2949
0400-0	0500	120	570	104	27	422	80	182	564	121	128	618	68	3004
0415-0	0515	110	579	110	28	438	84	178	585	133	140	618	63	3066
0430-0	0530	117	552	114	25	473	90	185	606	129	134	637	65	3127
0445-0	0545	115	542	129	30	506	92	166	618	121	124	646	70	3159
0500-0	0600	120	538	131	38	536	89	160	622	124	114	662	76	3210

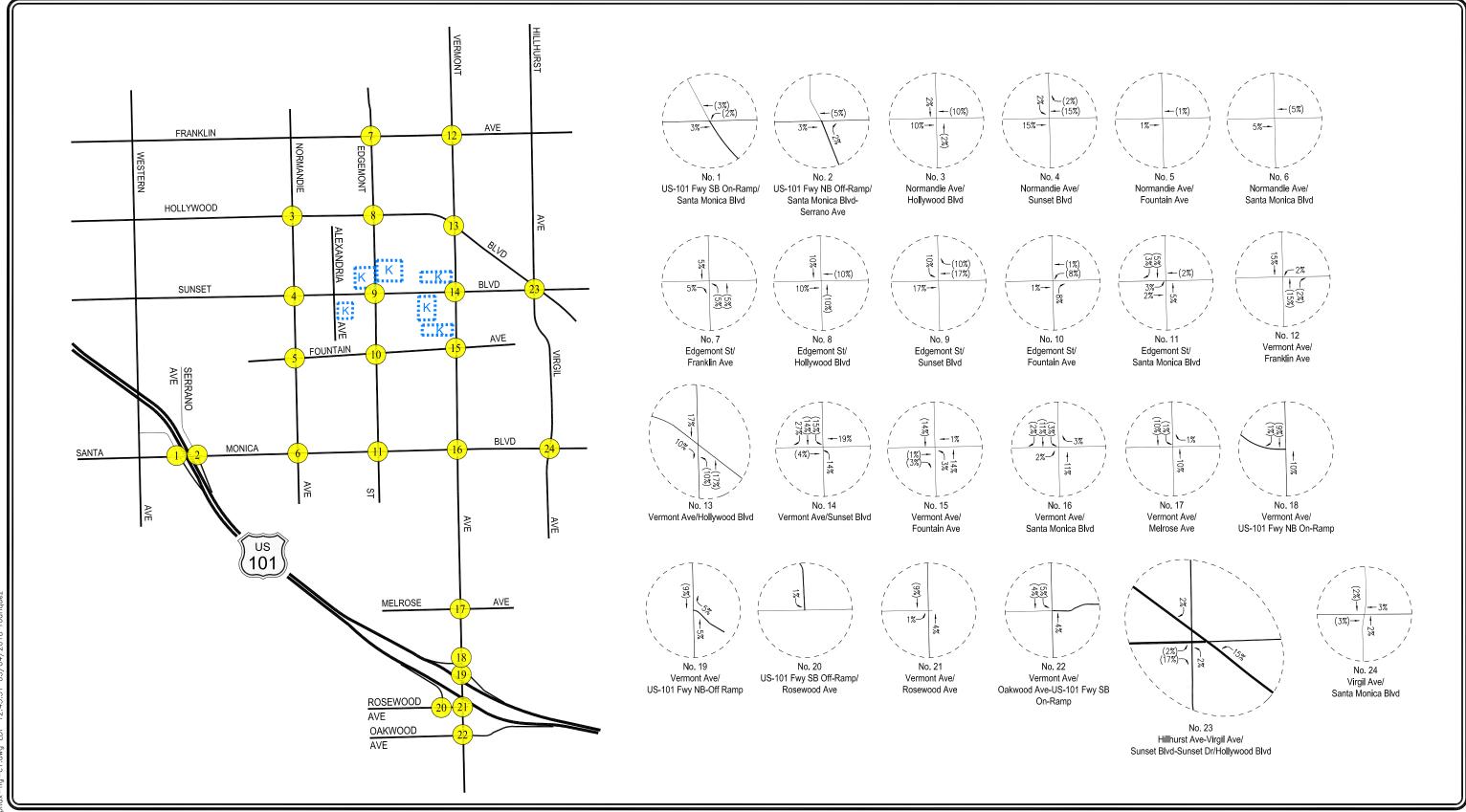


DATA PROVIDED BY:

THE TRAFFIC SOLUTION 329 DIAMOND STREET ARCADIA, CALIFORNIA 91005 PH: 626-446-7978 FAX: 626-446-2877

VIRGIL AVENUE

Appendix C
PROJECT TRIP DISTRIBUTION FIGURES
TROSECT TRIL DISTRIBUTION FLOORES
ISCOTT, LAW & GREENSPAN, engineers  LLG Ref. 1-14-4081-5



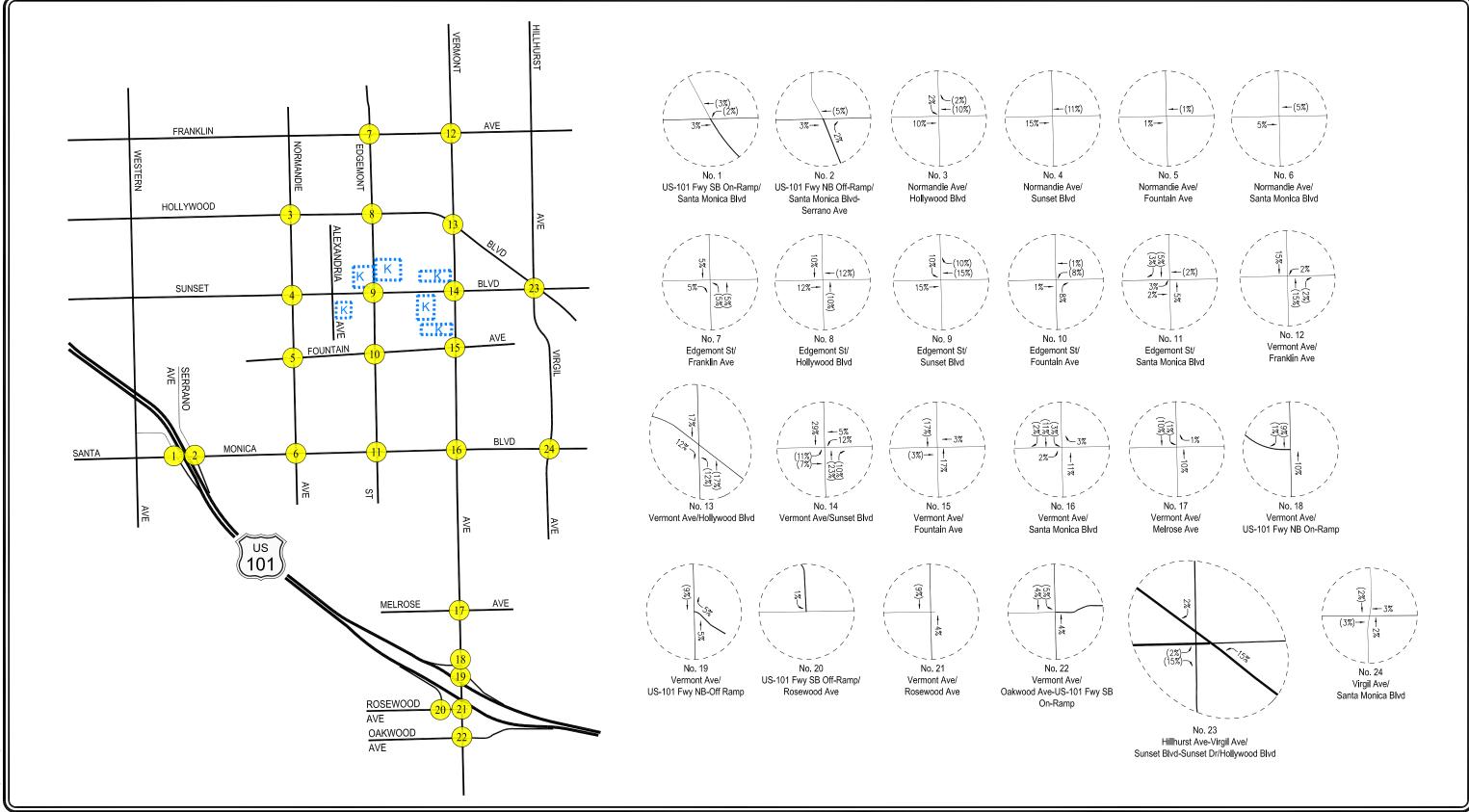
NOT TO SCALE

K KAISER PROJECT AREA

XX = INBOUND PERCENTAGE (XX) = OUTBOUND PERCENTAGE APPENDIX FIGURE C-1 PROJECT TRIP DISTRIBUTION

4760 SUNSET BOULEVARD

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT



NOT TO SCALE

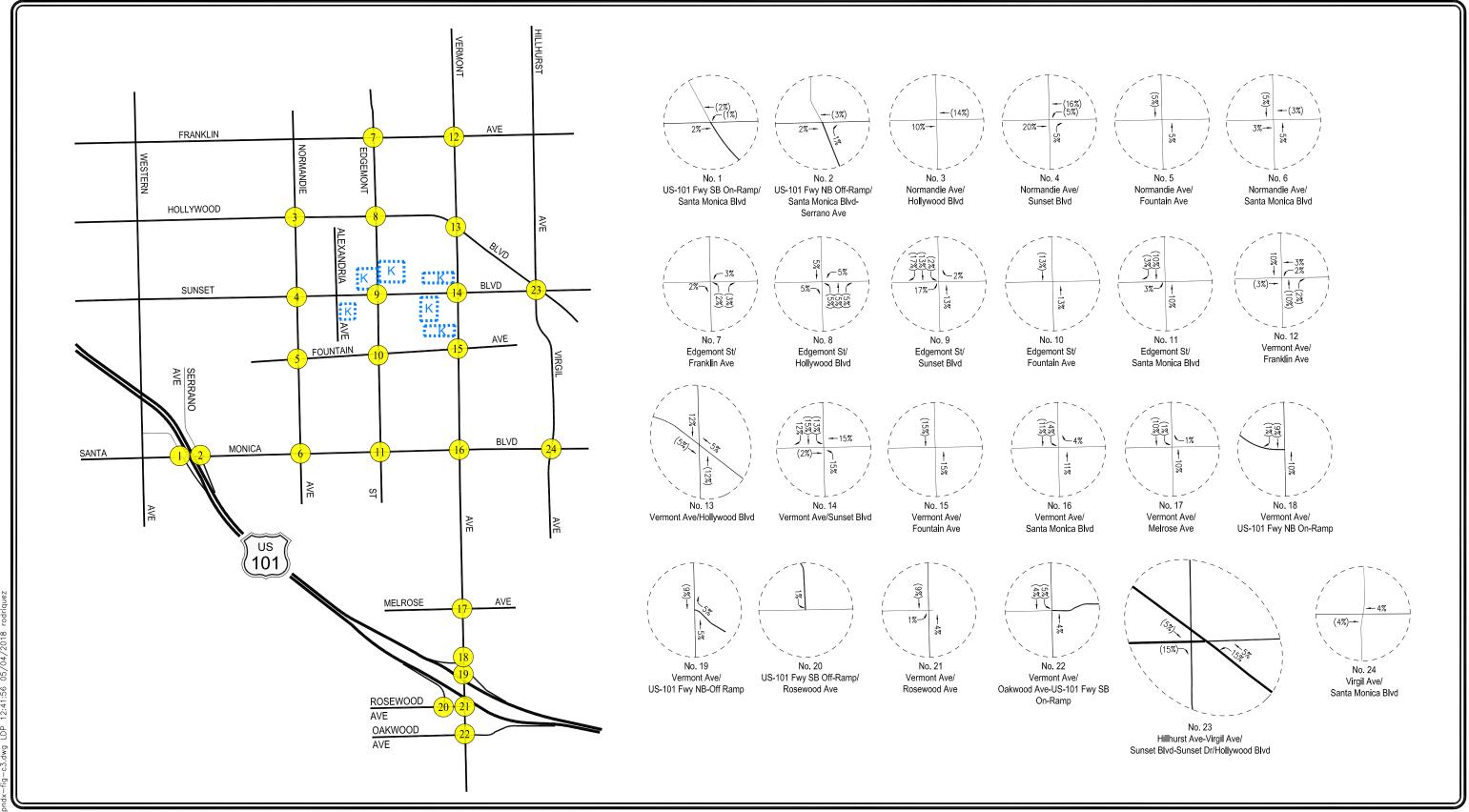
K KAISER PROJECT AREA

XX = INBOUND PERCENTAGE (XX) = OUTBOUND PERCENTAGE APPENDIX FIGURE C-2 PROJECT TRIP DISTRIBUTION

1345 VERMONT AVENUE

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

o:\job\_file\4081-5\dwg\ap





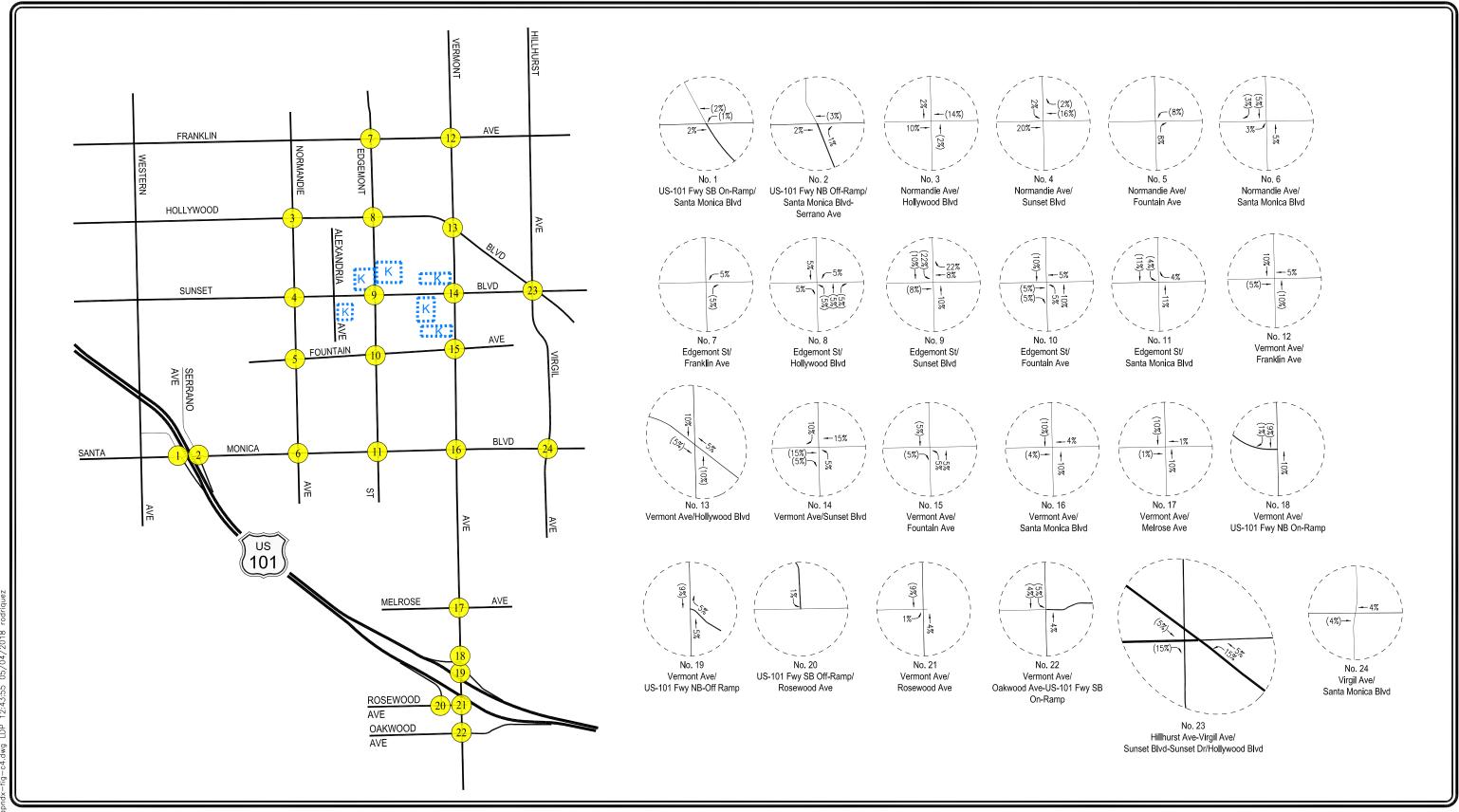
K KAISER PROJECT AREA

XX = INBOUND PERCENTAGE (XX) = OUTBOUND PERCENTAGE APPENDIX FIGURE C-3 PROJECT TRIP DISTRIBUTION

1526 EDGEMONT STREET

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

o:\job\_file\4081-5\dwg\a



NOT TO SCALE

K KAISER PROJECT AREA

XX = INBOUND PERCENTAGE (XX) = OUTBOUND PERCENTAGE APPENDIX FIGURE C-4 PROJECT TRIP DISTRIBUTION

1505 EDGEMONT STREET

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

## **APPENDIX D-1**

PHASE 1 PROJECT (YEAR 2024):
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM & PM PEAK HOURS





(Circular 212 Method)

I/S #:	Nort	h-South Street:	US-101	Fwy SB On	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018				
1	Ea	st-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	AM		ewed by:			Project:	KP Los Ang	geles Medic	al Center P			
	1	No. o	f Phases			2			2				2		-		2	-			2			
Opp	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0			
	Δ	ATSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVI	<b>3</b> 0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2			
		Override				0			0				0				0				0			
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION			
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane			
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume			
٥	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NORTHBOUND	4	Left-Through		_	0		_	_		_		0	_			0				0				
80	Î	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
IE	È	Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0			
S.	_ ( ^ _ ↑ ~	Left-Through-R	iaht	U	0	U	U	U	U	U	U	0	U		U	0	U	0	U	0	U			
Ž	<b>♦</b>	Left-Right	9		0							0				0				0				
Q	<u> </u>	Left		105	0	105	0	105	105	0	111	0	111	0	111	0	111	0	111	0	111			
S	<b>→</b>	Left-Through			0							0				0				0				
8	<b>!</b>	Through		21	0	137	0	21	137	0	22	0	145	0	22	0	145	0	22		145			
IE	4	Through-Right Right		11	0	0	0	11	0	0	12	0 0	0	0	12	0	0	0	12	-	0			
SOUTHBOUND	4	Left-Through-R	ight	'''	1	U	0	''	O	U	12	1	U		12	1	U		12	1	U			
Ö	į,	Left-Right	•		0							0				0				0				
	) 	Left		10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11			
l S	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		903	1	482	4	907	484	141	1100	1 1	583	4	1104	1	585	0	1104	1	585			
l o	7	Through-Right		903	Ó	402	4	907	404	141	1100	0	363	4	1104	0	363	0	1104	0	365			
EASTBOUND	$\rightarrow$	Right		358	1	358	0	358	358	88	468	1	468	0	468	1	468	0	468	1	468			
EÀ	7	Left-Through-R	ight		0							0				0				0				
	lacksquare	Left-Right			0							0				0				0				
	· ~	l off		40	1	40	4	40	40	20	70	4	70	4	00	1	00		00	4	00			
9	<del>*</del>	Left Left-Through		48	1 0	48	1	49	49	28	79	1 0	79	1	80	1 0	80	0	80	•	80			
WESTBOUND	←	Through		1305	1	675	1	1306	676	268	1653	1	851	1	1654	1	851	0	1654	1	851			
B0	4	Through-Right		1000	1	0.0		1000	0.0	200	1000	1		· .	1001	1		ľ	.001	1				
ST	<b>₹</b>	Right		45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48			
M.	· (	Left-Through-R	ight		0							0				0				0				
		Left-Right		A1	•	127	A1-	wh Court	127		Al	•	1.45		Ale	0 th Couth	1.45		Al	U	1.45			
		CRITICAL V	OLUMES		th-South: ast-West:	137 685	_	rth-South: East-West:	137 686			th-South: ast-West:	145 862			th-South: ast-West:					145 862			
		C.M. IOAL V		[	SUM:	822	'	SUM:	823		E	SUM:	1007		E	SUM:			E	SUM:	1007			
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.548			0.549				0.671				0.671			11 0 1104 1 1104 1 0 468 1 0 0 0 0 80 1 0 0 1654 1 48 0 0 0 North-South: East-West: SUM:				
V/C		ATSAC/ATCS ADJUS	•			0.448			0.349 <b>0.449</b>				0.571				0.571			0.671 <b>0.571</b>				
		LEVEL OF SERVICE																			0.571 A			
		LEVEL OF SERVIC	E (LUS):	51 / /5		Α			<u> </u>				Α				Α			12 0 1 0 11 0 11 0 104 1 104 1 0 0 468 1 0 0 0 80 1 0 654 1 1 48 0 0 0 North-South: East-West: SUM: 1				

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA1.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	US-101	Fwy SB On	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018		
1	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P	
			Phases			2			2				2				2				2	
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0		0 0	0		•		0		0		0		•		0	
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0 0	SB WB	0 0	
	A <sup>-</sup>	TSAC-1 or ATSAC+	ATCS-2?	LD	WD	2		0 112	2		U	WD	2	LD	U	WD	2	LD	U	W	2	
		Override				0			0				0				0				0	
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION	
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
Ω	J	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N S	Ť	Left-Through		•	0	0	0	0	•		0	0	0	0	0	0	•	•	0	0	0	
ВО	Ţ	Through Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
표	1	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NORTHBOUND	<b>↔</b>	Left-Through-Ri	ght	· ·	0	J	l	Ū	J	ľ	U	0			Ü	0	U		Ū	0	U	
Ž	$\leftarrow$	Left-Right	3		0							0				0				0		
Ω	<u> </u>	Left		132	0	132	0	132	132	5	145	0	145	0	145	0	145	0	145	0	145	
3	<u> </u>	Left-Through		00	0	404			404			0	40=		00	0	40-	•	00	0	40=	
BO	لٰہ	Through Through-Right		26	0	181	0	26	181	0	28	0 0	197	0	28	0	197	0	28		197	
F F	زر	Right		23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24		0	
SOUTHBOUND	4	Left-Through-Ri	ght		1	ŭ		20	Ŭ			1	ŭ			1	Ŭ	· ·		1	ŭ	
S	٠,	Left-Right			0							0				0				0		
	<i>→</i>	Left		15	0	15	0	15	15	0	16	0 1	16	0	16	0	16	0	16	0	16	
	$\rightarrow$	Left-Through Through		1054	1	572	2	1056	573	221	1340	1	718	2	1342	1	719	0	12/2	1	719	
BO	7	Through-Right		1034	Ó	312		1030	373	221	1340	Ó	7 10		1342	Ó	719	U	1342	Ó	719	
EASTBOUND	$\neg$	Right		369	1	369	0	369	369	107	499	1	499	0	499	1	499	0	499	1	499	
EA	<b>→</b>	Left-Through-Ri	ght		0							0				0				0		
	$\dashv$	Left-Right			0							0				0				0		
		Left		45	1	45	4	49	49	22	70	1	70	4	74	1	74	0	7/	1	74	
9	₹	Left-Through		40	0	40	"	49	49	22	70	0	70	4	74	0	74		14	0	74	
	←	Through		1280	1	681	4	1284	683	404	1763	1	925	4	1767	1	927	0	1767	1	927	
l ĕ	£	Through-Right			1							1				1				1		
WESTBOUND	4	Right		81	0	81	0	81	81	0	86	0	86	0	86	0	86	0	86	0	86	
\$	\$	Left-Through-Ri Left-Right	ght		0							0				0						
	ı	Leit-Nigiit		Non	th-South:	181	No	rth-South:	181		Nor	th-South:	197		Nor	th-South:	197		Nort		197	
		CRITICAL VO	DLUMES		ast-West:	696	_	ast-West:	698			ast-West:	941			ast-West:	943				943	
					SUM:			SUM:	879			SUM:				SUM:				SUM:	1140	
	VOLU	IME/CAPACITY (V/C	RATIO:			0.585			0.586				0.759				0.760				0.760	
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.485			0.486				0.659				0.660		0 28 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
		LEVEL OF SERVIC	E (LOS):			A			A				В				В				В	
				Dhoos 1 (2)		A			A					l								

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.001 Δv/c after mitigation: 0.001
Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	US-101	Fwy NB Of	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018				
2	Eas	st-West Street:	Santa N	/lonica Boul	levard-Se	errano Av		tion Year:	2024		Pea	ak Hour:	AM		wed by:	•	<u> </u>		KP Los And	Volume         Lanes         V           700         1         0           75         0         0           80         0         1           37         0         0           0         0         0           70         0         0           1         1         0           1267         2         0           0         0         0           0         0         0           940         1         1           30         0         0           0         0         0				
	J.	No. o	f Phases			3	-		3				3				3		,		3			
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			1			1				1				1				1			
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	_	No. of Wolume				
		TSAC-1 or ATSAC+		<i>EB</i> 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2			
	AI	Override				0			0				0				0				0			
		Override	оприону	EXISTI	NG CONDI	TION	EXIS	ING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUE	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION			
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added			Lane			
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume		Volume			
	7	Left		593	1	363	0	593	366	71	700	1	425	0	700	1	428	0	700	1	428			
NORTHBOUND	4	Left-Through			0							0				0								
ğ	1	Through		71	0	363	0	71	366	0	75	0	425	0	75	0	428	0	75		428			
≝	∱	Through-Right			0		_					0		_		0				_				
- LNC		Right	t t- d	62	0	0	5	67	0	9	75	0	0	5	80	0	0	0	80	0	0			
ž	<b>†</b>	Left-Through-Ri	ignt		0							1 0				0				0				
	$\uparrow \uparrow$	Left-Right		<u>l</u>	U							U				U				U				
	Ç	Left		35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37			
SOUTHBOUND	$\rightarrow$	Left-Through			0							0				0				0				
l o	↓	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			
	4	Through-Right			0							0				0								
5	ال ا	Right		66	0	101	0	66	101	0	70	0	107	0	70	0	107	0	70		107			
SO	<b>↔</b>	Left-Through-Ri	ight		0							0 1				0				•				
	<b>↓</b>	Left-Right		<u></u>	'							'				'								
	)	Left		13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14			
P	<b>→</b>	Left-Through			0							0				0				0				
EASTBOUND	$\rightarrow$	Through		1041	2	521	4	1045	523	158	1263	2	632	4	1267	2	634	0	1267		634			
IB(	7	Through-Right			0							0				0								
4S.	7	Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0		0			
E	}	Left-Through-Ri Left-Right	ignt		0							0				0				•				
	ı	Len-Night			<u> </u>							J				J				J				
	<i>C</i>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WESTBOUND	$\overline{}$	Left-Through			0	_			·			0				0				0				
0	<u>₹</u>	Through		671	1	350	2	673	351	226	938	1	484	2	940	1	485	0	940	1	485			
ΙĒ		Through-Right			1							1				1				1				
ES	<b>₹</b>	Right	iaht	28	0	28	0	28	28	0	30	0	30	0	30	0	30	0	30	•	30			
>	Ĭ ,	Left-Through-Ri Left-Right	igiit		0							0				0				•				
		· · · · · · · · · · · · · · · · ·		Nor	th-South:	464	No	rth-South:	467		Nor	th-South:	532		Nort	h-South:	535		Nor	th-South:	535			
		CRITICAL V	OLUMES		ast-West:	521	_	ast-West:	523			ast-West:	632			st-West:				ast-West:	634			
					SUM:	985		SUM:	990			SUM:	1164			SUM:	1169			SUM:	1169			
	VOLUM	ME/CAPACITY (V/C)	) RATIO:			0.691			0.695				0.817				0.820				0.820			
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.591			0.595				0.717				0.720				0.720			
		LEVEL OF SERVIC	E (LOS):			A			A				С				С				C			
<u> </u>			,/																					

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA2.xlsm





(Circular 212 Method)

No. of Phases   No. of Phases   Opposed Ø'ing: NS-1, EW-2 or Both-3?   Right Turns: FREE-1, NRTOR-2 or OLA-3?   ATSAC-1 or ATSAC+ATCS-2?   Override Capacity   EXISTING CONDITION   EXISTING PLUS PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/O PROJECT   FUTURE W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/O PROJECT   FUTURE W/O PROJECT   FUTURE W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE CONDITION W/	SB   0   WB   0       SB   0   WB   0       JECT W/ MITIGATION   No. of Lanes   Volume   1   491   0   0   1   0   0   1   0   0   1   0   0
No. of Phases   Opposed Ø'ing: N/S-1, EM-2 or Both-3?   Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB-	SB   0   2   0
Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB-	SB 0 WB 0 2 0  JECT W/ MITIGATION No. of Lane Lanes Volum 1 491 0 491 0 0 1 0 0 1
ATSAC-1 or ATSAC+ATCS-2?  Override Capacity    EB_   0   WB_   0   EB_   0	WB 0 2 0  VBECT W/ MITIGATION No. of Lanes Volum 1 491 0 491 0 0 1 0 0 1 0 444
ATSAC+1 or ATSAC+ATCS-27	2   0     2   0   0
Override Capacity   O	No. of Lane   Lanes   Volum
EXISTING CONDITION   EXISTING PLUS PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/O PROJECT   FUTURE W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE CONDITION W/O PROJECT   FUTURE W/	No. of   Lane   Volum
MOVEMENT   Volume   No. of   Lane   Volume   V	No. of Lane Volum  1 491 0 491 0 0 1 0 0 491 0 0 0 1
Volume   Lanes   Volume   Traffic   Volume   Volume   Volume   Volume   Volume   Lanes   Volume   Vo	E Lanes Volum  1 491 0 491 0 0 0 1 0 0 491 0 0 1 0 1 0 0 44
Composition	1 491 0 491 0 491 0 0 1 0
Left-Through	0 491 0 0 1 0
Comparison   Com	0 491 0 0 1 0
Comparison   Com	0 0 1 0
Comparison   Com	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Comparison   Com	0 44
Comparison   Com	0 44
Left	
Left-Through	
J. Left 31 1 31 0 31 31 0 33 1 33 0 33 1 33 0 33	0
J. Left 31 1 31 0 31 31 0 33 1 33 0 33 1 33 0 33	_
J. Left 31 1 31 0 31 31 0 33 1 33 0 33 1 33 0 33	0 0
J. Left 31 1 31 0 31 31 0 33 1 33 0 33 1 33 0 33	0
J. Left 31 1 31 0 31 31 0 33 1 33 0 33 1 33 0 33	0 <b>137</b>
J Left 31 1 31 0 31 31 0 33 1 33 0 33 1 33 0 33	1
	1 33
	0
□ □         Through         1091         2         546         2         1093         547         252         1410         2         705         2         1412         2         706         0         1412	2 706
Σά Τhrough-Right 0	0
	0 0
	0
- Capacitation   C	0
_   C Left	0 0
	0
798 1 426 10 808 431 274 1121 1 589 10 1131 1 594 0 1131	1 594
Through-Right	1
Q	0 57
Left-Through-Right 0 0	0
Left-Right 0 0	0
	orth-South: 628
SUM: 1051 SUM: 1053 SUM: 1333 SUM: 1334	East-West: 706
VOLUME/CAPACITY (V/C) RATIO:         0.738         0.739	<b>SUM</b> : 1334
V/C LESS ATSAC/ATCS ADJUSTMENT:         0.638         0.639	SUM: 1334 0.936
LEVEL OF SERVICE (LOS):  B  B  D	<b>SUM</b> : 1334

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.001  $\Delta v/c$  after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018			
3	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P		
		No. o	Phases			2			2				2				2				2		
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0		
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0		
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2		
	^'	Override				0			0				0				0				0		
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION		
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane		
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
٥	J	Left		62	0	62	0	62	62	0	66	0	66	0	66	0	66	0	66	0	66		
NORTHBOUND	4	Left-Through			0							0				0				0			
90	<b>1</b>	Through		104	0	268	0	104	268	34	144	0	333	0	144	0	333	0	144	0	333		
II ₹ I	È	Through-Right Right		102	0	0	0	102	0	15	123	0 0	0	0	123	0	0	0	123	0	0		
S.	_ (` ^_	Left-Through-Ri	aht	102	1	U		102	U	15	123	1	U	U	123	1	U	U	123	1	U		
Ž	<b>†</b>	Left-Right	9		0							0				0				0			
Ω	<u> </u>	Left		96	0	96	7	103	103	2	104	0	104	7	111	0	111	0	111	0	111		
N	<b>♪</b>	Left-Through			0							0				0				-			
BO	.	Through Through-Right		156	0	288	-1	155	294	19	185	0 0	327	-1	184	0	333	0	184	_	333		
IF	4	Right		36	0	0	0	36	0	0	38	0	0	0	38	0	0	0	38	-	0		
SOUTHBOUND	<b>→</b>	Left-Through-Ri	ght	00	1	O		00	· ·	"	00	1	o	· ·	50	1	· ·		00	1	O		
S	٠,	Left-Right			0							0				0				0			
۵	<i>)</i>	Left Left-Through		24	1 0	24	0	24	24	0	25	1 0	25	0	25	1 0	25	0	25	•	25		
N	$\rightarrow$	Through		919	1	503	-5	914	500	78	1054	1	573	-5	1049	1	570	0	10/10	1	570		
STBOUND	7	Through-Right		313	i	303	-5	314	300	/ 0	1004	i	3/3	-5	1043	i	370		1043	i	370		
ST	$\neg$	Right		86	0	86	0	86	86	0	91	0	91	0	91	0	91	0	91	0	91		
EA	<b>→</b>	Left-Through-R	ght		0							0				0				0			
	$\sqcup \dashv \sqcup$	Left-Right			0							0				0				0			
	· (	Left		65	1	65	0	65	65	15	84	1	84	0	84	1	84	0	84	1	84		
₽	7	Left-Through		00	0	00		00	03	13	04	0	04	U	04	0	04		04	0	04		
	<b>←</b>	Through		816	1	419	-9	807	416	109	975	1	503	-9	966	1	500	0	966	ĺ	500		
WESTBOUND	4	Through-Right			1							1				1				1			
ES.	<b>₹</b>	Right		22	0	22	2	24	24	8	31	0	31	2	33	0	33	0	33	0	33		
⋝	<u> </u>	Left-Through-Ri Left-Right	gnt		0							0				0				•			
	. ↓	Lett-Kight		Nor	th-South:	364	No	rth-South:	371		Nor	th-South:	437		Nor	th-South:	444		Nor		444		
		CRITICAL VO	DLUMES		ast-West:	568		ast-West:	565			ast-West:	657			ast-West:					654		
					SUM:	932		SUM:	936			SUM:	1094			SUM:				SUM:	1098		
	VOLUM	ME/CAPACITY (V/C)	RATIO:			0.621			0.624				0.729				0.732				0.732		
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.521			0.524				0.629				0.632				0.632		
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В		0 111				
<u> </u>			. ,	1		- / 1															В		

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.003 Δv/c after mitigation: 0.003
Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA3.xlsm



## **Level of Service Worksheet** (Circular 212 Method)



I/S #: North-South Street: **Normandie Avenue** Year of Count: 2018 Ambient Growth (%): Conducted by: LLG Engineers Date: 5/2/2018 **East-West Street: Hollywood Boulevard** Projection Year: 2024 Peak Hour: PM Reviewed by: Project: KP Los Angeles Medical Center No. of Phases 0 0 0 0 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 NR... 0 NR. Λ

Right	Turns: F	REE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	AT	SAC-1 or ATSAC+ATCS-2?	LD 0	WD	2	LD-	0	2	LB	U	WB	2	LB	U	WB	2	LD	U	WD	2
		Override Capacity			0			0				0				0				0
			EXISTI	NG CONDI	TION		ING PLUS F	ROJECT	FUTUR	RE CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT		W/ PROJE	CT W/ MIT	IGATION
		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
Q	7	Left	127	0	127	0	127	127	0	135	0	135	0	135	0	135	0	135	0	135
NORTHBOUND	4	Left-Through		0							0				0				0	
) O	1	Through	157	0	390	-2	155	388	42	209	0	479	-2	207	0	477	0	207	0	477
뿔	<b>}</b> →	Through-Right		0							0				0				0	
I.Y	$\sim$	Right	106	0	0	0	106	0	22	135	0	0	0	135	0	0	0	135	0	0
8	<b>\(\phi\)</b>	Left-Through-Right		1							1				1				1	
	$\wedge$	Left-Right	<u> </u>	0							0				0				0	
_	<u></u>	Left	91	0	91	3	94	94	9	106	0	106	3	109	0	109	0	109	0	109
SOUTHBOUND	<b>→</b>	Left-Through	01	0	٥.		01	34		100	0	100		100	0	103		100	0	103
00	$\downarrow$	Through	162	0	293	-1	161	295	53	225	0	373	-1	224	0	375	0	224	0	375
9	4	Through-Right		0							0				0				0	
5	بہ	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	0	42	0	0
00	<b>←</b>	Left-Through-Right		1							1				1				1	
٠,	٨,	Left-Right		0							0				0				0	
	<b>.</b>	Left	46	1	46	0	46	46	0	49	1	49	0	49	1	49	0	49	1	49
₽		Left-Through	40	0	40	0	40	40	"	43	0	43	U	43	0	43	•	43	0	43
5	$\rightarrow$	Through	919	1	513	-3	916	512	131	1107	1	611	-3	1104	1	609	0	1104	1	609
ВО	$\rightarrow$	Through-Right		1	0.0			V. <u>-</u>			1	•	_		1				1	
EASTBOUND	7	Right	107	0	107	0	107	107	0	114	0	114	0	114	0	114	0	114	0	114
EA	→	Left-Through-Right		0							0				0				0	
	L - <	Left-Right		0							0				0				0	
		l aft	70	4	70	0	70	70	200	00	1	00	0	00	4	00	0	00	4	00
₽	<del>*</del>	Left Left-Through	72	0	72	0	72	72	22	98	1 0	98	0	98	0	98	0	98	0	98
5	, —	Through	864	1	453	-31	833	442	112	1029	1	540	-31	998	1	529	0	998	1	529
BO	1	Through-Right	004	1	400		000	772	112	1020	1	0-10	01	330	1	020		550	1	020
ST	<del>€</del>	Right	42	0	42	8	50	50	6	51	0	51	8	59	0	59	0	59	0	59
WESTBOUND	<b>↑</b>	Left-Through-Right		0							0				0				0	
	ightharpoons	Left-Right		0							0				0				0	
		ODITION VOLUMES		th-South:	481		rth-South:	482			th-South:	585			th-South:	586			h-South:	586
		CRITICAL VOLUMES	E	ast-West:	585		ast-West:	584		E	ast-West:	709 1294		Eá	ast-West:	707		Ea	st-West:	707
	VOLUM	ME/CAPACITY (V/C) RATIO:		SUM:			SUM:	1066			SUM:				SUM:				SUM:	1293
		` '			0.711			0.711				0.863				0.862				0.862
V/C		SAC/ATCS ADJUSTMENT:			0.611			0.611				0.763				0.762				0.762
		LEVEL OF SERVICE (LOS):			В			В				С				С				С

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project:  $\Delta v/c$  after mitigation: -0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
4	Eas	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	Phases			2			2				2				2				2
Орр	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ-	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		96	0	96	0	96	96	12	114	0	114	0	114	0	114	0	114	0	114
Z	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Ţ	Through		152	0	304	0	152	287	30	191	0	374	0	191	0	357	0	191	0	357
IE	È	Through-Right Right		56	0	0	-17	39	0	10	69	0 0	0	-17	52	0	0	0	52	0	0
S.		Left-Through-Ri	iaht	30	1	U	-17	39	U	10	09	1	U	-17	32	1	U	U	32	1	U
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0	
	•																				
Q	<u> </u>	Left		54	0	54	-1	53	53	0	57	0	57	-1	56	0	56	0	56	0	56
3	<b>→</b>	Left-Through			0							0				0				0	
8		Through		259	0	371	0	259	370	18	293	0	428	0	293	0 0	427	0	293	0	427
I₽				58	0	0	0	58	0	16	78	0 0	0	0	78	0	0	0	78	0	0
SOUTHBOUND		→ Through-Right → Right ← Left-Through-Right		30	1	U	0	50	U	10	70	1	U		70	1	U	U	70	1	U
Ö	Right  Left-Through-Right  Left-Right		•		0							0				0				0	
				_																	
0	) 	Left		53	1	53	0	53	53	18	74	1	74	0	74	1	74	0	74	1	74
<u>\$</u>	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		1010	0 2	E40	-37	000	404	105	1017	0 2	000	27	1100	0 2	500	0	1100	0 2	500
l 0g	7	Through-Right		1019	0	510	-37	982	491	135	1217	0	609	-37	1180	0	590	U	1180	0	590
EASTBOUND	$\rightarrow$	Right		104	1	104	0	104	104	17	127	1	127	0	127	1	127	0	127	1	127
ËÀ	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	L ≺	Left-Right			0							0				0				0	
	· ~	Left		F-7	1		_	F2			C 4	4	64	_	F0	1	50		F0	4	50
9	<del>*</del>	Left Left-Through		57	0	57	-5	52	52	3	64	1 0	64	-5	59	0	59	0	59	1 0	59
Į	←	Through		653	2	327	-9	644	322	178	871	2	436	-9	862	2	431	0	862	2	431
WESTBOUND	4	Through-Right			0				,			0	. 30			0				0	
LS	<b>€</b>	Right		37	1	37	0	37	37	0	39	1	39	0	39	1	39	0	39	1	39
×	l Ł	Left-Through-Ri	ight		0							0				0				0	
-	$\Gamma$	Left-Right		A/	th-South:	467	A/_	rth-South:	466		Ale:	th-South:	542		No.	h-South:	541		Ale:	th-South:	541
		CRITICAL V	DLUMES		tn-Soutn: ast-West:	467 567	_	rtn-Soutn: East-West:	466 543			tn-Soutn: ast-West:	542 673			n-Soutn: ast-West:				n-Soutn: ast-West:	541 649
				l '`	SUM:	1034	'	SUM:	1009			SUM:	1215		Lc	SUM:				SUM:	1190
	VOLUI	ME/CAPACITY (V/C	RATIO:			0.689			0.673				0.810				0.793				0.793
V/C		TSAC/ATCS ADJUS				0.589			0.573				0.710				0.693				0.693
		LEVEL OF SERVIC				0.569 A							0.710 C				0.093 B				0.093 B
		LEVEL OF SERVIC	L (LUS):	5:		Α			Α				U				В				Ď

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.017  $\Delta v/c$  after mitigation: -0.017 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA4.xlsm





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Norma	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018			
4	Ea	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P		
		No. o	f Phases			2			2				2				2				2		
Oppo	osed 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 EB 0	SB WB	0	NB	0 SE 0 W		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0		
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2		
	^	Override				0			0				0				0				0		
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION		
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane		
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume		
٥	Ĵ	Left		104	0	104	0	104	104	31	141	0	141	0	141	0	141	0	141	0	141		
	1	Left-Through			0							0		_		0							
NORTHBOUND	ļ Ţ	Through		252	0	430	0	252	422	32	300	0	527	0	300	0	519	0	300		519		
∥ ₹ I	È	Through-Right Right		74	0	0	-8	66	0	7	86	0 0	0	-8	78	0	0	0	70	_	0		
S	_ (`	Left-Through-R	iaht	74	1	U	-0	00	U	,	00	1	U	-0	70	1	U	U	70	1	U		
Ž	<b>+ &gt;</b>	Left-Right	igin		0							0				0				0			
Ω	<u>,</u>	Left		55	0	55	-1	54	54	0	58	0	58	-1	57	0	57	0	57	0	57		
3	<b>→</b>	Left-Through			0							0				0							
BO	.	Through Through-Right		248	0	362	0	248	361	42	305	0 0	460	0	305	0	459	0	305		459		
l ∓	4	Right		59	0	0	0	59	0	34	97	0	0	0	97	0	0	0	97	-	0		
SOUTHBOUND	4	Left-Through-R	ight	00	1	· ·	"	00	· ·	04	31	1	Ü	· ·	31	1	· ·	·	31	1	O		
S	٠,	Left-Right			0							0				0				0			
۵	<i>_</i> 2 _2→	Left Left-Through		84	1 0	84	0	84	84	30	119	1 0	119	0	119	1 0	119	0	119		119		
3	$\rightarrow$	Through		1117	2	422	-17	1100	417	224	1410	2	532	-17	1393	2	526	0	1303		526		
STBOUND	7	Through-Right		1117	1	422	-17	1100	417	224	1410	1	332	-17	1000	1	320	U	1000	1	320		
ST	$\rightarrow$	Right		150	0	150	0	150	150	26	185	0	185	0	185	0	185	0	185	0	185		
EĀ	<b>→</b>	Left-Through-R	ight		0							0				0				0			
	$\sqcup \prec \sqcup$	Left-Right			0							0				0				0			
	· ~	Left		73	1	73	-19	54	54	11	88	1	88	-19	69	1	69	0	60	1	69		
₽	7	Left-Through		13	0	13	-19	J <del>-1</del>	34	''	00	0	00	-13	UĐ	0	09		UÐ	0	บฮ		
	←	Through		905	2	315	-32	873	303	201	1162	2	401	-32	1130	2	390	0	1130	2	390		
WESTBOUND	7	Through-Right			1							1				1				1			
ES.	<b>€</b>	Right		39	0	39	-2	37	37	0	41	0	41	-2	39	0	39	0	39	_	39		
⋝	<u> </u>	Left-Through-R Left-Right	ignt		0							0				0				•			
	<i>\</i>	-en-mgm		Nor	th-South:	485	No	rth-South:	476		Nor	th-South:	601		Nor	th-South:	600		Nor		600		
		CRITICAL V	OLUMES		ast-West:	495		East-West:	471			ast-West:	620			ast-West:					595		
					SUM:	980		SUM:	947			SUM:	1221			SUM:				SUM:	1195		
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.653			0.631				0.814				0.797				0.797		
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.553			0.531				0.714				0.697				0.697		
		LEVEL OF SERVIC	E (LOS):			A			Α				C				В			Total Vo. of Volume Lanes V  141			
			٠,,	<u> </u>					- / \												В		

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.017  $\Delta v/c$  after mitigation: -0.017 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
5	Ea	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
		No. o	f Phases			2			2				2				2				2
Opp	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Δ	j	Left		79	0	79	0	79	79	0	84	0	84	0	84	0	84	0	84	0	84
3	4	Left-Through			0							0				0				0	
NORTHBOUND	Ţ	Through		247	0	412	-17	230	377	52	314	0	499	-17	297	0	464	0	297	0	464
IE	È	Through-Right Right		86	0	0	-18	68	0	10	101	0	0	-18	83	0	0	0	83	0	0
S.	_ ( `	Left-Through-R	iaht	00	1	U	-10	00	U	10	101	1	U	-10	03	1	U	"	03	1	U
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
۵	<u> </u>	Left		85	0	85	0	85	85	0	90	0	90	0	90	0	90	0	90	0	90
3	<b>→</b>	Left-Through			0							0				0				0	
8	<b> </b>	Through		348	0	475	-5	343	470	37	406	0	541	-5	401	0	536	0	401	0	536
IE	اب ر	Through-Right Right		42	0	0	0	42	0	0	45	0 0	0	0	45	0	0	0	45	0	0
SOUTHBOUND	4	Left-Through-R	iaht	42	1	U	0	42	U	U	40	1	U	U	40	1	U		40	1	U
Ñ	į,	Left-Right	•		0							0				0				0	
	_																				
	<u>)</u>	Left		51	0	51	0	51	51	0	54	0	54	0	54	0	54	0	54	0	54
Į	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through		202	1 0	444	5	200	440	62	470	1 0	500	5	404	1 0	500	0	404	1 0	500
l g	7	Through Through-Right		393	0	444	3	398	449	02	479	0	533	5	484	0	538	0	484	0	538
EASTBOUND		Right		66	1	66	0	66	66	0	70	1	70	0	70	1	70	0	70	1	70
Ä	7	Left-Through-R	ight		0							0				0				0	
	L ⊰	Left-Right			0							0				0				0	
	· ~	1 -61				77	_	70	70		0.5		0.5	_	00		00		00		00
₽	7	Left Left-Through		77	0 1	77	-5	72	72	3	85	0 1	85	-5	80	0	80	0	80	0	80
WESTBOUND	←	Through		439	0	516	1	440	512	45	511	0	596	1	512	0	592	0	512	0	592
<u>8</u>	4	Through-Right		100	0	0.0		110	٠.2		011	0			0.2	0	-00-		0.2	0	-002
S	Right  Left-Through-Right			40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
₩ W	Left-Through-Right				0							0				0				0	
ļ	<b>├</b>	Left-Right			0	554		uth Onut	F40			0	605		A	0	000			0	000
		CRITICAL V	OLUMES		th-South: ast-West:	554 567	_	rth-South: East-West:	549 563			th-South: ast-West:	625 650			h-South: ast-West:				th-South: ast-West:	620 646
		SITTIOAL V		[	SUM:	1121	'	SUM:	1112		E	SUM:	1275		Ed	SUM:			E	SUM:	1266
	VOLU	IME/CAPACITY (V/C	) RATIO:		30	0.747		30	0.741			J <b>J</b>	0.850			J <b>J</b>	0.844			· · · · ·	0.844
V/C		ATSAC/ATCS ADJUS	•			0.747			0.741				0.650				0.744				0.844
"																					
		LEVEL OF SERVIC	E (LUS):	5		В			В				С				С				С

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.006  $\Delta v/c$  after mitigation: -0.006 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA5.xlsm





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
5	Ea	st-West Street:	Fountai	in Avenue				tion Year:	2024		Pea	ak Hour:	PM		wed by:	•	<u>,</u>		KP Los And		
	<u> </u>	No. o	f Phases			2	-		2				2				2	-	,		2
Opp	osed 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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		TSAC-1 or ATSAC+		EB 0	WB	0 2	EB	0 WE	<b>3</b> 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override				0			0				0				0				0
		0.0	- upuo.i.j	EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Q	2	Left		60	0	60	0	60	60	0	64	0	64	0	64	0	64	0	64	0	64
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		423	0	550	-8	415	534	70	519	0	661	-8	511	0	645	0	511	0	645
l 뿐	$\uparrow$	Through-Right		07	0	0	-8	50	0	7	70	0	0		70	0	0	0	70	0	0
N.		Right Left-Through-R	iaht	67	1	U	-8	59	U	7	78	1	U	-8	70	1	U	U	70	1	U
ž	<b>†</b>	Left-Right	igiit		0							0				0				0	
		Lon ragin		l																	
Δ	<u>,</u>	Left		67	0	67	0	67	67	0	71	0	71	0	71	0	71	0	71	0	71
	$\rightarrow$	Left-Through			0							0				0				0	
30		Through		420	0	547	-19	401	528	79	525	0	660	-19	506	0	641	0	506	0	641
l 뿐	اب ر	Through-Right		60	0	0	0	60	0	0	64	0 0	0	0	64	0	0	0	64	0	0
SOUTHBOUND	4	Right Left-Through-R	iaht	60	1	U	U	60	U	U	04	1	U	U	64	1	U	U	04	1	U
SC	, ,	Left-Right	·y···		0							0				0				0	
	_	- J																			
		Left		72	0	72	0	72	72	0	76	0	76	0	76	0	76	0	76	0	76
N	<i>→</i>	Left-Through			1		_					1		_		1				1	
l So	$\overrightarrow{\gamma}$	Through Through-Right		599	0	671	3	602	674	93	729	0	805	3	732	0	808	0	732	0	808
= STE	7	Right		99	1	99	0	99	99	0	105	1	105	0	105	1	105	0	105	1	105
EASTBOUND	→	Left-Through-R	ight		0	00		00	00		100	0	100		100	0	100	Ů	100	0	100
	$\dashv$	Left-Right			0							0				0				0	
Ω	<b>₹</b>	Left		100	0 1	100	-20	80	80	11	117	0 1	117	-20	97	0	97	0	97	0	97
WESTBOUND	<b>↓</b>	Left-Through Through		504	0	604	6	510	590	112	647	0	764	6	653	0	750	0	653	0	750
BO	4	Through-Right		304	0	004		510	390	112	0+1	0	7 04		000	0	730		000	0	730
ST	<b>₹</b>	Right		68	1	68	0	68	68	0	72	1	72	0	72	1	72	0	72	1	72
WE	Left-Through-Right				0							0				0				0	
	angle	Left-Right			0	0.47			201			0	700			0	740			0	740
		CRITICAL V	OLUMES		th-South: ast-West:	617 771	_	rth-South: East-West:	601 754			th-South: ast-West:	732 922			th-South: ast-West:				th-South: ast-West:	716 905
		CITICAL VI	CLOWILD	E	SUM:	1388	'	ast-west: SUM:	1355		E	SUM:	922 1654		Eá	st-west: SUM:			E	SUM:	1621
	VOLU	JME/CAPACITY (V/C	) RATIO:		30	0.925		30	0.903			30	1.103			JUIII.	1.081			30	1.081
V/C		ATSAC/ATCS ADJUS	-																		
"/"	OO A					0.825			0.803				1.003 F				0.981				0.981
		LEVEL OF SERVIC	⊏ (LUS):	5		D			D				F				E				Е

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.022  $\Delta v/c$  after mitigation: -0.022 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
6	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. of	Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΔΤ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		56	0	56	0	56	56	8	67	0	67	0	67	0	67	0	67	0	67
	4	Left-Through			1							1				1				1	
NORTHBOUND	<b>1</b>	Through		223	0	198	-28	195	184	20	257	0	229	-28	229	0	215	0	229	0	215
II ₹ I	Through-Right Right			61	1 0	198	0	61	184	2	67	1 0	229	0	67	0	215	0	67	0	215
). S	← Left-Through-Right			01	0	190	0	01	104		07	0	229	U	07	0	215	U	07	0	215
Ž	Left-Right				0							0				0				0	
				<u> </u>																	
Q	<u>_</u>	Left		57	0	57	0	57	57	1	62	0	62	0	62	0	62	0	62	0	62
S	<u></u>	Left-Through			0							0		_		0				0	
BO	1	Through Through-Right		415	0	508	-8	407	498	28	469	0	580	-8	461	0	570	0	461	0	570
l 푸	Ţ ,	Right		36	0	0	-2	34	0	11	49	0	0	-2	47	0	0	0	47	0	0
SOUTHBOUND	4	Left-Through-Ri	ght	00	1	· ·	_	0-1	· ·		40	1	o	_	71	1	Ü	·	77	1	· ·
Š	٠,	Left-Right	_		0							0				0				0	
۵	<i>_</i> 3 _ <del>1</del> ,	Left Left-Through		73	1 0	73	-7	66	66	38	115	1 0	115	-7	108	1 0	108	0	108	1 0	108
N	$\rightarrow$	Through		825	1	474	15	840	482	199	1075	1	618	15	1090	1	625	0	1090	1	625
STBOUND	$\rightarrow$	Through-Right		023	i	4/4	15	040	402	133	1075	i	010	13	1030	i	023	U	1030	i	023
ST	$\rightarrow$	Right		123	0	123	0	123	123	29	160	0	160	0	160	0	160	0	160	0	160
EA	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	$\dashv$	Left-Right		l .	0							0				0				0	
	<i>-</i>	Left		140	1	140	0	140	140	1	150	1	150	0	150	1	150	0	150	1	150
₽	<i>•</i>	Left-Through		140	0	140		1-10	140	<u>'</u>	130	0	130		130	0	130		130	0	130
	<b>←</b>	Through		661	1	367	4	665	369	183	885	1	482	4	889	1	484	0	889	ĺ	484
WESTBOUND	<b>₹</b>	Through-Right			1							1				1				1	
ES.	Right  Left-Through-Right			72	0	72	0	72	72	3	79	0	79	0	79	0	79	0	79	0	79
₹	Left-Through-Right  Left-Right				0							0				0				0	
	<u> </u>			Nor	th-South:	564	No	rth-South:	554		Nor	th-South:	647		Nor	th-South:	637		Nor	th-South:	637
	CRITICAL VOLUMES				ast-West:	614		ast-West:	622			ast-West:	768			ast-West:	775			ast-West:	775
					SUM:	1178		SUM:	1176			SUM:	1415			SUM:	1412			SUM:	1412
	VOLUME/CAPACITY (V/C) RATIO:					0.785			0.784				0.943				0.941				0.941
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.685			0.684				0.843				0.841				0.841
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
			. ,	I																	

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.002  $\Delta v/c$  after mitigation: -0.002 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA6.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
6	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
		No. o	f Phases			2			2				2				2				2
Opp	osed Ø'i	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 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ-	TSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		83	0	83	0	83	83	34	122	0	122	0	122	0	122	0	122	0	122
NORTHBOUND	4	Left-Through			1							1				1				1	
80	Î	Through		316	0	307	-13	303	300	46	381	0	387	-13	368	0	380	0	368	0	380
IE	È	Through-Right Right		131	0	307	0	131	300	9	148	1 0	387	0	148	0	380	0	148	0	380
S.		Left-Through-R	iaht	131	0	307	U	131	300	9	140	0	301	U	140	0	360	"	140	0	360
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0	
	•																				
Q	<u> </u>	Left		86	0	86	0	86	86	5	96	0	96	0	96	0	96	0	96	0	96
S	<b>→</b>	Left-Through			0							0				0				0	
8		Through		409	0	519	-32	377	479	40	474	0	640	-32	442	0 0	600	0	442	0	600
1 =	4	Through-Right Right		24	0	0	-8	16	0	45	70	0 0	0	-8	62	0	0	0	62	0	0
SOUTHBOUND	4	Left-Through-R	ight	24	1	U	-0	10	O	45	70	1	U	-0	02	1	U		02	1	U
Ö	i,	Left-Right	•		0							0				0				0	
				-																	
	<i>_</i> 3	Left		45	1	45	-3	42	42	27	75	1	75	-3	72	1	72	0	72	1	72
I	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		1004	0 1	640	6	1100	640	240	1.110	0 1	700	6	1116	0 1	705	0	1.116	0	705
EASTBOUND	7	Through-Right		1094	1	610	0	1100	613	249	1410	1	782	0	1416	1	785	"	1416	1	785
STE	→,	Right		125	0	125	0	125	125	20	153	0	153	0	153	0	153	0	153	0	153
EÀ	→	Left-Through-R	ight		0							0				0				0	
	L ≺	Left-Right			0							0				0				0	
	· ~	Left		00	4	00		00	00	4	0.4	4	64		0.4	1	0.4		04	1	6.4
9	<del>*</del>	Left Left-Through		88	1 0	88	0	88	88	1	94	1 0	94	0	94	0	94	0	94	0	94
Į	←	Through		700	1	379	18	718	388	291	1034	1	550	18	1052	1	559	0	1052	1	559
<u> </u>	4	Through-Right			1	2.0			300			1				1				1	
WESTBOUND	Sight Left-Through-Right			58	0	58	0	58	58	4	66	0	66	0	66	0	66	0	66	0	66
×	Left-Through-Right Left-Right				0							0				0				0	
<b> </b>	$\Gamma$	Lett-Kignt		Ale	th-South:	602	A/_	rth-South:	562		Ale	th-South:	762		No.	h-South:	722		Ale	th-South:	722
		CRITICAL V	OLUMES		tn-Soutn: ast-West:	602 698	_	rtn-Soutn: East-West:	56∠ 701			tn-Soutn: ast-West:	762 876			n-Soutn: ast-West:				n-Soutn: ast-West:	722 879
				"	SUM:	1300	'	SUM:	1263			SUM:	1638			SUM:				SUM:	1601
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.867			0.842				1.092				1.067				1.067
V/C		TSAC/ATCS ADJUS	-			0.767			0.742				0.992				0.967				0.967
		LEVEL OF SERVIC				0.767 C			0.742 C				0.992 E				0.907 E				0.967 E
		LLVEL OF SERVIC	L (LUS).	5:		U			U				E				E				E

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.025  $\Delta v/c$  after mitigation: -0.025 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgemo	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
7	Ea	ast-West Street:	Franklir	n Avenue			Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			Phases			2			2				2				2				2
Oppo	osed Ø'	i'ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	: FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB	0	NB	0 SB		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		ATSAC-1 or ATSAC+A	ATCC 22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	-	Override (				0			0				0				0				0
			oupuon,	EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left		33	0	33	5	38	38	12	47	0	47	5	52	0	52	0	52	0	52
Ĭ	√	Left-Through			0							0				0				0	
يق	<b>I</b> ↑	Through		72	0	150	7	79	156	8	84	0	184	7	91	0	190	0	91	0	190
里	<b>→</b>	Through-Right			0							0				0				0	
NORTHBOUND	<u> </u>	Right		45	0	0	-6	39	0	5	53	0	0	-6	47	0	0	0	47	0	0
2	<b>\(\phi\)</b>	Left-Through-Ri	ght		1							1				1				1	
	Left-Right				0							0				0				0	
	<u>,</u>	Left		4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
SOUTHBOUND	ightharpoons			•	0	•	ľ	·	•	Ů	•	0	·		•	0	·		•	0	•
8	Left-Through Through			143	0	218	25	168	243	2	154	0	233	25	179	0	258	0	179	0	258
里	→ Through  → Through-Right				0							0				0				0	
5	Through-Right Right			71	0	0	0	71	0	0	75	0	0	0	75	0	0	0	75	0	0
So	Right				1 0							1 0				1				1 0	
	Left-Right				U							U				0				U	
		Left		10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11
₽	<i>→</i>	Left-Through		10	0	10	Ĭ	10	10			0			• • •	0			• • •	0	
	Left-Through  → Through			637	0	752	0	637	770	20	696	0	824	0	696	0	842	0	696	0	842
<u> </u>	7	Through-Right			0							0				0				0	
\S1	3	Right		105	0	0	18	123	0	6	117	0	0	18	135	0	0	0	135	0	0
E	<b>→</b>	Left-Through-Ri	ght		1 0							1 0				1 0				1 0	
	<b>∟</b> ≺	Left-Right			U							U				U				U	
	<i>C</i>	Left		85	0	85	-21	64	64	2	92	0	92	-21	71	0	71	0	71	0	71
₽	$\overline{}$	Left-Through			0	- 00	l -	٠.	•	_		0				0			• •	0	
	<b>←</b>	Through		669	0	756	0	669	735	12	722	0	816	0	722	0	795	0	722	0	795
l ğ	<u>+</u>	Through-Right			0							0				0				0	
ES.	Q			2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
⋝	Left-Through-Right Left-Right		gnt		1 0							1 0				1				1	
		Len-Night		Nor	th-South:	251	No	rth-South:	281		Nor	th-South:	280		Nor	th-South:	310		Nor	h-South:	310
		CRITICAL VO	DLUMES	_	ast-West:	837	_	ast-West:	834			ast-West:	916			ast-West:	913			n-south. ast-West:	913
		<u> </u>			SUM:		L <sup>-</sup>	SUM:	1115			SUM:				SUM:	1223			SUM:	1223
	VOLU	JME/CAPACITY (V/C)	RATIO:			0.725			0.743				0.797				0.815				0.815
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.625			0.643				0.697				0.715				0.715
						0.025 B			0.043 B				0.097 B				C				0.713 C
	LEVEL OF SERVICE (LOS):					D			Đ				D				U				U

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.018  $\Delta v/c$  after mitigation: 0.018 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA7.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Edgemo	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
7	Eas	st-West Street:	Frankliı	n Avenue			Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0		0 0	0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	A <sup>-</sup>	TSAC-1 or ATSAC+	ATCS-2?	LD 0	WD	2		0 112	2		U	WD	2	LD	U	WD	2	LD	U	VV D	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	J	Left		83	0	83	21	104	104	13	101	0	101	21	122	0	122	0	122	0	122
N S	1	Left-Through		474	0		00	000		•	400	0		00	040	0	445	•	040	0	445
ВО	Ţ	Through Through-Right		171	0	337	29	200	363	8	190	0	389	29	219	0	415	0	219	0	415
NORTHBOUND	1	Right		83	0	0	-24	59	0	10	98	0	0	-24	74	0	0	0	74	0	0
OR	<b>↔</b>	Left-Through-Ri	aht	00	1	· ·		00	Ü	10	30	1	O	24	, ,	1	U	·	7-7	1	· ·
z	₹	Left-Right	<b>5</b>		0							0				0				0	
₽	<i>L</i> ,	Left		8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
5		Left-Through Through		67	0	100	11	78	113	8	70	0	116	44	90	0	127	0	90	0	127
BC	الم	•		67	0	102	l ''	70	113	0	79	0	116	11	90	0	127	U	90	0	127
ΙĒΙ	Through-Right  ✓ Right			27	0	0	0	27	0	0	29	0	0	0	29	0	0	0	29	0	0
SOUTHBOUND	Right  → Left-Through-Right				1							1				1				1	
0)	Left-Right				0							0				0				0	
	Left Left			00	0	00	0	00	22	0	0.4	0	0.4	0	24	0	0.4	0	24	0	04
Ω				23	0	23	0	23	23	0	24	0	24	U	24	0	24	U	24	0	24
5	☐			701	0	779	0	701	787	20	764	0	862	0	764	0	870	0	764	0	870
BC	$\rightarrow$	Through-Right			0							0				0				0	
\ST	3.	Right		55	0	0	8	63	0	16	74	0	0	8	82	0	0	0	82	0	0
E/	<b>→</b>	Left-Through-Ri	ght		1							1 0				1 0				1 0	
		Left-Right			U							U				U				U	
	r	Left		59	0	59	-10	49	49	10	73	0	73	-10	63	0	63	0	63	0	63
WESTBOUND	$\leftarrow$	Left-Through			0			-			-	0		-		0		-		0	
0	<u>₹</u>	Through		616	0	683	0	616	673	24	678	0	759	0	678	0	749	0	678	0	749
2	2	Through-Right			0							0		•		0	•	•		0	•
ES	ທ Right ≝ Left-Through-Right			8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
>	≥ Left-Right				0							Ö				Ó				Ó	
				Nor	th-South:	345	No	rth-South:	371		Nor	th-South:	397		Nor	th-South:			Nort	th-South:	423
		CRITICAL VO	DLUMES	Ea	ast-West:	838	E	ast-West:	836		E	ast-West:	935		Ea	ast-West:			Ea	st-West:	933
	1/6: ::				SUM:			SUM:	1207			SUM:				SUM:				SUM:	1356
	VOLUME/CAPACITY (V/C) RATIO:					0.789			0.805				0.888				0.904				0.904
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.689			0.705				0.788				0.804				0.804
		LEVEL OF SERVIC	E (LOS):			В			С				С				D				D
	LEVEL OF SERVICE (LOS):																				

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.016 \( \Delta v/c \) after mitigation: 0.016 \( \Delta v/c \) after mitigated? \( \Delta v/c \) Fully mitigated? \( \Delta v/c \)





(Circular 212 Method)

I/S #:	North	-South Street:	Edgeme	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
8	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
			Phases			2			2				2			•	2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Λ1	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	7	Left		45	0	45	-8	37	37	18	66	0	66	-8	58	0	58	0	58	0	58
ᅙ	4	Left-Through			0							0				0				0	
g g	1	Through		75	0	177	6	81	167	22	102	0	248	6	108	0	238	0	108	0	238
NORTHBOUND	Ì~	Through-Right		<b>57</b>	0	0	-8	49	0	19	80	0 0	0	-8	72	0	0	0	72	0	0
K	_ ^	Right Left-Through-Ri	aht	57	1	U	-8	49	U	19	80	1	U	-8	12	1	U	U	12	1	0
ž	<b>*</b>	Left-Right	giit		0							0				0				0	
		Lon Hight		<u>I</u>																	
	<u> </u>	Left		60	0	60	0	60	60	0	64	0	64	0	64	0	64	0	64	0	64
<u>   </u>	<b>→</b>	Left-Through			0							0				0				0	
l g	↓ Lett-Through ↓ Through ← Through-Right			213	0	351	23	236	374	9	235	0	382	23	258	0	405	0	258	0	405
ᄩ	Through-Right			78	0	0	0	78	0	0	83	0 0	0	0	83	0	0	0	83	0	0
SOUTHBOUND	Right  Left-Through-Right			70	1	U	U	70	U	U	03	1	U	U	03	1	U	U	03	1	U
Š	Left-Right  Left-Right				0							0				0				0	
-																					
	<i></i>	Left		46	1	46	0	46	46	0	49	1	49	0	49	1	49	0	49	1	49
Įį	<i>→</i>	Left-Through		70.4	0			0.40	450	70	000	0			000	0	500	•	000	0	500
ğ	7	Through Through-Right		784	1	443	58	842	458	76	908	1 1	513	58	966	1	528	0	966	1	528
EASTBOUND	$\rightarrow$	Right		101	0	101	-28	73	73	11	118	0	118	-28	90	0	90	0	90	0	90
Ϋ́	<b>→</b>	Left-Through-R	ght		0			. •				0				0			• • •	0	
	$\dashv$	Left-Right			0							0				0				0	
₽	7	Left Left-Through		87	1 0	87	-28	59	59	7	99	1 0	99	-28	71	1 0	71	0	71	1 0	71
3	<b>↓</b>	Through		903	1	482	16	919	490	87	1046	1	555	16	1062	1	563	0	1062	1	563
WESTBOUND	4	Through-Right		300	1	702	10	313	730	07	1040	1	333	10	1002	1	303	U	1002	1	303
ST	Through-Right  Right			60	0	60	0	60	60	0	64	0	64	0	64	0	64	0	64	0	64
ME N	Left-Through-Right				0							0				0				0	
	<b>├</b>	Left-Right			0	000		4.0	444			0	440			0	400			0	400
		CRITICAL VO	OLUMES		th-South: ast-West:	396 530		rth-South: East-West:	411 536			th-South: ast-West:	448 612			th-South: ast-West:	463 612			th-South: ast-West:	463 612
		OMITIOAL V	,_J.		SUM:	926	<b>"</b>	SUM:	947		E	SUM:	1060		E	SUM:	1075		E	SUM:	1075
	VOLUN	ME/CAPACITY (V/C	RATIO:		J <b>J</b>	0.617		30	0.631			J <b>J</b>	0.707			J <b>J</b>	0.717			· · · · ·	0.717
V/C		TSAC/ATCS ADJUS				0.517			0.531				0.607				0.617				0.717 <b>0.617</b>
1,51																					
		LEVEL OF SERVIC		Phase 1 (2)		Α			Α				В				В				В

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.010  $\Delta v/c$  after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA8.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
8	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2024		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1	No. of	Phases			2			2				2				2	-			2
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS.	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		59	0	59	-32	27	27	14	77	0	77	-32	45	0	45	0	45	0	45
NORTHBOUND	4	Left-Through			0							0				0				0	
l l	Î	Through		126	0	251	25	151	212	19	153	0	315	25	178	0	276	0	178	0	276
IE	<u>}</u>	Through-Right Right		66	0	0	-32	34	0	15	85	0 0	0	-32	53	0	0	0	53	0	0
S.	_ (`	Left-Through-Ri	aht	00	1	U	-32	34	U	15	65	1	U	-32	55	1	U	0	55	1	U
Ž	<b>♦</b>	Left-Right	9		0							0				0				0	
	• '																				
Q	\ <u>\</u>	Left		43	0	43	0	43	43	0	46	0	46	0	46	0	46	0	46	0	46
S	<b>→</b>	Left-Through			0							0				0				0	
80	1	Through		100	0	167	9	109	176	27	133	0 0	204	9	142	0 0	213	0	142	0	213
1 =	4	Through-Right Right		24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
SOUTHBOUND	4	Left-Through-Ri	ght	24	1	U		24	O	· ·	23	1	U		25	1	U		25	1	U
Ö	i,	Left-Right	•		0							0				0				0	
				_																	
	<u> </u>	Left		88	1	88	0	88	88	0	93	1	93	0	93	1	93	0	93	1	93
I	$\rightarrow$	Left-Through Through		1100	0 1	504	26	1124	E01	115	1201	0 1	C00	26	1217	0	COF	0	1217	0	COF
EASTBOUND	<b>→</b>	Through-Right		1108	1	584	26	1134	591	115	1291	1	689	26	1317	1	695	0	1317	1	695
STE	$\rightarrow$	Right		60	0	60	-13	47	47	22	86	0	86	-13	73	0	73	0	73	0	73
EÀ	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	L ≺	Left-Right			0							0				0				0	
	· ~	Left		44	1	44	40	00	20	00	67	4	67	40	E 4	1	- 1		E 4	1	F.4
9	<del>*</del>	Left Left-Through		41	0	41	-13	28	28	23	67	1 0	67	-13	54	0	54	0	54	0	54
WESTBOUND	←	Through		981	1	519	65	1046	552	108	1149	1	605	65	1214	1	638	0	1214	1	638
<u> </u>	4	Through-Right		]	1	2.0						1				1		ľ		1	
LS:	Sight Left-Through-Right			57	0	57	0	57	57	0	61	0	61	0	61	0	61	0	61	0	61
×	Ł	Left-Through-Ri	ght		0							0				0				0	
<b> </b>	$\Gamma$	Left-Right		Ale	th-South:	294	A/-	rth-South:	255		Ale	th-South:	361		Ale	th-South:	322		Ale	th-South:	322
		CRITICAL VO	DLUMES		tn-Soutn: ast-West:	625		rtn-Soutn: East-West:	255 640			tn-Soutn: ast-West:	361 756			in-Soutn: ast-West:				n-Soutn: ast-West:	322 749
				"	SUM:	919	· •	SUM:	895			SUM:	1117		Le	SUM:			Le	SUM:	1071
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.613			0.597				0.745				0.714				0.714
V/C		TSAC/ATCS ADJUS				0.513			0.397 <b>0.497</b>				0.645				0.614				0.614
		LEVEL OF SERVIC				0.513 A							0.045 B				0.014 B				0.014 B
		LLVEL OF SERVIC	L (LUS).	<u> </u>		Α			<u> </u>				D				D				D

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.031  $\Delta v/c$  after mitigation: -0.031 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgeme	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
9	Eas	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			2			2				2		-		2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		68	0	68	0	68	68	0	72	0	72	0	72	0	72	0	72	0	72
<del> </del>	4	Left-Through			0							0				0				0	
1 0 N	1	Through		155	0	249	-70	85	179	12	177	0	277	-70	107	0	207	0	107	0	207
NORTHBOUND	Ì ∱	Through-Right		00	0	0	0	26	0	0	28	0 0	0	0	28	0	0	0	28	0	0
.X		Right Left-Through-Ri	iaht	26	1	U	U	26	U	U	28	1	U	U	28	1	U	U	28	1	0
ž	<b>*</b>	Left-Right	igiit		0							0				0				0	
				I.																	
	<u> </u>	Left		55	0	55	37	92	92	16	74	0	74	37	111	0	111	0	111	0	111
	<b>→</b>	Left-Through			0							0				0				0	
l g		Through		125	0	248	-20	105	247	19	152	0	306	-20	132	0	305	0	132	0	305
SOUTHBOUND	4	Through-Right Right		68	0	0	-18	50	0	8	80	0 0	0	-18	62	0	0	0	62	0	0
l Ś l	<b>→</b>	Left-Through-Ri	iaht	00	1	U	-10	50	U	0	00	1	U	-10	62	1	U	0	62	1	U
Š	j	Left-Right	.5		0							0				0				0	
-																					
	<i></i>	Left		86	1	86	-61	25	25	4	95	1	95	-61	34	1	34	0	34	1	34
ĮĮ	<i>→</i>	Left-Through		0.40	0			4007			4440	0		70	4000	0			1000	0	
l ğ	7	Through Through-Right		949	2	475	78	1027	514	141	1148	2	574	78	1226	2	613	0	1226	2	613
EASTBOUND	$\rightarrow$	Right		81	1	81	0	81	81	0	86	1	86	0	86	1	86	0	86	1	86
¥	<b>→</b>	Left-Through-R	ight		0				-			0				0				0	
_	⊰	Left-Right			0							0				0				0	
₽	7	Left		21	1 0	21	0	21	21	0	22	1 0	22	0	22	1 0	22	0	22	1 0	22
WESTBOUND	<b>↓</b>	Left-Through Through		657	2	329	5	662	331	173	870	2	435	5	875	2	438	0	875	2	438
<b>B</b> 0	4	Through-Right		007	0	323		002	331	173	070	0	733		0/3	0	730		013	0	730
ST	<u>,                                    </u>	Right		143	1	143	-44	99	99	7	159	1	159	-44	115	1	115	0	115	1	115
N N	Left-Through-Right				0							0				0				0	
	$\succ$	Left-Right			0	0.1.0			0.15		•	0	070			0	077			0	077
		CRITICAL V	OLUMES		th-South: ast-West:	316 496		rth-South: East-West:	315 535			th-South: ast-West:	378 596			th-South: ast-West:	377 635			th-South: ast-West:	377 635
		CRITICAL V	CLOWILD	E	ast-west: SUM:	812	"	ast-west: SUM:	850		E	SUM:	974		E	ast-west: SUM:	1012		E	SUM:	1012
	VOLUM	ME/CAPACITY (V/C	) RATIO:			0.541			0.567			00.11.	0.649				0.675				0.675
V/C		TSAC/ATCS ADJUS	<b>,</b>										0.549								
,,,,,						0.441			0.467								0.575				0.575
		LEVEL OF SERVIC		Phase 1 (2)		Α			A				Α				Α				Α

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.026  $\Delta v/c$  after mitigation: 0.026 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA9.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	ineers	Date:		5/2/2018	
9	Eas	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2024		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	f Phases			2			2				2				2	-			2
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		73	0	73	0	73	73	0	77	0	77	0	77	0	77	0	77	0	77
l S	4	Left-Through			0							0				0				0	
NORTHBOUND	Ţ	Through		131	0	237	-30	101	207	27	166	0	278	-30	136	0	248	0	136	0	248
IE	<u>}</u>	Through-Right Right		33	0	0	0	33	0	0	35	0 0	0	0	35	0	0	0	35	0	0
OR.	_^^_ ~^>	Left-Through-Ri	iaht	33	1	U	U	33	U	U	33	1	U	U	33	1	U	U	33	1	U
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0	
	• '																				
Q	\ <u>\</u>	Left		67	0	67	-41	26	26	12	83	0	83	-41	42	0	42	0	42	0	42
S	<b>→</b>	Left-Through			0							0				0				0	
8		Through		144	0	275	-77	67	90	19	172	0	331	-77	95	0 0	146	0	95	0	146
IE	4	Through-Right Right		64	0	0	-67	-3	0	8	76	0	0	-67	9	0	0	0	9	0	0
SOUTHBOUND	4	Left-Through-Ri	iaht	04	1	U	-07	-5	U	0	70	1	U	-07	9	1	U	U	9	1	U
Ñ	į,	Left-Right	<b>J</b>		0							0				0				0	
				_																	
	<u> </u>	Left		61	1	61	-27	34	34	10	75	1	75	-27	48	1	48	0	48	1	48
I	$\rightarrow$	Left-Through Through		1075	0 2	204	16	1001	200	246	1257	0 2	407	16	1272	0 2	400	0	1272	0 2	400
EASTBOUND	7	Through-Right		1075	1	391	16	1091	396	216	1357	1	487	16	1373	1	492	U	1373	1	492
STE	$\rightarrow$	Right		98	0	98	0	98	98	0	104	0	104	0	104	0	104	0	104	0	104
EÀ	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	L <b>⊰</b>	Left-Right			0							0				0				0	
	· ~	1 -44		1 00	1	00		22	00		25	4	0.5		25	4	0.5		25	4	0.5
9	<del>*</del>	Left Left-Through		33	1 0	33	0	33	33	0	35	1 0	35	0	35	1 0	35	0	35	1 0	35
5	←	Through		782	2	286	84	866	324	200	1030	2	376	84	1114	2	415	0	1114	2	415
B0	4	Through-Right			1	200	.	000	0 <u>L</u> 7		1000	1	0.0			1	110	Ĭ		1	110
SI	Sight Right			75	0	75	32	107	107	18	98	0	98	32	130	0	130	0	130	0	130
M.	Left-Through-Right Left-Right				0							0				0				0	
	<i>\`</i>	Lett-Right		A1		240	A1-	wh Court	222		Ale :-	•	400		Ala	0 th South	200		Al	0	200
		CRITICAL V	OLUMES		th-South: ast-West:	348 424	_	rth-South: East-West:	233 429			th-South: ast-West:	408 522			h-South: ast-West:	290 527			th-South: ast-West:	290 527
		S.IIIIOAL V		[	SUM:	772	'	SUM:	662		E	SUM:	930		Ea	SUM:			E	SUM:	817
	VOLU	IME/CAPACITY (V/C	) RATIO:			0.515			0.441				0.620				0.545				0.545
V/C		TSAC/ATCS ADJUS	-			0.415			0.341				0.520				0.445				0.345
		LEVEL OF SERVIC																			
		LEVEL OF SERVIC	E (LUS):	5:		Α			Α				Α				Α				Α

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.075  $\Delta v/c$  after mitigation: -0.075 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
10	Eas	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-27	EB U	WD	2	ED	O VVE	2	ED	U	WD	2	ED	U	WD	2	ED	U	WD	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	٦,	Left		71	0	71	-11	60	60	0	75	0	75	-11	64	0	64	0	64	0	64
3	4	Left-Through		454	0	004		00	207	0	470	0	200	00	400	0	054	0	400	0	054
BO	Ţ	Through Through-Right		154	0	264	-66	88	227	9	172	0 0	288	-66	106	0	251	U	106	0	251
NORTHBOUND	Right			39	0	0	40	79	0	0	41	0	0	40	81	0	0	0	81	0	0
o R	← Left-Through-Right				1	ŭ			· ·	Ů	• •	1	ŭ		٠.	1	ŭ	Ĭ	٠.	1	ŭ
Z	Left-Right				0							0				0				0	
				-																	
₽	L.	Left		43	0	43	0	43	43	4	50	0	50	0	50	0	50	0	50	0	50
5		Left-Through Through		200	0	285	-19	181	266	12	224	0 0	323	-19	205	0 0	304	0	205	0 0	304
BC	1	Through-Right		200	0	203	-19	101	200	12	224	0	323	-19	203	0	304	U	205	0	304
上	ز ا	Right		42	0	0	0	42	0	4	49	0	0	0	49	0	0	0	49	0	0
SOUTHBOUND	<b>↔</b>	Left-Through-R	ght		1							1				1				1	
0,	٠,	Left-Right			0							0				0				0	
		Left		46	0	46	0	46	46	1	50	0	50	0	50	0	50	0	50	0	50
₽	<u></u>	Left-Through		40	1	40	"	40	40		50	1	50	U	50	1	50	U	50	1	50
STBOUND	<b>→</b>	Through		342	0	388	2	344	390	72	435	0	485	2	437	0	487	0	437	0	487
ĕ	7	Through-Right			0							0				0				0	
4S1	<b>→</b>	Right		50	1	50	-3	47	47	0	53	1	53	-3	50	1	50	0	50	1	50
EĄ	<b>]</b>	Left-Through-Ri	ght		0							0 0				0				0 0	
		Left-Right		L	U							J J				U				U	
	<i>C</i>	Left		17	0	17	11	28	28	0	18	0	18	11	29	0	29	0	29	0	29
N N	$\checkmark$	Left-Through			1							1				1				1	
000	<i>→</i>	Through		511	0	528	-10	501	529	48	590	0	608	-10	580	0	609	0	580	0	609
l E	Q			59	0	59	0	59	59	1	64	0 1	64	0	64	0	64	0	64	0	64
Æ	Right Left-Through-Right		aht	59	0	59	U	59	59	'	04	0	04	U	04	0	04	U	04	0	04
5	► Left-Right				Ö							Ö				Ö				Ö	
					th-South:	356	No	rth-South:	326			th-South:	398			th-South:			Nor	th-South:	368
	CRITICAL VOLUMES			Ea	ast-West:	574	4	ast-West:	575		E	ast-West:	658		Eá	ast-West:			Ea	ast-West:	659
	VOLUME/CAPACITY (V/C) RATIO				SUM:	930		SUM:	901			SUM:	1056			SUM:				SUM:	1027
	` '					0.620			0.601				0.704				0.685				0.685
V/C	LESS A	TSAC/ATCS ADJUS				0.520			0.501				0.604				0.585				0.585
	LEVEL OF SERVICE (LOS)					Α			Α				В				Α				Α

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.019  $\Delta v/c$  after mitigation: -0.019 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:19 AM 1 CMA10.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
10	Eas	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		52	0	52	-5	47	47	0	55	0	55	-5	50	0	50	0	50	0	50
	4	Left-Through			0							0				0				0	
NORTHBOUND	1	Through		169	0	245	-30	139	228	18	197	0	277	-30	167	0	260	0	167	0	260
II ₹ I	È	Through-Right Right		24	0	0	18	42	0	0	25	0	0	18	43	0	0	0	43	0	0
). S	Left-Through-Right			24	1	U	10	42	U	U	23	1	U	10	43	1	U	U	43	1	U
Ž	Left-Right				0							0				0				0	
Q	<u></u>	Left		41	0	41	0	41	41	3	47	0	47	0	47	0	47	0	47	0	47
S	<u></u>	Left-Through			0							0				0				0	
BO	, <u>†</u>	Through Through-Right		219	0	303	-75	144	228	14	246	0	342	-75	171	0	267	0	171	0	267
l 푸	7	Right		43	0	0	0	43	0	3	49	0	0	0	49	0	0	0	49	0	0
SOUTHBOUND	<b>↓</b>	Left-Through-Ri	ght	40	1	· ·	"	40	· ·		40	1	· ·		40	1	· ·		40	1	· ·
S	٠,	Left-Right			0							0				0				0	
۵	<i>)</i> <u>↓</u>	Left Left-Through		28	0	28	0	28	28	4	34	0	34	0	34	0	34	0	34	0	34
N	$\rightarrow$	Through		542	0	570	-10	532	560	100	675	1 0	709	-10	665	0	699	0	665	0	699
STBOUND	7	Through-Right		342	0	370	-10	332	300	100	0/3	0	103	-10	003	0	033		003	0	033
ST	$\rightarrow$	Right		80	1	80	-13	67	67	0	85	1	85	-13	72	1	72	0	72	1	72
EA	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i>C</i>	Left		37	0	37	46	83	83	0	39	0	39	46	85	0	85	0	85	0	85
₽	7	Left-Through		31	1	31	1	UJ.	03		33	1	39	+0	00	1	00		00	1	00
	<u></u>	Through		553	Ö	590	1	554	637	123	710	0	749	1	711	Ö	796	0	711	0	796
WESTBOUND	<b>₹</b>	Through-Right			0							0				0				0	
ES.	Sight Sight Left-Through-Right			50	1	50	0	50	50	4	57	1	57	0	57	1	57	0	57	1	57
₹	Left-Through-Right  Left-Right				0							0				0				0	
	<i>\</i>	Lett-Kight		Nor	th-South:	355	No	rth-South:	275		Nor	th-South:	397		Nor	th-South:	317		Nor	th-South:	317
		CRITICAL VO	DLUMES		ast-West:	618		ast-West:	665			ast-West:	783			ast-West:				ast-West:	830
	VOLUME (OADAOITY (VIO) DATIO				SUM:	973		SUM:	940			SUM:	1180			SUM:				SUM:	1147
	VOLUME/CAPACITY (V/C) RATIO:					0.649			0.627				0.787				0.765				0.765
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.549			0.527				0.687				0.665				0.665
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
	LEVEL OF SERVICE (LOS):			<u> </u>					- / \												

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.022  $\Delta v/c$  after mitigation: -0.022 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Stree	t: Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
11	Ea	ast-West Stree	t: Santa	Monica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
			No. of Phases			2			2				2				2				2
Opp	osed Ø	ö'ing: N/S-1, E/W	-2 or Both-3?			0			0				0				0				0
Right	Turns:	: FREE-1, NRTC	R-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1 or ATS	AC+ATCS-22	EB 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,		ride Capacity			0			0				0				0				0
			•	EXISTI	NG CONDI	TION	EXIS	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		59	1	59	0	59	59	14	77	1	77	0	77	1	77	0	77	1	77
l S	4	Left-Throu	gh		0							0				0				0	
NORTHBOUND	Ţ	Through	1-1-1	142	0	189	-34	108	155	10	161	0	211	-34	127	0	177	0	127	0	177
IE	Î	Through-R	ight	47	0	0	0	47	0	0	50	1 0	0	0	50	0	0	0	50	0	0
S.	Right  Left-Through-Right			47	0	U	U	41	U		30	0	U	0	30	0	U	U	50	0	U
Ž	Left-Through-Right  Left-Right				0							0				0				0	
				•																	
Q	\ \ <u>\</u>	Left		36	0	36	-3	33	33	0	38	0	38	-3	35	0	35	0	35	0	35
S	$\rightarrow$	Left-Throu	gh		0							0				0				0	
8		Through	1-1-1	117	0	221	-10	107	209	12	136	0	246	-10	126	0 0	234	0	126	0	234
IE	4	Through-R Right	ignt	68	0	0	1	69	0	0	72	0 0	0	4	73	0	0	0	73	0	0
SOUTHBOUND	4	Left-Throu	gh-Right	00	1	U	'	03	O		12	1	U	'	73	1	U	U	73	1	U
Ö	į,	Left-Right			0							0				0				0	
	<u>)</u>	Left		61	1	61	5	66	66	0	65	1	65	5	70	1	70	0	70	1	70
I	$\rightarrow$	Left-Throu Through	gn	700	0 1	270	10	738	202	201	974	0 1	500	10	984	0	500	0	984	0	500
l o	7	Through-R	iaht	728	1	378	10	130	383	201	974	1	503	10	904	1	508	U	904	1	508
EASTBOUND	→ ·	Right		28	0	28	0	28	28	1	31	0	31	0	31	0	31	0	31	0	31
EÀ	<b>→</b>	Left-Throu	gh-Right		0							0				0				0	
	$\sqcup \prec $	Left-Right			0							0				0				0	
	· ·	Left		24	4	0.4		24	0.4		20	4	00		20	1	20		20	1	00
9	<b>₹</b>	Left Left-Throu	ah	34	1 0	34	0	34	34	0	36	1 0	36	0	36	0	36	0	36	0	36
WESTBOUND	←	Through	ສ	625	1	323	3	628	320	170	833	1	427	3	836	1	424	0	836	1	424
<u> </u>	4	Through-R	ight		1				5_0		- 30	1				1				1	
LS:	<b>₹</b>	Right		20	0	20	-9	11	11	0	21	0	21	-9	12	0	12	0	12	0	12
×	<b>↓</b>		gh-Right		0							0				0				0	
<b> </b>	Left-Through-Right Left-Right			A/	th-South:	280	A/_	rth-South:	268		Ale:	th-South:	323		Ale:	th-South:	311		Ale	th-South:	311
	CRITICAL VOLUMES				tn-Soutn: ast-West:	412	_	rtn-Soutn: East-West:	268 417			tn-Soutn: ast-West:	539			in-Soutn: ast-West:				n-Soutn: ast-West:	311 544
		20		[	SUM:	692	'	SUM:	685		L	SUM:	862		E	SUM:			E	SUM:	855
	VOLU	UME/CAPACITY	(V/C) RATIO:			0.461			0.457				0.575				0.570				0.570
V/C		ATSAC/ATCS A	. ,			0.461			0.457 <b>0.357</b>				0.475				0.370				0.370
	,	LEVEL OF SE																			
		LEVEL OF SE	KVICE (LUS):	5:		Α			Α				Α				Α				Α

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.005  $\Delta v/c$  after mitigation: -0.005 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA11.xlsm





(Circular 212 Method)

Note   Left   Note   Lanes   Volume   Traffic   Volume   Volume	I/S #:	North	h-South Street:	Edgemo	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
Opposed Øing: NS-1, E/W-2 or Both-3?   Right Turns: FREE-1, NRTOR-2 or OLA-3?   NB- 0   SB- 0   NB- 0   SB- 0   NB- 0   SB- BB- 0   NB- 0   SB- DB- 0   NB- 0   NB- 0   SB- DB- 0   NB- 0   SB- DB- 0   NB- 0   NB- 0   NB- 0   SB- DB- 0   NB- 0	11	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
Right Turns: FREE-1, NRTOR-2 or OLA-37   ATSAC-1 or ATSAC-ATCS-2?   Override Capacity   Override Capacit																						2
ATSAC-1 or ATSACA-ATCS-27   CAST	Oppo	osed Ø'i	'ing: N/S-1, E/W-2 or	Both-3?					0 05			0				0				0		0
ATSAC-1 or ATSAC-ATCS-2?	Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?																_		0 0
Override Capacity   Override Capacity   Override Capacity   Existing Plus Project   Future Condition with Polycome   Future Condition with Polycome   Override Capacity   Override Capac		A <sup>-</sup>	TSAC-1 or ATSAC+	ATCS-2?	LD	WD			O WE			U	WD			U	WD		LD	U	VV D	2
No. of   Lane   Volume   Vol																						0
Volume   Lanes   Volume   Vo					EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUE	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
Left			MOVEMENT			No. of			Total	Lane			No. of		1		No. of				No. of	Lane
Left-Through   131   0   173   -15   116   158   18   157   0   202   -15   142   0   187   0   142   0   1						Lanes							Lanes				Lanes		Volume		Lanes	Volume
Composition	Ω	J			79	1	79	0	79	79	8	92		92	0	92	•	92	0	92	•	92
Composition	5	7	•		121		170	15	116	150	10	157		202	4.5	1.10		107	0	1.10		187
Composition	ВО		•		131	1	173	-15	110	100	10	157		202	-15	142	1	107	U	142	1	107
Composition	E	<b>P</b>			42	0	0	0	42	0	0	45		0	0	45	0	0	0	45	0	0
Composition	N N	<b>↔</b>	•	ight		0							0		•		0				0	
Left-Through   219   0   316   -37   182   275   13   245   0   349   -37   208   0   308   0   208   0   208	Z		Left-Right	_		0							0				0				0	
Left-Through   219   0   316   -37   182   275   13   245   0   349   -37   208   0   308   0   208   0   208																						
Comparison   Com	9	<i>-</i>			40		40	-10	30	30	1	43		43	-10	33		33	0	33		33
Comparison   Com	Ď		-		210	_	216	-37	192	275	12	245		340	-27	208		308	0	208	_	308
Comparison   Com	BG	بً	•		219		310	-57	102	213	13	243		343	-57	200		300	U	200	_	300
Comparison   Com		ڵؚؠ			57	0	0	6	63	0	0	61		0	6	67	0	0	0	67	0	0
Comparison   Com	l õ	$\leftrightarrow$	•	ight		1							1				1				1	
O	0,	٠,	Left-Right			0							0				0				0	
O		<b>)</b>	Left		72	1	72	2	75	75	0	77	1	77	2	70	1	70	0	70	1	79
	9				73	•	13		75	73	U	11		11		19	•	19	U	19		19
	l ž		•		1119		617	4	1123	619	259	1447		785	4	1451	1	787	0	1451	1	787
	B					1											1				1	
	- YSI	).	-		115	•	115	0	115	115	1	123		123	0	123		123	0	123		123
- Leit-Right	E	7	-	ight																	_	
			Leit-Right		I	U							U				U				U	
Left 51 1 51 0 51 51 0 54 1 54 0 54 1 54 0 54 1		,	Left		51	1	51	0	51	51	0	54	1	54	0	54	1	54	0	54	1	54
$oxed{\Box}$ $oxed{\tau}$ Left-Through 0 0	N N		•														0				0	
Through 716 1 370 11 727 373 284 1044 1 535 11 1055 1 539 0 1055 1 5	9		•		716	1	370	11	727	373	284	1044	1	535	11	1055	1	539	0	1055	1	539
E   1 mough-right	E E				22	1	22	4	40	10	2	26	1	26	4	22	1	22	_	22	1	22
vo   Right   23 0 23 -4 19 19 2 26 0 26 -4 22 0 22 0 22 0	ES	<b>→</b>	•	iaht	23		23	-4	19	19	2	20	_	20	-4	22		22	U	22	-	22
Left-Right 0 0	>	<b>&gt;</b>		.5.**																	_	
					Nor	th-South:		No	rth-South:											Nort	th-South:	400
		CRITICAL VOLUMES			Ea			E				E				E				Ea		841
	<u> </u>	\(O! ::	IME (OADAOITY (1/10)	) DATIO:		SUM:			SUM:				SUM:				SUM:				SUM:	1241
			•	•																		0.827
	V/C	LESS A								0.583												0.727
LEVEL OF SERVICE (LOS):  B  A  C					Dhoos 1 (2)		В			Α				С				С				С

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.026  $\Delta v/c$  after mitigation: -0.026 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
12	Ea	st-West Street:	Frankli	n Avenue			Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	al Center P
	1	No. o	f Phases			2			2				2		-		2				2
Opp	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	<b>3</b> 0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		65	1	65	0	65	65	-1	68	1	68	0	68	1	68	0	68	1	68
<u>Z</u>	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Î	Through		422	1	245	6	428	248	82	530	1	304	6	536	1	308	0	536	1	308
I폼	F	Through-Right Right		67	0	67	4	68	68	7	78	1 0	78	4	79	0	79	0	79	0	79
S.	<b>←</b> 1→	•	iaht	07	0	07	'	00	00	,	70	0	70	!	15	0	19	U	13	0	15
Ž	Left-Through-Right  Left-Right				0							0				0				0	
		Ţ.																			
٥	<u> </u>	Left		10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
3	<b>♪</b>	Left-Through			0							0				0				0	
80	.	Through Through-Right		672	1	404	20	692	414	36	749	1 1	447	20	769	1	457	0	769	1	457
SOUTHBOUND	ل ر	Right		136	0	136	0	136	136	0	144	0	144	0	144	0	144	0	144	0	144
9	4	Left-Through-R	light	130	0	130	U	130	130	U	177	0	177		177	0	177		177	0	177
S	4	Left-Right	-		0							0				0				0	
	) 	Left		124	1	124	0	124	124	1	133	1	133	0	133	1	133	0	133	1	133
<u> </u>	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		437	0	590	-6	431	584	23	487	0 0	651	-6	481	0	645	0	481	0	645
EASTBOUND	7	Through-Right		437	1	590	-0	431	304	23	407	1	001	-0	401	1	043	U	401	1	043
STI		Right		153	0	0	0	153	0	2	164	0	0	0	164	0	0	0	164	0	0
EA	3	Left-Through-R	light		0							0				0				0	
	$\sqcup \prec$	Left-Right		<u> </u>	0							0				0				0	
	· ~	Left		05	1	0.5	2	00	00	4	94	1	04	2	07	1	07	0	07	1	07
9	7	Left-Through		85	0	85	3	88	88	4	94	0	94	3	97	0	97	U	97	0	97
Į	←	Through		525	0	533	-21	504	512	14	571	0	579	-21	550	0	558	0	550	0	558
WESTBOUND	<u></u>	Through-Right			1							1				1		-		1	
l S:	<b>₹</b>	Right		8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
×	(		light		0							0				0				0	
-	Left-Through-Right Left-Right			Non	th-South:	469	No.	rth-South:	479		Non	th-South:	515		Non	h-South:	525	-	Non	th-South:	525
	CRITICAL VOLUMES				ın-soutn: ast-West:	469 675	_	ast-West:	479 672			ast-West:	745			n-soutn: ast-West:				ast-West:	525 742
			-	[	SUM:	1144	]	SUM:	1151			SUM:	1260			SUM:				SUM:	1267
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.763			0.767				0.840				0.845				0.845
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.663			0.667				0.740				0.745				0.745
		LEVEL OF SERVICE				0.003 B			0.007 B				C				C.743				C
<u> </u>			- (200).	<u> </u>		D	<u> </u>		C C	<u> </u>			U	l			U				J

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.005  $\Delta v/c$  after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA12.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
12	Eas	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2024		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			2			2				2			•	2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	_	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		121	1	121	0	121	121	2	130	1	130	0	130	1	130	0	130	1	130
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		651	1	381	23	674	394	76	767	1	444	23	790	1	457	0	790	1	457
岩	Ì ₹	Through-Right		440	1 0	440	3	113	113	3	120	1 0	120	3	123	1 0	123	0	123	1 0	123
S.	_ ^ _	Right Left-Through-Ri	iaht	110	0	110	3	113	113	3	120	0	120	3	123	0	123	U	123	0	123
ž	<b>*</b>	Left-Right	igiit		0							0				0				0	
	<u> </u>			1																	
	<u>_</u>	Left		20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	<b>→</b>	Left-Through			0							0				0				0	
90		Through		496	1	296	8	504	300	109	636	1	370	8	644	1	374	0	644	1	374
SOUTHBOUND	1	Through-Right Right		96	1 0	96	0	96	96	1	103	1 0	103	0	103	1 0	103	0	103	1 0	103
5	4	Left-Through-Ri	iaht	90	0	90	U	90	90		103	0	103	U	103	0	103	0	103	0	103
Š	į,	Left-Right	.5		0							0				0				0	
				•																	
	<i></i>	Left		138	1	138	0	138	138	0	146	1	146	0	146	1	146	0	146	1	146
Į	<i>→</i>	Left-Through		507	0			500			500	0			505	0			-0-	0	
30	7	Through Through-Right		527	0	663	-24	503	639	30	589	0 1	734	-24	565	0	710	0	565	1	710
EASTBOUND	<b>→</b>	Right		136	0	0	0	136	0	1	145	0	0	0	145	0	0	0	145	0	0
ΕĄ	<b>→</b>	Left-Through-Ri	ight		0	ŭ		.00	· ·			0	ŭ			Ō	ŭ		0	Ō	ŭ
	$\dashv$	Left-Right			0							0				0				0	
	· -	1 -61						60			400		460		401		46.		401		40:
₽	<i>₹</i>	Left Left-Through		89	1 0	89	1	90	90	6	100	1 0	100	1	101	1 0	101	0	101	1 0	101
5	<b>→</b>	Through		443	0	463	-10	433	453	32	502	0	523	-10	492	0	513	0	492	0	513
WESTBOUND	<del></del>	Through-Right		440	1	700	10	700	400	02	JU2	1	020		702	1	010		702	1	010
SI	<u></u>	Right		20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
WE	\ \tag{\tau}	Left-Through-Ri	ight		0							0				0				0	
	\ \ \	Left-Right		A/	0 46 Caustha	417	A1-	ush Caustin	421		A/	0 46 Caustha	500		A/	0 4h Carreta	F04		M	0	F04
	CRITICAL VOLUMES				th-South: ast-West:	417 752		rth-South: East-West:	421 729			th-South: ast-West:	500 834			th-South: ast-West:	504 811			h-South: st-West:	504 811
	CRITICAL VOLUME			[	SUM:	1169	"	SUM:	1150		L	SUM:	1334		E	SUM:	1315		Le	SUM:	1315
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.779			0.767				0.889				0.877				0.877
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.679			0.767 <b>0.667</b>				0.789				0.777				<b>0.777</b>
		LEVEL OF SERVIC				0.079 B			0.007 B				0.769 C				0.777 C				C.777
<u> </u>			MAPKS.	Phase 1 (2)		Ō	<u> </u>		Ď				U	<u> </u>			U	<u> </u>			U

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.012  $\Delta v/c$  after mitigation: -0.012 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
13	Ea	ast-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			3			3				3				3				3
Opp	osed Ø	b'ing: N/S-1, E/W-2 o	Both-3?			0			0				0				0				0
Right	Turns:	: FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 3
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		137	1	137	16	153	153	5	150	1	150	16	166	1	166	0	166	1	166
N	4	Left-Through			0							0		_		0				0	
NORTHBOUND	Î	Through		521	2	261	7	528	264	53	606	2	303	7	613	2	307	0	613	2	307
IE	Ŷ	Through-Right Right		72	0 1	29	0	72	29	0	76	0 1	30	0	76	0	30	0	76	0	30
OR.	_ ^ _	•	iaht	12	0	29	U	12	29	U	70	0	30	0	70	0	30	0	70	0	30
Ž	Left-Right  Left-Right				0							0				0				0	
	• '																				
D	\ \	Left		78	1	78	0	78	78	10	93	1	93	0	93	1	93	0	93	1	93
N S	$\rightarrow$	Left-Through			0							0				0				0	
80	1	Through		958	1	481	23	981	492	20	1037	1 1	520	23	1060	1	532	0	1060	1	532
SOUTHBOUND	4	Through-Right Right		3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
OO.	4	Left-Through-R	ight	3	0	3	U	3	3	U	3	0	3		3	0	3		3	0	3
Š	٠,	Left-Right	•		0							0				0				0	
				_																	
۵	<i>1</i>	Left		19	1	19	0	19	19	20	40	1	40	0	40	1	40	0	40	1	40
N	$\rightarrow$	Left-Through Through		412	0 2	206	-8	404	202	93	530	0 2	265	-8	522	0 2	261	0	522	0 2	264
90	7	Through-Right		412	0	206	-0	404	202	93	550	0	265	-0	322	0	201		322	0	261
EASTBOUND	→ ·	Right		202	1	134	58	260	184	15	229	1	154	58	287	1	204	0	287	1	204
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\sqcup \prec \sqcup$	Left-Right			0							0				0				0	
	·	Left		0.7	1	67		0.7	07		00	4	00		00	1	00		00	4	00
9	<i>₹</i>	Left Left-Through		87	0	87	0	87	87	0	92	1 0	92	0	92	0	92	0	92	1 0	92
Ď	←	Through		379	2	190	-28	351	176	93	495	2	248	-28	467	2	234	0	467	2	234
	7	Through-Right		3.0	0			-5.				0				0	_0.			0	,
WESTBOUND	<b>↓</b>	Right		51	1	0	0	51	0	16	70	1	0	0	70	1	0	0	70	1	0
WE	(	Left-Through-R	ight		0							0				0				0	
<b> </b>	<b>√</b>	Left-Right		A/	th-South:	618	A/_	rth-South:	645		Ale:	th-South:	670		No.	h-South:	698		Ale	th-South:	698
	CRITICAL VOLUMES				tn-Soutn: ast-West:	293	_	rtn-Soutn: East-West:	289			tn-Soutn: ast-West:	357			n-Soutn: ast-West:				n-Soutn: ast-West:	353
				l - '	SUM:	911	'	SUM:	934			SUM:	1027			SUM:				SUM:	1051
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.639			0.655				0.721				0.738				0.738
V/C		ATSAC/ATCS ADJUS	•			0.539			0.555				0.621				0.638				0.638
		LEVEL OF SERVICE				0.559 A							0.021 B				0.036 B				0.036 B
		LEVEL OF SERVIC	,L (LUS):	51 / /5		Α			Α				Ď				В				Ď

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.017  $\Delta v/c$  after mitigation: 0.017 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA13.xlsm





(Circular 212 Method)

I/S #:	North-	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
13	Eas	t-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los An	geles Medic	al Center P
	L-		Phases			3			3				3				3				3
Opp	osed Ø'ir	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 3
	ΔΤ	SAC-1 or ATSAC+	ATCS-2?	EB U	WD	2	ED	U WE	2	ED	U	WD	2	ED	U	WD	2	ED	U	WD	2
	7	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		195	1	195	65	260	260	29	236	1	236	65	301	1	301	0	301	1	301
N N	Ą	Left-Through		0.45	0	470		074	400		4050	0	507		4070	0	5.40		4070	0	5.40
BO	Through ↑ Through-Right			945	2	473	26	971	486	50	1053	2	527	26	1079	2	540	0	1079	2	540
王	1	Right		85	1	39	0	85	39	0	90	1	41	0	90	1	41	0	90	1	41
NORTHBOUND	<b>↔</b>	Left-Through-Ri	iaht	00	0	33		55	00		30	0	-71		30	0	71	"	30	0	-71
Z	<b>₹</b>	Left-Right	· 5		0							0				0				0	
		-		_																	
٥	<u> </u>	Left		107	1	107	0	107	107	19	133	1	133	0	133	1	133	0	133	1	133
<b>S</b>	<b>♪</b>	Left-Through			0							0				0				0	
BO	, <u>†</u>	Through Through-Right		820	1	416	11	831	422	73	943	1 1	478	11	954	1	484	0	954	1	484
SOUTHBOUND	4	Right		12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
00	4	Left-Through-Ri	ight	12	Ö	12		12	12		10	Ö	10		10	Ö	10		10	0	10
S	٠,	Left-Right			0							0				0				0	
٥	<i>⊅</i>	Left Left-Through		42	1 0	42	0	42	42	17	62	1 0	62	0	62	1 0	62	0	62	1 0	62
<u> </u>	$\xrightarrow{\longrightarrow}$	Through		514	2	257	-32	482	241	118	664	2	332	-32	632	2	316	0	632	2	316
BO	$\rightarrow$	Through-Right		314	0	231	-02	402	241	110	004	0	332	-02	032	0	310		002	0	310
EASTBOUND	<b>→</b>	Right		204	1	107	26	230	100	24	241	1	123	26	267	1	117	0	267	1	117
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	$\subset$	Left		93	1	93	0	93	93	0	99	1	00	0	99	1	99	0	99	1	99
₽	<del>*</del>	Left-Through		93	0	93	U	93	93	0	99	0	99	"	99	0	99	"	99	0	99
Ď	←	Through		513	2	257	-13	500	250	119	664	2	332	-13	651	2	326	0	651	2	326
<u> </u>	<u></u>	Through-Right			0							0				0				0	
WESTBOUND	Ų.	Right		94	1	0	0	94	0	12	112	1	0	0	112	1	0	0	112	1	0
×	Č.	Left-Through-Ri Left-Right	ight		0							0				0				0	
	ţ	Len-Right		Non	th-South:	611	No	rth-South:	682		Nor	th-South:	714		Non	th-South:	785		Nor	th-South:	785
	CRITICAL VOLUMES				ast-West:	350		ast-West:	334			ast-West:	431			ast-West:	415			ast-West:	415
			-	-	SUM:	961	_	SUM:	1016			SUM:	1145			SUM:	1200		-	SUM:	1200
	VOLUN	ME/CAPACITY (V/C	) RATIO:			0.674			0.713				0.804				0.842				0.842
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.574			0.613				0.704				0.742				0.742
		LEVEL OF SERVIC	E (LOS):			Α			В				C				C				C
		LLTLL OI SLAVIC	L (LUU).			А			D				J				J				U

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.038  $\Delta v/c$  after mitigation: 0.038 Significant impacted? NO Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	Nor	rth-South Street:	Vermon	t Avenue			Year	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
14	E	ast-West Street:	Sunset	Boulevard			Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	jeles Medic	al Center P
	<u>'</u>		f Phases			4			4				4				4				4
Oppo	osed Ø	ð'ing: N/S-1, E/W-2 or	Both-3?			0		0 0=	0		0		0		0		0				0
Right	Turns	s: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 3	SB WB	0	NB EB	0 SB 3 WE		NB EB	0 3	SB WB	0	NB EB	0	SB WB	0	NB EB	0 3	SB WB	0 0
		ATSAC-1 or ATSAC+A	ATCS-2?	LD J	WD	2	LD	J 172	2	LD	3	WD	2	LD	3	WD	2	LD	J	VV D	2
	-	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	J.	Left		247	1	247	-45	202	202	7	269	1	269	-45	224	1	224	0	224	1	224
Z	4	Left-Through			0							0				0		_		0	
90	Î	Through		705	2	353	26	731	366	56	804	2	402	26	830	2	415	0	830	2	415
NORTHBOUND	f	, Through-Right Right		224	1	172	11	235	160	6	244	0 1	185	11	255	1	173	0	255	0 1	173
8	(` 1	•	iaht	224	0	172		233	100	0	244	0	100	11	200	0	173	U	255	0	173
Ž	<b>*</b>		9		0							0				0				0	
٥	<u> </u>	Left		35	1	35	-7	28	28	0	37	1	37	-7	30	1	30	0	30	1	30
<u>S</u>	<b>&gt;</b>	Left-Through			0							0				0				0	
90	1	Through		876	2	373	103	979	398	32	962	2 1	407	103	1065	2	432	0	1065	2	432
∥ ₹ I	7	Through-Right Right		243	0	243	-27	216	216	0	258	0	258	-27	231	0	231	0	231	0	231
SOUTHBOUND	4	Left-Through-Ri	iaht	243	0	243	-21	210	210	0	230	0	230	-21	231	0	231	U	231	0	231
Ö	با	_	3		0							0				0				0	
	<i></i>	Left		183	1	183	12	195	195	0	194	1	194	12	206	1	206	0	206	1	206
Į	<i>→</i>	Loit IIII ougii		400	0	0.4.4	•	400	0.40		000	0	004		000	0	000	•	000	0	000
l g	7	i i ii ougii		488	2	244	-2	486	243	144	662	2	331	-2	660	2	330	0	660	2	330
EASTBOUND	$\neg$	Right		238	1	0	-3	235	33	12	265	1	0	-3	262	1	38	0	262	1	38
Ä	<b>→</b>	Left-Through-Ri	ight	200	0	ŭ		200			200	0	ŭ		_0_	0			0_	0	00
_	$\dashv$	Left-Right			0							0				0				0	
₽	<i>₹</i>	Left Left-Through		104	1 0	104	46	150	150	8	118	1 0	118	46	164	1 0	164	0	164	1 0	164
WESTBOUND	←	Through		483	2	242	-42	441	221	170	683	2	342	-42	641	2	321	0	641	2	321
BO	1	Through-Right		700	0	242	-+2	771	221	170	000	0	J-12	-+2	U <del>-1</del> I	0	JZ 1		0+1	0	321
ST	<u>, c</u>	Right		50	1	33	0	50	36	0	53	1	35	0	53	1	38	0	53	1	38
NE NE	7	Left-Through-Ri	ight		0							0				0				0	
	$\succ$	Left-Right			0	000			200			0	070			0	050			0	050
		CRITICAL VO	OLUMES.	_	th-South: ast-West:	620 425	_	rth-South: East-West:	600 416			th-South: ast-West:	676 536			th-South: ast-West:	656 527			h-South: st-West:	656 527
	CRITICAL VOLUMES			E	SUM:		<b>"</b>	ast-west: SUM:	1016		E	ast-west: SUM:			E	SUM:	527 1183		E	SUM:	527 1183
	VOL	UME/CAPACITY (V/C)	RATIO:		00.11.	0.760			0.739				0.881			00.11.	0.860				0.860
V/C		ATSAC/ATCS ADJUS																			
<b>1</b> /C	LLUU					0.660			0.639				0.781				0.760				0.760
		LEVEL OF SERVIC		Dhoos 1 (2)		В			В				С				С				С

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.021  $\Delta v/c$  after mitigation: -0.021 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA14.xlsm





(Circular 212 Method)

I/S #:	Nor	rth-South	n Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
14	Е	ast-Wes	t Street:	Sunset	Boulevard			Projec	tion Year:	2024		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
			No. of	Phases			4			4				4				4				4
Opp	osed Ø	Ø'ing: N/S	S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns	s: FREE-1	, NRTOR-2 o	r OLA-3?	NB 0 EB 3	SB WB	0	NB EB	0 SE 3 WE		NB EB	0 3	SB WB	0	NB EB	0 3	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1	or ATSAC+A	TCS-22	EB 3	WB	2	EB	3 VVE	2	EB	3	WB	2	EB	3	WB	2	EB	3	WB	2
		A10A0-1	Override C				0			0				0				0				0
				, ,	EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVE	EMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left			298	1	298	-20	278	278	10	326	1	326	-20	306	1	306	0	306	1	306
NORTHBOUND	4		t-Through			0							0				0				0	
90	Î		ough		987	2	494	98	1085	543	69	1117	2	559	98	1215	2	608	0	1215	2	608
IE	Ŷ		ough-Right		137	0	75	42	179	107	11	156	0 1	83	42	198	0	115	0	198	0	115
OR.	Right  Left-Through-Right			aht	137	0	73	42	179	107		130	0	03	42	190	0	113	0	190	0	115
Ž	Left-Through-Right  Left-Right			9		0							0				0				0	
	• •																					
D	\ -	Left			54	1	54	-27	27	27	0	57	1	57	-27	30	1	30	0	30	1	30
N S	<b>→</b>		t-Through			0							0				0				0	
BO	<b>.</b>		ough		945	2	389	13	958	390	87	1090	2	442	13	1103	2	443	0	1103	2	443
1 =	<b>ا</b> له	Rig	ough-Right		223	0	223	-11	212	212	0	237	1 0	237	-11	226	0	226	0	226	0	226
SOUTHBOUND	4	Lef	ւււ t-Through-Ri	ght	223	0	225	-11	212	212	U	201	0	201	-11	220	0	220		220	0	220
Š	بلہ		t-Right	•		0							0				0				0	
					-																	
۵	) 	Left			291	1	291	47	338	338	0	309	1	309	47	356	1	356	0	356	1	356
l Z	$\stackrel{\longrightarrow}{\longrightarrow}$		t-Through ough		806	0 2	400	-10	706	398	224	1080	0 2	E40	-10	1070	0 2	505	0	1070	0 2	E0E
EASTBOUND	7		ough-Right		800	0	403	-10	796	390	224	1000	0	540	-10	1070	0	535		1070	0	535
STI	$\neg$	Ria			429	1	131	-13	416	138	8	463	1	137	-13	450	1	144	0	450	1	144
EA	1	Left	t-Through-Ri	ght		0							0				0				0	
	$\sqcup \prec$	Left	t-Right			0							0				0				0	
	· ~	Lef	4		105	4	405	20	1.45	445	4.4	1.47	4	4.47	20	167	4	407		167	4	467
9	<i>₹</i>		t t-Through		125	1 0	125	20	145	145	14	147	1 0	147	20	167	1 0	167	0	167	1 0	167
Ď	←	Thr	ough		435	2	218	-19	416	208	207	669	2	335	-19	650	2	325	0	650	2	325
	4	Thr	ough-Right			0							0				0				0	
WESTBOUND	<b>₹</b>	Rig			36	1	9	0	36	23	0	38	1	10	0	38	1	23	0	38	1	23
WE	(		t-Through-Ri	ght		0							0				0				0	
<b> </b>	≥ Left-Right				Al	th-South:	687	A/_	rth-South:	668		Ale	th-South:	768		No.	h-South:	749		Ale:	th-South:	749
	CRITICAL VOLUMES			LUMES		tn-Soutn: ast-West:	528	_	rtn-Soutn: East-West:	546			tn-Soutn: ast-West:	768 687			n-Soutn: ast-West:				tn-Soutn: ast-West:	749 702
	CRITICAL VOLUMES				l '`	SUM:	1215	'	SUM:	1214			SUM:	1455		Lc	SUM:				SUM:	1451
	VOL	UME/CAI	PACITY (V/C)	RATIO:			0.884			0.883				1.058				1.055				1.055
V/C			ATCS ADJUS				0.784			0.783				0.958				0.955				0.955
			OF SERVICE				0.764 C			0.763 C				0.936 E				0.935 E				0.955 E
		LEVEL	. OF SERVICE	_ (LU3).	51 1/2		U			U				E				E				

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.003  $\Delta v/c$  after mitigation: -0.003 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
15	Ea	ast-West Street:	Founta	in Avenue				tion Year:	2024		Pea	ak Hour:	AM		wed by:	•	<u>,</u>		KP Los And		
		No. o	f Phases			3			3				3		,		3			<u> </u>	3
Opp	osed Ø	ö'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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		ATSAC-1 or ATSAC+		EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	,	Override				0			0				0				0				0
		Overnac	Capacity	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUE	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		156	1	156	-8	148	148	0	166	1	166	-8	158	1	158	0	158	1	158
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		991	2	496	20	1011	506	75	1127	2	564	20	1147	2	574	0	1147	2	574
≝	<b>→</b>	Through-Right			0							0				0				0	
- LNC		Right		185	1 0	130	0	185	130	4	200	1	141	0	200	1 0	141	0	200	1 0	141
×	<b>*</b>	Left-Through-R Left-Right	agnt		0							0 0				0				0	
	$\uparrow \uparrow$	Leit-Rigiit		<u> </u>	<u> </u>							<u> </u>				<u> </u>				0	
	<u>,</u>	Left		44	1	44	0	44	44	0	47	1	47	0	47	1	47	0	47	1	47
SOUTHBOUND	<b>&gt;</b>	Left-Through			0							0				0				0	
اق	ļ	Through		1013	2	507	7	1020	510	44	1119	2	560	7	1126	2	563	0	1126	2	563
里	4	Through-Right			0							0				0				0	
5	<b>→</b>	Right		70	1 0	37	0	70	37	0	74	1	38	0	74	1	38	0	74	1 0	38
so	<b>₩</b>	Left-Through-R Left-Right	agnt		0							0 0				0				0	
	<b>→</b>	Leit-Rigiit		<u> </u>	<u> </u>							<u> </u>				0				0	
	J	Left		67	1	67	0	67	67	2	73	1	73	0	73	1	73	0	73	1	73
N O	<b>→</b>	Left-Through			0							0				0				0	
EASTBOUND	$\rightarrow$	Through		309	1	206	3	312	207	74	402	1	256	3	405	1	256	0	405	1	256
TB(	7	Through-Right			1		_					1				1				1	
AS.	7	Right	la la	103	0	103	-2	101	101	0	109	0 0	109	-2	107	0	107	0	107	0 0	107
ш	ار ا	Left-Through-R Left-Right	agnt		0							0				0				0	
	ı →	Lon-Aight			<u> </u>											<u> </u>				J	
	<b>√</b>	Left		110	1	110	0	110	110	1	118	1	118	0	118	1	118	0	118	1	118
WESTBOUND	$\checkmark$	Left-Through			0							0				0				0	
	<u>₹</u>	Through		414	1	414	13	427	427	49	488	1	488	13	501	1	501	0	501	1	501
19		Through-Right			0	40	_		40		66	0	40	_	60	0	40		00	0	40
ĒS	4	Right Left-Through-R	ight	62	1 0	40	0	62	40	0	66	1 0	43	0	66	1 0	43	0	66	1 0	43
>	<u>}</u>	Left-Right	agat.		0							0				0				0	
	. v			Nor	th-South:	663	No	rth-South:	658		Nor	th-South:	726		Nort	h-South:	721		Nor	th-South:	721
	CRITICAL VOLUMES				ast-West:	481	_	East-West:	494			ast-West:	561			st-West:	574			ast-West:	574
					SUM:	1144		SUM:	1152			SUM:	1287			SUM:	1295			SUM:	1295
	VOLU	UME/CAPACITY (V/C	) RATIO:			0.803			0.808				0.903				0.909				0.909
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.703			0.708				0.803				0.809				0.809
		LEVEL OF SERVICE	E (LOS):			C			С				D				D				D
<u> </u>			. ,											l							_

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.006 Δv/c after mitigation: 0.006
Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA15.xlsm



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
15	Eas	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			3			3				3				3				3
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	۸.	TSAC-1 or ATSAC+	ATCC 22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override (				0			0				0				0				0
		Overnac	Oupacity	FXISTI	NG CONDI		FXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PE	OJECT	FUTUE	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	5	Left		142	1	142	-3	139	139	0	151	1	151	-3	148	1	148	0	148	1	148
2	₹	Left-Through			0	172		100	100		101	0	101	· ·	1 10	0	140		1 10	0	140
- B		Through		1255	2	451	9	1264	454	83	1415	2	507	9	1424	2	510	0	1424	2	510
Ψ̈́	<b>}</b>	Through-Right			1							1				1				1	
NORTHBOUND	7	Right		99	0	99	0	99	99	1	106	0	106	0	106	0	106	0	106	0	106
ΙŌ	$\Rightarrow$	Left-Through-Ri	ight		0							0				0				0	
	$\dot{\gamma}$	Left-Right			0							0				0				0	
9	<i>5</i>	Left		139	1 0	139	0	139	139	0	148	1	148	0	148	1	148	0	148	1	148
	1	Left-Through Through		1372	2	488	23	1205	496	111	1567	0 2	556	23	1590	0 2	564	0	1590	0 2	564
BC	1	Through-Right		1372	1	400	23	1395	490	111	1307	1	220	23	1590	1	304	U	1590	1	304
l E	ر	Right		93	0	93	0	93	93	2	101	0	101	0	101	0	101	0	101	0	101
SOUTHBOUND	<b>+</b>	Left-Through-Ri	ight		0		ľ	00		_		0		·		0		Ĭ		Ö	
S	٠,	Left-Right	_		0							0				0				0	
	<i>)</i>	Left		43	1	43	0	43	43	0	46	1	46	0	46	1	46	0	46	1	46
Į	<i>→</i>	Left-Through		540	0	000		504	00.4	400	054	0	070	4-	000	0	07.4		000	0	074
l ŭ	7	Through Through-Right		516	1	300	15	531	304	103	651	1	370	15	666	1	374	0	666	1	374
EASTBOUND		Right		84	0	84	-8	76	76	0	89	0	89	-8	81	0	81	0	81	0	81
l ĕ	7	Left-Through-Ri	iaht	04	0	04		70	70	Ů	00	0	00	· ·	01	0	01	"	01	0	01
	· ₹	Left-Right	<b>J</b>		0							0				0				0	
	*	-																			
	<b>√</b>	Left		66	1	66	0	66	66	3	73	1	73	0	73	1	73	0	73	1	73
WESTBOUND	7	Left-Through			0							0		_		0				0	
ಠ್ಷ	<b>₹</b>	Through		422	1	422	6	428	428	125	573	1	573	6	579	1 0	579	0	579	1	579
1 1 1	<u>.</u>	Through-Right Right		42	0	0	0	42	0	0	46	0 1	0	0	46	1	0	0	46	1	0
ÆS	4	Left-Through-Ri	iaht	43	0	U	U	43	U	U	46	0	U	U	46	0	U	U	40	0	U
<	}	Left-Right	·5'''		Ö							Ö				0				0	
		·		Nor	th-South:	630	No	rth-South:	635		Nor	th-South:	707		Nor	th-South:	712		Nort	h-South:	712
		CRITICAL VO	OLUMES	E	ast-West:	465	E	ast-West:	471		E	ast-West:	619		E	ast-West:	625		Ea	st-West:	625
					SUM:	1095		SUM:	1106			SUM:	1326			SUM:	1337			SUM:	1337
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.768			0.776				0.931				0.938				0.938
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.668			0.676				0.831				0.838				0.838
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
<u> </u>				Dhaga 1 (2)									<u> </u>								<u> </u>

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.007 Δv/c after mitigation: 0.007
Significant impacted? NO Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



																				,,,,	
I/S #:	North-South Street:	Vermo	nt Avenue			Year	of Cour	nt:	2018	Aml	oient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
16	East-West Street:	Santa I	Monica Bou	levard		Projec	tion Yea	ar:	2024		Pea	ak Hour:	AM	Revie	ewed by:			Project:	KP Los An	geles Medic	al Center P
	No. of	f Phases			3				3				3				3				3
Opp	osed Ø'ing: N/S-1, E/W-2 or	Both-3?			0				0				0				0				0
Diebe		01 4 00	NB 0	SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 o	or OLA-3?	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
		EXIST	ING COND	TION	EXIST	TING PLU	IS PRO	JECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION	

Right	Turns: F	REE-1, NRTOR-2 or OLA-3?	EB 0	WB	0	EB	0 W	B 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	AT	SAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
		Override Capacity			0			0				0				0				0
			EXIST	ING CONDI	TION	EXIST	TING PLUS F	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left	84	1	84	0	84	84	8	97	1	97	0	97	1	97	0	97	1	97
NORTHBOUND	4	Left-Through		0							0				0				0	
ŏ	1	Through	1150	2	575	-3	1147	574	34	1255	2	628	-3	1252	2	626	0	1252	2	626
里	<b>→</b>	Through-Right		0							0				0				0	
R	$\rightarrow$	Right	85	1	36	0	85	36	2	92	1	39	0	92	1	39	0	92	1	39
2	$\Rightarrow$	Left-Through-Right		0							0				0				0	
	$\sim$	Left-Right	l	0							0				0				0	
		1 - 6	I			0	77			00	4		_	00				00		
9	<i>J</i>	Left Left-Through	77	0	77	0	77	77	0	82	1 0	82	0	82	0	82	0	82	0	82
ı 5	ľ	Through	1124	2	401	-2	1122	402	33	1226	2	442	-2	1224	2	442	0	1224	2	442
SOUTHBOUND	4	Through-Right	1124	1	401	-2	1122	402	33	1220	1	442	-2	1224	1	442	"	1224	1	442
Ӗ	ڒ	Right	80	0	80	3	83	83	14	99	0	99	3	102	0	102	0	102	0	102
00	÷	Left-Through-Right		0		Ů	00	00		00	0		Ů	.02	0	.02		.02	0	.02
Š	بأب	Left-Right		0							0				0				0	
			-																	
	١	Left	99	1	99	10	109	109	47	152	1	152	10	162	1	162	0	162	1	162
N	<b>→</b>	Left-Through		0							0				0				0	
0	→ <del></del>	Through	698	2	349	-3	695	348	155	896	2	448	-3	893	2	447	0	893	2	447
TB	7	Through-Right		0	0	•	-4	0	07	04	0	00	•	0.4	0	00		0.4	0	00
EASTBOUND	<b>→</b>	Right Left-Through-Right	51	0	9	0	51	9	27	81	1 0	33	0	81	0	33	0	81	0	33
ш	(ز	Left-Right		0							0				0				0	
		Leit-Right	I.	0							0									
	r	Left	98	1	98	0	98	98	3	107	1	107	0	107	1	107	0	107	1	107
₽	$\overline{}$	Left-Through		0					_		0		_		0				0	
Ŋ	←	Through	729	2	365	-9	720	360	157	931	2	466	-9	922	2	461	0	922	2	461
ĕ	<del>\_</del>	Through-Right		0							0				0				0	
WESTBOUND	<u> </u>	Right	58	1	20	1	59	21	0	62	1	21	1	63	1	22	0	63	1	22
WE	<b>\(\frac{1}{4}\)</b>	Left-Through-Right		0							0				0				0	
	<b>∤</b>	Left-Right		0	050			054			0	740			0	700			0	700
		CRITICAL VOLUMES		rth-South:	652	1	rth-South:	651 469			th-South:	710			th-South:	708			th-South:	708
		CRITICAL VOLUMES	l	ast-West: SUM:	464 1116	<i>'</i>	East-West: SUM:	469 1120		E	ast-West: SUM:	618 1328		E	ast-West: SUM:	623 1331		Ea	ast-West: SUM:	623 1331
	VOLUM	IE/CAPACITY (V/C) RATIO:		SUIVI:			SUM:				SUIVI:				SUIVI:				SUIVI:	
		• •			0.783			0.786				0.932				0.934				0.934
v/c	LESS AT	SAC/ATCS ADJUSTMENT:			0.683			0.686				0.832				0.834				0.834
	I	LEVEL OF SERVICE (LOS):			В			В				D				D				D

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002 Δv/c after mitigation: 0.002
Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA16.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
16	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		ng: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ΑT	SAC-1 or ATSAC+A				2			2				2	·			2	,			2
		Override (	Capacity	EVICTI	NG CONDI	U	EVIET	ING PLUS P	U	FUTUR	E CONDITI	ON W/O PF	U	CUTUE	RE CONDIT	ION W/ DD		CUTURE	W/ PROJE	CT W/ MIT	•
		MOVEMENT		LAISTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left		95	1	95	0	95	95	35	136	1	136	0	136	1	136	0	136	1	136
NORTHBOUND	7	Left-Through			0	.=-						0				0		_		0	
80	Î	Through Through-Right		1301	2	473	-2	1299	473	43	1424	2	712	-2	1422	2	711	0	1422	2	711
E	7	Right		119	0	119	0	119	119	1	127	1	71	0	127	1	71	0	127	1	71
Š	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	$\dot{\gamma}$	Left-Right			0							0				0				0	
1	L.	Left		60	1	60	2	62	62	0	64	1	64	2	66	1	66	0	66	1	66
SOUTHBOUND	<b>→</b>	Left-Through		00	0	00		02	02	U	04	0	04		00	0	00	U	00	0	00
g	<b>1</b>	Through		1316	2	471	-5	1311	473	63	1460	2	542	-5	1455	2	544	0	1455	2	544
異	4	Through-Right		00	1	00		400	400		400	1	400		477	1	4		4	1	477
5	γ <b></b>	Right Left-Through-Ri	aht	98	0	98	11	109	109	62	166	0	166	11	177	0	177	0	177	0	177
Š	<i>\rightarrow</i>	Left-Right	9		0							Ö				0				0	
_																					
Δ	<i>_</i> 3	Left Left-Through		83	1 0	83	4	87	87	48	136	1 0	136	4	140	1 0	140	0	140	1 0	140
EASTBOUND	$\xrightarrow{\longrightarrow}$	Through		677	2	339	-10	667	334	204	923	2	462	-10	913	2	457	0	913	2	457
98	7	Through-Right		011	0	000		00.	001	201	020	0	.02		0.0	0			0.0	0	
4ST	3	Right		66	1	19	0	66	19	41	111	1	43	0	111	1	43	0	111	1	43
J.	Э́	Left-Through-Ri Left-Right	ght		0							0				0				0	
		Len-Mynt														<u> </u>				U U	
	<u> </u>	Left		95	1	95	0	95	95	11	112	1	112	0	112	1	112	0	112	1	112
	<b>↓</b>	Left-Through		000	0 2	242		670	240	205	020	0 2	405		000	0 2	400	0	000	0 2	400
BO I	1	Through Through-Right		683	0	342	-4	679	340	205	930	0	465	-4	926	0	463	U	926	0	463
ST	H t Illiough-Right			74	1	44	1	75	44	0	79	1	47	1	80	1	47	0	80	1	47
WE	⊗ Right  Left-Through-Right  Left-Right				0							0				0				0	
<b></b>	$\subset$	Lett-Kignt		Non	th-South:	566	No	rth-South:	568		Nor	th-South:	776		Non	th-South:	777		Nort	th-South:	777
		CRITICAL VO	DLUMES		ast-West:	434	_	ast-West:	429			ast-West:	601			ast-West:	603			ast-West:	603
					SUM:	1000		SUM:	997			SUM:				SUM:				SUM:	1380
		ME/CAPACITY (V/C)				0.702			0.700				0.966				0.968				0.968
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.602			0.600				0.866				0.868				0.868
		LEVEL OF SERVIC	E (LOS):			В			Α				D				D				D

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002  $\Delta v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermon	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
17	Eas	st-West Street:	Melrose	Avenue			Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΔΤ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		142	1	142	0	142	142	4	155	1	155	0	155	1	155	0	155	1	155
ΙĪ	4	Left-Through			0							0				0				0	
l g	1	Through		1182	2	407	-5	1177	406	36	1291	2	444	-5	1286	2	443	0	1286	2	443
ᄩ	1	Through-Right		40	1	40		40	40		40	1	40	•	40	1	40	•	40	1	40
NORTHBOUND	<b>*</b>	Right	i a b t	40	0	40	0	40	40	0	42	0	42	0	42	0	42	0	42	0	42
ž	<b>*</b>	Left-Through-Ri Left-Right	ignt		0							0				0				0	
	LΥΥ	Leit-Right			U							U				0				U	
	<u>,</u>	Left		57	1	57	0	57	57	7	68	1	68	0	68	1	68	0	68	1	68
Į	<b>&gt;</b>	Left-Through			0							0				0				0	
l g	↓ Through			1123	2	416	-2	1121	415	28	1220	2	456	-2	1218	2	455	0	1218	2	455
男	Through-Right Right				1							1		_		1		_		1	
SOUTHBOUND	Right  → Left-Through-Right		lands of	125	0	125	0	125	125	14	147	0	147	0	147	0	147	0	147	0	147
SO	Left-Through-Right		ignt		0							0				0				0	
	Lett-Right											<u> </u>									
_	Left			2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
₽ 2	<i>→</i>	Left-Through			1							1				1				1	
- B	$\rightarrow$	Through		420	0	244	-1	419	244	31	477	0	275	-1	476	0	274	0	476	0	274
EASTBOUND	7	Through-Right			1 0	0.4.4		0.4	0.1.1			1	075	•	00	1	07.4	•		1	074
AS	<b>*</b>	Right Left-Through-Ri	ight	64	0	244	0	64	244	0	68	0	275	0	68	0	274	0	68	0	274
ш	ڑ ا	Left-Right	igiit		0							0				0				0	
	, ,																				
	<i>(</i>	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
∥ ¥ ∣	₹	Left-Through			1							1				1				1	
٥	<u></u>	Through		442	0	248	-2	440	248	63	532	0	295	-2	530	0	295	0	530	0	295
l E	<u>.</u>	Through-Right Right		40	1 0	248	2	51	248	2	54	1 0	295	2	56	1 0	295	0	56	1 0	295
WESTBOUND	<b>→</b>	κιgητ Left-Through-Ri	iaht	49	0	248		51	248		54	0	295	2	96	0	295	U	ОС	0	295
>	Left-Right		· · · ·		Ö							Ö				Ö				0	
	ODITIOAL VOLUME			Nor	th-South:	558	No	rth-South:	557		Nor	th-South:	611		Nor	th-South:	610		Nort	h-South:	610
		CRITICAL VO	DLUMES	E	ast-West:	250	E	ast-West:	250		E	ast-West:	297		Ea	ast-West:	297		Ea	st-West:	297
	VOLUME/CAPACITY (V/C) RATI				SUM:	808		SUM:	807			SUM:	908			SUM:	907			SUM:	907
		, ,				0.539			0.538				0.605				0.605				0.605
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT					0.439			0.438				0.505				0.505				0.505
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
<u> </u>	LEVEL OF SERVICE (LOS																				

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000 Δv/c after mitigation: 0.000
Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA17.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
17	Eas	t-West Street:	Melrose	e Avenue			Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los An	geles Medic	al Center P
		No. o	Phases			2			2				2				2				2
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0			_	0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WI		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J.	Left		129	1	129	0	129	129	5	142	1	142	0	142	1	142	0	142	1	142
NORTHBOUND		Left-Through			0							0				0				0	
90	<b>1</b>	Through		1408	2	488	-3	1405	487	39	1534	2	531	-3	1531	2	530	0	1531	2	530
IE	Ŷ	Through-Right Right		56	1 0	56	0	56	56	0	59	1 0	59	0	59	0	59	0	59	0	59
S.	( ^ ↑	Left-Through-Ri	aht	50	0	30		50	50		39	0	59	0	39	0	59	U	39	0	59
Ž	<del>}</del>	Left-Right	giii		0							0				0				0	
	' '																				
Ω	♪_	Left		68	1	68	2	70	70	7	79	1	79	2	81	1	81	0	81	1	81
3	Left Left-Through				0							0				0				0	
80	Left-Through Through Through-Right			1287	2	472	-6	1281	470	43	1409	2 1	518	-6	1403	2	516	0	1403	2	516
푸	→ Through → Through-Right Right			129	0	129	0	129	129	7	144	0	144	0	144	0	144	0	144	0	144
SOUTHBOUND	4	Left-Through-Ri	ght	123	Ö	123	"	120	120	· '	1-1-1	0			144	Ö	1-1-1	·	1-1-1	Ö	1-7-7
တ	٠,	Left-Right			0							0				0				0	
۵	<u>)</u>	Left Left-Through		4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
STBOUND	$\rightarrow$	Through		718	0	413	-3	715	412	69	831	1 0	473	-3	828	0	471	0	828	0	471
80	$\rightarrow$	Through-Right		710	1	413	-3	7 13	412	03	001	1	4/3	-5	020	1	471	U	020	1	471
ST	$\rightarrow$	Right		100	0	413	0	100	412	0	106	0	473	0	106	0	471	0	106	0	471
EĄ	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\dashv$	Left-Right		<u> </u>	0							0				0				0	
	(	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
₽	<del>,</del>	Left-Through		_	1	2		۷	2		۷	1	2		4	1	2		۷	1	2
	<b>←</b>	Through		413	Ö	230	-1	412	230	44	482	0	269	-1	481	Ö	269	0	481	0	269
WESTBOUND	<b>↓</b>	Through-Right			1							1				1				1	
ES.	4	Right		38	0	230	1	39	230	7	47	0	269	1	48	0	269	0	48	0	269
⋝	Left-Through-Right		gnt		0							0				0				0	
	∑ Left-Right			Nor	th-South:	601	No	rth-South:	599		Nor	th-South:	660		Nor	th-South:	658		Nor	th-South:	658
		CRITICAL VO	DLUMES		ast-West:	415		ast-West:	414			ast-West:	475			ast-West:				ast-West:	473
					SUM:	1016		SUM:	1013			SUM:	1135			SUM:				SUM:	1131
	VOLUM	ME/CAPACITY (V/C	RATIO:			0.677			0.675				0.757				0.754				0.754
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.577			0.575				0.657				0.654				0.654
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
			. ,	1					- / \												

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.003  $\Delta v/c$  after mitigation: -0.003 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
18	Eas	st-West Street:	US-101	Fwy NB Or	n-Ramp		Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	eles Medic	al Center P
	1		Phases			2			2				2		-	•	2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ-	TSAC-1 or ATSAC+A	ATCS-22	EB 0	WD	2	ED	O WE	2	ED	U	WD	2	ED	U	WD	2	ED	U	WD	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	J.	Left		543	1	543	0	543	543	2	578	1	578	0	578	1	578	0	578	1	578
NORTHBOUND	4	Left-Through			0							0				0				0	
l o	1	Through		1807	3	602	-5	1802	601	33	1951	3	650	-5	1946	3	649	0	1946	3	649
III	<u>}</u>	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
OR.	<b>←</b>	Left-Through-Ri	aht	U	0	U	U	U	U	U	U	0	U	0	U	0	U	0	U	0	U
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Left-Right	9		0							0				0				0	
Q	<u> </u>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>N S</b>	<b>→</b>	Left-Through			0		_					0				0				0	
BO	↑ Through → Through-Right			1210	2	504	-2	1208	503	33	1317	2 1	549	-2	1315	2	548	0	1315	2	548
SOUTHBOUND	☐ I nrough-Right ☐ Right ☐ Left-Through-Pight			303	0	303	-1	302	302	9	331	0	331	-1	330	0	330	0	330	0	330
00	Left-Through-Right		ght	000	0	505	•	00Z	002	J	001	Ö	001		000	Ö	550		000	Ö	000
S	٠,	Left-Right	_		0							0				0				0	
۵	Left  → Left-Through			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S	Left-Through  → Through  → Through			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	Through  → Through-Right			U	0	U	U	U	U	U	U	0	U	0	U	0	U	0	U	0	U
EASTBOUND	$\rightarrow$	Right		0	0	0	0	0	0	0	0	0	0	0	0	Ō	0	0	0	0	0
EA	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	$\dashv$	Left-Right		<u> </u>	0							0				0				0	
	<i>(</i>	Left		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
9	<del>*</del>	Left-Through		U	0	0	0	U	0	U	U	0	0	U	U	0	0	U	U	0	0
WESTBOUND	←	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0
<u> </u>	<del>*</del>	Through-Right			0		_	-		_	-	0			-	0			-	0	
S∃	<u> </u>	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
×	Left-Through-Right Left-Right		ght		0							0				0				0	
$\vdash$	Ç Leπ-Right			No.	th-South:	1047	No.	rth-South:	1046		No.	th-South:	1127		No.	th-South:	1126		Moss	h-South:	1126
		CRITICAL VO	DLUMES		ast-West:	0		ast-West:	0			ast-West:	0			ur-souur: ast-West:	0			n-souin. st-West:	0
					SUM:			SUM:	1046			SUM:	_			SUM:	1126			SUM:	1126
	VOLUI	ME/CAPACITY (V/C)	RATIO:			0.698			0.697				0.751				0.751				0.751
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.598			0.597				0.651				0.651				0.651
		LEVEL OF SERVICE				Α			Α				0.031 B				В				0.051 B
<u> </u>			MADKS.	Phase 1 (2)	004)	^							D				D				D

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA18.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
18	Ea	st-West Street:	US-101	Fwy NB Or	n-Ramp		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			2			2				2				2				2
Oppo	osed Ø'	'ing: N/S-1, E/W-2 o	r Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ.	ATSAC-1 or ATSAC+	ATCS-22	EB 0	WD	2	ED	O WE	2	ED	U	WD	2	ED	U	WD	2	ED	U	VV D	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	J	Left		400	1	400	0	400	400	1	426	1	426	0	426	1	426	0	426	1	426
3	7	Left-Through		4000	0 3	000		4000	000	20	2450	0	747		04.47	0 3	740	0	04.47	0 3	740
NORTHBOUND	Ţ	Through Through-Right		1989	0	663	-3	1986	662	39	2150	3 0	717	-3	2147	0	716	U	2147	0	716
l E		Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
O.R	<b>↔</b>	Left-Through-R	Right	Ĭ	0	ŭ		ŭ	ŭ		ŭ	0	ŭ		ŭ	0	ŭ	Ů	ŭ	0	ŭ
Z	<b>→</b>	Left-Right	J		0							0				0				0	
₽	L.	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		Left-Through Through		1314	0 2	461	-6	1308	459	44	1439	0 2	506	-6	1433	0 2	504	0	1433	0 2	504
BC	1	Through-Right		1314	1	401	-0	1306	439	44	1439	1	300	-0	1433	1	304	U	1433	1	304
SOUTHBOUND	زہ	Right		70	0	70	-1	69	69	5	79	0	79	-1	78	0	78	0	78	0	78
100	<b>↔</b>	Left-Through-R	light		0							0				0				0	
0,	٠,	Left-Right		<u> </u>	0							0				0				0	
	ال ا	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	<u></u>	Left-Through		U	0	U	0	U	U	U	U	0	U	U	U	0	U	U	U	0	U
5	$\rightarrow$	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0
STBOUND	7	Through-Right			0							0				0				0	
\S1	3	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EĄ	<del>}</del>	Left-Through-R	light		0							0				0				0	
	1 7	Left-Right			U							U				U				U	
	<i>C</i>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	$\checkmark$	Left-Through			0							0				0				0	
0	<u>₹</u>	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND		Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ÆS	<b>₩</b>	Right Left-Through-R	light	U	0	U	U	U	U	U	U	0	U	U	U	0	U	0	U	0	0
<	}	Left-Right			0							0				0				0	
				Nor	th-South:	861	No	rth-South:	859		Nor	th-South:	932		Nort	th-South:	930		Nor	th-South:	930
		CRITICAL V	OLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	ast-West:			Ea	ast-West:	0
	1/6:::		\		SUM:	861		SUM:	859			SUM:	932			SUM:				SUM:	930
		JME/CAPACITY (V/C	•			0.574			0.573				0.621				0.620				0.620
V/C	LESS A	ATSAC/ATCS ADJUS				0.474			0.473				0.521				0.520				0.520
		LEVEL OF SERVICE	CE (LOS):			Α			Α				Α				Α				Α

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.001  $\Delta v/c$  after mitigation: -0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
19	Eas	st-West Street:	US-101	Fwy NB Off	f-Ramp		Projec	tion Year:	2024		Pea	k Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. of	Phases			2			2				2				2				2
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0 0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
ľ	Δ-	TSAC-1 or ATSAC+A	ATCS-27	EB U	WD	2	ED	O VVE	2	ED	U	WD	2	ED	U	WD	2	ED	U	VV D	2
l		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
l		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
L				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>S</u>	Ą	Left-Through		4004	0	400		4000	407	0.5	4750	0	400		4750	0	400		4750	0	400
NORTHBOUND	Ţ	Through		1631	4 0	408	-3	1628	407	25	1756	4 0	439	-3	1753	4 0	438	0	1753	4 0	438
Ӗ	F	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
R	<b>↔</b>	Left-Through-Ri	aht	U	0	U		U	O	U	U	0	U		O	0	U		U	0	U
Ž	<b>→</b>	Left-Right	3		0							0				0				0	
₽	Left Left-Through			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Left-Through Through Through Through-Right			4000	0 3	440		4004	444	20	4045	0 3	440		10.10	0 3	440	0	4040	0 3	440
<u>8</u>	Through-Right Right			1236	0	412	-2	1234	411	33	1345	0	448	-2	1343	0	448	U	1343	0	448
E	Right  Left-Through-Right			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l g l	Left-Through-Right  Left-Right				0							0				0				0	
_ o	Left-Right				0							0				0				0	
	1 1	l aft			0	0		0	0	•			0		•		0	0		0	0
₽	<u></u>	Left-Through		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
5		•		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>8</u>	Through-Right				0			ŭ		Ů	· ·	Ō	·		ŭ	0	· ·	Ĭ	ŭ	Ō	·
\ST	7	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ы	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	ı ≺_	Left-Right		I	0							0				0				0	
	r	Left		606	1	457	0	606	456	4	647	1	489	0	647	1	488	0	647	1	488
Ω	$\checkmark$	Left-Through			0		_			-	<del>-</del>	0			<del>-</del> ··	0				0	
0	<u>₹</u>	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ã		Through-Right			0	455	_	76:			05:	0	465	_	0.4.5	0	400		0.45	0	465
ÆS	Q			764	1 0	457	-3	761	456	10	821	1 0	489	-3	818	1 0	488	0	818	1 0	488
\$	Left-Right				1							1				1				1	
	. ,	<u> </u>		Nort	th-South:	412	No	rth-South:	411		Nor	th-South:	448		Nort	h-South:	448		Nort	th-South:	448
1		CRITICAL VO	DLUMES	Eá	ast-West:	457	E	ast-West:	456		Ea	ast-West:	489		Ea	st-West:	488		Ea	ast-West:	488
<del> </del>					SUM:	869		SUM:	867			SUM:	937			SUM:				SUM:	936
1		ME/CAPACITY (V/C)				0.579			0.578				0.625				0.624				0.624
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.479			0.478				0.525				0.524				0.524
<u></u>		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.001  $\Delta v/c$  after mitigation: -0.001 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA19.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
19	Eas	st-West Street:	US-101	Fwy NB Of	f-Ramp		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0			_	0			_	0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	Left-Through			0							0				0				0	
NORTHBOUND	1	Through		1624	4	406	-2	1622	406	31	1755	4	439	-2	1753	4	438	0	1753	4	438
II ₹ I	È	Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
S.	_ (` ↑	Left-Through-Ri	iaht	U	0	U		U	U		U	0	U	0	U	0	U	U	U	0	U
Ž	<b>♦</b>	Left-Right	igiit		0							0				0				0	
Ω	<u> </u>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	<b>♪</b>				0							0				0				0	
BO	Left-Through Through			1333	3	444	-6	1327	442	44	1459	3 0	486	-6	1453	3 0	484	0	1453	3 0	484
SOUTHBOUND	→ Through → Through-Right → Right			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	4	Left-Through-Ri	ight	Ĭ	Ö	· ·		Ü	Ü	"	Ū	0	· ·		Ū	Ö	U	·	O	Ö	· ·
S	٠,	Left-Right			0							0				0				0	
۵	<i>J</i>	Left Left-Through		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
N	$\rightarrow$	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STBOUND	7	Through-Right		· ·	0	U		U	U		U	0	U		U	0	U	U	U	0	U
ST	$\neg$	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	$\sqcup \prec$	Left-Right			0							0				0				0	
	· (	Left		548	1	428	0	548	427	15	597	1	462	0	597	1	461	0	597	1	461
₽	7	Left-Through		340	0	420		J+0	441	13	531	0	402		531	0	401		531	0	401
WESTBOUND	←	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	Ö	0	0	0	0	0
l Œ	<u>+</u>	Through-Right			0							0				0				0	
ES.	<b>₩</b>	Right		735	1	428	-2	733	427	8	788	1	462	-2	786	1	461	0	786	1	461
⋝	Left-Through-Right				0							0				0				0	
	>			Nor	th-South:	444	No	rth-South:	442		Nor	th-South:	486		Nor	th-South:	484		Nor	th-South:	484
		CRITICAL VO	OLUMES		ast-West:	428		ast-West:	427			ast-West:	462			ast-West:	461			ast-West:	461
					SUM:	872		SUM:	869			SUM:	948			SUM:	945			SUM:	945
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.581			0.579				0.632				0.630				0.630
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.481			0.479				0.532				0.530				0.530
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				A				Α
			. ,	<u> </u>					- / \								- / \				

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.002  $\Delta v/c$  after mitigation: -0.002 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	US-101	Fwy SB Off	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
20	Ea	ast-West Street:	Rosewe	ood Avenue	•		Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	l.	No. o	f Phases			2			2				2		-		2				2
Oppo	osed Ø'	i'ing: N/S-1, E/W-2 o	Both-3?			0			0				0				0				0
Right	Turns:	: FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J.	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	4	Left-Through		_	0	_		_				0				0				0	
90	Ţ	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II ₹ I	Ŷ	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S.	_	Left-Through-R	iaht	U	0	U	0	U	U	U	U	0	U	U	U	0	U	U	U	0	U
Ž	<b>†</b>	Left-Right	igin		0							0				0				0	
Ω	<u> </u>	Left		752	1	430	0	752	430	3	801	1	458	0	801	1	458	0	801	1	458
N	<b>&gt;</b>	Left-Through		_	0			_				0				0				0	
BO				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IF	Through  ☐ ☐ Through  ☐ Through-Right  ☐ Right			108	0	430	0	108	430	0	115	0	458	0	115	0	458	0	115	0	458
SOUTHBOUND	→ Through-Right → Right → Left-Through-Right			100	0	430	"	100	430		110	Ö	430		110	Ö	430		110	Ö	730
S	Right  Left-Through-Right  Left-Right				1							1				1				1	
۵	<i>→</i>	Left Left-Through		5	0	5	0	5	5	0	5	0 1	5	0	5	0	5	0	5	0	5
N	$\rightarrow$	Through		127	0	132	0	127	132	0	135	0	140	0	135	0	140	0	135	0	140
STBOUND	7	Through-Right		127	0	132	"	121	102	U	100	0	140		100	0	140		100	0	140
ST	$\rightarrow$	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-Through-R	light		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	(	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	7	Left-Through			0	U		U	U		U	0	U		U	0	U		U	0	U
	←	Through		149	Ö	150	0	149	150	0	158	Ö	159	0	158	Ö	159	0	158	Ö	159
WESTBOUND	4	Through-Right			1							1				1				1	
ES.	<b>₹</b>	Right		1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
⋝	Left-Through-Right				0							0				0				0	
	► Left-Right			Nor	th-South:	430	No	rth-South:	430		Nor	th-South:	458		Nor	th-South:	458		Nor	th-South:	458
	CRITICAL VOLUM				ast-West:	155		ast-West:	155			ast-West:	164			ast-West:				ast-West:	164
					SUM:	585		SUM:	585			SUM:	622			SUM:				SUM:	622
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.390			0.390				0.415				0.415				0.415
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.290			0.290				0.315				0.315				0.315
		LEVEL OF SERVICE	E (LOS):			A			A				Α				A				Α
			, ,	1		- / \															7.

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA20.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	US-101	Fwy SB Off	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
20	Eas	st-West Street:	Rosewo	ood Avenue	•		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0		0 0-	0		•		0		0		0		0		0
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΑT	TSAC-1 or ATSAC+	ATCS-2?	LD	WD	2		0 772	2		U	WD	2	LD	U	WD	2	LD	U	W	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	Ĺ.,	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N S	4	Left-Through		•	0				•		•	0		•	•	0	•	•	•	0	•
BO	Ţ	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	F	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OR	<b>↔</b>	Left-Through-Ri	iaht	· ·	0	· ·		Ŭ	Ü		O	0	O	·	Ū	0	U	·	O	0	O
Ž	<b>→</b>	Left-Right	3		0							0				0				0	
Ω	<u> </u>	Left		649	1	396	0	649	396	7	696	1	424	0	696	1	424	0	696	1	424
S	Left-Through Through			•	0	0	_	0	0	•	0	0	0	•	0	0	0	•	•	0	0
BO	الٰہ	Through-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
I	رُدُ	Right		143	0	396	0	143	396	0	152	0	424	0	152	0	424	0	152	0	424
SOUTHBOUND	4	Left-Through-Ri	ight		Ō	000		0	000	Ů	.02	0			.02	0			.02	Ō	
S	<b>↓</b>	Left-Right			1							1				1				1	
	Left																				
۵				2	0 1	2	0	2	2	0	2	0 1	2	0	2	0	2	0	2	0 1	2
<u>                                    </u>	D → Left-Through → Through			210	0	212	0	210	212	0	223	0	225	0	223	0	225	0	223	0	225
BO	→ Through → Through-Right			210	0	212	0	210	212	U	223	0	223	U	223	0	223	U	223	0	223
STI	$\neg$	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	$\sqcup \preceq \_$	Left-Right			0							0				0				0	
	· ~	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	7	Left-Through		U	0	U	"	U	U		U	0	U		U	0	U		U	0	U
	←	Through		223	0	228	0	223	228	0	237	0	242	0	237	0	242	0	237	Ö	242
l M	<del>\frac{1}{2}</del>	Through-Right			1							1				1				1	
ES	Si Right			5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
Ž	Left-Through-Right Left-Right		ight		0							0				0				0	
$\vdash$				Nor	th-South:	396	No	rth-South:	396		Nor	th-South:	424		Nor	th-South:	424		Non	h-South:	424
		CRITICAL VO	OLUMES		ast-West:	230	_	ast-West:	230			ast-West:	244			ast-West:	244			st-West:	244
					SUM:	626		SUM:	626			SUM:	668			SUM:	668			SUM:	668
	VOLUI	ME/CAPACITY (V/C	) RATIO:			0.417			0.417				0.445				0.445				0.445
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT					0.317			0.317				0.345				0.345				0.345
		LEVEL OF SERVIC	E (LOS):			A			A				A				A				A
			` '	Dhoos 1 (2)		A							A								

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT





(Circular 212 Method)

I/S #:	North	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
21	Eas	st-West Street:	Rosewo	ood Avenue	)		Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,		No. of	Phases			3			3				3				3				3
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			2			2				2				2				2
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	Λ1	TSAC-1 or ATSAC+	ATC6-22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Α.	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		33	1	33	0	33	33	0	35	1	35	0	35	1	35	0	35	1	35
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		1498	2	499	-2	1496	499	23	1613	2	539	-2	1611	2	538	0	1611	2	538
∥≝∣	<b>→</b>	Through-Right			1							1				1				1	
띪		Right	and a	0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0	4
ž	<b>\(\frac{1}{2}\)</b>	Left-Through-Ri Left-Right	gnt		0							0				0				0	
	$\uparrow \uparrow$	Len-Right		<u>I</u>	U							U				<u> </u>				0	
	<u></u>	Left		14	1	14	0	14	14	0	15	1	15	0	15	1	15	0	15	1	15
SOUTHBOUND	<b>&gt;</b>	Left-Through			0							0				0				0	
ğ	ļ	Through		1697	2	608	-2	1695	607	37	1838	2	658	-2	1836	2	657	0	1836	2	657
里	4	Through-Right			1							1				1				1	
5	<b>→</b>	Right	and a	127	0	127	0	127	127	0	135	0	135	0	135	0	135	0	135	0	135
SO	<b>→</b>	Left-Through-Ri Left-Right	gnt		0							0				0				0 0	
	<i>→</i>	Leit-Right		ı																	
	1	Left		165	1	165	-4	161	161	2	177	1	177	-4	173	1	173	0	173	1	173
9	<i>→</i>	Left-Through			0							0				0				0	
8	$\rightarrow$	Through		2	0	301	0	2	301	0	2	0	320	0	2	0	320	0	2	0	320
STBOUND	7	Through-Right		500	0			500			007	0	•		007	0		•	007	0	•
EAS	<b>→</b>	Right Left-Through-Ri	aht	599	1	0	0	599	0	1	637	1	0	0	637	1	0	0	637	1	0
ш	<i>ڑ</i> ے ا	Left-Right	gni		0							0				0				0	
	, ,																				
	Ç	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	
O	<u>+</u>	Through		1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
E		Through-Right		0	1	0	0	0	0		0	1	0	0	0	1 0	0	0	0	1 0	0
WESTBOUND	<b>↓</b>	Right	iaht	U	0	0	U	0	0	0	0	0	U	U	U	0	0	U	U	0	0
>	Left-Through-Right Left-Right				0							0				0				0	
	<i>⊱</i> Left-Right			Nor	th-South:	641	No	rth-South:	640		Nor	th-South:	693		Nor	th-South:	692		Nor	th-South:	692
		CRITICAL VO	DLUMES	Ea	ast-West:	309	E	ast-West:	309		E	ast-West:	328		E	ast-West:			Ea	ast-West:	328
					SUM:	950		SUM:	949			SUM:	1021			SUM:	1020			SUM:	1020
	VOLUM	ME/CAPACITY (V/C)	RATIO:			0.667			0.666				0.716				0.716				0.716
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.567			0.566				0.616				0.616				0.616
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
			` '						- •					l							

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000 Δv/c after mitigation: 0.000
Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA21.xlsm





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
21	Ea	st-West Street:	Rosewo	ood Avenue			Projec	tion Year:	2024		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	f Phases			3			3				3				3				3
Opp	osed Ø'	ing: N/S-1, E/W-2 or	Both-3?			2			2				2				2				2
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48
<u>Z</u>	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Ţ	Through		1473	2	491	0	1473	491	28	1592	2	532	0	1592	2	532	0	1592	2	532
IE	Ŷ	Through-Right Right		0	0	0	0	0	0	3	3	1 0	3	0	3	0	3	0	3	0	3
S.		Left-Through-Ri	iaht	U	0	U	U	U	U	3	3	0	3	0	3	0	3	"	3	0	3
Ž	<b>*</b>	Left-Right	.9		0							0				0				0	
	• •																				
Q	Left			6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
SOUTHBOUND	↓ Left  Left-Through  Through				0							0				0				0	
8	Through  Through-Right			1702	2	625	-6	1696	623	60	1867	2 1	684	-6	1861	2	682	0	1861	2	682
IE	Through-Right Right Left-Through-Right			173	0	173	0	173	173	0	184	0	184	0	184	0	184	0	184	0	184
Ö	Right  Left-Through-Right			173	0	173	U	173	173	U	104	0	104	U	104	0	104		104	0	104
Ñ	Left-Right				0							0				0				0	
	<u>)</u>	Left		199	1	199	-2	197	197	2	213	1	213	-2	211	1	211	0	211	1	211
I		Left-Through		4	0	220	0	1	220		1	0	250	0	4	0	250	0	4	0	250
l Ö	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐			1	0	336	U	'	336	0	'	0	359	U	1	0	359	"	1	0	359
STE	<b>→</b>	Right		670	1	0	0	670	0	5	716	1	0	0	716	1	0	0	716	1	0
EÀ	₹	Left-Through-R	ight		1							1				1				1	
	L ⊰	Left-Right			0							0				0				0	
	· ·	Left		1 4	1	4		4			4	4	4		4	1			4	4	4
₽	<del>*</del>	Left Left-Through		1	0	1	0	1	1	0	1	1 0	1	0	1	0	1	0	1	1 0	1
Į	←	Through		0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3
WESTBOUND	4	Through-Right		Ĭ	1			ŭ			ŭ	1			ŭ	1			ŭ	1	
LS:	<b>₹</b>	Right		3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
×	Left-Through-Right Left-Right				0							0				0				0	
-	<i></i>	Lett-Right		A/	th-South:	670	A/-	rth-South:	668		Ale:	th-South:	732		Ale	h-South:	730		Ale	th-South:	730
		CRITICAL VO	OLUMES		tn-Soutn: ast-West:	339		rtn-Soutn: East-West:	339			tn-Soutn: ast-West:	732 362			n-Soutn: ast-West:				n-Soutn: ast-West:	730 362
			"	SUM:	1009		SUM:	1007			SUM:	1094		Le	SUM:			Le	SUM:	1092	
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.708			0.707				0.768				0.766				0.766
V/C		TSAC/ATCS ADJUS	-			0.608			0.607				0.668				0.666				0.666
		LEVEL OF SERVIC				0.006 B			0.00 <i>1</i> B				0.000 B				0.000 B				0.000 B
		LEVEL OF SERVIC	L (LUS):	51 / /5		Ď			Ď				Ď				В				Ď

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.002  $\Delta v/c$  after mitigation: -0.002 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
22	Ea	ast-West Street:	Oakwo	od Avenue-	US-101 F	wy SB Or	Projec	tion Year:	2024		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	11		Phases			3			3				3		-	•	3				3
Oppo	osed Ø	5'ing: N/S-1, E/W-2 or	Both-3?			0			0		_		0				0				0
Right	Turns:	: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	ATSAC-1 or ATSAC+A	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		32	1	32	0	32	32	0	34	1	34	0	34	1	34	0	34	1	34
Z	$\leftarrow$	Left-Through			0							0				0				0	
) N	1	Through		1321	2	526	-2	1319	525	23	1425	2	567	-2	1423	2	567	0	1423	2	567
NORTHBOUND	Ŷ	Through-Right Right		257	1 0	257	0	257	257	4	277	1 0	277	0	277	0	277	0	277	0	277
OK.	<b>←</b>	Left-Through-Ri	aht	257	0	231	0	231	237	4	211	0	211	U	211	0	211	U	211	0	211
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Left-Right	9		0							0				0				0	
		, and the second		•																	
Ω	<u>,</u>	Left		309	2	170	-1	308	169	11	339	2	186	-1	338	2	186	0	338	2	186
SOUTHBOUND	<b>→</b>	Left-Through			0							0				0				0	
ВО	↑ Through ↑ Through-Right			1758	2	634	-1	1757	633	27	1893	2 1	682	-1	1892	2	681	0	1892	2	681
1 =	Through-Right  ✓ Right  ✓ Left-Through-Right			143	0	143	0	143	143	0	152	0	152	0	152	0	152	0	152	0	152
0	Left-Through-Right  Left-Right			140	0	140		140	140		102	Ö	102	·	102	Ö	102	·	102	Ö	102
Ś		Left-Right	_		0							0				0				0	
۵	Left  → Left-Through			107	0 1	107	0	107	107	4	118	0	118	0	118	0	118	0	118	0	118
S	D → Through			422	1	265	0	422	265	8	456	1 1	287	0	456	1	287	0	456	1	287
90	Through  → Through-Right			422	0	200	0	422	200	0	430	0	201	U	430	0	201	U	430	0	201
STI	Through-Right Right			91	1	75	0	91	75	0	97	1	80	0	97	1	80	0	97	1	80
EA	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	$\prec$	Left-Right		<u> </u>	0							0				0				0	
	<i>-</i>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	₹	Left-Through		U	0	U		U	U		U	0	U		U	0	U		U	0	U
WESTBOUND	<b>←</b>	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	Ö	0	0	0	0	0
l ĕ	<u></u>	Through-Right			0							0				0				0	
ES	4	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ž	Left-Through-Right Left-Right				0							0				0				0	
				Non	th-South:	696	No	rth-South:	694		Nor	th-South:	753		Nor	th-South:	753		Nor	th-South:	753
		CRITICAL VO	DLUMES		ast-West:	265		East-West:	265			ast-West:	287			ast-West:	287			ast-West:	287
					SUM:	961		SUM:	959			SUM:	1040			SUM:	1040			SUM:	1040
	VOLU	JME/CAPACITY (V/C)	RATIO:			0.674			0.673				0.730				0.730				0.730
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.574			0.573				0.630				0.630				0.630
		LEVEL OF SERVIC	E (LOS):			A			A				В				В				В
<u></u>			MAPKS.	Phase 1 (2)	20.4\		·			<u> </u>			_	·							

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA22.xlsm





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Vermo	mont Avenue				Year of Count: 2018			Ambient Growth (%): 1.0			Conducted by: LLG Engineers				Date: 5/2/2018			
22				od Avenue-	d Avenue-US-101 Fwy SB Or			Projection Year:		Peak Hour:		PM	Reviewed by:		<u>,</u>	Project: KP Los Angeles Me					
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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0	
ATSAC-1 or ATSAC+ATCS-2?			EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2	
Override Capacity					0			0				0				0				0	
5.5as supusity				EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT				No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
NORTHBOUND	2	Left			1	64	0	64	64	0	68	1	68	0	68	1	68	0	68	1	68
	4	Left-Through			0							0				0				0	
	↑ }	Through		1342	2	517	0	1342	517	29	1454	2	561	0	1454	2	561	0	1454	2	561
		Through-Right		240	1 0	040	0	240	240	5	000	1 0	000	0	000	1 0	000	0	220	1 0	000
		Right Left-Through-R	iaht	210	0	210	U	210	210	5	228	0	228	U	228	0	228	U	228	0	228
	<b>†</b>	Left-Right	igiit		0							0				0				0	
	Leit-Kigiit																				
SOUTHBOUND	<u>,</u>	Left		328	2	180	-3	325	179	13	361	2	199	-3	358	2	197	0	358	2	197
	<b>→</b>	Left-Through			0							0				0				0	
	<b> </b>	Through		1684	2	595	-3	1681	594	52	1840	2	649	-3	1837	2	648	0	1837	2	648
	اب ر	Through-Right Right		101	1 0	101	0	101	101	0	107	1 0	107	0	107	0	107	0	107	1 0	107
	4	Left-Through-R	iaht	101	0	101	U	101	101	U	107	0	107	0	107	0	107	U	101	0	107
	į,	Left-Right	•		0							0				0				0	
	_																				
EASTBOUND	<i>)</i>	Left		121	0	121	0	121	121	2	130	0	130	0	130	0	130	0	130	0	130
	<i>→</i>	Left-Through		220	1	000		220	000	0	202	1 1	0.47		202	1	0.47	0	202	1	0.47
	7	Through Through-Right		339	0	230	0	339	230	3	363	0	247	0	363	0	247	U	363	0	247
	$\supset$	Right		129	1	97	0	129	97	0	137	1	103	0	137	1	103	0	137	1	103
	→	Left-Through-R	ight		0							0				0				0	
	L ⊰	Left-Right			0							0				0				0	
		√ Left						0							0				0		
WESTBOUND	7	Left Left-Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
	←	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	Through-Right		Ĭ	0	ŭ		ŭ	· ·		ŭ	0			•	0		Ĭ	ŭ	0	ŭ
	<b>€</b>	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	\ -1	Left-Through-R	ight		0							0				0				0	
<u> </u>		Left-Right		A/		697	A/-	rth-South:	696		Ale:	•	760		Ale:		758		Ale	U	758
	CRITICAL VOLUMES		North-South: 697 East-West: 230			East-West: 230		North-South: East-West:		760 247		North-South: 758 East-West: 247			North-South: 758 East-West: 247						
		l - '	SUM:	927		SUM:	926			SUM:	1007			SUM:				SUM:	1005		
VOLUME/CAPACITY (V/C) RATIO:				0.651			0.650				0.707				0.705				0.705		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.551			0.550				0.607				0.605				0.605	
LEVEL OF SERVICE (LOS):					0.551 A							0.007 B				0.005 B				0.003 B	
LEVEL OF SERVICE (LOS):			51 1 (2)		Α			Α				Ď				D				D	

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.002  $\Delta v/c$  after mitigation: -0.002 Significant impacted? NO Fully mitigated? N/A

#### LINSCOTT, LAW & GREENSPAN, ENGINEERS

600 S. Lake Avenue, Suite 500, Pasadena CA 91106 (626) 796.2322 Fax (626) 792-0941

Hillhurst Avenue-Virgil Avenue N-S St: Sunset Boulevard-Sunset Drive E-W St: NW-SE St: Sunset Boulevard-Hollywood Boulevard

Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1 Project:

File Name: CMA23

Counts by: The Traffic Solution

CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @

Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

Peak Hour: AM Annual Growth: 1.0%

Date: 05/04/2018 Date of Count: 2017 Buildout Year: 2024

PHASE 1

	2017 E	EXIST. 1	TRAFFIC	2017	EXIST. +	PROJEC <sup>*</sup>	Т	2017	EXIST. +	PROJ. +	MIT	2024	FUTURE	BASELII	NE	2024	FUTURE	N/PROJE(	CT	2024	FUTURE	W/MITIG/	ATION
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	119	1	119	3	122	1	122	0	122	1	122	9	128	1	128	3	131	1	131	0	131	1	131
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	222	1	114	0	222	1	114	0	222	1	114	64	286	1	146	0	286	1	146	0	286	1	146
Comb. T-R		1	114			1	114			1	114			1	146			1	146			1	146
NB Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
SB Left	285	1	285	0	285	1	285	0	285	1	285	31	315	1	315	0	315	1	315	0	315	1	315
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	554	1	338	0	554	1	343	0	554	1	343	73	627	1	388	0	627	1	393	0	627	1	393
Comb. T-R		1	338			1	343			1	343			1	388			1	393			1	393
SB Right	122	0	-	10	132	0	-	0	132	0	-	27	149	0	-	10	159	0	-	0	159	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
EB Left	61	0	-	3	64	0	-	0	64	0	-	14	75	0	-	3	78	0	-	0	78	0	-
Comb. L-T		1	86			1	89			1	89			1	102			1	105			1	105
EB Thru	25	0	-	0	25	0	-	0	25	0	-	2	27	0	-	0	27	0	-	0	27	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	396	2	32	-2	394	2	36	0	394	2	36	163	558	2	24	-2	556	2	27	0	556	2	27
Comb. L-T-R	-	0				0				0				0				0				0	
WB Left	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T		0	-			0	-			0	-			0				0	-			0	-
WB Thru	82	0	120	0	82	0	120	0	82	0	120	6	88	0	129	0	88	0	129	0	88	0	129
Comb. T-R		0	-		-00	0	-	•		0	-			0	-		00	0	-	•		0	-
WB Right	33	0	-	0	33	0	-	0	33	0	-	2	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R	-	1				1				1				1				1				1	
NWB Left	337	2	186	-8	329	2	181	0	329	2	181	178	516	2	284	-8	508	2	279	0	508	2	279
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	405	1	286	-28	377	1	272	0	377	1	272	100	505	1	350	-28	477	1	336	0	477	1	336
Comb. T-R	400	1	286		400	1	272	•	400	1	272		400	1	350		400	1	336	•	400	1	336
NWB Right	168	0	-	0	168	0	-	0	168	0	-	28	196	0	-	0	196	0	-	0	196	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
SEB Left	66	1	66	0	66	1	66	0	66	1	66	5	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	414	1	243	-8	406	1	239	0	406	1	239	109	523	1	300	-8	515	1	296	0	515	1	296
Comb. T-R		1	243			1	239			1	239	_		1	300	_		1	296			1	296
SEB Right Comb. L-T-R	73 -	0	-	0	73	0	-	0	73	0	-	5	78	0	-	0	78	0	-	0	78	0	-
Crit. Volumes	:	N-S:	458			N-S:	466			N-S:	466			N-S:	516			N-S:	524			N-S:	524
		E-W:	181			E-W:	184			E-W:	184			E-W:	204			E-W:	207			E-W:	207
	1	W-SE	429			NW-SE	421			NW-SE	421			NW-SE	584			NW-SE	576			NW-SE	576
		SUM:	1067			SUM:	1070			SUM:	1070			SUM:	1304			SUM:	1307			SUM:	1307
No. of Phases			4				4				4				4				4				4
(N/A=0, ATSA		S=2)	2				2				2				2				2				2
Volume / Cap			0.676				0.678				0.678				0.848				0.850				0.850
Level of Servi	ce:		В				В				В				D				D				D

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

50% of overlapping left turn. Right turns on red from excl. lanes =

[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

#### LINSCOTT, LAW & GREENSPAN, ENGINEERS

600 S. Lake Avenue, Suite 500, Pasadena CA 91106 (626) 796.2322 Fax (626) 792-0941

Hillhurst Avenue-Virgil Avenue N-S St: Sunset Boulevard-Sunset Drive E-W St:

NW-SE St: Sunset Boulevard-Hollywood Boulevard

Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1 Project:

File Name: CMA23

Counts by: The Traffic Solution

CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @

Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

Peak Hour: Annual Growth: 1.0% Date: 05/04/2018 Date of Count: 2017 Buildout Year: 2024

PHASE 1

	2017	EXIST. 1	RAFFIC	2017	EXIST. +	PROJEC	Т	2017	EXIST. +	PROJ. +	- MIT	2024	FUTURE	BASELII	NE	2024	FUTURE '	W/PROJE	CT	2024	FUTURE	W/MITIG/	TION
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	154	1	154	1	155	1	155	0	155	1	155	11	165	1	165	1	166	1	166	0	166	1	166
Comb. L-T		0	-	·	.00	0	-	ŭ	.00	0	-		.00	0	-		.00	0	-	·		0	-
NB Thru	423	1	228	0	423	1	228	0	423	1	228	88	511	1	273	0	511	1	273	0	511	1	273
Comb. T-R		1	228			1	228			1	228			1	273			1	273			1	273
NB Right	32	0	-	0	32	0	-	0	32	0	-	2	35	0	-	0	35	0	-	0	35	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	210	1	210	0	210	1	210	0	210	1	210	34	244	1	244	0	244	1	244	0	244	1	244
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	508	1	298	0	508	1	300	0	508	1	300	105	613	1	361	0	613	1	363	0	613	1	363
Comb. T-R		1	298			1	300			1	300			1	361			1	363			1	363
SB Right	88	0	-	4	92	0	-	0	92	0	-	22	110	0	-	4	114	0	-	0	114	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	116	0	-	11	127	0	-	0	127	0	-	31	148	0	-	11	159	0	-	0	159	0	-
Comb. L-T		1	191			1	202			1	202			1	228			1	239			1	239
EB Thru	75	0	-	0	75	0	-	0	75	0	-	5	80	0	-	0	80	0	-	0	80	0	-
Comb. T-R		0		_		0				0	-			0				0	-			0	
EB Right [1]	580	2	161	-6	574	2	161	0	574	2	161	251	831	2	177	-6	825	2	177	0	825	2	177
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0				0				0	•			0	•			0	-			0	-
WB Thru	43	0	86	0	43	0	86	0	43	0	86	3	47	0	92	0	47	0	92	0	47	0	92
Comb. T-R	00	0	-			0	-			0	-			0	-			0	-			0	-
WB Right	36	0 1	-	0	36	0	-	0	36	0	-	3	39	0	-	0	39	0 1	-	0	39	0	-
Comb. L-T-R -		'				'				'								'				1	
NWB Left	287	2	158	-5	282	2	155	0	282	2	155	222	509	2	280	-5	504	2	277	0	504	2	277
Comb. L-T	400	0	-	40	407	0	-		407	0	-	404		0	-	40	- 44	0	-		- 44	0	-
NWB Thru	420	1	315	-13	407	1	309	0	407	1	309	134	554	1	396	-13	541	1	389	0	541	1	389
Comb. T-R NWB Right	210	1 0	315	0	210	0	309	0	210	1	309	27	237	0	396	0	237	1	389	0	237	0	389
Comb. L-T-R -		0	-	U	210	0	-	U	210	0	-	21	231	0	-	U	231	0	-	U	231	0	-
COIIID. L-1-K -		U				U				0				U				0				U	
SEB Left	82	1	82	0	82	1	82	0	82	1	82	6	88	1	88	0	88	1	88	0	88	1	88
Comb. L-T	400	0	-	20	404	0 1	- 004		404	0	-	400	000	0	-	20	000	0	- 200	0	000	0	-
SEB Thru	496	1	310	-32	464		294	0	464	1	294	136	632	1	382	-32	600	1	366	0	600	1	366
Comb. T-R SEB Right	123	1 0	310	0	123	1	294	0	123	0	294	9	132	1	382	0	132	1 0	366	0	132	1 0	366
Comb. L-T-R -	. 123	0	-	U	123	0	-	U	123	0	•	9	132	0	-	U	132	0	-	U	132	0	-
Crit. Volumes:		N-S:	451			N-S:	454			N-S:	454			N-S:	526			N-S:	529			N-S:	529
		E-W:	202			E-W:	213			E-W:	213			E-W:	240			E-W:	251			E-W:	251
		NW-SE	467			NW-SE	449			NW-SE	449			NW-SE	662			NW-SE	643			NW-SE	643
		SUM:	1121			SUM:	1116			SUM:	1116			SUM:	1427			SUM:	1422			SUM:	1422
No. of Phases	:		4				4				4				4				4				4
(N/A=0, ATSA		CS=2)	2				2				2				2				2				2
Volume / Capa			0.715				0.712				0.712				0.938				0.935				0.935
Level of Service	ce:		С				С				C				E				E				F

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

50% of overlapping left turn. Right turns on red from excl. lanes =

[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.





(Circular 212 Method)

I/S #:	North	-South Street:	Virgil A	venue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
24	Eas	st-West Street:	Santa N	/lonica Bou	levard		Projec	tion Year:	2024		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			3			3				3				3		•		3
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^'	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Q	j	Left		89	1	89	0	89	89	0	94	1	94	0	94	1	94	0	94	1	94
NORTHBOUND	4	Left-Through			0							0				0				0	
90	<b>1</b>	Through		544	1	544	10	554	554	36	613	1	613	10	623	1	623	0	623	1	623
III	È	Through-Right Right		111	0 1	51	0	111	51	0	118	0 1	54	0	118	0	54	0	118	0	54
S.		Left-Through-Ri	iaht	111	0	31	0	111	31	U	110	0	34	0	110	0	54	U	110	0	54
ž	<b>*</b>	Left-Right	igiit		0							0				0				0	
Q	٠	Left		56	1	56	0	56	56	0	59	1	59	0	59	1	59	0	59	1	59
3	<b>&gt;</b>	Left-Through			0							0		_		0				0	
BO	l . j	Through Through-Right		587	1 0	587	3	590	590	20	643	1 0	643	3	646	1 0	646	0	646	1 0	646
l E	4	Right		85	1	49	0	85	49	3	93	1	48	0	93	1	48	0	93	1	48
SOUTHBOUND	4	Left-Through-Ri	ight	00	0	40	"	00	40		30	Ö	40		30	Ö	40		30	0	40
S	٠,	Left-Right			0							0				0				0	
	. ,																				
Ω	<i>_</i> 2 _2→	Left Left-Through		72	1 0	72	0	72	72	15	91	1 0	91	0	91	1 0	91	0	91	1 0	91
N 5	$\rightarrow$	Through		518	1	518	-3	515	515	51	601	1	601	-3	598	1	598	0	598	1	598
STBOUND	$\rightarrow$	Through-Right		310	0	310	-3	313	313	31	001	Ö	001	-5	330	Ö	390		330	0	330
ST	$\rightarrow$	Right		117	1	73	0	117	73	0	124	1	77	0	124	1	77	0	124	1	77
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\sqcup \prec $	Left-Right		<u> </u>	0							0				0				0	
	· (	Left		121	1	121	0	121	121	0	128	1	128	0	128	1	128	0	128	1	128
₽	<del>,</del>	Left-Through		121	0	121		141	121		120	0	120		120	0	120		120	0	120
	<b>←</b>	Through		622	1	330	-8	614	326	45	705	1	372	-8	697	1	368	0	697	ĺ	368
WESTBOUND	<u>↓</u>	Through-Right			1							1				1				1	
ES.	<b>€</b>	Right		37	0	37	0	37	37	0	39	0	39	0	39	0	39	0	39	0	39
<b>×</b>	<u> </u>	Left-Through-Ri Left-Right	ignt		0							0				0				0	
$\vdash$	Į	-en-right		Nor	th-South:	676	No	rth-South:	679		Nor	th-South:	737		Nor	th-South:	740		Nor	th-South:	740
		CRITICAL VO	OLUMES		ast-West:	639		ast-West:	636			ast-West:	729			ast-West:	726			ast-West:	726
					SUM:	1315		SUM:	1315			SUM:	1466			SUM:	1466			SUM:	1466
	VOLUN	ME/CAPACITY (V/C)	) RATIO:			0.923			0.923				1.029				1.029				1.029
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.823			0.823				0.929				0.929				0.929
		LEVEL OF SERVIC	E (LOS):			D			D				Е				Е				Е
				1										<u> </u>			_				_

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000 Δv/c after mitigation: 0.000
Significant impacted? NO Fully mitigated? N/A

5/2/2018-11:20 AM 1 CMA24.xlsm





(Circular	212	Method)
-----------	-----	---------

I/S #:	North	-South Street:	Virgil A	venue			Year	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
24	Eas	st-West Street:	Santa N	Ionica Bou	levard		Projec	tion Year:	2024		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		ng: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	AT	SAC-1 or ATSAC+/ Override (				2 0			0				2 0				2 0				2 0
				EXISTI	NG CONDI	TION		ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT		RE CONDIT		OJECT		W/ PROJE	CT W/ MIT	IGATION
		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
₽	J	Left		126	1	126	0	126	126	0	134	1	134	0	134	1	134	0	134	1	134
NORTHBOUND	7	Left-Through Through Through-Right		635	0 1 0	635	4	639	639	34	708	0 1 0	708	4	712	0 1 0	712	0	712	0 1 0	712
l ₹		Right		163	1	118	0	163	118	0	173	1	125	0	173	1	125	0	173	1	125
Ř	<b>↔</b>	Left-Through-Ri	ght		0							0				0				0	
	$\dot{\gamma}$	Left-Right			0							0				0				0	
	<b>L</b>	Left		134	1	134	0	134	134	0	142	1	142	0	142	1	142	0	142	1	142
SOUTHBOUND	<b>→</b>	Left-Through		104	0	134		104	134		172	0	172		172	Ö	172		172	0	172
30.		Through		549	1	549	11	560	560	43	626	1	626	11	637	1	637	0	637	1	637
l ¤ l	$\rightarrow$	Through-Right Right		122	0	83	0	122	83	22	152	0 1	104	0	152	0	104	0	152	0 1	104
o o	4	Left-Through-Ri	ght	122	Ó	03	U	122	0.5	22	132	Ö	104	U	132	Ó	104	U	132	0	104
S	٠,	Left-Right			0							0				0				0	
	J	Left		<b>.</b> 70	1	70		70	70	4.4	07	1	07	0	07	1	07		07	1	07
9	<u></u>	Left-Through		78	0	78	0	78	78	14	97	1 0	97	0	97	0	97	0	97	0	97
EASTBOUND	$\rightarrow$	Through		675	1	675	-8	667	667	65	782	1	782	-8	774	1	774	0	774	1	774
TB(	77	Through-Right		440	0	50		440			400	0			400	0	50		400	0	50
AS	<i>*</i>	Right Left-Through-Ri	aht	116	0	53	0	116	53	0	123	1 0	56	0	123	0	56	0	123	1 0	56
"	⊰	Left-Right	5		Ö							Ö				Ö				0	
	,																				
9	<b>→</b>	Left Left-Through		91	1 0	91	0	91	91	0	97	1 0	97	0	97	1 0	97	0	97	1	97
WESTBOUND	←	Through		547	1	293	-3	544	292	71	652	1	347	-3	649	1	345	0	649	1	345
∥ ĕ l	4	Through-Right			1							1				1				1	
ĘS	<b>₹</b>	Right Left-Through-Ri	ight	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	>	Left-Right	y.ii		0							0				0				0	
	•				th-South:	769	_	rth-South:	773			th-South:	850			th-South:	854			h-South:	854
		CRITICAL VO	DLUMES	E	ast-West:	766	E	ast-West:	758 1531		E	ast-West:	879		Eá	ast-West:	871		Ea	st-West:	871
<b> </b>	VOLUM	ME/CAPACITY (V/C	RATIO:		SUM:	1535		SUM:	1531			SUM:				SUM:				SUM:	1725
V/C		TSAC/ATCS ADJUS				1.077			1.074				1.213				1.211				1.211
0,01		LEVEL OF SERVIC				0.977 E			0.974 E				1.113 F				1.111 F				1.111 F
		LLVEL OF SERVIC	L (LUS):			E			E	<u> </u>											r

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.002  $\Delta v/c$  after mitigation: -0.002 Significant impacted? NO Fully mitigated? N/A

#### **APPENDIX D-2**

PHASE 2 PROJECT (YEAR 2028):
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM & PM PEAK HOURS





(Circular 212 Method)

I/S #:	Nort	h-South Street:	US-101	Fwy SB On	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
1		st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	f Phases			2			2				2				2			2	
Орр	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	_	0	
	Δ	ATSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	<b>3</b> 0	EB	U	WB	2	EB	U	WB	2	EB	Total   No. of Volume   Clares   No. of Volume   Clares   No. of Volume   No. of Clares   No		2
		Override				0			0				0				0		North-South: East-West: SUM:		0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	0	
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	0 WB  W/ PROJECT W/ MITIC  Total No. of Volume Lanes  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 WB  W/PROJECT W/ MITIC  Total No. of Volume Lanes  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0
<u>Z</u>	1	Left-Through		_	0		_	_				0				0					
NORTHBOUND	Ţ	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
IE		Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0		0
S.		Left-Through-R	iaht	U	0	U	U	U	U		U	0	U	U	U	0	U	0	U		U
ž	<b>♦</b>	Left-Right	igiit		0							0				0					
	• '																				
٥	\ \	Left		105	0	105	0	105	105	0	116	0	116	0	116	0	116	0	116		116
3	<b>&gt;</b>	Left-Through			0							0				0					
<u>8</u>		Through		21	0	137	0	21	137	0	23	0	151	0	23	0	151	0	23		151
IE	4	Through-Right Right		11	0	0	0	11	0	0	12	0 0	0	0	12	0	0	0	12	-	0
SOUTHBOUND	4	Left-Through-R	iaht	11	1	U	U	'''	U		12	1	U	U	12	1	U	0	12	1	U
Ö	į,	Left-Right	-5		0							0				0				0	
	_																				
	J.	Left		10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11
EASTBOUND	<i>→</i>	Left-Through		000	1	400	_	000	40.4		4400	1	000	_	4440	1	005		4440	1	005
ğ	7	Through Through-Right		903	0	482	5	908	484	141	1138	1 0	602	5	1143	1 0	605	0	1143	1	605
l ii	7	Right		358	1	358	0	358	358	88	483	1	483	0	483	1	483	0	483	•	483
l š	→	Left-Through-R	ight	000	0	000		000	000		100	0	100		100	0	100		100	0	100
	$\dashv$	Left-Right			0							0				0				0	
٥	<i>₹</i>	Left		48	1	48	1	49	49	28	81	1	81	1	82	1	82	0	82	•	82
WESTBOUND	<i>↓</i>	Left-Through Through		1305	0	675	0	1305	675	268	1710	0 1	880	0	1710	0	880	0	1710	1	880
80	4	Through-Right		1305	1	0/3	U	1303	6/5	200	1710	1	000	U	1710	1	000	U	1710	1	000
ST	<b>₹</b>	Right		45	0	45	0	45	45	0	50	0	50	0	50	0	50	0	50	0	50
WE	7	Left-Through-R	ight	-	0			-				0		-		0				•	
	≻	Left-Right			0							0				0				U	
		CRITICAL V	OLUMES		th-South:	137	_	rth-South:	137			th-South:	151			h-South:					151
		CRITICAL V	OLUMES	Ea	ast-West: SUM:	685 822	<i>"</i>	East-West: SUM:	685 822		Ea	ast-West: SUM:	891 1042		Ea	st-West: SUM:			Eá		891 1042
-	VOLU	IME/CAPACITY (V/C	) RATIO:		JUNI.			30171.				JUIVI.				JUIVI.				JUIVI.	
\ \/\c		• •	•			0.548			0.548				0.695				0.695				0.695
V/C	LESS A	ATSAC/ATCS ADJUS				0.448			0.448				0.595				0.595				0.595
		LEVEL OF SERVIC	E (LOS):			Α			<u> </u>				Α				Α				Α

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:37 PM 1 CMA1.xlsm





(Circular 212 Method)

I/S #:	Nort	h-South Street:	US-101	Fwy SB On	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
1	Ea	st-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1	No. o	f Phases			2			2				2		-		2				2
Oppo	osed 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 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	4	Left-Through		_	0	_	_	_		_		0				0				0	
90	Ţ	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II ₹ I	À	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S.		Left-Through-R	ight	U	0	U	U	U	U	U	U	0	U	0	U	0	U		U	0	U
Ž	<b>*</b>	Left-Right	igin		0							0				0				0	
Ω	<u> </u>	Left		132	0	132	0	132	132	5	151	0	151	0	151	0	151	0	151	0	151
N	<b>→</b>	Left-Through			0		_			_		0		_		0				0	
BO	l .	Through Through-Right		26	0	181	0	26	181	0	29	0	205	0	29	0	205	0	29	0	205
IF	4	Right		23	0	0	0	23	0	0	25	0	0	0	25	0	0	0	25	0	0
SOUTHBOUND	4	Left-Through-R	ight	20	1	· ·		20	· ·		20	1	o		20	1	O		20	1	O
S	٠,	Left-Right			0							0				0				0	
۵	<u>)</u>	Left Left-Through		15	0	15	0	15	15	0	17	0	17	0	17	0	17	0	17	0	17
N	$\xrightarrow{\rightarrow}$	Through		1054	1	572	0	1054	572	221	1385	1 1	744	0	1385	1	744	0	1385	1	744
STBOUND	7	Through-Right		1034	Ö	312	U	1054	512	221	1303	Ö	,		1303	0	,		1303	Ö	7
ST	$\rightarrow$	Right		369	1	369	0	369	369	107	515	1	515	0	515	1	515	0	515	1	515
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i>(</i>	Left		45	1	45	3	48	48	22	72	1	72	3	75	1	75	0	75	1	75
₽	<del>,</del>	Left-Through		45	0	+5		+0	40		12	0	12	3	75	0	75		73	0	73
	←	Through		1280	1	681	4	1284	683	404	1818	1	954	4	1822	1	956	0	1822	Ĩ.	956
WESTBOUND	4	Through-Right			1							1				1				1	
ES.	<b>₹</b>	Right		81	0	81	0	81	81	0	89	0	89	0	89	0	89	0	89	0	89
⋝	<u> </u>	Left-Through-R Left-Right	ignt		0							0				0				0	
	<b>+</b>	Lent-Kight		Nor	th-South:	181	No	rth-South:	181		Nor	th-South:	205		Nor	th-South:	205		Nor	th-South:	205
		CRITICAL V	OLUMES		ast-West:	696		ast-West:	698			ast-West:	971			ast-West:				ast-West:	973
					SUM:	877		SUM:	879			SUM:	1176			SUM:				SUM:	1178
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.585			0.586				0.784				0.785				0.785
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.485			0.486				0.684				0.685				0.685
		LEVEL OF SERVIC	E (LOS):			A			Α				В				В				В
			• •	1		- / \															_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.001  $\Delta v/c$  after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	US-101	Fwy NB Of	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
2		ast-West Street:	Santa N	/lonica Boul	levard-Se	errano Av	Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	4	No. o	f Phases			3			3				3				3	-			3
Орр	osed Ø	i'ing: N/S-1, E/W-2 or	Both-3?			1			1			_	1				1				1
Righ	t Turns:	FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	_	ATSAC-1 or ATSAC+	ATCS-22	EB 0	WD	2	ED	O VVE	2	ED	U	WD	2	ED	U	WD	2	ED	U	2	
	,	Override				0			0				0				0			0	
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	IGATION	
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	Lane	
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Volume	
D	j	Left		593	1	363	0	593	365	71	726	1	441	0	726	1	443	0	726	443	
N	4	Left-Through			0	000			205	_	70	0			70	0	4.40		70		4.40
8	Ţ	Through		71	0	363	0	71	365	0	78	0 0	441	0	78	0	443	0	78		443
NORTHBOUND		Through-Right Right		62	0	0	4	66	0	9	77	0	0	4	81	0	0	0	81	_	0
S.	<b>↔</b>	Left-Through-R	iaht	02	1	· ·		00	· ·		• • •	1	o	_	01	1	O		01	1	O
Z	<b>↔</b>	Left-Right	•		0							0				0				0	
				_																	
₽	L.	Left		35	0	35	0	35	35	0	39	0	39	0	39	0	39	0	39		39
5		Left-Through Through		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	-	0
<u>B</u>	l 📩	Through-Right		U	0	U	U	U	U	U	U	0	U	U	U	0	U	0	U		U
SOUTHBOUND	زہ	Right		66	Ö	101	0	66	101	0	73	0	112	0	73	0	112	0	73	0	112
l g	<b>↔</b>	Left-Through-R	ight		0							0				0				0	
0)	λ,	Left-Right			1							1				1				1	
	<b>.</b>	Left		40	1	40	0	40	40	0	4.4	1	4.4	0	4.4	1	4.4	0	4.4	1	14
Ω	<u></u>	Left-Through		13	0	13	0	13	13	0	14	0	14	0	14	0	14	0	14	Volume         Lanes           726         1           0         0           81         0           81         0           39         0           0         0           73         0           0         0           11         0           1313         2           0         0           0         0           0         0           970         1           31         0           0         0           North-South:         East-West:	
EASTBOUND	$\rightarrow$	Through		1041	2	521	5	1046	523	158	1308	2	654	5	1313	2	657	0	1313		657
BG	7	Through-Right			0							0				0					
\ST	3	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Ä	7	Left-Through-R	ight		0							0				0				•	
	1 7	Left-Right			U							U				U				U	
	<i>C</i>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	$\checkmark$	Left-Through		_	0			-	_		-	0			-	0			-		ū
8	<u>+</u>	Through		671	1	350	3	674	351	226	967	1	499	3	970	1	501	0	970	1	501
P		Through-Right		00	1	00		00	00		0.4	1	0.4		0.4	1	0.4		04	1	04
ES	<b>₹</b>	Right Left-Through-R	iaht	28	0	28	0	28	28	0	31	0 0	31	0	31	0	31	0	31	_	31
>	}	Left-Right	.9		0							0				0				•	
	-			Nor	th-South:	464	No	rth-South:	466		Nor	th-South:	553		Nort	h-South:	555		Nort	th-South:	555
		CRITICAL V	OLUMES	Ea	ast-West:	521	l E	ast-West:	523		Ea	ast-West:	654		Ea	st-West:			Eá		657 1212
<u> </u>					SUM:	985		SUM:	989			SUM:	1207			SUM:				73 0 0 0 1 1 14 1 0 1313 2 0 0 0 0 0 0 0 0 970 1 1 31 0 0 0 0 North-South: East-West:	
		JME/CAPACITY (V/C	•			0.691			0.694				0.847				0.851				0.851
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.591			0.594				0.747				0.751			39	
		LEVEL OF SERVICE	E (LOS):			Α			Α				С				С				С

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:37 PM 1 CMA2.xlsm





(Circular 212 Method)

I/S #:	Nort	h-South Street:	US-101	Fwy NB Of	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018			
2	Ea	st-West Street:	Santa N	Monica Boul	levard-Se	errano Av	Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P		
	1	No. o	f Phases			3			3				3				3	-			3		
Орр	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0		
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	CUTURE W/ PROJECT W/ MITIGAT   No. of   Lanes   Volume   Volume   Lanes   Volume   Volume   Lanes   Lanes   Volume   Lanes   Lane				
		Override				0			0				0				0		FUTURE W/ PROJECT W/ MITIGAT Added Volume Volume Lanes Vo 0 781 1 5 0 144 0 5 0 91 0 0 0 45 0 0 0 97 0 1 0 97 0 1 0 34 1 0 0 1457 2 7 0 0 0 0 0 0 0 0 0 0 1162 1 6 0 60 0 0				
				EXISTI	NG CONDI	TION	EXIS	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	IGATION			
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	URE W/ PROJECT W/ MITIGA ed Total No. of Lanes V 0 781 1 0 144 0 0 91 0 1 1 0 0 0 0 0 97 0 0 0 0 0 1457 2 0				
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Volume			
٥	j	Left		569	1	376	0	569	377	152	781	1	508	0	781	1	508	0	No. of   Volume   No. of   Volume   V				
	4	Left-Through			0		_					0				0							
NORTHBOUND	Ţ	Through		130	0	376	0	130	377	0	144	0	508	0	144	0	508	0	144		508		
IE	<u>}</u>	Through-Right Right		53	0	0	4	54	0	31	90	0	0	4	91	0	0	_	01	_	0		
N.	_ ( ^ _ ↑ ~	Left-Through-R	iaht	55	1	U	•	34	U	31	90	1	U		91	1	U	0	91	1	U		
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0			
Q	<u> </u>	Left		41	0	41	0	41	41	0	45	0	45	0	45	0	45	0	45		45		
3	<b>→</b>	Left-Through			0							0				0				-			
9	<b>!</b>	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
IE	4	Through-Right Right		88	0	129	0	88	129	0	97	0 0	142	0	97	0	142	0	97		142		
SOUTHBOUND	4	Left-Through-R	ight	00	0	123	0	00	123		31	0	142		31	0	142		31		142		
Ö	į,	Left-Right	•		1							1				1				1			
	) 	Left		31	1	31	0	31	31	0	34	1	34	0	34	1	34	0	34		34		
	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		1091	0 2	EAG	0	1091	546	252	1457	0 2	720	0	1457	0 2	720	0	1.457		729		
EASTBOUND	7	Through-Right		1091	0	546	U	1091	340	252	1437	0	729	0	1437	0	729		1437		129		
STI	$\rightarrow$	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
EA	7	Left-Through-R	ight		0							0				0				•			
		Left-Right			0							0				0				0			
	· ~	Left			0	0		0		0	0	0	0		0	0			0	0	0		
9	7	Left-Through		0	0	0	0	0	0	U	0	0	0	0	0	0	0	U	U		0		
Į	←	Through		798	1	426	7	805	430	274	1155	1	608	7	1162	1	611	0	1162	1	611		
<u> </u>	7	Through-Right			1	0		- 50				1				1		ľ		1			
WESTBOUND	<b>₹</b>	Right		54	0	54	0	54	54	0	60	0	60	0	60	0	60	0	60	•	60		
×	<u></u>	Left-Through-R	ight		0							0				0				•			
<u> </u>	ſ	Left-Right		A/	th-South:	505	A/_	rth-South:	506		Ale:	th-South:	650		No.	h-South:	650		Ale	U	650		
		CRITICAL V	OLUMES		tn-Soutn: ast-West:	505 546	_	rtn-Soutn: East-West:	506 546			tn-Soutn: ast-West:	729			n-Soutn: ast-West:					729		
				l - '	SUM:	1051	'	SUM:	1052			SUM:	1379			SUM:				SUM:	1379		
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.738			0.738				0.968				0.968				0.968		
V/C		ATSAC/ATCS ADJUS	-			0.638			0.738				0.868				0.868				0.868		
		LEVEL OF SERVICE				0.036 B			0.036 B				0.866 D				0.000 D		0.866 D				
		LLVEL OF SERVIC	L (LUS).	51 2 (2)		D			D				ע				ע			144			

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

Part	I/S #:	North	-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
Part	3	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2028		Pea	ak Hour:	AM					Project:	KP Los Ang	jeles Medic	al Center P
No																	•					
## ATSACT of ATSACATOLA 27 OLA 37 ACAPT SACTION AT TRACES AND TITLE AND ATTACH SACTION AT TRACES AND ATTACH SACTION AT TRACES AND ATTACH SACTION AT A SACTION AT	Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?																		_
Part	Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?																_		_
Part		ΔΤ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB		EB	U VVI		EB	U	WB	_	EB	U	WB		EB	U	WB	•
Part		^'												_								
Volume					EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
Volume			MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
VOLUME/CAPACITY (VIC) RATIO:   VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.668     VOLUME/CAPACITY (VIC) RATIO:   VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.668     VOLUME/CAPACITY (VIC) RATIO:   VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.668   0.668     VOLUME/CAPACITY (VIC) RATIO:   VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.628   0.668     VOLUME/CAPACITY (VIC) RATIO:   VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.628   0.668   0.668     VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.528   0.668   0.668   0.668     VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.528   0.668   0.668   0.668   0.668   0.668   0.668   0.668     VICLESS ATSAC/AICS ADJUSTMENT:   0.521   0.528   0.668					Volume	Lanes	Volume	Traffic			Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Color   Colo	0	7	Left		62	0	62	0	62	62	0	68	0	68	0	68	0	68	0	68	0	68
Color   Colo	Ξ	7	_																			
Color   Colo	30	1	•		104		268	-1	103	267	34	149		345	-1	148		344	0	148		344
Color   Colo	본	<u>}</u>			400	•	0		400	•	45	400		0		400		0		400		0
Color   Colo			·	iaht	102	1	U	U	102	U	15	128	1	U	U	128	1	U	U	128	1	U
Left   Page	ž		-	igiit		0							0				0				0	
Left-Through		. Left			l																	
Color   Colo		٠	Left		96	0	96	3	99	99	2	108	0	108	3	111	0	111	0	111	0	111
Color   Colo	ᄛ	<b>→</b>	•			•											-				•	
Color   Colo	ŏ	. ↓			156		288	-1	155	290	19	191		339	-1	190		341	0	190	-	341
Color   Colo	뿔	4			00	•			00			40		•		40	•			40		•
Color   Colo	Σ	4	•	iaht	36	1	0	0	36	0	U	40	1	0	0	40	1	0	0	40	1	0
Califical Volumes   Cali	SC			igiit		0							0				0				0	
Color   Colo		24			<u></u>																	
Celt-Right   O					24	•	24	0	24	24	0	27		27	0	27	•	27	0	27	1	27
Celt-Right   O	불		_														0				0	
Celt-Right   O	2		•		919	1	503	17	936	511	78	1093		594	17	1110	1	603	0	1110	1	603
Celt-Right   O	E				96	0	96	0	96	96	0	05	-	05	0	05	0	05	0	05	0	05
Celt-Right   O	S.		•	iaht	00	•	00	0	00	00	U	90		93	0	90		93	0	33		93
Left-Through   State   Left-Through-Right   State	ш	₹	-	· 3···		0															0	
Left-Through   State   Left-Through-Right   State	_	*																				
CRITICAL VOLUMES	۵				65	1	65	0	65	65	15	87		87	0	87	1	87	0	87		87
CRITICAL VOLUMES	Z				040		440		000	400	400	4040		F04	_	4044	0	F0.4	_	1011	0	504
CRITICAL VOLUMES   North-South: 568	ğ				816	1	419	4	820	422	109	1010	1	521	4	1014	1	524	U	1014	1	524
CRITICAL VOLUMES	STE				22	0	22	1	23	23	8	32	0	32	1	33	0	33	0	33	0	33
CRITICAL VOLUMES   North-South: 568	VĖ,	<b>→</b>		ight	I							J_		32		50		30		30		30
CRITICAL VOLUMES         East-West: SUM:         568 932         East-West: SUM:         942 942         East-West: SUM:         681 134         East-West: SUM:         690 145         East-West: 690 20M:         500 20M:         1145         500 20M:         1145	_	}																				
SUM:         932         SUM:         942         SUM:         1134         SUM:         1145         SUM:         1145           VOLUME/CAPACITY (V/C) RATIO:         0.621         0.628         0.756         0.756         0.763         0.763           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.521         0.528         0.656         0.663         0.663			OPITIOAL																			
VOLUME/CAPACITY (V/C) RATIO:       0.621       0.628       0.756       0.763         V/C LESS ATSAC/ATCS ADJUSTMENT:       0.521       0.528       0.656       0.663       0.663			CRITICAL VOLUMES East-West: SUM:				E				Ea				Ea				Ea			
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.521 0.663 0.663		VOLUM	ME/CADACITY (1//C	DATIO:		SUM:			SUIVI:				SUM:				SUM:				SUM:	
0.020	1//0	, ,																				
	V/C I																					
DEMAPKS: Phase 2 (2028)		LEVEL OF SERVICE (LOS)					Α			Α				В				В				В

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.007  $\Delta v/c$  after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA3.xlsm





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018		
3	Ea	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P	
		No. o	Phases			2			2				2				2		,		2	
Opp	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0	
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB	0	NB	0	SB	0	NB EB	0	SB	0	
		TSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	0 2	EB	0 WE	3 0 2	EB	U	WB	2	EB	U	WB	0	EB	U	WB	0	
	^	Override				0			0				0			No. of Lane Volume   Column   Column						
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	FUTURE W/ PROJECT W/ MITIGAT Added   Total   No. of   Lanes   Vo   O			
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	TURE W/ PROJECT W/ MITIGATed   No. of   Lanes   Volume   Lanes   Lanes   Volume   Lanes   Lan			
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	JRE W/ PROJECT W/ MITIGA  Ind   Total   No. of   Lanes   Volume   Lanes			
۵	j	Left		127	0	127	0	127	127	0	140	0	140	0	140		140	0	140		140	
NORTHBOUND	$\prec \uparrow$	Left-Through			0							0										
l 0g	1	Through		157	0	390	-1	156	389	42	215	0	494	-1	214		493	0	214		493	
₹	Ì ∱	Through-Right		400	0	0	0	400	0	00	139	0	0	0	400		0	0	400	_	0	
R.	. <b>↑</b>	Right Left-Through-Ri	aht	106	1	U	U	106	U	22	139	1	U	U	139	1	U	U	139	1	U	
ž	<b>†</b>	Left-Right	giit		0							0				0				0		
				1																		
Ω	<i>\</i>	Left		91	0	91	1	92	92	9	110	0	110	1	111	0	111	0	111	0	111	
l S	<b>→</b>	Left-Through			0							0								-		
<u>8</u>		Through		162	0	293	-1	161	293	53	232	0	386	-1	231		386	0	231		386	
IE	اب ر	Through-Right Right		40	0	0	0	40	0	0	44	0 0	0	0	44		0	0	44	_	0	
SOUTHBOUND	4	Left-Through-Ri	aht	40	1	U	U	40	U	U	44	1	U	0	44	1	U	U	44	1	U	
Š	į,	Left-Right	J		0							0				0				0		
	_			-																		
	<i></i>	Left		46	1	46	0	46	46	0	51	1	51	0	51	1	51	0	51	-	51	
Į	<i>→</i>	Left-Through		040	0 1	540	_	004	F40	404	4440	0	000	_	4454		005	0	4454	0	005	
30	7	Through Through-Right		919	1	513	5	924	516	131	1146	1	632	5	1151	1	635	U	1151	1	635	
EASTBOUND	<b>→</b>	Right		107	0	107	0	107	107	0	118	0	118	0	118	0	118	0	118	0	118	
Ë	<b>→</b>	Left-Through-Ri	ght		0							0				0				0		
	<b>.</b>	Left-Right			0							0				0				0		
	· ~	1 -64			4			70		00	400	4	460		400	4	400		400	4	460	
₽	<i>₹</i>	Left Left-Through		72	1 0	72	0	72	72	22	102	1 0	102	0	102		102	U	102		102	
5	←	Through		864	1	453	12	876	460	112	1066	1	559	12	1078	1	566	0	1078	1	566	
BO		Through-Right		001	1	100		0.0	100		1000	1	000		1070	1	000	Ů	1070	1	000	
S	O I . Illiough			42	0	42	2	44	44	6	52	0	52	2	54		54	0	54	•	54	
M.	\(\frac{\chi}{\chi}\)	Left-Through-Ri	ght		0							0								•		
	<i></i>	Left-Right		A1,	•	404	A/-	wh Court	404		Ale :-	•	604		Ale		604		A1	U	604	
		CRITICAL VO	DLUMES		th-South: ast-West:	481 585		rth-South: East-West:	481 588			th-South: ast-West:	604 734			h-South: ast-West:					604 737	
			<b></b>	[	SUM:	1066	"	SUM:	1069		L	SUM:	1338		E	SUM:			E	SUM:	1341	
	VOLU	JME/CAPACITY (V/C	RATIO:			0.711			0.713				0.892				0.894				0.894	
V/C		ATSAC/ATCS ADJUS				0.611			0.713				0.792				0.094				0.894	
		LEVEL OF SERVIC				0.611 B			0.613 B				0.792 C				0.794 C				0.794 C	
		LEVEL OF SERVIC	E (LUS):	<u> </u>		В			В				U				U				U	

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002  $\Delta v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Normai	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
4	Ea	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	Phases			2			2				2				2				2
Opp	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		96	0	96	0	96	96	12	118	0	118	0	118	0	118	0	118	0	118
NORTHBOUND	4	Left-Through			0		_					0		_		0				0	
80	Î	Through		152	0	304	0	152	308	30	198	0	388	0	198	0	392	0	198	0	392
IE	È	Through-Right Right		56	0	0	4	60	0	10	72	0	0	4	76	0	0	0	76	0	0
O.S.	_ ( ^ ^	Left-Through-Ri	iaht	50	1	U	4	00	U	10	12	1	U	4	70	1	U	0	70	1	U
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0	
		, and a second																			
Q	<u> </u>	Left		54	0	54	-1	53	53	0	60	0	60	-1	59	0	59	0	59	0	59
N	<b>→</b>	Left-Through			0							0				0				0	
8	<b>!</b>	Through		259	0	371	0	259	370	18	304	0	444	0	304	0	443	0	304	0	443
IE	4	Through-Right Right		58	0	0	0	58	0	16	80	0 0	0	0	80	0	0	0	80	0	0
SOUTHBOUND	4	Left-Through-Ri	iaht	30	1	U	U	30	U	10	00	1	U	U	00	1	U	0	00	1	U
Ñ	بلہ	Left-Right	•		0							0				0				0	
	_																				
	) 	Left		53	1	53	0	53	53	18	77	1	77	0	77	1	77	0	77	1	77
Į	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through		4040	0 2	540	0.4	4040	500	405	4004	0 2	004	0.4	4005	0 2	0.40	_	4005	0 2	0.40
EASTBOUND	7	Through Through-Right		1019	0	510	24	1043	522	135	1261	0	631	24	1285	0	643	0	1285	0	643
STE	$\rightarrow$	Right		104	1	104	0	104	104	17	132	1	132	0	132	1	132	0	132	1	132
Ë	→	Left-Through-Ri	ight		0							0				0				0	
		Left-Right			0							0				0				0	
	· ~	1 -64			4		4	F0			00	4			07	4		_	07	4	6-
₽	<i>↓</i>	Left Left-Through		57	1 0	57	1	58	58	3	66	1 0	66	1	67	1 0	67	0	67	1 0	67
5	←	Through		653	2	327	6	659	330	178	899	2	450	6	905	2	453	0	905	2	453
BO	O Through-Right			000	0	02.	Ŭ	000	000	110	000	0	100		000	0	100		000	0	100
ST	Right Left-Through-Right			37	1	37	-1	36	36	0	41	1	41	-1	40	1	40	0	40	1	40
WE	Left-Through-Right				0							0				0				0	
<u> </u>	angle	Left-Right		A1	0 4h Causth	467	A1-	ush Caustin	466		A/	0	F60		M =	0	FC1		A/	0	FC1
		CRITICAL V	OLUMES		th-South: ast-West:	467 567	_	rth-South: East-West:	466 580			th-South: ast-West:	562 697			h-South: ast-West:				th-South: ast-West:	561 710
		S.IIIIGAL V		[	SUM:	1034	'	SUM:	1046		E	SUM:	1259		Ed	SUM:			E	SUM:	1271
	VOLU	IME/CAPACITY (V/C	RATIO:		30	0.689		30	0.697			J <b>J</b>	0.839			J <b>J</b>	0.847			· · · · ·	0.847
V/C		ATSAC/ATCS ADJUS				0.669 <b>0.589</b>			0.697 <b>0.597</b>				0.639				0.647				0.847
"																					
		LEVEL OF SERVIC	E (LUS):	5: 5/5:		Α			Α				С				С				С

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.008  $\Delta v/c$  after mitigation: 0.008 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA4.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Norma	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
4	Ea	ast-West Street:	Sunset	Boulevard			Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			2			2				2		-	•	2				2
Oppo	osed Ø	ð'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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0 0	SB WB	0
	,	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J	Left		104	0	104	0	104	104	31	146	0	146	0	146	0	146	0	146	0	146
NORTHBOUND	$\prec$	Left-Through			0							0				0				0	
) S	1	Through		252	0	430	0	252	431	32	310	0	545	0	310	0	546	0	310	0	546
II ₹ I	Ŷ	Through-Right Right		74	0	0	4	75	0	7	89	0 0	0	4	90	0	0	0	90	0	0
S.	-	•	iaht	74	1	U		75	U	,	09	1	U		90	1	U	U	90	1	U
Ž	4	_	.9		0							0				0				0	
	• •																				
Q	٠	Left		55	0	55	-1	54	54	0	61	0	61	-1	60	0	60	0	60	0	60
N	Left Left-Through				0							0				0				0	
BO	↓ Left-Through ↓ Through ← Through-Right			248	0	362	0	248	361	42	316	0 0	476	0	316	0	475	0	316	0	475
III	Through-Right			59	0	0	0	59	0	34	99	0	0	0	99	0	0	0	99	0	0
SOUTHBOUND	Right  Left-Through-Right			33	1	U		33	O	34	33	1	U		33	1	U	U	33	1	U
Ñ	Left-Right				0							0				0				0	
	<u></u>	Left		84	1	84	0	84	84	30	123	1	123	0	123	1	123	0	123	1	123
Į				4447	0 2	400	7	1124	405	224	4.450	0 2		7	1465	0 2	550	0	1465	0	550
EASTBOUND	Detr-Inrough  ☐ Through  ☐ Through-Right			1117	1	422	/	1124	425	224	1458	1	550		1465	1	552	U	1405	1	552
STE	$\rightarrow$	Right		150	0	150	0	150	150	26	192	0	192	0	192	0	192	0	192	0	192
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\sqcup \prec$	Left-Right			0							0				0				0	
	· ~	l oft		72	1	70	2	76	70	11	02	1	00	2	OF	1	0.5		OF	1	05
9	<b>₹</b>	Left Left-Through		73	0	73	3	76	76	11	92	1 0	92	3	95	0	95	0	95	0	95
WESTBOUND	←	Through		905	2	315	15	920	319	201	1201	2	415	15	1216	2	419	0	1216	2	419
<u> </u>	<u></u>	Through-Right			1							1				1				1	
l S:	Right			39	0	39	-1	38	38	0	43	0	43	-1	42	0	42	0	42	0	42
WE	Left-Through-Right Left-Right				0							0				0				0	
	<b>√</b>	Lett-Right		Mon	th-South:	485	Ma	rth-South:	485		No.	th-South:	622		No.	th-South:	621		Moss	th-South:	621
		CRITICAL V	OLUMES		ın-soutn: ast-West:	405 495		rın-soutn: East-West:	501			ın-souun: ast-West:	642			เท-รอนเท: ast-West:	647			ast-West:	647
					SUM:	980	<u> </u>	SUM:	986			SUM:	1264			SUM:	1268			SUM:	1268
	VOL	UME/CAPACITY (V/C	) RATIO:			0.653			0.657				0.843				0.845				0.845
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.553			0.557				0.743				0.745				0.745
		LEVEL OF SERVIC	E (LOS):			Α			Α				C				C				C
<u> </u>			MADKS.	Phase 2 (2)									•				•				U

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002 Δv/c after mitigation: 0.002
Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
5	Ea	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1	No. o	f Phases			2			2				2				2	-			2
Opp	osed 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 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		79	0	79	0	79	79	0	87	0	87	0	87	0	87	0	87	0	87
NORTHBOUND	4	Left-Through			0							0				0				0	
80	Ţ	Through		247	0	412	4	251	408	52	325	0	517	4	329	0	513	0	329	0	513
IE	È	Through-Right Right		86	0	0	-8	78	0	10	105	0	0	-8	97	0	0	0	97	0	0
S.	_ ( `	Left-Through-R	iaht	00	1	U	-0	70	U	10	105	1	U	-0	91	1	U	U	91	1	U
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
Q	<u> </u>	Left		85	0	85	0	85	85	0	94	0	94	0	94	0	94	0	94	0	94
S	↓ Left ↓ Left-Through				0							0				0				0	
8				348	0	475	1	349	476	37	421	0	561	1	422	0 0	562	0	422	0	562
IE	ر ا	Right		42	0	0	0	42	0	0	46	0	0	0	46	0	0	0	46	0	0
SOUTHBOUND	4	Left-Through-R	iaht	42	1	U	U	42	U	U	40	1	U	U	40	1	U	U	40	1	U
Ñ	į,	Left-Right	•		0							0				0				0	
	_																				
	<u>)</u>	Left		51	0	51	0	51	51	0	56	0	56	0	56	0	56	0	56	0	56
Į	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through		202	1 0	444	2	205	440	62	400	1 0	550		400	1 0	<b>554</b>	0	400	1 0	554
l 0g	7	Through Through-Right		393	0	444	2	395	446	02	496	0	552	2	498	0	554	U	498	0	554
EASTBOUND	$\supset$	Right		66	1	66	0	66	66	0	73	1	73	0	73	1	73	0	73	1	73
Ë	→	Left-Through-R	ight		0							0				0				0	
	<b>│</b>	Left-Right			0							0				0				0	
	· ~	1 -6						7.			60		60				60		66		60
₽	7	Left Left-Through		77	0 1	77	-2	75	75	3	88	0 1	88	-2	86	0	86	0	86	0	86
5	←	Through		439	0	516	0	439	514	45	530	0	618	0	530	0	616	0	530	0	616
WESTBOUND	4	Through-Right		100	0	0.0		100	314	10	000	0	0.0		550	0	0.0		000	0	0.10
ST	Right  Left-Through-Right			40	1	40	0	40	40	0	44	1	44	0	44	1	44	0	44	1	44
₩	Left-Through-Right				0							0				0				0	
-	<b>├</b>	Left-Right			0	554		uth On ut				0	0.40			0	040			0	0.40
		CRITICAL V	OLUMES		th-South: ast-West:	554 567	_	rth-South: East-West:	555 565			th-South: ast-West:	648 674			h-South: ast-West:				th-South: ast-West:	649 672
		SITTIOAL V		[	SUM:	1121	'	SUM:	1120		E	SUM:	1322		Ec	SUM:			E	SUM:	1321
	VOLU	IME/CAPACITY (V/C	) RATIO:		30	0.747		30	0.747			J <b>J</b>	0.881			J <b>J</b>	0.881			· · · · ·	0.881
V/C		ATSAC/ATCS ADJUS	•			0.747			0.747				0.001				0.781				0.001
"																					
		LEVEL OF SERVIC	E (LUS):	5		В			В				С				С				С

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA5.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Norman	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
5	Eas	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,		No. o	f Phases			2			2				2				2				2
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^'	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J.	Left		60	0	60	0	60	60	0	66	0	66	0	66	0	66	0	66	0	66
NORTHBOUND	4	Left-Through			0							0				0				0	
90		Through		423	0	550	1	424	549	70	537	0	684	1	538	0	683	0	538	0	683
II ₹ I	<u>}</u>	Through-Right Right		67	0	0	-2	65	0	7	81	0	0	-2	79	0	0	0	79	0	0
). S	Left-Through-Right			07	1	U	-2	00	U	,	01	1	U	-2	19	1	U	U	19	1	U
Ž	7	Left-Right	igiit		0							0				0				0	
Q		Left		67	0	67	0	67	67	0	74	0	74	0	74	0	74	0	74	0	74
S	\$_	Left-Through			0							0		_		0				0	
BO		Through Through-Right		420	0	547	3	423	550	79	543	0	683	3	546	0	686	0	546	0	686
l 푸	7	Right		60	0	0	0	60	0	0	66	0	0	0	66	0	0	0	66	0	0
SOUTHBOUND	4	Left-Through-Ri	ight	00	1	· ·		00	· ·		00	1	o		00	1	Ü	·	00	1	· ·
S	٠,	Left-Right			0							0				0				0	
۵	<i>→</i>	Left Left-Through		72	0 1	72	0	72	72	0	80	0	80	0	80	0	80	0	80	0	80
STBOUND	$\rightarrow$	Through		599	0	671	0	599	671	93	755	1 0	835	0	755	0	835	0	755	0	835
BO	$\rightarrow$	Through-Right		333	0	0/1		555	071	30	700	0	033		700	0	033	U	700	0	033
ST	$\rightarrow$	Right		99	1	99	0	99	99	0	109	1	109	0	109	1	109	0	109	1	109
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i>(</i>	Left		100	0	100	-6	94	94	11	121	0	121	-6	115	0	115	0	115	0	115
₽	<i>.</i>	Left-Through		100	1	100	-0	J*1	34	''	141	1	121	-0	113	1	113		110	1	113
	<b>←</b>	Through		504	Ö	604	1	505	599	112	669	Ö	790	1	670	Ö	785	0	670	0	785
WESTBOUND	<b>₹</b>	Through-Right			0							0				0				0	
ES.	Right  Left-Through-Right			68	1	68	0	68	68	0	75	1	75	0	75	1	75	0	75	1	75
₹	Left-Through-Right  Left-Right				0							0				0				0	
	<u> </u>			Nor	th-South:	617	No	rth-South:	616		Nor	th-South:	758		Nor	th-South:	757		Nor	th-South:	757
	CRITICAL VOLUMES				ast-West:	771		ast-West:	765			ast-West:	956			ast-West:	950			ast-West:	950
					SUM:	1388		SUM:	1381			SUM:	1714			SUM:	1707			SUM:	1707
	VOLUME/CAPACITY (V/C) RATIO					0.925			0.921				1.143				1.138				1.138
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.825			0.821				1.043				1.038				1.038
		LEVEL OF SERVIC	E (LOS):			D			D				F				F				F
			. ,	1									•				•				•

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.005  $\Delta v/c$  after mitigation: -0.005 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	-South Street:	Normai	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
6		st-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	al Center P
	<u> </u>	No. o	Phases			2			2				2				2				2
Opp	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	t Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ΛΤ.	SAC-1 or ATSAC+	NTCS-22	EB 0	WB	0 2	EB	U WI	3 0 2	EB	U	WB	0 2	EB	U	WB	0 2	EB	U	WB	0 2
	Ai	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	j	Left		56	0	56	0	56	56	8	70	0	70	0	70	0	70	0	70	0	70
l Z	$\dashv$	Left-Through			1							1				1				1	
NORTHBOUND	<b>1</b>	Through		223	0	198	-1	222	198	20	266	0	238	-1	265	0	237	0	265	0	237
IE	Ŷ	Through-Right Right		61	1 0	198	0	61	198	2	69	1 0	238	0	69	0	237	0	69	0	237
S.	_ ( ´	Left-Through-Ri	aht	01	0	190	U	01	190		09	0	230	0	09	0	231	"	09	0	231
Ž	<b>*</b>	Left-Right	9		0							0				0				0	
	• •																				
۵	\ \	Left		57	0	57	0	57	57	1	64	0	64	0	64	0	64	0	64	0	64
3	Left Left-Through				0							0				0				0	
8	Left-I nrough Through Through-Right			415	0	508	0	415	507	28	486	0	601	0	486	0	600	0	486	0	600
IE	Through-Right Right			36	0	0	-1	35	0	11	51	0	0	-1	50	0	0	0	50	0	0
8	Right Left-Through-Right			30	1	U		33	U	- ''	31	1	U	-1	30	1	U		30	1	U
Ö	O				0							0				0				0	
۵		Left		73	1 0	73	-3	70	70	38	119	1 0	119	-3	116	1 0	116	0	116	1 0	116
3	☐ ☐ ☐ Left-Through ☐ ☐ Through			825	1	474	12	837	480	199	1110	1	638	12	1122	1	644	0	1122	1	644
8	O			023	i	4/4	12	031	400	199	1110	1	030	12	1122	i	044		1122	1	044
STI	7	Right		123	0	123	0	123	123	29	165	0	165	0	165	0	165	0	165	0	165
M M	1	Left-Through-Ri	ght		0							0				0				0	
	$\sqcup \dashv \sqcup$	Left-Right			0							0				0				0	
	· ·	Left		140	1	440		140	440	4	156	1	450		150	1	450		156	1	450
9	<del>*</del>	Left-Through		140	0	140	0	140	140	1	156	0	156	0	156	0	156	0	156	0	156
Ď	←	Through		661	1	367	4	665	369	183	913	1	498	4	917	1	500	0	917	1	500
WESTBOUND	4	Through-Right		]	1				300		0	1	. 30			1				1	- 30
LS	Right			72	0	72	0	72	72	3	83	0	83	0	83	0	83	0	83	0	83
×	Left-Through-Right Left-Right				0							0				0				0	
-	√	∟eπ-κignt		Ale	th-South:	564	A/_	rth-South:	563		Ale:	th-South:	671		Ale	th-South:	670		Ale:	0 th-South:	670
		CRITICAL V	DLUMES		tn-Soutn: ast-West:	614	_	rtn-Soutn: East-West:	620			tn-Soutn: ast-West:	794			n-Soutn: ast-West:	800			n-Soutn: ast-West:	800
					SUM:		_	SUM:	1183			SUM:	1465			SUM:	1470			SUM:	1470
	VOLUN	ME/CAPACITY (V/C)	RATIO:			0.785			0.789				0.977				0.980				0.980
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.685			0.689				0.877				0.880				0.880
		LEVEL OF SERVIC				0.003 B			0.009 B				0.077 D				0.000 D				0.000 D
<u> </u>		LLTLL OI SLKVIC	L (LUU).	<u> </u>		D			D				ע				ע				ע

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.003 Δv/c after mitigation: 0.003
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA6.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
6	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	jeles Medic	al Center P
	1		Phases			2			2				2		-	•	2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		83	0	83	0	83	83	34	126	0	126	0	126	0	126	0	126	0	126
NORTHBOUND	4	Left-Through			1							1				1				1	
30	1	Through		316	0	307	-1	315	306	46	395	0	401	-1	394	0	400	0	394	0	400
∄	î î	Through-Right		404	1 0	307	0	131	306	9	154	1 0	401	0	154	1 0	400	0	154	1 0	400
JR.	. ↑.	Right Left-Through-Ri	aht	131	0	307	U	131	306	9	154	0	401	U	154	0	400	U	154	0	400
ž	<b>*</b>	Left-Right	giit		0							0				0				0	
		Lone reight		<u>I</u>																	
	<u>,</u>	Left		86	0	86	0	86	86	5	100	0	100	0	100	0	100	0	100	0	100
SOUTHBOUND	<b>→</b>	Left-Through			0							0				0				0	
l ŏ	Left-Through Through Through-Right			409	0	519	-1	408	516	40	492	0	664	-1	491	0	661	0	491	0	661
≝	→ Through  Through-Right  ✓ Right				0			00		4-	70	0			70	0			70	0	•
E	→ Through-Right → Right			24	0	0	-2	22	0	45	72	0	0	-2	70	0	0	0	70	0	0
SC	Left-Through-Right Left-Right				0							0				0				0	
	24			l .																	
	<u>)</u>	Left		45	1	45	-1	44	44	27	77	1	77	-1	76	1	76	0	76	1	76
EASTBOUND	<b>→</b>	Left-Through			0							0				0				0	
0	$\overrightarrow{\uparrow}$	Through		1094	1	610	4	1098	612	249	1457	1	808	4	1461	1	810	0	1461	1	810
TB	→ ,	Through-Right Right		125	0	125	0	125	125	20	158	1 0	158	0	158	0	158	0	158	0	158
AS	<b>→</b>	Left-Through-Ri	aht	125	0	123	0	123	120	20	130	0	130	U	136	0	130	U	130	0	136
ш ш	₹	Left-Right	9		0							0				0				0	
	. *	ŭ																			
	<i>(</i>	Left		88	1	88	0	88	88	1	98	1	98	0	98	1	98	0	98	1	98
WESTBOUND	<i>₹</i>	Left-Through		700	0 1	070		700	004	004	4004	0	500		4070	0	574		4070	0	574
g	<u>~</u>	Through Through-Right		700	1	379	9	709	384	291	1064	1	566	9	1073	1	571	0	1073	1	571
= STE	Č	Right		58	0	58	0	58	58	4	68	0	68	0	68	0	68	0	68	0	68
_ ₹	Right Left-Through-Right			00	0	- 55		50	- 55		00	Ö	00		00	0	00		00	0	00
	$\rightarrow$	Left-Right			0							0				0				0	
					th-South:	602		rth-South:	599			th-South:	790			th-South:	787			h-South:	787
		CRITICAL V	DLUMES	Ea	ast-West:	698	"	East-West:	700		E	ast-West:	906		E	ast-West:	908		Eá	st-West:	908
	VOI !!!	IME/CAPACITY (V/C	DATIO:		SUM:	1300		SUM:	1299			SUM:	1696			SUM:	1695			SUM:	1695
		•				0.867			0.866				1.131				1.130				1.130
V/C	LESS A	TSAC/ATCS ADJUS				0.767			0.766				1.031				1.030				1.030
		LEVEL OF SERVIC	E (LOS):			С			С				F				F				F
			MADKS.	Phase 2 (2)	000)																

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.001  $\Delta v/c$  after mitigation: -0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
7	Eas	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	jeles Medic	al Center P
	J.	No. o	Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		33	0	33	3	36	36	12	48	0	48	3	51	0	51	0	51	0	51
NORTHBOUND	4	Left-Through			0							0				0				0	
8	ĺ	Through		72	0	150	3	75	156	8	88	0 0	191	3	91	0	197	0	91	0	197
l E	F	Through-Right Right		45	0	0	0	45	0	5	55	0	0	0	55	0	0	0	55	0	0
OR.	<b>↔</b>	Left-Through-Ri	iaht	40	1	U		70	U	3	33	1	U	U	33	1	U		55	1	O
Z	7	Left-Right	· 3···		0							0				0				0	
Ω	<u> </u>	Left		4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
3	Left Left-Through			4.40	0	040	4.0	450			400	0	0.40	40	470	0	050		470	0	050
ВО	↑ Through  ← Through-Right			143	0	218	10	153	228	2	160	0	242	10	170	0	252	0	170	0	252
I	→ Through-Right → Right			71	0	0	0	71	0	0	78	0	0	0	78	0	0	0	78	0	0
SOUTHBOUND	Right  Left-Through-Right				1	Ŭ			Ů	Ů		1	ŭ	Ů		1	Ŭ			1	Ŭ
S	Left-Right  Left-Right				0							0				0				0	
Δ	<i>→</i>	Left		10	0	10	0	10	10	0	11	0 0	11	0	11	0 0	11	0	11	0 0	11
N 5	$\rightarrow$	Left-Through Through		637	0	752	0	637	763	20	724	0	857	0	724	0	868	0	724	0	868
BO	$\rightarrow$	Through-Right		037	0	732	U	037	703	20	124	0	657	U	124	0	000	0	124	0	000
EASTBOUND	$\neg$	Right		105	0	0	11	116	0	6	122	0	0	11	133	0	0	0	133	0	0
EA	<b>→</b>	Left-Through-R	ight		1							1				1				1	
	$\dashv$	Left-Right			0							0				0				0	
	$\subset$	Left		85	0	85	-3	82	82	2	96	0	96	-3	93	0	93	0	93	0	93
₽	₹	Left-Through		00	0	00	-5	UZ	02	_	90	0	90	-5	90	0	93		33	0	93
WESTBOUND	←	Through		669	Ō	756	0	669	753	12	751	0	849	0	751	Ō	846	0	751	0	846
IB(	<u>+</u>	Through-Right			0							0				0				0	
ES.	Right			2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Š	Left-Through-Right Left-Right				1 0							1 0				1 0				1 0	
		-cit-itigiit		Nor	th-South:	251	No	rth-South:	264		Nor	th-South:	290		Nor	th-South:	303		Nort	h-South:	303
		CRITICAL VO	OLUMES		ast-West:	837		ast-West:	845			ast-West:	953			ast-West:	961			st-West:	961
					SUM:	1088		SUM:	1109			SUM:	1243			SUM:	1264			SUM:	1264
	VOLU	ME/CAPACITY (V/C)	RATIO:			0.725			0.739				0.829				0.843				0.843
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.625			0.639				0.729				0.743				0.743
		LEVEL OF SERVIC	E (LOS):			В			В				С				С				С
<u></u>			MAPKS.	Phase 2 (2)	200)		L			<u> </u>				·				<u> </u>			_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.014  $\Delta v/c$  after mitigation: 0.014 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA7.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
7	Eas	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2028		Pea	k Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	<u> </u>	No. o	f Phases			2			2				2				2	-	,		2
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		•		EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	A	TSAC-1 or ATSAC+ Override				2			2				2				2				2
		Override	Сараспу	FXISTI	NG CONDI	•	FXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PE		FUTUE	RE CONDIT	ION W/ PR	•	FUTURE	W/ PROJE	CT W/ MIT	•
		MOVEMENT		Ежи	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left		83	0	83	8	91	91	13	105	0	105	8	113	0	113	0	113	0	113
NORTHBOUND	√	Left-Through			0							0				0				0	
ŭ	1	Through		171	0	337	7	178	350	8	197	0	404	7	204	0	417	0	204	0	417
男	<b>→</b>	Through-Right			0							0				0				0	
I Y	$\rightarrow$	Right		83	0	0	-2	81	0	10	102	0	0	-2	100	0	0	0	100	0	0
2	4	Left-Through-Ri	ight		1 0							1 0				1 0				1 0	
	$\sim$	Left-Right		I	U							U				U				U	
	Ļ	Left		8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
l ₹	↓ Left ↓ Left-Through				0				•			0				0				0	
٦	↓	Through		67	0	102	3	70	105	8	82	0	121	3	85	0	124	0	85	0	124
里	4	Through-Right			0							0				0				0	
SOUTHBOUND	۲	Right		27	0	0	0	27	0	0	30	0	0	0	30	0	0	0	30	0	0
SO	<b>+</b>	Left-Through-Ri Left-Right	ight		0							0				0				0	
	٠,	Leit-Right		<u> </u>	<u> </u>							0				0				0	
	ر ا	Left		23	0	23	0	23	23	0	25	0	25	0	25	0	25	0	25	0	25
₽ P	<u></u> →	Left-Through			0							0				0				0	
EASTBOUND	$\rightarrow$	Through		701	0	779	0	701	782	20	794	0	896	0	794	0	899	0	794	0	899
ΙŘ	7	Through-Right			0		_					0		_		0				0	
AS	₹	Right Left-Through-Ri	i a b 4	55	0	0	3	58	0	16	77	0	0	3	80	0	0	0	80	0	0
ш	ا (	Left-Right	igiit		0							0				0				0	
	• <i>†</i>																				
	· C	Left		59	0	59	-1	58	58	10	75	0	75	-1	74	0	74	0	74	0	74
ΙŻ	$ \leftarrow $	Left-Through			0							0				0				0	
, j	<u>↓</u>	Through		616	0	683	0	616	682	24	704	0	788	0	704	0	787	0	704	0	787
H E	Through-Right				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ES	OBLES  Through  Through-Right  Right  Left-Through-Right			8	1	0	0	8	0	0	9	0 1	0	U	9	1	0	"	9	1	0
<	>	Left-Right	· • · · ·		Ó							Ö				Ö				Ö	
				Nor	th-South:	345	No	rth-South:	358		Nor	th-South:	413		Nort	h-South:	426		Nort	th-South:	426
		CRITICAL V	OLUMES	Ea	ast-West:	838	E	ast-West:	840		E	ast-West:	971		Ea	st-West:			Eá	ast-West:	973
<u> </u>					SUM:	1183		SUM:	1198			SUM:	1384			SUM:	1399			SUM:	1399
		ME/CAPACITY (V/C	-			0.789			0.799				0.923				0.933				0.933
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.689			0.699				0.823				0.833				0.833
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
			_ ,,			D			ט				U				U				U

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.010  $\Delta v/c$  after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
8	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	4)		f Phases			2			2				2		-	•	2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		45	0	45	0	45	45	18	68	0	68	0	68	0	68	0	68	0	68
N S	4	Left-Through			0		_					0		_		0				0	
BO	ĺ	Through		75	0	177	5	80	182	22	105	0 0	255	5	110	0	260	0	110	0	260
NORTHBOUND		Through-Right Right		57	0	0	0	57	0	19	82	0	0	0	82	0	0	0	82	0	0
OR	<b>→</b>	Left-Through-Ri	iaht	37	1	U		31	U	13	02	1	U		02	1	U		02	1	U
Ž	<b>→</b>	Left-Right	-5		0							0				0				0	
		-																			
Ω	<u> </u>	Left		60	0	60	0	60	60	0	66	0	66	0	66	0	66	0	66	0	66
3	Left Left-Through			040	0	054	4.0	000			044	0		40	000	0	44=		000	0	445
BO	→ Through  ← Through-Right			213	0	351	19	232	370	9	244	0	396	19	263	0	415	0	263	0	415
F F	Through-Right Right			78	0	0	0	78	0	0	86	0	0	0	86	0	0	0	86	0	0
SOUTHBOUND	→ Right → Left-Through-Right			10	1	Ŭ		, ,	Ŭ	Ů	00	1	Ŭ		00	1	Ŭ		00	1	ŭ
S	<b>بل</b> م	Left-Right	_		0							0				0				0	
	<i>_</i> 3 <i>_</i> 3	Left		46	1	46	0	46	46	0	51	1	51	0	51	1	51	0	51	1	51
	$\rightarrow$	Left-Through Through		784	0 1	443	24	808	454	76	942	0 1	533	24	966	0	544	0	966	0	544
BO	7	Through-Right		704	i	443	24	000	454	70	342	1	333	24	900	i	344	0	300	1	344
EASTBOUND	$\neg$	Right		101	0	101	-1	100	100	11	123	0	123	-1	122	0	122	0	122	0	122
EA	1	Left-Through-Ri	ight		0							0				0				0	
	$\sqcup \prec \_$	Left-Right		<u> </u>	0							0				0				0	
	· ~	Left		87	1	87	-1	86	86	7	103	1	103	-1	102	1	102	0	102	1	102
9	<del>,</del>	Left-Through		01	0	01		ou	00	,	103	0	103	-1	102	0	102		102	0	102
WESTBOUND	←	Through		903	1	482	6	909	485	87	1084	1	575	6	1090	1	578	0	1090	1	578
l M	4	Through-Right			1							1				1				1	
ES	Right			60	0	60	0	60	60	0	66	0	66	0	66	0	66	0	66	0	66
Ž	Left-Through-Right Left-Right				0							0				0				0	
	. ↓	Leit-Mynt		Non	th-South:	396	No	rth-South:	415		Nor	th-South:	464		Nor	th-South:	483		Nor	th-South:	483
		CRITICAL VO	OLUMES		ast-West:	530		East-West:	540			ast-West:	636			ast-West:	646			ast-West:	646
					SUM:	926		SUM:	955			SUM:	1100			SUM:	1129			SUM:	1129
	VOLU	ME/CAPACITY (V/C)	) RATIO:			0.617			0.637				0.733				0.753				0.753
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.517			0.537				0.633				0.653				0.653
		LEVEL OF SERVIC	E (LOS):			A			A				В				В				В
<u> </u>			MAPKS	Phase 2 (2)	200)	A	l			<u> </u>				l							

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.020  $\Delta v/c$  after mitigation: 0.020 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA8.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
8	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			2	-		2				2				2				2
Oppo	osed Ø'i	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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	۸-	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		59	0	59	-1	58	58	14	79	0	79	-1	78	0	78	0	78	0	78
NORTHBOUND	7	Left-Through			0							0				0				0	
) S	1	Through		126	0	251	14	140	263	19	158	0	325	14	172	0	337	0	172	0	337
ᆙ	<u>}</u>	Through-Right		66	0	0	-1	65	0	15	88	0	0	-1	87	0	0	0	87	0	0
S.	_ <u>(</u>	Right Left-Through-R	iaht	00	1	U	-1	65	U	15	00	1	U	-1	01	1	U	U	01	1	U
ž	<b>*</b>	Left-Right	igiit		0							0				0				0	
				_																	
٥	<u> </u>	Left		43	0	43	0	43	43	0	47	0	47	0	47	0	47	0	47	0	47
<u>S</u>	<b>→</b>	Left-Through			0							0				0				0	
BO	<b>.</b>	Through		100	0	167	5	105	172	27	137	0	211	5	142	0	216	0	142	0	216
III	4	Through-Right Right		24	0	0	0	24	0	0	27	0	0	0	27	0	0	0	27	0	0
SOUTHBOUND	4	Left-Through-R	ight	24	1	U	U	24	U	U	21	1	U		21	1	U		21	1	U
Ň	بلہ	Left-Right	•		0							0				0				0	
	<i>)</i>	Left		88	1 0	88	0	88	88	0	97	1	97	0	97	1	97	0	97	1 0	97
	$\rightarrow$	Left-Through Through		1108	1	584	7	1115	587	115	1339	0 1	714	7	1346	0	717	0	1346	1	717
STBOUND	7	Through-Right		1100	i	304	,	1113	301	113	1339	1	/ 14	<b>'</b>	1340	i	/1/	U	1340	1	/1/
ST	$\rightarrow$	Right		60	0	60	-1	59	59	22	88	0	88	-1	87	0	87	0	87	0	87
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\sqcup \prec \_$	Left-Right		<u> </u>	0							0				0				0	
	· (	Left		41	1	41	-1	40	40	23	68	1	68	-1	67	1	67	0	67	1	67
9	7	Left-Through		41	0	41	-1	40	40	23	00	0	00	-1	07	0	67	"	O1	0	67
Į	←	Through		981	1	519	18	999	528	108	1192	1	628	18	1210	1	637	0	1210	1	637
1 20	7	Through-Right			1							1				1				1	
WESTBOUND	Sight Left-Through-Right			57	0	57	0	57	57	0	63	0	63	0	63	0	63	0	63	0	63
×	Left-Through-Right Left-Right				0							0				0				0	
	-			Non	th-South:	294	Ma	rth-South:	306		Nor	th-South:	372		Nor	th-South:	384		Nor	th-South:	384
	CRITICAL VOLUMES				ast-West:	625		ast-West:	627			ast-West:	782			ast-West:				ast-West:	784
					SUM:	919		SUM:	933			SUM:	1154			SUM:				SUM:	1168
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.613			0.622				0.769				0.779				0.779
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.513			0.522				0.669				0.679				0.679
		LEVEL OF SERVIC	E (LOS):			A			A				В				В				В
<u> </u>		==:== 0: 0=!(\(\)0	- ,,-			_															0

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.010  $\Delta v/c$  after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

	East-	-West Street:	Supert	Davidson 1					2018			wth (%):	1.0		cted by:			Date:		5/2/2018	
Opposed			Juliset	Boulevard			Projec	tion Year:	2028		Pea	k Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
Opposed		No. of	Phases			2	-		2				2				2	-			2
	d Ø'ing	g: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right Turr	ns: FR	REE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0 0	SB WB	0	NB EB	0	SB WB	0
	ΔTS	SAC-1 or ATSAC+A	TCS-2?	ED 0	WD	2	ED	O WE	2	ED	U	WD	2	ED	U	WD	2	ED	U	WD	2
	۸٠	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PR	OJECT	FUTUR	RE CONDITI	ON W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	ı	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
ا ا	j	Left		68	0	68	0	68	68	0	75	0	75	0	75	0	75	0	75	0	75
No   ↑	·	Left-Through		4	0	0.40		454	0.40	40	400	0	007	_	400	0	000		400	0	200
<b>Q</b>   1	Î	Through		155	0	249	-1	154	248	12	183	0 0	287	-1	182	0	286	0	182	0	286
NORTHBOUND		Through-Right Right		26	0	0	0	26	0	0	29	0	0	0	29	0	0	0	29	0	0
OR 1	<b>→</b>	Left-Through-Ri	aht	20	1	O	· ·	20	U	·	20	1	U	U	20	1	O		25	1	O
Z		Left-Right	•		0							0				0				0	
	Left Left-			55	0	55	16	71	71	16	77	0	77	16	93	0	93	0	93	0	93
5   1	Left-Through Through			405	0 0	240	0	405	000	40	457	0 0	247	0	457	0	227	0	457	0	227
ر ۱ 🔒				125	0	248	0	125	268	19	157	0	317	0	157	0	337	U	157	0	337
زہ ا 🛓 ا	j	Right		68	0	0	4	72	0	8	83	0	0	4	87	0	0	0	87	0	0
] or	$\rightarrow$	Left-Through-Ri	ght		1							1				1				1	
لہ ا	<u>ل</u>	Left-Right			0							0				0				0	
	1	l oft		- 00	4	00	44	400	400		00	4	00	4.4	440	1	440		440		440
	1,	Left Left-Through		86	0	86	14	100	100	4	99	1 0	99	14	113	0	113	0	113	1 0	113
	<b>→</b>	Through		949	2	475	32	981	491	141	1189	2	595	32	1221	2	611	0	1221	2	611
80   -	7	Through-Right			0							0				0	• • • • • • • • • • • • • • • • • • • •			0	• • • •
IS)	}	Right		81	1	81	0	81	81	0	89	1	89	0	89	1	89	0	89	1	89
	<del>}</del>	Left-Through-Ri	ght		0							0				0				0	
	1	Left-Right			0							0				0				0	
	$\overline{c}$	Left		21	1	21	0	21	21	0	23	1	23	0	23	1	23	0	23	1	23
9 7	T	Left-Through			0		_			_		0		_		0				0	
0 ←	<u> </u>	Through		657	2	329	0	657	329	173	899	2	450	0	899	2	450	0	899	2	450
<u> </u>	Through-Right				0	4.40		400	400	_	405	0	405		4.40	0	4.40		4.40	0	4.40
ES ES	OB Company Com			143	1 0	143	-17	126	126	7	165	1 0	165	-17	148	1 0	148	0	148	1 0	148
	}_	Left-Right	y		0							0				0				0	
	•	·		Nort	th-South:	316	No	rth-South:	336		Nor	th-South:	392		Nort	h-South:	412		Nort	h-South:	412
İ		CRITICAL VO	LUMES	Ea	ast-West:	496	E	ast-West:	512		Ea	ast-West:	618		Ea	st-West:	634		Ea	st-West:	634
<u> </u>					SUM:	812		SUM:	848			SUM:	1010			SUM:	1046			SUM:	1046
		E/CAPACITY (V/C)				0.541			0.565				0.673				0.697				0.697
V/C LES	SS ATS	SAC/ATCS ADJUS	TMENT:			0.441			0.465				0.573				0.597				0.597
	L	EVEL OF SERVIC	E (LOS):			Α			Α				Α	<u></u>			Α				Α

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.024  $\Delta v/c$  after mitigation: 0.024 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA9.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
9	Ea	ast-West Street:	Sunset	Boulevard			Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	4	No. o	f Phases			2			2				2		-		2	-			2
Орр	osed Ø	i'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 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		73	0	73	0	73	73	0	81	0	81	0	81	0	81	0	81	0	81
S	1	Left-Through			0							0				0				0	
NORTHBOUND	Ţ	Through		131	0	237	0	131	237	27	172	0	289	0	172	0	289	0	172	0	289
IE		Through-Right Right		33	0	0	0	33	0	0	36	0 0	0	0	36	0	0	0	36	0	0
S.	_ ( ` ^_	Left-Through-R	iaht	33	1	U	U	33	U		30	1	U	0	30	1	U	0	30	1	U
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0	
	• '																				
Q	<u> </u>	Left		67	0	67	-11	56	56	12	86	0	86	-11	75	0	75	0	75	0	75
3	Left Left-Through				0							0				0				0	
9	↑ Through  Through-Right			144	0	275	-1	143	274	19	178	0	343	-1	177	0	342	0	177	0	342
IE	ر ٦	Right		64	0	0	11	75	0	8	79	0 0	0	11	90	0	0	0	90	0	0
SOUTHBOUND	4	Left-Through-R	iaht	04	1	U		73	U	0	13	1	U	"	90	1	U	0	30	1	U
Ñ	4	Left-Right	•		0							0				0				0	
	_																				
	1	Left		61	1	61	4	65	65	10	77	1	77	4	81	1	81	0	81	1	81
Į	<i>→</i>	Left-Through		4075	0 2	004	3	4070	000	040	4.400	0 2	504		4.400	0 2	505	0	4.400	0 2	505
EASTBOUND	7	Through Through-Right		1075	1	391	3	1078	392	216	1403	1	504	3	1406	1	505	U	1406	1	505
STE	<b>→</b>	Right		98	0	98	0	98	98	0	108	0	108	0	108	0	108	0	108	0	108
Ë	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	L⊰_	Left-Right			0							0				0				0	
	I (	l oft			1	00		22	00		20	4	20		20	4	00		20	4	00
₽	<b>₹</b>	Left Left-Through		33	1 0	33	0	33	33	0	36	1 0	36	0	36	1 0	36	0	36	1 0	36
5	←	Through		782	2	286	24	806	297	200	1064	2	388	24	1088	2	400	0	1088	2	400
<u>B</u>	4	Through-Right		102	1	200		000	20,	200		1	000		,000	1	100	ľ	.000	1	100
ST	Sight			75	0	75	10	85	85	18	101	0	101	10	111	0	111	0	111	0	111
×	Left-Through-Right				0							0				0				0	
-	<b>⊢</b>	Left-Right			0	240			247	<u> </u>		0	404			0	400	ļ		0	400
		CRITICAL V	OLUMES		th-South: ast-West:	348 424	_	rth-South: East-West:	347 425			th-South: ast-West:	424 540			th-South: ast-West:				th-South: ast-West:	423 541
		OMITIOAL V		[	SUM:	772	'	SUM:	772		E	SUM:	964		E	SUM:			E	SUM:	964
	VOLU	UME/CAPACITY (V/C	) RATIO:		30	0.515		30	0.515			J <b>J</b>	0.643			J <b>J</b>	0.643			· · · · ·	0.643
V/C		ATSAC/ATCS ADJUS	-			0.315			0.515 <b>0.415</b>				0.543				0.543				0.543
"																					
		LEVEL OF SERVIC	E (LUS):	<u> </u>		Α			<u> </u>				Α				Α				Α

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000 ∆v/c after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
10	Ea	ast-West Street:	Founta	in Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
		No. o	f Phases			2			2				2				2				2
Opp	osed Ø	ប់ing: 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		71	0	71	-5	66	66	0	78	0	78	-5	73	0	73	0	73	0	73
N	4	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		154	0	264	-1	153	274	9	179	0	300	-1	178	0	310	0	178	0	310
IE	Ŷ	Through-Right Right		39	0	0	16	55	0	0	43	0 0	0	16	59	0	0	0	59	0	0
OR.	_ ^ _	Left-Through-R	iaht	39	1	U	10	55	U		43	1	U	10	39	1	U	"	59	1	U
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
	• '																				
D	\ \	Left		43	0	43	0	43	43	4	51	0	51	0	51	0	51	0	51	0	51
N N	<b>→</b>	Left-Through			0							0				0				0	
30	<b> </b>	Through		200	0	285	-1	199	284	12	233	0	334	-1	232	0	333	0	232	0	333
1 =	4	Through-Right Right		42	0	0	0	42	0	4	50	0 0	0	0	50	0	0	0	50	0	0
SOUTHBOUND	4	Left-Through-R	ight	72	1	U	U	72	U	7	30	1	U		30	1	U		30	1	U
Š	٠,	Left-Right	•		0							0				0				0	
				-																	
	<i>1</i>	Left		46	0	46	0	46	46	1	52	0	52	0	52	0	52	0	52	0	52
	$\rightarrow$	Left-Through		242	1 0	200	4	242	200	72	450	1 0	500	4	454	1 0	502	0	454	1 0	502
30	7	Through Through-Right		342	0	388	'	343	389	12	450	0	502		451	0	503	"	451	0	503
EASTBOUND	→ ·	Right		50	1	50	-1	49	49	0	55	1	55	-1	54	1	54	0	54	1	54
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\perp \prec$	Left-Right			0							0				0				0	
	·	1 -64		I 47	0	47	4	24	04		40		40	4	22		22		22		22
9	<b>₹</b>	Left Left-Through		17	0 1	17	4	21	21	0	19	0 1	19	4	23	0	23	0	23	0	23
	←	Through		511	0	528	-5	506	527	48	612	0	631	-5	607	0	630	0	607	0	630
_B0	4	Through-Right		J.,	Ö	020		000	V2.	.~	0.2	0	00.		001	0	- 000		001	0	
ST	Right			59	1	59	0	59	59	1	66	1	66	0	66	1	66	0	66	1	66
WE	¥ .	Left-Through-R	ight		0							0				0				0	
	abla	Left-Right		A'		256	A1-	with Countries	250		A/		410		M	0	406		A1	U	406
		CRITICAL V	OLUMES		th-South: ast-West:	356 574	_	rth-South: East-West:	350 573			th-South: ast-West:	412 683			h-South: ast-West:				th-South: ast-West:	406 682
		CALLONE V		[	SUM:	930	'	SUM:	923		E	SUM:	1095		Ea	SUM:			E	SUM:	1088
	VOLU	JME/CAPACITY (V/C	) RATIO:	İ		0.620			0.615				0.730				0.725				0.725
V/C		ATSAC/ATCS ADJUS	•			0.520			0.515				0.630				0.725				0.725 <b>0.625</b>
"	,	LEVEL OF SERVIC											0.630 B				0.625 B				
		LEVEL OF SERVIC	E (LUS):	5. 2.6		Α			<u> </u>				В				B				В

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: -0.005  $\Delta v/c$  after mitigation: -0.005 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA10.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
10	Ea	ast-West Street:	Founta	in Avenue			Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
		No. o	f Phases			2			2				2				2				2
Opp	osed Ø	ö'ing: N/S-1, E/W-2 o	Both-3?			0			0				0				0				0
Right	Turns	: FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	,	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		52	0	52	-2	50	50	0	57	0	57	-2	55	0	55	0	55	0	55
l S	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Î	Through		169	0	245	0	169	248	18	205	0	289	0	205	0	292	0	205	0	292
IE	Ŷ	Through-Right Right		24	0	0	5	29	0	0	27	0 0	0	5	32	0	0	0	32	0	0
S.	_	Left-Through-R	iaht	24	1	U	5	29	U	U	21	1	U	3	32	1	U	0	32	1	U
Ž	<b>†</b>	Left-Right			0							0				0				0	
	• •																				
Q	٠	Left		41	0	41	0	41	41	3	48	0	48	0	48	0	48	0	48	0	48
S	<b>→</b>	Left-Through			0							0				0				0	
8	<b> </b>	Through		219	0	303	-1	218	302	14	256	0	354	-1	255	0 0	353	0	255	0	353
IE	4	Through-Right Right		43	0	0	0	43	0	3	50	0 0	0	0	50	0	0	0	50	0	0
SOUTHBOUND	4	Left-Through-R	light	40	1	U	U	70	U	3	30	1	U		30	1	U		30	1	U
Ö	بلہ	Left-Right	J		0							0				0				0	
				_																	
	) 	Left		28	0	28	0	28	28	4	35	0	35	0	35	0	35	0	35	0	35
I	$\rightarrow$	Left-Through		E 40	1 0	F70	-4	F20	EGG	100	600	1 0	724	-4	COE	1 0	720	0	COE	1 0	730
l 0g	7	Through Through-Right		542	0	570	-4	538	566	100	699	0	734	-4	695	0	730	0	695	0	730
EASTBOUND	¬`	Right		80	1	80	-4	76	76	0	88	1	88	-4	84	1	84	0	84	1	84
EÀ	<b>→</b>	Left-Through-R	light		0							0				0				0	
	$\sqcup \prec$	Left-Right			0							0				0				0	
	· ~	1 -44		1 07	0	0.7	40	40	40		44		44	40	50		50		50		50
9	<del>*</del>	Left Left-Through		37	0 1	37	12	49	49	0	41	0 1	41	12	53	0 1	53	0	53	0	53
5	←	Through		553	0	590	-1	552	601	123	734	0	775	-1	733	0	786	0	733	0	786
B0	4	Through-Right			Ö			002		.20		0			, 00	0	.00	ľ		0	
SI	Si Right			50	1	50	0	50	50	4	59	1	59	0	59	1	59	0	59	1	59
WE	Left-Through-Right				0							0				0				0	
<u> </u>	angle	Left-Right		.,	0 4h Causth	255		ush Carrel	250		A1:	0	111		A1	0	400		A/	0	400
		CRITICAL V	OLUMES		th-South: ast-West:	355 618	_	rth-South: East-West:	352 629			th-South: ast-West:	411 810			h-South: ast-West:				th-South: ast-West:	408 821
		J.I.I.JAL V		[	SUM:	973	'	SUM:	981		E	SUM:	1221		Ed	SUM:			E	SUM:	1229
	VOL	UME/CAPACITY (V/C	) RATIO:		J <b>J</b>	0.649		30	0.654			J <b>J</b>	0.814			J <b>J</b>	0.819			· · · · ·	0.819
V/C		ATSAC/ATCS ADJUS	-			0.649			0.654				0.614				0.819				0.619
"	,																				
		LEVEL OF SERVICE	E (LUS):	5: 2.42		Α			Α				С				С				С

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.005  $\Delta v/c$  after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgemo	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
11	Eas	st-West Street:	Santa N	/lonica Bou	levard		Projec	tion Year:	2028		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0		0 0	0				0		•		0				0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	АТ	TSAC-1 or ATSAC+	ATCS-2?	LD	WD	2		0 112	2	LD	U	WD	2	LD	U	WD	2	LD	U	VV D	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	J	Left		59	1	59	0	59	59	14	79	1	79	0	79	1	79	0	79	1	79
3	7	Left-Through		4.40	0	400	6	4.40	195	10	407	0	040	6	470	0	225	0	470	0	225
BO	Ţ	Through Through-Right		142	1	189	О	148	195	10	167	1	219	6	173	1	225	U	173	1	225
NORTHBOUND		Right		47	0	0	0	47	0	0	52	Ö	0	0	52	0	0	0	52	0	0
o R	<b>*</b>	Left-Through-Ri	ight		0	ŭ			· ·		0_	0	ŭ		0_	0	ŭ	Ů		0	ŭ
2	$\stackrel{\downarrow}{\rightsquigarrow}$	Left-Right	_		0							0				0				0	
₽	Left Left Through			36	0	36	-1	35	35	0	40	0	40	-1	39	0	39	0	39	0	39
5	Left-Through Through			117	0	221	2	119	224	12	141	0	256	2	143	0	259	0	143	0	259
BC	↓ Through  → Through-Right			117	0	221		119	224	12	141	0	230		143	0	239	U	143	0	239
上	Through-Right  Right  Left-Through-Right			68	0	0	2	70	0	0	75	0	0	2	77	Ō	0	0	77	0	0
SOUTHBOUND	Right  Left-Through-Right				1							1				1				1	
0,	Left-Right  Left-Right			<u> </u>	0							0				0				0	
	<i></i>	Loft		61	1	61		69	69	0	67	1	67	8	75	1	75	0	75	1	75
₽	<u></u>			01	0	01	8	69	69	U	07	0	67	•	75	0	75	U	75	0	75
EASTBOUND				728	1	378	4	732	380	201	1005	1	519	4	1009	1	521	0	1009	1	521
BC	7	Through-Right			1							1				1				1	
\ST	3	Right		28	0	28	0	28	28	1	32	0	32	0	32	0	32	0	32	0	32
É	<b>†</b>	Left-Through-Ri	ight		0							0				0				0	
	L \( \)	Left-Right		L	U							0				0				U	
	C	Left		34	1	34	0	34	34	0	38	1	38	0	38	1	38	0	38	1	38
₽	$\checkmark$	Left-Through			0							0				0		_		0	,,,
8	<u>+</u>	Through		625	1	323	1	626	321	170	860	1	441	1	861	1	440	0	861	1	440
2	£	Through-Right		00	1	00	Ι.	40	40		00	1	00		40	1	40		40	1	40
ĘS	Q Left-Through Through Through-Right Right Left-Through-Right			20	0	20	-4	16	16	0	22	0	22	-4	18	0	18	0	18	0 0	18
>	Left-Friedgh-Right				0							0				0				0	
				Nor	th-South:	280	No	rth-South:	283		Nor	th-South:	335		Nor	th-South:	338		Nort	th-South:	338
		CRITICAL V	OLUMES	E	ast-West:	412	E	ast-West:	414		E	ast-West:	557		E	ast-West:	559		Ea	ast-West:	559
					SUM:	692		SUM:	697			SUM:	892			SUM:	897			SUM:	897
		ME/CAPACITY (V/C)	•			0.461			0.465				0.595				0.598				0.598
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.361			0.365				0.495				0.498				0.498
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
				Dhoon 2 (2)																	

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA11.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
11	Ea	ast-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
		No. o	f Phases			2			2				2				2				2
Opp	osed Ø	i'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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		79	1	79	0	79	79	8	95	1	95	0	95	1	95	0	95	1	95
<u>Z</u>	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Î	Through		131	0	173	2	133	175	18	163	0	209	2	165	0	211	0	165	0	211
IE	Ŷ	Through-Right Right		42	0	0	0	42	0	0	46	1 0	0	0	46	0	0	0	46	0	0
S.	_ ^ _	Left-Through-R	iaht	42	0	U	U	42	U		40	0	U	0	40	0	U	0	40	0	U
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
Q	\ \	Left		40	0	40	-3	37	37	1	45	0	45	-3	42	0	42	0	42	0	42
3	<b>→</b>	Left-Through			0							0				0				0	
80	↓	Through		219	0	316	4	223	324	13	255	0 0	363	4	259	0 0	371	0	259	0	371
l E	4	Through-Right Right		57	0	0	7	64	0	0	63	0	0	7	70	0	0	0	70	0	0
SOUTHBOUND	4	Left-Through-R	ight	37	1	U	,	04	O		00	1	U	<b>'</b>	70	1	U		70	1	U
Ö	٠,	Left-Right	•		0							0				0				0	
۵	<i>J</i> <i>⊥</i>	Left		73	1	73	2	75	75	0	81	1 0	81	2	83	1	83	0	83	1 0	83
3	$\rightarrow$	Left-Through Through		1119	1	617	4	1120	618	259	1495	1	812	4	1496	0	812	0	1496	1	812
EASTBOUND	7	Through-Right		1113	i	017	'	1120	010	239	1433	1	012	!	1430	1	012	0	1430	1	012
STI	$\rightarrow$	Right		115	0	115	0	115	115	1	128	0	128	0	128	0	128	0	128	0	128
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\perp \prec$	Left-Right		<u> </u>	0							0				0				0	
	· ~	Left		51	1	EA	0	51	EA	0	56	1	EC	0	56	1	EC	0	56	1	EC
9	<del>\frac{1}{\frac{1}{2}}</del>	Left-Through		51	0	51	"	91	51	"	90	0	56		30	0	56		96	0	56
WESTBOUND	←	Through		716	1	370	3	719	371	284	1075	1	551	3	1078	1	552	0	1078	1	552
<u> </u>	<del>*</del>	Through-Right			1					-		1				1				1	
l S:	<b>↓</b>	Right		23	0	23	-1	22	22	2	27	0	27	-1	26	0	26	0	26	0	26
×	ť_	Left-Through-R	ight		0							0				0				0	
-	√_	Left-Right		Non	th-South:	395	No.	rth-South:	403	-	Non	th-South:	458		Nort	h-South:	466	-	Non	th-South:	466
		CRITICAL V	OLUMES		ur-souur: ast-West:	668	_	ast-West:	669			ast-West:	868			n-soum. ast-West:				ast-West:	868
					SUM:	1063		SUM:	1072	L_		SUM:	1326			SUM:		L_		SUM:	1334
	VOLU	UME/CAPACITY (V/C	) RATIO:			0.709			0.715				0.884				0.889				0.889
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.609			0.615				0.784				0.789				0.789
		LEVEL OF SERVICE				0.003 B			0.013 B				C				0.765 C				0.763 C
<u></u>			_ (_00).			D	<u> </u>		D D				U	l			U				J

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.005  $\Delta v/c$  after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
12	Eas	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		65	1	65	0	65	65	-1	71	1	71	0	71	1	71	0	71	1	71
NORTHBOUND	4	Left-Through			0							0				0				0	
90	1	Through		422	1	245	7	429	249	82	548	1	315	7	555	1	319	0	555	1	319
II ₹ I	Through-Right			67	0	67	1	68	68	7	81	0	81	4	82	0	82	0	82	0	82
S.	Right  → Left-Through-Right			07	0	07	'	00	00	,	01	0	01		02	0	02	U	02	0	02
Ž	Left-Through-Right  Left-Right				0							0				0				0	
				<u> </u>																	
Q	<u></u>	Left		10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
S	<u></u>	Left-Through			0							0				0				0	
BO	, <u>†</u>	Through Through-Right		672	1	404	27	699	418	36	778	1 1	464	27	805	1	478	0	805	1	478
SOUTHBOUND	7	Right		136	0	136	0	136	136	0	150	0	150	0	150	0	150	0	150	0	150
0	<b>↓</b>	Left-Through-Ri	ight	100	Ö	100		100	100		100	Ö	100	· ·	100	Ö	100		100	Ö	100
S	٠,	Left-Right	_		0							0				0				0	
۵	<i>)</i> <u>↓</u>	Left Left-Through		124	1 0	124	0	124	124	1	138	1 0	138	0	138	1 0	138	0	138	1 0	138
N	$\rightarrow$	Through		437	0	590	0	437	590	23	506	0	677	0	506	0	677	0	506	0	677
STBOUND	7	Through-Right		407	1	330		457	390	20	300	1	0//	U	300	1	0//		300	1	0//
ST	$\rightarrow$	Right		153	0	0	0	153	0	2	171	0	0	0	171	0	0	0	171	0	0
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i>C</i>	Left		85	1	85	5	90	90	4	98	1	98	5	103	1	103	0	103	1	103
₽	7	Left-Through		00	0	00		30	90	-	30	0	30	3	100	0	103		100	0	103
	<u></u>	Through		525	Ö	533	-3	522	530	14	594	Ö	603	-3	591	Ö	600	0	591	0	600
l Œ	<b>₹</b>	Through-Right			1							1				1				1	
ES.	Right			8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
₹	Left-Through-Right Left-Right				0							0				0				0	
	<u> </u>			Nor	th-South:	469	No	rth-South:	483		Nor	th-South:	535		Nor	th-South:	549		Nor	th-South:	549
	CRITICAL VOLUMES				ast-West:	675		ast-West:	680			ast-West:	775			ast-West:				ast-West:	780
	VOLUME/OADAOITY (1//O) DATIO				SUM:	1144		SUM:	1163			SUM:	1310			SUM:				SUM:	1329
	VOLUME/CAPACITY (V/C) RATIO:					0.763			0.775				0.873				0.886				0.886
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.663			0.675				0.773				0.786				0.786
		LEVEL OF SERVIC	E (LOS):			В			В				С				С				С
			. ,	I													_				_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.013  $\Delta v/c$  after mitigation: 0.013 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA12.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South	Street:	Vermon	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
12	Ea	ast-West	t Street:	Franklir	n Avenue			Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			No. of	Phases			2			2				2				2				2
Oppo	osed Ø	ö'ing: N/S	5-1, E/W-2 or	Both-3?			0			0			_	0				0				0
Right	Turns:	: FREE-1	, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
		ATSAC-1	or ATSAC+A	TCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	1040-1	Override (				0			0				0				0				0
					EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVE	EMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	J.	Left			121	1	121	0	121	121	2	136	1	136	0	136	1	136	0	136	1	136
NORTHBOUND	Ą		t-Through		0.54	0	004	4.0	070	000	70	705	0	400	40	0.1.1	0	470	_	0.1.1	0	470
8	↑ Through  ↑ Through-Right				651	1	381	19	670	392	76	795	1 1	460	19	814	1	472	0	814	1	472
ᄑ	Through-Right				110	0	110	4	114	114	3	125	0	125	4	129	0	129	0	129	0	129
R	├─ Right  ←├─ Left-Through-Right			aht	110	0	110	-				120	0	120	-	120	0	123		120	0	123
Z	<b>→</b>		t-Right	•		0							0				0				0	
₽	١	Left			20	1	20	0	20	20	0	22	1	22	0	22	1	22	0	22	1	22
5			t-Through ough		496	0 1	296	8	504	300	109	657	0 1	382	8	665	0	386	0	665	0	386
<u>B</u>	1		ough-Right		490	1	290	0	504	300	109	637	1	302	•	600	1	300	U	665	1	300
SOUTHBOUND	ز ا	Rigl			96	0	96	0	96	96	1	107	0	107	0	107	0	107	0	107	0	107
l g	4		t-Through-Ri	ght		0							0				0				0	
, I	٠,	Left	t-Right			0							0				0				0	
1	J	Left	•		138	1	138	0	138	138	0	152	1	152	0	152	1	152	0	152	1	152
₽	<u></u>		t-Through		130	0	130	0	130	130	U	152	0	152	0	152	0	152	U	152	0	152
Į	$\rightarrow$		ough		527	0	663	-2	525	661	30	612	0	763	-2	610	0	761	0	610	0	761
STBOUND	7	Thre	ough-Right			1							1				1				1	
LS4	7	Rigl			136	0	0	0	136	0	1	151	0	0	0	151	0	0	0	151	0	0
EĄ	<b>-</b>		t-Through-Ri t-Right	ght		0 0							0				0				0	
		Len	i-Kigiit			<u> </u>											<u> </u>				<u> </u>	
	C	Left	t T		89	1	89	1	90	90	6	104	1	104	1	105	1	105	0	105	1	105
Z	7		t-Through			0							0				0				0	
00	→ 1		ough		443	0	463	-1	442	462	32	521	0	543	-1	520	0	542	0	520	0	542
	Through-Right				20	1 0	0	0	20	0	0	22	1 0	0	0	22	1 0	0	0	22	1 0	0
E	Q Left-Through Through Through-Right Right Left-Through-Right			aht	20	0	U	"	20	U	U	22	0	U	U	22	0	U	U	22	0	U
5	Left-Right			J		Ö							Ö				Ö				Ö	
	CRITICAL VOLUMES					th-South:	417	No	rth-South:	421			th-South:	518			th-South:				th-South:	522
	CRITICAL VOLUMES			DLUMES	Ea	ast-West:	752	E	ast-West:	751		Ea	ast-West:	867		Ea	ast-West:			Ea	ast-West:	866
	VOLUME/CAPACITY (V/C) RATIO:			DATIO:		SUM:	1169		SUM:	1172			SUM:	1385			SUM:				SUM:	1388
	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:						0.779			0.781				0.923				0.925				0.925
V/C	LESS A						0.679			0.681				0.823				0.825				0.825
	LEVEL OF SERVICE (LOS):						В			В				D				D				D

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT





(Circular 212 Method)

I/S #:	Nor	rth-South Street:	Vermo	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
13	Е	ast-West Street:	Hollyw	ood Bouleva	ard		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	•)	No	o. of Phases			3			3				3				3				3
Opp	osed Ø	Ø'ing: N/S-1, E/W-2	or Both-3?			0			0				0				0				0
Right	Turns	s: FREE-1, NRTOR	-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 3
		ATSAC-1 or ATSA	C+ATCS-22	EB 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,		de Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		137	1	137	6	143	143	5	156	1	156	6	162	1	162	0	162	1	162
N	4	Left-Through	1		0		_					0		_		0				0	
NORTHBOUND	Î	Through	1.4	521	2	261	8	529	265	53	629	2	315	8	637	2	319	0	637	2	319
IE	Î	, Through-Rig Right	nt	72	1	29	0	72	29	0	80	0 1	32	0	80	0	32	0	80	1	32
OR.	_ ( `	•	-Right	12	0	29	U	12	29	U	80	0	32	0	60	0	32	0	60	0	32
Ž	<b>♦</b>	_	····g···		0							0				0				0	
D	ļ	Left		78	1	78	0	78	78	10	96	1	96	0	96	1	96	0	96	1	96
N S	$\rightarrow$	Left-Through	1		0							0				0				0	
90	<b>1</b>	Through	1.4	958	1	481	34	992	498	20	1078	1	541	34	1112	1	558	0	1112	1	558
SOUTHBOUND	4	Through-Rig Right	nt	3	0	3	0	3	3	0	3	1 0	3	0	3	0	3	0	3	0	3
OO.	4	Left-Through	n-Right	J	0	3	U	3	3	U	3	0	3		3	0	3		3	0	3
Š	بلہ		Ū		0							0				0				0	
0	) 	Left		19	1	19	0	19	19	20	41	1	41	0	41	1	41	0	41	1	41
l Z	$\rightarrow$	Lon Innough	1	440	0 2	200	0	440	200	93	E 4 0	0 2	074	0	E 40	0 2	074	0	E 40	0 2	074
EASTBOUND	7	iiiiougii	ht	412	0	206	U	412	206	93	548	0	274	U	548	0	274	0	548	0	274
STE	→ ·	Right		202	1	134	24	226	155	15	238	1	160	24	262	1	181	0	262	1	181
EA	<b>→</b>	Left-Through	n-Right		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	· ~	l of		0.7	4	67		0.7	07		00	4	00		00	4	00		00	4	00
9	<b>₹</b>	Left Left-Through	,	87	1 0	87	0	87	87	0	96	1 0	96	0	96	1 0	96	0	96	1 0	96
l 5	←	Through	•	379	2	190	-1	378	189	93	512	2	256	-1	511	2	256	0	511	2	256
_BC	4	Through-Ric	ht	0.0	0			0.0	.00		· · -	0			٠	0			٠	0	
LS:	Si Right			51	1	0	0	51	0	16	72	1	0	0	72	1	0	0	72	1	0
WE	ζ.	Lon Innough		0							0				0				0		
<b> </b>	L √	Left-Right		A/	th-South:	618	A/_	rth-South:	641		Ale:	th-South:	697		Ale	h-South:	720		Ale	th-South:	720
		CRITICAI	VOLUMES		tn-Soutn: ast-West:	293	_	rtn-Soutn: East-West:	641 293			tn-Soutn: ast-West:	697 370			n-Soutn: ast-West:				n-Soutn: ast-West:	720 370
			<del>-</del>	l "	SUM:	911	'	SUM:	934			SUM:	1067		Le	SUM:			Le	SUM:	1090
	VOL	UME/CAPACITY (	//C) RATIO:			0.639			0.655				0.749				0.765				0.765
V/C		ATSAC/ATCS AD.	•			0.539			0.555				0.649				0.665				0.765 0.665
		LEVEL OF SER				0.559 A							0.049 B				0.005 B				0.003 B
		LEVEL OF SER	VICE (LUS):	51 0 (0		Α			A				D				D				D

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.016  $\Delta v/c$  after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA13.xlsm





																			-	
I/S #:	North-South Street:	Vermo	nt Avenue			Year	of Count:	2018	Am	bient Gro	owth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
13	East-West Street:	Hollyw	ood Boulev	ard		Projec	tion Year:	2028		Pe	ak Hour:	PM	Revie	ewed by:			Project:	KP Los An	geles Medica	al Center P
	No. of	Phases			3			3				3				3				3
Oppo	sed Ø'ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Dieter	- 	NB 0	SB	0	NB	0 S	B 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0	
Right	Turns: FREE-1, NRTOR-2 o	EB 0	WB	3	EB	0 W	B 3	EB	0	WB	3	EB	0	WB	3	EB	0	WB	3	
	ATSAC-1 or ATSAC+ATCS-2?				2			2				2				2				2
	Override Capacity				0			0				0				0				0
	Override Capacity			NG CONDI	TION	EXIST	ING PLUS I	PROJECT	FUTUR	E CONDIT	ION W/O PF	ROJECT	FUTU	RE CONDIT	TION W/ PR	OJECT	FUTURE	W/ PROJE	ECT W/ MITI	GATION
	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	

			EB 0	WD	3	ED	O VVE		ED	U	WD	3	ED	U	WD	3	ED	U	WD	3
	AT	SAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
		Override Capacity			0			0				0				0				0
			EXIST	ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	5	Left	195	1	195	18	213	213	29	244	1	244	18	262	1	262	0	262	1	262
₽	_	Left-Through	130	0	133	10	210	213	25	277	0	277	10	202	0	202	· ·	202	0	202
5	<u> </u>	Through	945	2	473	24	969	485	50	1094	2	547	24	1118	2	559	0	1118	2	559
BC	l !	Through-Right	943	0	4/3	24	909	400	30	1034	0	347	24	1110	0	339	U	1110	0	339
픈	7	5 5	0.5	4	39	0	0.5	39	0	94	1	43	0	0.4	1	43	0	94	4	43
NORTHBOUND		Right	85	0	39	U	85	39	U	94		43	U	94	0	43	U	94	0	43
2	<b>↔</b>	Left-Through-Right		0							0				0				0	
	$\sim$	Left-Right		0							0				0				0	
						_							_				_			
₽	Ċ.	Left	107	1	107	0	107	107	19	137	1	137	0	137	1	137	0	137	1	137
SOUTHBOUND	<b>₽</b>	Left-Through		0							0				0				0	
õ		Through	820	1	416	10	830	421	73	979	1	496	10	989	1	501	0	989	1	501
岩	4	Through-Right		1							1				1				1	
5	۲-	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
ွ	$\leftrightarrow$	Left-Through-Right		0							0				0				0	
٠,	٠,	Left-Right		0							0				0				0	
		Left	42	1	42	0	42	42	17	63	1	63	0	63	1	63	0	63	1	63
¥	<b>→</b>	Left-Through		0							0				0				0	
STBOUND	$\rightarrow$	Through	514	2	257	-1	513	257	118	686	2	343	-1	685	2	343	0	685	2	343
ĕ	<u></u>	Through-Right		0							0				0				0	
S	}	Right	204	1	107	7	211	105	24	249	1	127	7	256	1	125	0	256	1	125
EĄ	7	Left-Through-Right		0							0				0				0	
	L≺	Left-Right		0							0				0				0	
			_																	
	· ·	Left	93	1	93	0	93	93	0	103	1	103	0	103	1	103	0	103	1	103
Į	₹	Left-Through		0							0				0				0	
٦	<u>₹</u>	Through	513	2	257	-1	512	256	119	686	2	343	-1	685	2	343	0	685	2	343
<u>e</u>	1	Through-Right		0							0				0				0	
WESTBOUND	4	Right	94	1	0	0	94	0	12	116	1	0	0	116	1	0	0	116	1	0
<b>\$</b>	<b>†</b>	Left-Through-Right		0							0				0				0	
	angle	Left-Right		0							0				U				0	
		ODITION VOLUME		th-South:	611		rth-South:	634			h-South:	740			th-South:	763			h-South:	763
		CRITICAL VOLUMES	E	ast-West:	350	E	ast-West:	350		Ea	st-West:	446		Ea	st-West:	446		Ea	st-West:	446
ļ			<u> </u>	SUM:	961		SUM:	984			SUM:	1186			SUM:	1209			SUM:	1209
	VOLUN	ME/CAPACITY (V/C) RATIO:			0.674			0.691				0.832				0.848				0.848
V/C	LESS AT	SAC/ATCS ADJUSTMENT:			0.574			0.591				0.732				0.748				0.748
		LEVEL OF SERVICE (LOS):										C				C				C
		LEVEL OF SERVICE (LUS):	I		Α			Α				U				J				U

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.016  $\Delta v/c$  after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
14	Ea	st-West Street:	Sunset	Boulevard				tion Year:	2028		Pea	ak Hour:	AM		wed by:		<u> </u>		KP Los An		
		No. o	f Phases			4			4				4				4				4
Oppo	osed 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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		TSAC-1 or ATSAC+		EB 3	WB	0 2	EB	3 WE	3 0 2	EB	3	WB	0 2	EB	3	WB	0 2	EB	3	WB	0 2
	A	Override				0			0				0				0				0
		0.0	-upus.ij	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left		247	1	247	12	259	259	7	280	1	280	12	292	1	292	-1	291	1	291
	$\dashv$	Left-Through			0							0				0				0	
10g	1	Through		705	2	353	11	716	358	56	835	2	418	11	846	2	423	-1	845	2	423
≝	<b>→</b>	Through-Right		00.4	0	470	_	000	400		050	0	400	_	050	0	400		050	0	407
NORTHBOUND		Right	iaht	224	1 0	172	5	229	166	6	253	1 0	192	5	258	1 0	186	-1	258	1 0	187
ž	$\Rightarrow$	Left-Through-R Left-Right	ignt		0							0				0				0	
	$\wedge$	Leit-Right		<u> </u>	0							<u> </u>				<u> </u>				U	
	<u>_</u>	Left		35	1	35	5	40	40	0	39	1	39	5	44	1	44	-1	43	1	43
SOUTHBOUND	<b>&gt;</b>	Left-Through			0							0				0				0	
اق	. ↓	Through		876	2	373	58	934	396	32	1000	2	423	58	1058	2	446	-6	1052	2	443
里	4	Through-Right			1							1				1				1	
5	١-	Right		243	0	243	11	254	254	0	268	0	268	11	279	0	279	-1	278	0	278
SO	<b>→ →</b>	Left-Through-R Left-Right	ight		0							0				0				0 0	
	· ~	Leit-Right		<u> </u>	0							0				0				0	
	٦	Left		183	1	183	5	188	188	0	202	1	202	5	207	1	207	-1	207	1	207
₽	<i>→</i>	Left-Through			0							0				0				0	
ASTBOUND	<b>→</b>	Through		488	2	244	-1	487	244	144	683	2	342	-1	682	2	341	0	682	2	341
Ιğ	7	Through-Right			0							0				0				0	
AS	7	Right	:la.4	238	1 0	0	-1	237	0	12	275	1 0	0	-1	274	1 0	0	0	274	1 0	0
ш	ا ل	Left-Through-R Left-Right	igni		0							0				0				0	
	ı ,	Lon raight																			
	<i>C</i>	Left		104	1	104	22	126	126	8	123	1	123	22	145	1	145	-2	143	1	143
N N	7	Left-Through			0							0				0				0	
O	←	Through		483	2	242	12	495	248	170	704	2	352	12	716	2	358	-1	714	2	357
19	Left-Through Through Through-Right Right				0	00	_	50	00	_		0	00			0	00			0	6.4
ES	Right  Left-Through-Right			50	1 0	33	0	50	30	0	55	1 0	36	0	55	1 0	33	0	55	1 0	34
>	<u>`</u>	Left-Right	igiit		0							0				0				0	
	<u> </u>			Nor	th-South:	620	No	rth-South:	655		Nor	th-South:	703		Nort	h-South:	738		Nor	th-South:	734
		CRITICAL V	OLUMES		ast-West:	425		East-West:	436			ast-West:	554			st-West:				ast-West:	564
					SUM:	1045		SUM:	1091			SUM:	1257			SUM:	1303			SUM:	1298
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.760			0.793				0.914				0.948				0.944
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.660			0.693				0.814				0.848				0.844
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
<u> </u>			· ·	DI 0 (0)										l							_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.034  $\Delta v/c$  after mitigation: 0.030 Significant impacted? YES Fully mitigated? NO

11/29/2018-5:57 PM 1 CMA14





I/S #:	Nort	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	aineers	Date:		5/2/2018	
14	Ea	ast-West Street:	Sunset	Boulevard				tion Year:	2028		Pea	ak Hour:	PM		wed by:				KP Los Ang		
	Į.	No. o	f Phases			4			4				4				4				4
Орро	osed 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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		ATSAC-1 or ATSAC+		EB 3	WB	0 2	EB	3 WE	3 0 2	EB	3	WB	0 2	EB	3	WB	0 2	EB	3	WB	0 2
	Α	Override				0			0				0				0				0
		0.00	Сиристу	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		298	1	298	4	302	302	10	339	1	339	4	343	1	343	0	343	1	343
\ <u>\{\text{\sigma}}</u>	4	Left-Through			0							0				0				0	
90	1	Through		987	2	494	32	1019	510	69	1159	2	580	32	1191	2	596	-3	1188	2	594
ᄩ	ŕ	Through-Right		407	0	75	4.4	454	0.5	44	400	0	0.0	4.4	470	0	07		475	0	00
NORTHBOUND	. 1	Right Left-Through-R	iaht	137	1 0	75	14	151	85	11	162	1 0	86	14	176	1 0	97	-1	175	1 0	96
ž	<b>♦</b>	Left-Right	iligiit.		0							0				0				0	
		LCIT-Right		ı																	
	Ċ	Left		54	1	54	13	67	67	0	60	1	60	13	73	1	73	-1	71	1	71
SOUTHBOUND	<b>\</b>	Left-Through			0							0				0				0	
l ŏ	l ↓	Through		945	2	389	30	975	401	87	1131	2	459	30	1161	2	470	-3	1158	2	469
∥≝∣	4	Through-Right		000	1	000		007	207		0.40	1	0.40		050	1	050		050	1	0.50
5	→ →	Right Left-Through-R	laht	223	0	223	4	227	227	0	246	0	246	4	250	0	250	0	250	0 0	250
S	٠,	Left-Right	igni		0							0				0				0	
	24	2011 111 9111		l																	
_	ر	Left		291	1	291	16	307	307	0	321	1	321	16	337	1	337	-2	336	1	336
2	_1,	Left-Through			0							0				0				0	
ASTBOUND	$\rightarrow$	Through		806	2	403	-1	805	403	224	1114	2	557	-1	1113	2	557	0	1113	2	557
TB	<i>→</i>	Through-Right		400	0	404		405	400		400	0	4.40		470	0	405	_	470	0 1	405
AS	<i>*</i>	Right Left-Through-R	ight	429	0	131	-4	425	123	8	482	1 0	143	-4	478	0	135	0	478	0	135
ш		Left-Right	igin		0							0				0				0	
	• •																				
	Ç	Left		125	1	125	7	132	132	14	152	1	152	7	159	1	159	-1	158	1	158
∥ ŭ ∣	7	Left-Through			0							0				0				0	
<u></u> ∑	<i>₹</i>	Through		435	2	218	4	439	220	207	688	2	344	4	692	2	346	0	691	2	346
I 3TB				36	U 1	9	0	36	3	0	40	0 1	10	0	40	1	4	0	40	U 1	5
ES	4	Left-Through-R	iaht	30	0	9	"	30	3	U	40	0	10		40	0	4	"	40	0	5
8	>	Left-Right			0							0				0				Ö	
		_		Nor	th-South:	687	No	rth-South:	703		Nor	th-South:	798		Nort	h-South:	813		Nor	th-South:	812
		CRITICAL V	OLUMES	E	ast-West:	528	E	East-West:	535		Ea	ast-West:	709		Ea	st-West:			Ea	ast-West:	715
<u> </u>	1400		\ B.4.T.		SUM:	1215		SUM:	1238			SUM:	1507			SUM:				SUM:	1527
		JME/CAPACITY (V/C				0.884			0.900				1.096				1.112				1.111
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.784			0.800				0.996				1.012				1.011
		LEVEL OF SERVIC	E (LOS):			С			D				E				F	L_			F
				DI 0 (0)			I			<u> </u>				<u> </u>							

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.016  $\Delta v/c$  after mitigation: 0.015 Significant impacted? YES Fully mitigated? NO





I/S #:	Nort	th-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
15	Ea	ast-West Street:	Founta	in Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	l.	No. o	f Phases			3			3				3				3				3
Oppo	osed 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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		-		EB 0	WB	0	EB	0 WE	3 0 2	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	Α	+ATSAC-1 or ATSAC Override				2			0				0				2				2
		Overnue	Сараспу	FXISTI	NG CONDI	•	FXIST	TING PLUS P	•	FUTUR	E CONDITI	ON W/O PE	ROJECT	FUTUE	RE CONDIT	ION W/ PR	•	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left		156	1	156	-5	151	151	0	172	1	172	-5	167	1	167	0	167	1	167
2	₹	Left-Through			0							0				0	.07			0	
8	l †	Through		991	2	496	43	1034	517	75	1170	2	585	43	1213	2	607	0	1213	2	607
9	<b>À</b> →	Through-Right			0							0				0				0	
R	Right			185	1	130	0	185	130	4	208	1	147	0	208	1	147	0	208	1	147
NORTHBOUND	← Left-Through-Right				0							0				0				0	
	Left-Through-Right  Left-Right				0							0				0				0	
	L.	Left		44	1	44	0	44	44	0	49	1	49	0	49	1	49	0	49	1	49
₽	<b>,</b>	Left-Through		44	0	44	U	44	44		49	0	49	U	49	0	49	0	49	0	49
	j	Through		1013	2	507	12	1025	513	44	1163	2	582	12	1175	2	588	0	1175	2	588
¥	Ą	Through-Right		1010	0	•••		.020	• • • • • • • • • • • • • • • • • • • •			0				0		Ĭ		0	
<u> </u>	نہ	Right		70	1	37	0	70	37	0	77	1	39	0	77	1	39	0	77	1	39
SOUTHBOUND	<b>↔</b>	Left-Through-R	light		0							0				0				0	
, i	٠,	Left-Right			0							0				0				0	
	,	Left		67	1	67	0	67	67	2	76	1	76	0	76	1	76	0	76	1	76
₽	<u></u>	Left-Through		07	Ó	07	U	07	07		70	0	70	U	70	Ó	70	0	70	0	76
5	$\rightarrow$	Through		309	1	206	1	310	206	74	415	1	265	1	416	1	265	0	416	1	265
BG	7	Through-Right			1							1				1				1	
EASTBOUND	<b>→</b>	Right		103	0	103	-1	102	102	0	114	0	114	-1	113	0	113	0	113	0	113
EA	7	Left-Through-R	light		0							0				0				0	
		Left-Right		I	0							0				0				0	
	$\subset$	Left		110	1	110	0	110	110	1	123	1	123	0	123	1	123	0	123	1	123
9	·	Left-Through		110	Ó	110		110	110	'	120	0	120	U	120	0	120		120	Ö	120
∥ ñ	←	Through		414	1	414	5	419	419	49	506	1	506	5	511	1	511	0	511	1	511
∥ ĕ	<del>*</del>	Through-Right			0							0				0				0	
WESTBOUND	Right Left-Through-Right			62	1	40	0	62	40	0	68	1	44	0	68	1	44	0	68	1	44
×	Left-Through-Right Left-Right				0							0				0				0	
	. ↓	Leit-Rigiit		Non	th-South:	663	No	rth-South:	664		Non	th-South:	754		Non	th-South:	755		Non	th-South:	755
	CRITICAL VOLUMES				ast-West:	481		ast-West:	486			ast-West:	582			ast-West:				ast-West:	587
					SUM:	1144	_	SUM:	1150			SUM:				SUM:				SUM:	1342
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.803			0.807				0.938				0.942				0.942
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.703			0.707				0.838				0.842				0.842
		LEVEL OF SERVICE				0.703 C			C.707				0.030 D				0.042 D				0.042 D
		LLVEL OF SERVIC	)_ (LU3):			U			U				ע				ע				U

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004 Δv/c after mitigation: 0.004
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA15.xlsm





I/S #:	North	North-South Street: Vermont Avenue					Year of Count: 2018			Ambient Growth (%): 1.0			1.0	Conducted by: LLG En			gineers Date: 5/2/2018				
15	East-West Street: Fountain			n Avenue			Projection Year:		2028	Peak Hour:		PM	Reviewed by:			Project: KP Los Angeles Me		jeles Medic	al Center P		
No. of Phases						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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?			EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2	
Override Capacity					0			0				0				0				0	
MOVEMENT			EXISTING CONDI		TION	EXISTING PLUS PR		ROJECT	FUTURE CONDITION W/O PR		ROJECT	FUTURE CONDITION W/ PR			OJECT	FUTURE	FUTURE W/ PROJECT W/ MITIGATION				
				No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
NORTHBOUND	Left		142	1	142	-2	140	140	0	157	1	157	-2	155	1	155	0	155	1	155	
	7	Left-Through			0							0				0				0	
	1	Through		1255	2	451	14	1269	456	83	1469	2	526	14	1483	2	531	0	1483	2	531
	<u>}</u>	Through-Right		00	1 0	99	0	99	99	1	110	1 0	110	0	110	1 0	110	0	110	1 0	110
	_ <u> </u>	Right Left-Through-R	iaht	99	0	99	U	99	99	1	110	0	110	U	110	0	110	U	110	0	110
	<b>*</b>	Left-Right	ignt		0							0				0				0	
			<u>I</u>																		
SOUTHBOUND	<u>,</u>	Left		139	1	139	0	139	139	0	154	1	154	0	154	1	154	0	154	1	154
	♪	Left-Through			0							0				0				0	
	↓	Through		1372	2	488	34	1406	500	111	1627	2	577	34	1661	2	589	0	1661	2	589
	4	Through-Right		00	1			00	00		405	1	405		405	1	405		405	1	405
	→ +	Right Left-Through-R	iaht	93	0	93	0	93	93	2	105	0	105	0	105	0	105	0	105	0	105
SC	٠,	Left-Right	igiit		0							0				0				0	
				<u></u>																-	
EASTBOUND	)			43	1	43	0	43	43	0	47	1	47	0	47	1	47	0	47	1	47
		Left-Through			0							0				0				0	
	$\overrightarrow{\uparrow}$	Through		516	1	300	4	520	301	103	673	1	383	4	677	1	384	0	677	1	384
	7	Through-Right Right		84	0	84	-3	81	81	0	93	1 0	93	-3	90	0	90	0	90	0	90
	<del>}</del>	Left-Through-R	iaht	04	0	04	-3	01	01	U	93	0	93	-3	90	0	90	0	90	0	90
	l ₹	Left-Right	.5		Ö							Ö				0				Ö	
				-																	
WESTBOUND	<i>√</i>	Left		66	1	66	0	66	66	3	76	1	76	0	76	1	76	0	76	1	76
	<i>₹</i>	Left-Through		400	0 1	400		404	404	405	504	0	F04		500	0	500		500	0 1	500
	1	Through Through-Right		422	0	422	2	424	424	125	591	1 0	591	2	593	0	593	0	593	0	593
STE	<u>~</u>	Right		43	1	0	0	43	0	0	47	1	0	0	47	1	0	0	47	1	0
VĖ,	<b>→</b>	Left-Through-R	ight		Ö			.0				Ö				Ö				Ö	v
_	}	Left-Right			0							0				0				0	
	CRITICAL VOLUMES		North-South:		630	North-South:		640	North-South:		734			h-South: 744		North-South:		744			
CRITICAL VOLUMES		East-West:		465	East-West:		467	East-West:		638	East-		ast-West:	t-West: 640 SUM: 1384		East-West: SUM:		640			
VOLUME/CAPACITY (V/C) RATIO:				SUM:	1095		SUM:	1107			SUM:	1372			SUM:				SUM:	1384	
` '					0.768			0.777				0.963				0.971				0.971	
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.668			0.677				0.863				0.871				0.871	
LEVEL OF SERVICE (LOS):					В			В				D				D				D	
REMARKS:				Phase 2 (2)	000)																

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.008  $\Delta v/c$  after mitigation: 0.008 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermon	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
16	Eas	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Anç	jeles Medic	al Center P
,			f Phases			3			3				3				3				3
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0		0 0-	0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	АТ	TSAC-1 or ATSAC+	ATCS-2?	LD 0	WD	2		0 112	2		U	WD	2	LD-	U	WD	2	LD	U	VV D	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		84	1	84	0	84	84	8	101	1	101	0	101	1	101	0	101	1	101
N S	4	Left-Through		4450	0			4.470		0.4	1001	0			1001	0		•	1001	0	
BO	ĺ	Through		1150	2	575	20	1170	585	34	1304	2	652	20	1324	2	662	0	1324	2	662
NORTHBOUND	F	Through-Right Right		85	1	36	0	85	36	2	96	1	41	0	96	1	41	0	96	1	41
OR	<b>→</b>	Left-Through-Ri	iaht	00	0	30		00	30		30	0	71		30	0	71	U	30	0	71
Ž	$\stackrel{\leftarrow}{\sim}$	Left-Right	-5		0							0				0				0	
Ω	<u> </u>	Left		77	1	77	2	79	79	0	85	1	85	2	87	1	87	0	87	1	87
3	<b>├</b> → Left-Through			4404	0	404	_	4400	400		4075	0	450	_	1000	0	101	•	1000	0	404
BO	↓ Left-Through ↓ Through ←↓ Through-Right			1124	2	401	5	1129	403	33	1275	2 1	459	5	1280	2	461	0	1280	1	461
I	→ Through-Right → Right			80	0	80	1	81	81	14	102	Ö	102	1	103	0	103	0	103	Ö	103
SOUTHBOUND	4	Left-Through-Ri	ight		0			٥.	٠.			Ō		•		Ō			.00	0	
S	٠,	Left-Right			0							0				0				0	
۵	<i>_</i> 2 -2→	Left		99	1 0	99	4	103	103	47	156	1 0	156	4	160	1 0	160	0	160	1 0	160
<u>                                    </u>	$\rightarrow$	Left-Through Through		698	2	349	-1	697	349	155	926	2	463	-1	925	2	463	0	925	2	463
BO	7	Through-Right		090	0	349		091	349	133	320	0	403	-1	323	0	403	U	323	0	403
EASTBOUND	$\neg$	Right		51	1	9	0	51	9	27	83	1	33	0	83	1	33	0	83	1	33
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	$\sqcup \dashv \sqcup$	Left-Right			0							0				0				0	
	· ·	Left		98	1	98	0	98	98	3	111	1	111	0	111	1	111	0	111	1	111
9	<del>*</del>	Left-Through		30	0	90		90	90	3	111	0	111		111	0	111	U	111	0	111
WESTBOUND	←	Through		729	2	365	-4	725	363	157	962	2	481	-4	958	2	479	0	958	2	479
l ĕ	<u>\$</u>	Through-Right			0							0				0				0	
ESI	4	Right		58	1	20	9	67	28	0	64	1	22	9	73	1	30	0	73	1	30
×	<u> </u>	Left-Through-Ri Left-Right	ight		0							0				0				0	
	•			Non	th-South:	652	No	rth-South:	664		Nor	th-South:	737		Nor	th-South:	749		Non	h-South:	749
	CRITICAL VOLUMES			_	ast-West:	464	_	ast-West:	466			ast-West:	637			ast-West:	639			nst-West:	639
	CRITICAL VOLUMES				SUM:		<u> </u>	SUM:	1130			SUM:				SUM:	1388			SUM:	1388
	VOLUM	ME/CAPACITY (V/C)	) RATIO:			0.783			0.793				0.964	_	•		0.974				0.974
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.683			0.693				0.864				0.874				0.874
		LEVEL OF SERVIC	E (LOS):			В			В				D.004				D.014				D.014
<u> </u>	LEVEL OF SERVICE (LOS)													l							

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.010  $\Delta v/c$  after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA16.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Vermon	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
16	Ea	ast-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			3			3				3				3				3
Oppo	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?			0		0 0	0				0				0				0
Right	Turns:	: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	А	ATSAC-1 or ATSAC+	ATCS-2?	LD	WD	2	LD	0 112	2		U	WD	2	LD	U	WD	2		U	VV D	2
	-	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	£.	Left		95	1	95	0	95	95	35	140	1	140	0	140	1	140	0	140	1	140
N S	1	Left-Through		4004	0	470	_	4000	475	40	4.400	0		_	4.405	0			4.405	0	
BO	Ţ	Through Through-Right		1301	2	473	5	1306	475	43	1480	2	740	5	1485	2	743	0	1485	2	743
NORTHBOUND		Right		119	0	119	0	119	119	1	132	1	74	0	132	1	74	0	132	1	74
8	<b>↔</b>	Left-Through-Ri	iaht	110	0	110		110	110		102	0		· ·	102	0	• •	Ĭ	102	0	
Z	$\stackrel{\downarrow}{\rightsquigarrow}$	Left-Right	•		0							0				0				0	
Ω	Left Left-Through			60	1	60	7	67	67	0	66	1	66	7	73	1	73	0	73	1	73
S	I I			4040	0	474	45	4004	477	00	4547	0	500	45	4500	0	500	_	4500	0 2	500
BO	I 1			1316	2	471	15	1331	477	63	1517	2 1	562	15	1532	2	568	0	1532	1	568
I	→ Through-Right → Right			98	0	98	3	101	101	62	170	0	170	3	173	0	173	0	173	Ö	173
SOUTHBOUND	4	Left-Through-Ri	ight		0					02		Ō				Ō		Ĭ		Ō	
S	٠,	Left-Right			0							0				0				0	
۵	<i>)</i>	Left		83	1	83	1	84	84	48	140	1 0	140	1	141	1 0	141	0	141	1 0	141
<u>                                    </u>	$\rightarrow$	Left-Through Through		677	0 2	339	-3	674	337	204	952	2	476	-3	949	2	475	0	949	2	475
BO	7	Through-Right		077	0	339	-3	074	331	204	332	0	470	-3	343	0	473	U	343	0	473
EASTBOUND	$\neg$	Right		66	1	19	0	66	19	41	114	1	44	0	114	1	44	0	114	1	44
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i></i>	Left		95	1	95	0	95	95	11	116	1	116	0	116	1	116	0	116	1	116
₽	7	Left-Through		90	0	90		30	90	''	110	0	110		110	0	110	"	110	0	110
	←	Through		683	2	342	-1	682	341	205	959	2	480	-1	958	2	479	0	958	2	479
l ĕ	4	Through-Right			0							0				0				0	
WESTBOUND	4	Right		74	1	44	2	76	43	0	82	1	49	2	84	1	48	0	84	1	48
₹	<u> </u>	Left-Through-Ri Left-Right	ight		0							0				0				0	
	•			Nor	th-South:	566	No	rth-South:	572		Nor	th-South:	806		Nor	th-South:	816		Non	th-South:	816
	CRITICAL VOLUMES				ast-West:	434	_	ast-West:	432			ast-West:	620			ast-West:	620			ast-West:	620
	CRITICAL VOLUMES				SUM:			SUM:	1004			SUM:				SUM:	1436			SUM:	1436
	VOLU	UME/CAPACITY (V/C	) RATIO:			0.702	_		0.705				1.001			•	1.008				1.008
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.602			0.605				0.901				0.908				0.908
		LEVEL OF SERVIC	E (LOS):			B			В				E				6.566 E				6.500 E
	LEVEL OF SERVICE (LOS):					ט	<u> </u>		ט												

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.007 Δv/c after mitigation: 0.007
Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
17	Eas	st-West Street:	Melrose	e Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1		f Phases			2			2				2		-	•	2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ΔΤ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		142	1	142	0	142	142	4	161	1	161	0	161	1	161	0	161	1	161
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		1182	2	407	17	1199	413	36	1342	2	462	17	1359	2	468	0	1359	2	468
\( \text{!} \)	<u>}</u>	Through-Right		40	1 0	40	0	40	40		44	1 0	44	0	4.4	1 0	44	0	44	1 0	4.4
K		Right Left-Through-R	iaht	40	0	40	U	40	40	0	44	0	44	U	44	0	44	U	44	0	44
ž	<b>*</b>	Left-Right	igiit		0							0				0				0	
		_ort reigne																			
	Ģ	Left		57	1	57	0	57	57	7	70	1	70	0	70	1	70	0	70	1	70
SOUTHBOUND	. Left-Through				0							0				0				0	
l g	↓	Through		1123	2	416	4	1127	417	28	1268	2	473	4	1272	2	475	0	1272	2	475
=	4	Through-Right		405	1	405		405	405		450	1	450		450	1	450		4.50	1	450
5	→ →	Right Left-Through-R	iaht	125	0	125	0	125	125	14	152	0	152	0	152	0	152	0	152	0	152
SC	٠,	Left-Right	igiit		0							0				0				0	
	24			<u></u>																	
		Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
l Z	<b>→</b>	Left-Through			1							1				1				1	
EASTBOUND	$\overrightarrow{\uparrow}$	Through		420	0 1	244	0	420	244	31	495	0	287	0	495	0	287	0	495	0	287
E E	<i>→</i>	Through-Right Right		64	0	244	0	64	244	0	71	1 0	287	0	71	0	287	0	71	0	287
I SE	<del>}</del>	Left-Through-R	iaht	04	0	244	U	04	244	U	7 1	0	201	0	7 1	0	201	0	7 1	0	201
ш Ш	₹	Left-Right	-5		Ō							0				0				0	
	<i>√</i>	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
WESTBOUND	<i>₹</i>	Left-Through		440	1 0	040		444	040		<b>554</b>	1 0	200		550	1 0	207		550	1 0	207
90 I	ئے	Through Through-Right		442	1	248	-1	441	249	63	551	1	306	-1	550	1	307	0	550	1	307
STE	<u>~</u>	Right		49	0	248	3	52	249	2	56	0	306	3	59	0	307	0	59	0	307
VE;	Left-Through-Right		ight		Ö			J_		_	50	Ö	- 550		30	0	- 551		30	Ö	55.
_	$\succ$	Left-Right			0							0				0				0	
	CRITICAL VOLUME				th-South:	558		rth-South:	559			th-South:	634			th-South:	636			th-South:	636
	CRITICAL VOLUMES			Ea	ast-West:	250	"	East-West:	251		E	ast-West:	308		E	ast-West:	309		Eá	ast-West:	309
	VOLUM	ME/CAPACITY (V/C	) PATIO:		SUM:	808		SUM:	810			SUM:	942			SUM:	945			SUM:	945
1//2		, ,	<b>'</b>			0.539			0.540				0.628				0.630				0.630
V/C		TSAC/ATCS ADJUS				0.439			0.440				0.528				0.530				0.530
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
			MADKS.	Phase 2 (2)	000)																

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.002  $\triangle v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA17.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
17	Eas	st-West Street:	Melrose	Avenue			Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. of	Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WI		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J	Left		129	1	129	0	129	129	5	147	1	147	0	147	1	147	0	147	1	147
NORTHBOUND	4	Left-Through			0							0				0				0	
90	<b>1</b>	Through		1408	2	488	5	1413	490	39	1594	2	552	5	1599	2	554	0	1599	2	554
IE	È	Through-Right Right		56	1 0	56	0	56	56	0	62	1 0	62	0	62	0	62	0	62	0	62
S.		Left-Through-Ri	aht	30	0	30		50	50	U	02	0	02	0	02	0	02	U	02	0	02
Ž	<b>†</b>	Left-Right	giit		0							0				0				0	
				<u> </u>																	
Ω	<u> </u>	Left		68	1	68	2	70	70	7	82	1	82	2	84	1	84	0	84	1	84
3	<b>♪</b>	Left-Through			0							0				0				0	
80	1	Through Through-Right		1287	2	472	12	1299	476	43	1465	2 1	538	12	1477	2	542	0	1477	2	542
SOUTHBOUND	ر ا	Right		129	0	129	0	129	129	7	149	0	149	0	149	0	149	0	149	0	149
O	<b>→</b>	Left-Through-Ri	ght	120	Ö	123	"	120	120	,	143	0	143		140	Ö	145	·	140	0	140
တ	٠,	Left-Right			0							0				0				0	
۵	<i>)</i>	Left Left-Through		4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
STBOUND	$\rightarrow$	Through		718	0	413	-1	717	413	69	862	1 0	490	-1	861	0	490	0	861	0	490
80	7	Through-Right		710	1	413	- '	, , ,	413	03	002	1	430	-1	001	1	430	U	001	1	430
ST	$\neg$	Right		100	0	413	0	100	413	0	110	0	490	0	110	0	490	0	110	0	490
EĄ	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	$\sqcup \dashv \sqcup$	Left-Right			0							0				0				0	
	· (	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
₽	7	Left-Through		_	1	2		۷	2		2	1	2		4	1	2		۷	1	2
	<b>←</b>	Through		413	0	230	0	413	230	44	500	0	279	0	500	Ö	279	0	500	0	279
WESTBOUND	4	Through-Right			1							1				1				1	
ES.	<b>₹</b>	Right		38	0	230	0	38	230	7	49	0	279	0	49	0	279	0	49	0	279
⋝	Left-Through-Right Left-Right		gnt		0							0				0				0	
	├ Left-Right			Nor	th-South:	601	No	rth-South:	605		Nor	th-South:	685		Nor	th-South:	689		Nor	th-South:	689
	CRITICAL VOLUMES				ast-West:	415		ast-West:	415			ast-West:	492			ast-West:				ast-West:	492
					SUM:	1016		SUM:	1020			SUM:	1177			SUM:				SUM:	1181
	VOLUI	ME/CAPACITY (V/C	RATIO:			0.677			0.680				0.785				0.787				0.787
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.577			0.580				0.685				0.687				0.687
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
<b></b>			` '	I					- / \												_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT





(Circular 212 Method)

I/S #:	No	orth-S	South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
18		East-	West Street:	US-101	Fwy NB On	n-Ramp		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
			No. of	Phases			2			2				2				2				2
Opp	osed	l Ø'ing	g: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Righ	t Turr	ns: FR	REE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ΔΤS	AC-1 or ATSAC+A	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		۸٠	Override (				0			0				0				0				0
					EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		ľ	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j		Left		543	1	543	0	543	543	2	602	1	602	0	602	1	602	0	602	1	602
3	1		Left-Through			0							0				0				0	
8	Ī		Through		1807	3 0	602	17	1824	608	33	2029	3 0	676	17	2046	3 0	682	0	2046	3 0	682
NORTHBOUND	ŀ	<del>\</del>	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
R	4	  →	Left-Through-Ri	aht	· ·	0	· ·	· ·	Ü	Ū		O	0	o		O	0	O	ľ	O	0	· ·
Z			Left-Right	<b>J</b>		0							0				0				0	
	← Left-Right																					
₽	$\mathbf{I}$	<u> </u>			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Left Left-Through				4040	0 2	504	5	4045	FOC	20	4070	0 2	E74	5	4075	0 2	F70	0	4075	0 2	F70
8	نہ ا	ĺ	-		1210	1	504	5	1215	506	33	1370	1	571	5	1375	1	573	U	1375	1	573
SOUTHBOUND	→ Through  → Through-Right  → Right				303	0	303	0	303	303	9	344	0	344	0	344	0	344	0	344	0	344
2	4	<b>\</b>	Left-Through-Ri	ght		0							0				0				0	
0)	لہ	Ç	Left-Right			0							0				0				0	
	ز ۱	1	l aft			0	0	0	0	0			0	0		•	0	0	0			0
₽			Left Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
EASTBOUND	_		Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	¬	7	Through-Right		_	0				•			0				0				0	
ST	1 3	}	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ð		<b>?</b>	Left-Through-Ri	ght		0							0				0				0	
	1 3	į	Left-Right		L	0							0				0				0	
	C	_	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N S	7	_	Left-Through		_	0		_	-		_	-	0	Ī		-	0		_	-	0	
9	→ 2,		Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ē			Through-Right		•	0						•	0	•			0				0	
ES	Q		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0		
>	Left-Right			9.11		0							0				0				0	
					Nor	th-South:	1047	No	rth-South:	1049		Nor	th-South:	1173		Nort	h-South:	1175		Nort	th-South:	1175
	CRITICAL VOLUMES			DLUMES	Ea	ast-West:	0	E	ast-West:	0		Ea	ast-West:	0		Ea	st-West:	0		Ea	ast-West:	0
<u> </u>						SUM:	1047		SUM:	1049			SUM:				SUM:	1175			SUM:	1175
			E/CAPACITY (V/C)				0.698			0.699				0.782				0.783				0.783
V/C	LES	S ATS	SAC/ATCS ADJUS	TMENT:			0.598			0.599				0.682				0.683				0.683
		LI	EVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
	//C LESS ATSAC/ATCS ADJUSTMENT LEVEL OF SERVICE (LOS)						Α			Α				В				В				В

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.001  $\Delta v/c$  after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA18.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
18	Ea	st-West Street:	US-101	Fwy NB Or	n-Ramp		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			2			2				2				2				2
Oppo	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	ING CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	j	Left		400	1	400	0	400	400	1	443	1	443	0	443	1	443	0	443	1	443
N S	4	Left-Through			0		_					0				0				0	
90	Ţ	Through		1989	3	663	5	1994	665	39	2236	3	745	5	2241	3	747	0	2241	3	747
III	<u>}</u>	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	( ^ 1->		iaht	U	0	U	U	U	U	0	U	0	U	0	U	0	U	"	U	0	U
ž	Left-Through-Right  Left-Right		igin		0							0				0				0	
	_																				
Q	<u> </u>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	\$_	Left-Through			0							0				0				0	
BO	1	Through Through-Right		1314	2 1	461	12	1326	466	44	1495	2 1	526	12	1507	2	530	0	1507	2	530
SOUTHBOUND	ز	Right		70	0	70	1	71	71	5	82	0	82	1	83	0	83	0	83	0	83
00	4	Left-Through-R	ight	, ,	Ö	70	•	, ,	, ,		02	Ö	02		00	Ö	00		00	0	00
S	٠,	Left-Right			0							0				0				0	
Ω	<i>_</i> 3 -1,	Left Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
N 5	$\rightarrow$	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STBOUND	7	Through-Right		· ·	0	U	U	U	U	U	O	0	U		U	0	U		U	0	U
ST	$\neg$	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\sqcup \prec \sqcup$	Left-Right			0							0				0				0	
	· -	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	7	Left-Through			0	U		U	U		U	0	U		U	0	U		U	0	U
	←	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	Ö	0	0	0	0	0
WESTBOUND	<u>↓</u>	Through-Right			0							0				0				0	
ES.	4	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	<u> </u>	Left-Through-R	ignt		0							0				0				0	
$\vdash$	Left-Right			Nor	th-South:	861	No	rth-South:	866		Nor	th-South:	969		Nor	th-South:	973		Nor	th-South:	973
	CRITICAL VOLUMES				ast-West:	0		ast-West:	0			ast-West:	0			ast-West:	0			ast-West:	0
					SUM:	861		SUM:	866			SUM:	969			SUM:	973			SUM:	973
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.574			0.577				0.646				0.649				0.649
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.474			0.477				0.546				0.549				0.549
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
			• •			- / 1								l							

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nor	rth-So	uth Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
19	Е	ast-W	/est Street:	US-101	Fwy NB Of	f-Ramp		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	"		No. of	Phases			2			2				2				2				2
Орр	osed Ø	Ø'ing:	N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	t Turns	s: FRE	E-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ΔΤςΔ	C-1 or ATSAC+A	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		A10A	Override (				0			0				0				0				0
					EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		M	OVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j		Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	4		Left-Through			0							0				0				0	
NORTHBOUND	I ĵ		Through		1631	4 0	408	9	1640	410	25	1827	4	457	9	1836	4	459	0	1836	4 0	459
IE	Ŷ		Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
8	_ (` _^_		Kigiit Left-Through-Ri	aht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
ž	<b>*</b>		Left-Right	y		0							0				0				0	
	I Loft																					
۵	Left				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Left-Through					0							0				0				0	
8	Left-Through Through				1236	3	412	5	1241	414	33	1398	3	466	5	1403	3	468	0	1403	3 0	468
IE					0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0
SOUTHBOUND	→ Through-Right → Right			aht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
Ø	Right  Left-Through-Right			J		0							0				0				0	
	← Left-Through-Right																					
	1		Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	<i>→</i>		Left-Through		•	0	_			_		•	0	_	•		0				0	
ğ	7		Through Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l ii	7		Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ε¥	→	· i	Left-Through-Ri	ght	Ů	Ō	ŭ		ŭ	· ·	Ů	· ·	0	ŭ	Ů	ŭ	0	ŭ	Ĭ	ŭ	0	ŭ
_	$\dashv$		Left-Right			0							0				0				0	
Ω	<i>₹</i>		Left		606	1 0	457	0	606	460	4	673	1	509	0	673	1 0	512	0	673	1 0	512
5	<b>↓</b>		Left-Through Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B0	1		Through-Right			0	U		U	U		U	0	0		U	0	U		U	0	U
ST	Q			764	1	457	9	773	460	10	854	1	509	9	863	1	512	0	863	1	512	
WE	Left-Through-Right			ght		0							0				0				0	
	├ Left-Right					1							1				1				1	
	CRITICAL VOLUMES					th-South:	412		rth-South:	414			th-South:	466			th-South:				th-South:	468
	CRITICAL VOLUMES			LUIVIES	E	ast-West: SUM:	457 869	<i>"</i>	East-West: SUM:	460 874		E	ast-West: SUM:	509 975		Ea	ast-West: SUM:			Eá	ast-West: SUM:	512 980
1	VOI	UMF/	CAPACITY (V/C)	RATIO:		JUNI:			SUIVI.				JUIVI.				JUNI:				GUIVI.	
V/0	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:						0.579			0.583				0.650				0.653				0.653
V/C	LESS						0.479			0.483				0.550				0.553				0.553
	LEVEL OF SERVICE (LOS)				D. 2 (2)		Α			Α				Α				Α				Α

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA19.xlsm





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
19	Ea	st-West Street:	US-101	Fwy NB Of	f-Ramp		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			2			2				2				2				2
Oppo	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ	TSAC-1 or ATSAC+	ATCS-2?	LB 0	WD	2		O VVE	2		U	VV D	2		U	VVD	2		U	VV D	2
	-	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	$\downarrow$	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	7	Left-Through Through		1624	0 4	406	2	1626	407	31	1825	0 4	456	2	1827	0	457	0	1827	0 4	457
BO		Through-Right		1024	0	400		1020	407	31	1023	0	430		1027	0	437	U	1021	0	437
E		Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P R	<b>↔</b>	Left-Through-R	ight		0							0				0				0	
	Left-Right				0							0				0				0	
								•			•		•								•
₽	<u>ئ</u> ر			0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
	Left			1333	3	444	12	1345	448	44	1516	3	505	12	1528	3	509	0	1528	3	509
Ĕ	į	Through-Right		1000	0			.0.0			.0.0	0			.020	0		Ĭ	.020	0	
SOUTHBOUND	آب	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SO	<b>↔</b>	Left-Through-R	ight		0							0				0				0	
	λ,	Left-Right			0							0				0				0	
	)	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	<b>→</b>	Left-Through		,	0			Ť			-	0			-	0	_		-	0	-
STBOUND	$\rightarrow$	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ţ	<i>→</i>	Through-Right		•	0	0		0	•		0	0	0	0	0	0	0	_	0	0	0
EAS	<b>→</b>	Right Left-Through-R	iaht	0	0	0	0	0	0	0	0	0	U	U	U	0	0	0	0	0	0
ш ш	₹	Left-Right	9		0							0				0				0	
ا م	<i>←</i>	Left		548	1	428	0	548	428	15	620	1	480	0	620	1	481	0	620	1	481
5	<i>₹</i>	Left-Through Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
80	4	Through-Right		U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
WESTBOUND	<b>₹</b>	Right		735	1	428	2	737	428	8	820	1	480	2	822	1	481	0	822	1	481
ME WE	Left-Through-Right		ight		0							0				0				0	
	>			<u> </u>	1	444	<u> </u>		440			1	505			1	500			1	500
	CRITICAL VOLUMES				th-South: ast-West:	444 428		rth-South:	448 428			th-South: ast-West:	505 480			th-South: ast-West:	509 481			th-South: ast-West:	509 481
		CATIOAL V		[	SUM:	426 872	'	SUM:	876		E	SUM:	985		E	SUM:	990		Eč	SUM:	990
	VOLU	JME/CAPACITY (V/C	) RATIO:	1		0.581		22.31	0.584				0.657				0.660				0.660
V/C		ATSAC/ATCS ADJUS	•			0.481			0.484				0.557				0.560				0.560
						0.461 A			0.464 A				0.557 A				Δ.300				0.560 A
	LEVEL OF SERVICE (LOS			<u> </u>		Α			A				А	l			A				A

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	h-South Street:	US-101	Fwy SB Off	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
20	Ea	st-West Street:	Rosew	ood Avenue			Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	al Center P
	1		f Phases			2			2				2				2				2
Орр	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	$\dashv$	Left-Through		_	0		_	_				0				0				0	
NORTHBOUND	. ↑	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IE	È	Through-Right Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
S.		Left-Through-R	iaht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
Ž	<b>*</b>	Left-Right	9		0							0				0				0	
	• •																				
Q	<u> </u>	Left		752	1	430	2	754	431	3	834	1	477	2	836	1	478	0	836	1	478
3	Left-Through				0							0				0				0	
8	Left-Through Through			0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0
SOUTHBOUND				108	0	430	0	108	431	0	119	0 0	477	0	119	0	478	0	119	0	478
9			ight	100	0	430	U	100	401	U	113	0	4//	U	113	0	470	U	113	0	476
Ö	_ ,				1							1				1				1	
	<i></i>	Left		5	0	5	0	5	5	0	6	0	6	0	6	0	6	0	6	0	6
<u> </u>	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		127	0	132	0	127	132	0	140	1 0	146	0	140	0	146	0	140	0	146
EASTBOUND	7	Through-Right		127	0	132	U	127	132	U	140	0	140	U	140	0	140	U	140	0	140
STE	<b>→</b>	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ËÀ	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	L ⊰_	Left-Right			0							0				0				0	
	· ~	Left			0	0		_	0		^		0		_	0	0		^	0	0
₽	<del>*</del>	Left Left-Through		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
Į	←	Through		149	0	150	0	149	150	0	165	0	166	0	165	0	166	0	165	0	166
<u> </u>	4	Through-Right		1	1						. 30	1			. 30	1			. 30	1	
LS	g Right			1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
×	Left-Through-Right Left-Right				0							0				0				0	
-	<i>C</i>	Lett-Right		A/	th-South:	430	A/-	rth-South:	431		Ale:	th-South:	477		Ale	h-South:	478		Ale	th-South:	478
		CRITICAL V	OLUMES		tn-Soutn: ast-West:	430 155	_	rtn-Soutn: East-West:	155			tn-Soutn: ast-West:	477 172			n-Soutn: ast-West:				n-Soutn: ast-West:	478 172
		•		"	SUM:	585	'	SUM:	586			SUM:	649		Le	SUM:			Le	SUM:	650
	VOLU	IME/CAPACITY (V/C	) RATIO:			0.390			0.391				0.433				0.433				0.433
V/C		ATSAC/ATCS ADJUS	•			0.390			0.391 0.291				0.333				0.433				0.333
		LEVEL OF SERVICE				0.290 A											0.333 A				
		LEVEL OF SERVIC	,L (LUS):	51 5/5		Α			A				Α				Α				Α

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA20.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	US-101	Fwy SB Off	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
20	Ea	ast-West Street:	Rosewe	ood Avenue	•		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1	No. o	f Phases			2			2				2		-		2				2
Oppo	osed Ø	i'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 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	7	Left-Through		_	0	_	_	_				0				0				0	
90	Î	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II ₹ I	Ŷ	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
S.	(` 	Left-Through-R	ight	U	0	U	U	U	U		U	0	U	0	U	0	U	U	U	0	U
Ž	$\stackrel{\diamondsuit}{\leadsto}$	Left-Right	igin		0							0				0				0	
Ω	Left			649	1	396	0	649	396	7	724	1	441	0	724	1	441	0	724	1	441
<b>S</b>	<b>├</b> → Left-Through				0		_					0				0				0	
BO	Left-Through Through			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
IF	• •			143	0	396	0	143	396	0	158	0	441	0	158	0	441	0	158	0	441
SOUTHBOUND	4	Left-Through-R	ight	140	0	330		140	330	"	100	Ö	771		100	Ö	771		100	Ö	77.
S	4	Left-Right			1							1				1				1	
۵	<i>→</i>	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
N	$\rightarrow$	Left-Through Through		210	0	212	0	210	212	0	232	1 0	234	0	232	0	234	0	232	0	234
STBOUND	7	Through-Right		210	0	212	U	210	212		202	0	204		202	0	204		202	0	204
ST	$\rightarrow$	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\prec$	Left-Right			0							0				0				0	
	<i>(</i>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	7	Left-Through			0	U		U	U		U	0	U		U	0	0		U	0	U
	←	Through		223	Ö	228	0	223	228	0	246	Ö	252	0	246	Ö	252	0	246	Ö	252
l Œ	4	Through-Right			1							1				1				1	
ES.	S Right		5	0	0	0	5	0	0	6	0	0	0	6	0	0	0	6	0	0	
⋝	Left-Through-Right Left-Right				0							0				0				0	
	├ Left-Right			Nor	th-South:	396	No	rth-South:	396		Nor	th-South:	441		Nor	th-South:	441		Nor	th-South:	441
	CRITICAL VOLUMES				ast-West:	230		ast-West:	230			ast-West:	254			ast-West:	254			ast-West:	254
					SUM:	626		SUM:	626			SUM:	695			SUM:	695			SUM:	695
	VOLU	UME/CAPACITY (V/C	) RATIO:			0.417			0.417				0.463				0.463				0.463
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.317			0.317				0.363				0.363				0.363
		LEVEL OF SERVICE	E (LOS):			A			Α				Α				A				A
			• •	1		- / \															7.

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
21	Eas	st-West Street:	Rosewo	ood Avenue	•		Projec	tion Year:	2028		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1	No. o	f Phases			3			3				3				3				3
Oppo	osed Ø'i	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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	۸.	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	^	Override				0			0				0				0				0
		0.10	-upus.ij	EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	1	Left		33	1	33	0	33	33	0	36	1	36	0	36	1	36	0	36	1	36
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		1498	2	499	8	1506	502	23	1678	2	561	8	1686	2	563	0	1686	2	563
l ≝ l	Through-Right Right			•	1			•		_		1				1		•		1	
돈	← Left-Through-Right			0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0	4
ž	Left-Through-Right Left-Right				0							0				0				0	
		Len-Right		L																	
		Left		14	1	14	0	14	14	0	15	1	15	0	15	1	15	0	15	1	15
SOUTHBOUND	<b>→</b>	Left-Through			0							0				0				0	
ğ	l ↓	Through		1697	2	608	5	1702	610	37	1912	2	684	5	1917	2	686	0	1917	2	686
≝	4	Through-Right		407	1	407		407	407		4.40	1	4.40		4.40	1	4.40	•	4.40	1	4.40
5	→ →	Right Left-Through-R	iaht	127	0	127	0	127	127	0	140	0	140	0	140	0	140	0	140	0	140
SC	<b>↓</b>	Left-Right	igni		0							0				0				0	
	<i>&gt;</i>	Lon ragin		<u> </u>																	
_	<u> </u>	Left		165	1	165	0	165	165	2	184	1	184	0	184	1	184	0	184	1	184
2	<b>→</b>	Left-Through			0							0				0				0	
00	→ →	Through		2	0	301	0	2	301	0	2	0	333	0	2	0	333	0	2	0	333
STBOUND	7	Through-Right Right		500	0	0	0	599	0		663	0 1	0	0	663	0	0	0	663	0	0
EAS	<del>→</del>	Left-Through-R	iaht	599	1	U	U	599	U		003	1	U	U	003	1	U	U	003	1	U
ш ш	→	Left-Right	.9		0							0				0				0	
	. *																				
	<i>←</i>	Left		8	1	8	0	8	8	0	9	1	9	0	9	1	9	0	9	1	9
ĮĘ	<b>∀</b>	Left-Through			0							0				0				0	
∥ ŏ	7	Through		1	0	1	0	1	1	0	1	0 1	1	0	1	0	1	0	1	0 1	1
I E	بله ل	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	<b>₹</b>	Left-Through-R	ight		0	U		U	U		U	0	U		U	0	U		U	0	U
>	Left-Right				0							0				0				0	
					th-South:	641	No	rth-South:	643			th-South:	720			th-South:				h-South:	722
		CRITICAL V	OLUMES	Ea	ast-West:	309	E	ast-West:	309		E	ast-West:	342		E	ast-West:			Ea	st-West:	342
-		MEIOADAOITY ""			SUM:	950		SUM:	952			SUM:	1062			SUM:				SUM:	1064
		ME/CAPACITY (V/C				0.667			0.668				0.745				0.747				0.747
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.567			0.568				0.645				0.647				0.647
		LEVEL OF SERVIC	E (LOS):	<u> </u>		Α			Α				В				В				В

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.002  $\Delta v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA21.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
21	Eas	st-West Street:	Rosewo	ood Avenue	•		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			3			3				3		-		3				3
Oppo	osed Ø'i	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 EB 0	SB WB	0	NB	0 SE 0 WE		NB EB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	٦,	Left		45	1	45	0	45	45	0	50	1	50	0	50	1	50	0	50	1	50
	1	Left-Through		4.470	0	404	•	4.475	400	00	4055	0	550		4057	0	550	_	4057	0	550
B0	Ţ	Through Through-Right		1473	1	491	2	1475	492	28	1655	2 1	553	2	1657	2	553	0	1657	1	553
NORTHBOUND	Right			0	0	0	0	0	0	3	3	0	3	0	3	0	3	0	3	0	3
S S	Left-Through-Right  Left-Right			Ĭ	0	Ŭ	Ů	ŭ	Ŭ		Ü	0	Ü		Ü	0	Ü	Ĭ	Ü	0	ŭ
2					0							0				0				0	
9	7	Left		6	1 0	6	0	6	6	0	7	1	7	0	7	1	7	0	7	1 0	7
Į	*	Left-Through Through		1702	2	625	12	1714	629	60	1940	0 2	710	12	1952	0 2	714	0	1952	2	714
層	į	Through-Right		1702	1	023	12	17.14	023	00	1340	1	7.10	12	1302	1	714		1332	1	, 14
	ز ا	Right		173	0	173	0	173	173	0	191	0	191	0	191	0	191	0	191	0	191
SOUTHBOUND	$\leftrightarrow$	Left-Through-R	light		0							0				0				0	
"	٠,	Left-Right		l	0							0				0				0	
ı	<i>J</i>	Left		199	1	199	0	199	199	2	222	1	222	0	222	1	222	0	222	1	222
9	<u></u>	Left-Through		133	0	133	U	133	133	_		0	222		222	0	222		222	0	222
l ∑ l	$\rightarrow$	Through		1	0	336	0	1	336	0	1	0	373	0	1	0	373	0	1	0	373
STBOUND	7	Through-Right			0		_					0				0				0	
EAS.	<b>→</b>	Right Left-Through-R	lak.	670	1	0	0	670	0	5	745	1	0	0	745	1	0	0	745	1	0
ш	₹	Left-Right	agni		0							0				0				0	
	, ,																				
	<u> </u>	Left		1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
∥ ₹ I	<i>₹</i>	Left-Through			0			•			•	0			•	0				0	
ğ	4	Through Through-Right		0	0	3	0	0	3	0	0	0 1	3	0	0	0	3	0	0	0 1	3
STE	<i>C A A A A A A A A A A</i>	Right		3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
WESTBOUND	<b>→</b>	Left-Through-R	light		0		Ĭ	ŭ	J		Ü	0	Ü		J	Ö			J	0	Ü
_	≥ Left-Right				0							0				0				0	
	CRITICAL VOLUMES				th-South:	670		rth-South:	674			th-South:	760			th-South:				th-South:	764
		CRITICAL V	OLUMES.	E	ast-West: SUM:	339 1009	"	East-West: SUM:	339 1013		E	ast-West: SUM:	376 1136		E	ast-West: SUM:			Eá	ast-West: SUM:	376 1140
	VOLII	JME/CAPACITY (V/C	:) RATIO:	-	JUNI:			SUIVI:				SUIVI:				SUIVI:				GUIVI:	
V/C		•	•			0.708			0.711				0.797				0.800				0.800
V/C I	LESS A					0.608			0.611				0.697				0.700				0.700
	C LESS ATSAC/ATCS ADJUSTMENT LEVEL OF SERVICE (LOS					В			В				В				С				С

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
22	Ea	st-West Street:	Oakwo	od Avenue-	US-101 F	wy SB Or		tion Year:	2028		Pea	ak Hour:	AM		wed by:	•	<u>,</u>		KP Los And		
	!	No. o	f Phases			3			3				3				3	,		,	3
Opp	osed 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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		TSAC-1 or ATSAC+		<i>EB</i> 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override				0			0				0				0				0
		0.10	<u></u>	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	2	Left		32	1	32	0	32	32	0	35	1	35	0	35	1	35	0	35	1	35
Į	4	Left-Through			0							0				0				0	
NORTHBOUND	1	Through		1321	2	526	8	1329	529	23	1482	2	590	8	1490	2	593	0	1490	2	593
IE	È	Through-Right Right		257	1 0	257	0	257	257	4	288	1 0	288	0	288	1 0	288	0	288	1 0	288
K	_ <u> </u>	Left-Through-R	iaht	257	0	257	U	257	257	4	288	0	288	U	288	0	288	U	288	0	288
ž	<b>*</b>	Left-Right	·g···		0							0				0				0	
	• '																				
Q	<u> </u>	Left		309	2	170	3	312	172	11	352	2	194	3	355	2	195	0	355	2	195
SOUTHBOUND	<b>→</b>	Left-Through			0							0				0				0	
80		Through Through-Right		1758	2	634	2	1760	634	27	1969	2 1	709	2	1971	2	710	0	1971	2	710
l E	4	Right		143	0	143	0	143	143	0	158	0	158	0	158	0	158	0	158	0	158
8	4	Left-Through-R	ight	140	Ö	140		140	140		100	0	100		100	0	100		100	Ö	100
S	٠,	Left-Right			0							0				0				0	
	. ,																				
۵	<u>)</u>	Left		107	0	107	0	107	107	4	122	0 1	122	0	122	0	122	0	122	0	122
3	□			422	1	265	0	422	265	8	474	1	298	0	474	1	298	0	474	1	298
80	→	Through-Right		722	0	203		722	203	U	7/7	Ó	290		7/7	Ó	290		7/7	0	290
ST	7	Right		91	1	75	0	91	75	0	101	1	84	0	101	1	84	0	101	1	84
E	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	<b>I</b>	Left-Right			0							0				0				0	
	· ~	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	7	Left-Through		V	0	U		U	U	U	U	0	U		U	0	U		U	0	U
ΙĒ	←	Through		0	Ö	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	0
I ĕ	M ← Through-Right				0							0				0				0	
ES.	Sight Left-Through-Right			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	Left-Through-Right Left-Right				0							0				0				0	
-	↓	Lon-rayin		Nor	th-South:	696	No	rth-South:	701		Non	th-South:	784		Nort	h-South:	788		Non	th-South:	788
	CRITICAL VOLUMES				ast-West:	265		ast-West:	265			ast-West:	298			st-West:				ast-West:	298
				SUM:	961		SUM:	966			SUM:	1082			SUM:	1086			SUM:	1086	
	VOLU	ME/CAPACITY (V/C			0.674			0.678				0.759				0.762				0.762	
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.574			0.578				0.659				0.662				0.662
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
<u> </u>			<u> </u>				l														_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.003 Δv/c after mitigation: 0.003
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA22.xlsm





(Circular 212 Method)

I/S #:	Nort	th-Sout	h Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
22	Ea	ast-Wes	st Street:	Oakwo	od Avenue-l	US-101 F	wy SB Or	Projec	tion Year:	2028		Pea	ak Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	<u>!</u>		No. of	Phases			3			3				3				3	-			3
Орр	osed Ø	ð'ing: N/\$	S-1, E/W-2 or	Both-3?	_		0			0			_	0				0				0
Right	Turns	: FREE-	I, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1	or ATSAC+A	TCS-22	EB U	WD	2	ED	O VVE	2	ED	U	WD	2	ED	U	WD	2	ED	U	VV D	2
	•	,,,,,,,	Override 0				0			0				0				0				0
				-	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOV	EMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Q	5	Let			64	1	64	0	64	64	0	71	1	71	0	71	1	71	0	71	1	71
S	Left-Through				40.40	0			1011			4544	0			1510	0		•	1510	0	
BO	Through				1342	2 1	517	2	1344	518	29	1511	2 1	583	2	1513	2	583	0	1513	2	583
푸	Through-Right Right				210	0	210	0	210	210	5	237	0	237	0	237	0	237	0	237	0	237
R	Left-Through  Through  Through-Right  Right  Left-Through				210	0	210		210	210		201	0	201		201	0	201	·	201	0	201
Z	Left-Through-Right  Left-Right					0							0				0				0	
₽	Ľ,	Let			328	2	180	6	334	184	13	375	2	206	6	381	2	210	0	381	2	210
5			ft-Through rough		1684	0 2	595	5	1689	597	52	1912	0 2	675	5	1917	0 2	676	0	1917	0 2	676
BC	1		rough-Right		1004	1	595	3	1009	597	52	1912	1	6/5	5	1917	1	0/6	U	1917	1	0/6
SOUTHBOUND	زہ	Ric			101	0	101	0	101	101	0	112	0	112	0	112	0	112	0	112	0	112
l g	<b>↔</b>		t-Through-Ri	ght		0							0				0				0	
0,	Left-Right					0							0				0				0	
	Left Left				121	0	121	0	121	121	2	136	0	136	0	136	0	136	0	136	0	136
₽					121	1	121	U	121	121	2	130	1	130	U	130	1	130	U	130	1	136
Į	Through				339	1	230	0	339	230	3	377	1	257	0	377	1	257	0	377	1	257
ĕ	7	Th	rough-Right			0							0				0				0	
4S1	3		jht		129	1	97	0	129	97	0	142	1	107	0	142	1	107	0	142	1	107
Ä	7		t-Through-Ri t-Right	ght		0							0 0				0 0				0	
	1 - J	Lei	t-Right		<u> </u>	0							<u> </u>				<u> </u>				0	
	<i>C</i>	Let	it		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	$\checkmark$		t-Through			0							0				0				0	
20	<u>₹</u>		rough		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ΙË	Through-Right				0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
Æ	Q			aht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
5	Left-Right					Ö							Ö				Ö				Ő	
						th-South:	697		rth-South:	702			th-South:	789			h-South:				th-South:	793
	CRITICAL VOLUMES				Eá	ast-West:	230	E	East-West:	230		Ea	ast-West:	257		Ea	st-West:			Ea	st-West:	257
<u> </u>	VOLUME/CAPACITY (V/C) RATIO:					SUM:	927		SUM:	932			SUM:	1046			SUM:				SUM:	1050
							0.651			0.654				0.734				0.737				0.737
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:						0.551			0.554				0.634				0.637				0.637
		LEVE	OF SERVICE	E (LOS):	<u> </u>		Α			Α				В				В				В

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A

#### LINSCOTT, LAW & GREENSPAN, ENGINEERS

600 S. Lake Avenue, Suite 500, Pasadena CA 91106

(626) 796.2322 Fax (626) 792-0941

N-S St: Hillhurst Avenue-Virgil Avenue Sunset Boulevard-Sunset Drive E-W St: NW-SE St: Sunset Boulevard-Hollywood Boulevard

Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1

File Name: CMA23

Counts by: The Traffic Solution

#### CRITICAL MOVEMENT ANALYSIS

Hillhurst Avenue-Virgil Avenue @

Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

Peak Hour: AM Annual Growth: 1.0%

Date: 05/04/2018 Date of Count: Buildout Year:

2017

2028

PHASE 2

	2017	EXIST. T	RAFFIC	2017	EXIST. +	PROJEC <sup>*</sup>	Γ	2017	EXIST. +	PROJ. +	MIT	2028	FUTURE	BASELIN	NE	2028	FUTURE \	V/PROJEC	т	2028	<b>FUTURE</b>	W/MITIG/	ATION
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	119	1	119	1	120	1	120	0	120	1	120	14	133	1	133	1	134	1	134	0	134	1	134
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	222	1	114	0	222	1	114	0	222	1	114	74	296	1	151	0	296	1	151	0	296	1	151
Comb. T-R		1	114			1	114			1	114			1	151			1	151			1	151
NB Right	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	285	1	285	0	285	1	285	0	285	1	285	43	328	1	328	0	328	1	328	0	328	1	328
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	554	1	338	0	554	1	340	0	554	1	340	97	652	1	403	0	652	1	405	0	652	1	405
Comb. T-R		1	338			1	340			1	340			1	403			1	405			1	405
SB Right	122	0	-	4	126	0	-	0	126	0	-	32	154	0	-	4	158	0	-	0	158	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	61	0	-	1	62	0	-	0	62	0	-	17	78	0	-	1	79	0	-	0	79	0	-
Comb. L-T		1	86			1	87			1	87			1	106			1	107			1	107
EB Thru	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Comb. T-R		0		_		0				0				0		_		0				0	
EB Right [1]	396	2	32	7	403	2	22	0	403	2	22	180	576	2	25	7	583	2	15	0	583	2	15
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0				0	-			0				0				0	-			0	-
WB Thru	82	0	120	0	82	0	120	0	82	0	120	9	91	0	134	0	91	0	134	0	91	0	134
Comb. T-R	00	0	-		00	0	-			0	-	4	07	0	-		0.7	0	-		07	0	-
WB Right Comb. L-T-R -	33	0	-	0	33	0	•	0	33	0	•	4	37	0	-	0	37	0	-	0	37	0 1	-
COMB. L-1-R -										'								'				'	
NWB Left	337	2	186	25	362	2	199	0	362	2	199	193	530	2	292	25	555	2	305	0	555	2	305
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	405	1	286	-1	404	1	286	0	404	1	286	118	523	1	363	-1	522	1	362	0	522	1	362
Comb. T-R		1	286			1	286			1	286			1	363			1	362			1	362
NWB Right	168	0	-	0	168	0	-	0	168	0	-	35	203	0	-	0	203	0	-	0	203	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	66	1	66	0	66	1	66	0	66	1	66	8	73	1	73	0	73	1	73	0	73	1	73
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	414	1	243	0	414	1	243	0	414	1	243	127	541	1	311	0	541	1	311	0	541	1	311
Comb. T-R	70	1	243		70	1	243	0	70	1	243		0.4	1	311		0.4	1 0	311		0.4	1	311
SEB Right Comb. L-T-R -	73	0	-	0	73	0	-	U	73	0	-	8	81	0	-	0	81	0	-	0	81	0	•
Crit. Volumes:		N-S:	458			N-S:	461			N-S:	461			N-S:	536			N-S:	539			N-S:	539
		E-W:	181			E-W:	182			E-W: NW-SE	182			E-W:	212			E-W:	213			E-W:	213
		NW-SE SUM:	429 1067			NW-SE	443 1085			SUM:	443 1085			NW-SE SUM:	603 1350			NW-SE SUM:	617 1368			NW-SE SUM:	617 1368
No. of Phases:		SUIVI:	1067			SUM:	1085			SUIVI.	1085			SUIVI.	1350			SUIVI:	1368			SUIVI:	1368
No. of Phases: (N/A=0, ATSA)		CS=2)	4				2				4 2				4 2				2				2
Volume / Capa		JJ-2)	0.676				0.689				0.689				0.882				0.895				0.895
Level of Service			В				В				В				D.002				D 0.000				D 0.000

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane,
Right turns on red from excl. lanes = 50% of volume is assigned to exclusive lane.

[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

#### LINSCOTT, LAW & GREENSPAN, ENGINEERS

600 S. Lake Avenue, Suite 500, Pasadena CA 91106 (626) 796.2322 Fax (626) 792-0941

N-S St: Hillhurst Avenue-Virgil Avenue Sunset Boulevard-Sunset Drive E-W St: NW-SE St: Sunset Boulevard-Hollywood Boulevard

Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1

File Name: CMA23

Counts by: The Traffic Solution

#### CRITICAL MOVEMENT ANALYSIS

Hillhurst Avenue-Virgil Avenue @

Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

Peak Hour: PM Annual Growth: 1.0%

Date: Date of Count: Buildout Year:

05/04/2018 2017 2028

PHASE 2

	2017	EXIST	TRAFFIC	2017	EXIST. +	PROJEC	Т	2017	EXIST. +	PROJ. 4	- MIT	2028	FUTURF	BASELIN	IE .	2028	FUTURE \	W/PROJIF	СТ	2028	FUTURF	W/MITIGA	TION
	2017	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volume		Volume			Lanes	Volume	Volume		Lanes	Volume			Lanes	Volume		Volume	Lanes	Volume		Volume	Lanes	Volume
NB Left	154	1	154	0	154	1	154	0	154	1	154	18	171	1	171	0	171	1	171	0	171	1	171
Comb. L-T		0	-			0	-	·		0	-			0		·		0		•		0	
NB Thru	423	1	228	0	423	1	228	0	423	1	228	106	529	1	283	0	529	1	283	0	529	1	283
Comb. T-R		1	228			1	228			1	228			1	283			1	283			1	283
NB Right	32	0		0	32	0		0	32	0		4	36	0		0	36	0		0	36	0	
Comb. L-T-R		0			-	0				0		•	-	0				0				0	
SB Left	210	1	210	0	210	1	210	0	210	1	210	43	253	1	253	0	253	1	253	0	253	1	253
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	508	1	298	0	508	1	298	0	508	1	298	127	635	1	374	0	635	1	375	0	635	1	375
Comb. T-R		1	298			1	298			1	298			1	374			1	375			1	375
SB Right	88	0	-	1	89	0	-	0	89	0	-	26	114	0	-	1	115	0	-	0	115	0	-
Comb. L-T-R	•	0				0				0				0				0				0	
EB Left	116	0	-	3	119	0	-	0	119	0	-	36	153	0	-	3	156	0	-	0	156	0	-
Comb. L-T		1	191			1	194			1	194			1	236			1	239			1	239
EB Thru	75	0	-	0	75	0	-	0	75	0	-	9	83	0	-	0	83	0	-	0	83	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	580	2	161	20	600	2	168	0	600	2	168	276	856	2	184	20	876	2	191	0	876	2	191
Comb. L-T-R	•	0				0				0				0				0				0	
WB Left	6	0	-	0	6	0	-	0	6	0	-	1	7	0	-	0	7	0		0	7	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	43	0	86	0	43	0	86	0	43	0	86	5	48	0	96	0	48	0	96	0	48	0	96
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	36	0	-	0	36	0	-	0	36	0	-	4	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R	•	1				1				1				1				1				1	
NWB Left	287	2	158	7	294	2	162	0	294	2		234	521	2	287	7	528	2	290	0	528	2	290
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	420	1	315	-1	419	1	315	0	419	1	315	153	573	1	410	-1	572	1	409	0	572	1	409
Comb. T-R		1	315			1	315			1	315			1	410			1	409			1	409
NWB Right	210	0	-	0	210	0	-	0	210	0	-	36	246	0	-	0	246	0	-	0	246	0	-
Comb. L-T-R	•	0				0				0				0				0				0	
SEB Left	82	1	82	0	82	1	82	0	82	1	82	9	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	496	1	310	-1	495	1	309	0	495	1	309	157	653	1	395	-1	652	1	395	0	652	1	395
Comb. T-R		1	310			1	309			1	309			1	395			1	395			1	395
SEB Right	123	0	-	0	123	0	-	0	123	0	-	14	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R	•	0				0				0				0				0				0	
Crit. Volumes		N-S:	451			N-S:	452			N-S:	452			N-S:	546			N-S:	546			N-S:	546
		E-W:	202			E-W:	205			E-W:	205			E-W:	248			E-W:	251			E-W:	251
		NW-SE	467			NW-SE	471		- 1	NW-SE	471			NW-SE	682			NW-SE	685			NW-SE	685
		SUM:	1121			SUM:	1128			SUM:	1128			SUM:	1476			SUM:	1483			SUM:	1483
No. of Phases			4				4				4				4				4				4
(N/A=0, ATSA		CS=2)	2				2				2				2				2				2
Volume / Cap			0.715				0.720				0.720				0.973				0.978				0.978
Level of Servi	ce:		С				С				С				E				E				E

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane,
Right turns on red from excl. lanes = 50% of volume is assigned to exclusive lane.

[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.





(Circular 212 Method)

I/S #:	North	h-South Street:	Virgil A	venue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
24	Eas	st-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2028		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	eles Medic	al Center P
	1		f Phases			3			3				3		-	•	3				3
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ-	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		89	1	89	0	89	89	0	98	1	98	0	98	1	98	0	98	1	98
₹	4	Left-Through			0							0				0				0	
ğ	↑ Through ↑ Through-Right			544	1	544	4	548	548	36	637	1	637	4	641	1	641	0	641	1	641
IEI	Through-Right			444	0 1	<b>54</b>		444	F.4	•	400	0	50		400	0	50		400	0	50
8	Left-Through  Through  Through-Right  Right  Left-Through-Right			111	0	51	0	111	51	0	123	1 0	56	0	123	0	56	0	123	1 0	56
ž	O Left-Through-Right  ✓ Left-Right				0							0				0				0	
	Y	Leit-Night		1																	
	Ļ	Left		56	1	56	0	56	56	0	62	1	62	0	62	1	62	0	62	1	62
SOUTHBOUND	Left  → Left-Through				0							0				0				0	
ğ	Left-Through Through			587	1	587	1	588	588	20	668	1	668	1	669	1	669	0	669	1	669
里	Through  Through-Right				0							0				0				0	
5	Through-Right Right Left-Through-Right			85	1 0	49	0	85	49	3	97	1 0	50	0	97	1	50	0	97	1	50
SO	Left-Through-Right				0							0				0				0	
	<i>~</i>	Leit-Right		<u> </u>	<u> </u>							<u> </u>				U				0	
	→ Left → Left-Through			72	1	72	0	72	72	15	95	1	95	0	95	1	95	0	95	1	95
₽					0							0				0				0	
l C	Through			518	1	518	1	519	519	51	623	1	623	1	624	1	624	0	624	1	624
I B		Through-Right			0							0				0				0	
AS	<b>}</b>	Right	:l4	117	1 0	73	0	117	73	0	129	1 0	80	0	129	1 0	80	0	129	1 0	80
ш	<b>→</b>	Left-Through-Ri Left-Right	ignt		0							0				0				0	
	<b>-</b> -	Leit-Mgiit										<u> </u>				U U				<u> </u>	
	r	Left		121	1	121	0	121	121	0	134	1	134	0	134	1	134	0	134	1	134
Z	$\checkmark$	Left-Through			0							0				0				0	
0	<b>←</b>	Through		622	1	330	5	627	332	45	732	1	387	5	737	1	389	0	737	1	389
2	Through-Right				1	07		07	0.7		4.4	1			4.4	1				1	4.4
ES	N Right  ☐ Left-Through-Right		iaht	37	0	37	0	37	37	0	41	0 0	41	0	41	0	41	0	41	0	41
>	Left-I frough-Right  Left-Right		igiit		0							0				0				0	
				Nor	th-South:	676	No	rth-South:	677		Nor	th-South:	766		Nor	th-South:	767		Nort	h-South:	767
		CRITICAL V	OLUMES		ast-West:	639		East-West:	640			ast-West:	757			ast-West:	758			st-West:	758
					SUM:	1315		SUM:	1317			SUM:	1523			SUM:	1525			SUM:	1525
	VOLU	ME/CAPACITY (V/C)	) RATIO:			0.923			0.924				1.069				1.070				1.070
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.823			0.824				0.969				0.970				0.970
		LEVEL OF SERVIC	E (LOS):			D			D				E				Е				Е
<u> </u>			MAPKS	Phase 2 (2)	200)		L			<u> </u>											_

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.001  $\Delta v/c$  after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:38 PM 1 CMA24.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Virgil A	venue			Year	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
24	Eas	st-West Street:	Santa N	/lonica Bou	levard		Projec	tion Year:	2028		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	jeles Medic	al Center P
		ng: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	Ö	EB	0	WB	0	EB	Ö	WB	0
	ΑT	TSAC-1 or ATSAC+/ Override (				2 0			2				2 0				2				2 0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		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
Ω	£.	Left		126	1	126	0	126	126	0	139	1	139	0	139	1	139	0	139	1	139
NORTHBOUND	1	Left-Through Through		635	0 1 0	635	1	636	636	34	735	0 1 0	735	1	736	0 1 0	736	0	736	0 1 0	736
ᄩ	Through-Right Right			163	1	118	0	163	118	0	180	1	130	0	180	1	130	0	180	1	130
l g	Left-Through-Right				0							0	.00	Ĭ		0				0	.00
	$\checkmark$	Left-Right		L	0							0				0				0	
1		l oft		134	1	134	0	134	134	0	148	1	148	0	148	1	148	0	148	1	148
2	Left			134	0	134	U	134	134	0	140	0	140	U	140	Ó	140	U	140	0	140
	Left-Through Through			549	1	549	3	552	552	43	649	1	649	3	652	1	652	0	652	1	652
毘	Through  Through-Right  Right			122	0	83	0	122	83	22	157	0 1	107	0	157	0	107	0	157	0 1	107
9	Left-Through Through Through-Right Right Left-Through-Right			122	0	83	U	122	83	22	157	0	107	U	157	0	107	U	157	0	107
Ö	Left-Right				0							0				0				0	
	Left-Right											_								4	
₽				78	1 0	78	0	78	78	14	100	1 0	100	0	100	1 0	100	0	100	1 0	100
EASTBOUND	$\rightarrow$	Through		675	1	675	4	679	679	65	811	1	811	4	815	1	815	0	815	1	815
IBC	7	Through-Right			0		_			_		0				0				0	
AS.	<b>→</b>	Right Left-Through-Ri	iaht	116	1 0	53	0	116	53	0	128	1 0	59	0	128	1	59	0	128	1 0	59
ш	\ \ <sup>*</sup>	Left-Right	giit		0							0				0				0	
	,																				
ٍ ا	7	Left Left-Through		91	1 0	91	0	91	91	0	101	1 0	101	0	101	1 0	101	0	101	1 0	101
	←	Through		547	1	293	1	548	294	71	675	1	359	1	676	1	360	0	676	1	360
<u> </u>	O Through-Right				1							1				1				1	
ES	Right  Left-Through-Right			39	0	39	0	39	39	0	43	0	43	0	43	0	43	0	43	0	43
>	Left-Through-Right Left-Right				0 0							0				0 0				0	
	CRITICAL VOLLIMES			Nor	th-South:	769	No	rth-South:	770		Nor	th-South:	883		Nort	th-South:	884		Nort	h-South:	884
	CRITICAL VOLUMES			E	ast-West:	766	E	ast-West:	770		E	ast-West:	912		Eá	ast-West:	916		Ea	st-West:	916
	VOLUME/CAPACITY (V/C) RATIO:				SUM:	1535		SUM:	1540			SUM:				SUM:				SUM:	1800
V/C	//C LESS ATSAC/ATCS ADJUSTMENT:					1.077			1.081				1.260				1.263				1.263
V/C I						0.977			0.981				1.160 F				1.163				1.163
		LEVEL OF SERVIC	E (LUS):	5: 2.0		Е			E				F				F				F

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

### **APPENDIX D-3**

PHASE 3 PROJECT (YEAR 2030):
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM & PM PEAK HOURS





(Circular 212 Method)

I/S #:	North	h-South Street:	US-101	Fwy SB On	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
1	Ea	st-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1	No. o	f Phases			2			2				2		-	•	2				2
Oppo	osed 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 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	<b>3</b> 0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	Ĵ	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	Left-Through			0							0				0				0	
90	Ţ	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II ₹ I	È	Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S.	Left-Through  Comparison  Comp			U	0	U	U	U	U	U	U	0	U	0	U	0	U	"	U	0	U
Ž	□ Left-Through-Right  Left-Right				0							0				0				0	
		, and a second																			
Ω	<u> </u>	Left		105	0	105	0	105	105	0	118	0	118	0	118	0	118	0	118	0	118
N	<b>→</b>	Left-Through			0		_			_		0		_		0				0	
BO		Through Through-Right		21	0	137	0	21	137	0	24	0	154	0	24	0	154	0	24	0	154
IF	7	Right		11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
SOUTHBOUND	4	Left-Through-R	ight		1	· ·			· ·		12	1	· ·		12	1	O		12	1	· ·
S	٠,	Left-Right			0							0				0				0	
	. ,																				
۵	<i>Ĵ</i> -1>	Left Left-Through		10	0	10	0	10	10	0	11	0 1	11	0	11	0	11	0	11	0	11
N	$\xrightarrow{\longrightarrow}$	Through		903	1	482	6	909	485	141	1159	1	613	6	1165	1	616	0	1165	1	616
STBOUND	7	Through-Right		300	0	402	U	303	400	141	1100	Ö	013		1105	0	010		1105	0	010
ST	<b>→</b>	Right		358	1	358	0	358	358	88	491	1	491	0	491	1	491	0	491	1	491
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i>C</i>	Left		48	1	48	1	49	49	28	82	1	82	1	83	1	83	0	83	1	83
₽	<del>,</del>	Left-Through		40	0	+0		+3	40	20	02	0	02	'	00	0	03		UU.	0	00
	←	Through		1305	1	675	1	1306	676	268	1739	1	895	1	1740	1	896	0	1740	ĺ	896
l Œ	O Through-Right				1							1				1				1	
ES.	Sight Sight Left-Through-Right			45	0	45	0	45	45	0	51	0	51	0	51	0	51	0	51	0	51
⋝	Left-Through-Right Left-Right				0							0				0				0	
	<u> </u>			Nor	th-South:	137	No	rth-South:	137		Nor	th-South:	154		Nor	th-South:	154		Nor	th-South:	154
	CRITICAL VOLUMES				ast-West:	685		ast-West:	686			ast-West:	906			ast-West:				ast-West:	907
	VOLUME/CADACITY (I//C) DATIO				SUM:	822		SUM:	823			SUM:	1060			SUM:				SUM:	1061
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.548			0.549				0.707				0.707				0.707
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.448			0.449				0.607				0.607				0.607
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
						- / \															_

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA1.xlsm





(Circular 212 Method)

I/S #:	Nort	th-S	outh Street:	US-101	Fwy SB On	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
1	Ea	ast-\	West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1		No. of	Phases			2			2				2				2				2
Oppo	osed Ø	ð'ing	: N/S-1, E/W-2 or	Both-3?			0			0			_	0				0				0
Right	Turns	: FR	EE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
		ΔΤς	AC-1 or ATSAC+A	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	A10,	Override (				0			0				0				0				0
					EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		N	IOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	J.		Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N S	Left-Through  Through  Through-Right  Right  Left-Through				•	0						•	0	•		•	0		•	•	0	0
ВО	↑ Through ↑ Through-Right				0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
표	Through-Right				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S.	Right  O ←			aht	· ·	0	· ·	"	Ü	Ū	"	O	0	· ·		Ū	0	· ·	·	Ū	0	· ·
Z	O Left-Through-Right					0							0				0				0	
Ω	L.		Left		132	0	132	0	132	132	5	154	0	154	0	154	0	154	0	154	0	154
5			Left-Through Through		26	0	181	0	26	181	0	20	0 0	209	0	20	0 0	209	0	20	0 0	209
BC	4		Through-Right		26	0	101	0	20	101	0	29	0	209	U	29	0	209	U	29	0	209
ΙĒΙ	زہ		Right		23	Ö	0	0	23	0	0	26	0	0	0	26	0	0	0	26	0	0
SOUTHBOUND				ght		1							1				1				1	
0)	Left-Through-Right  Left-Right					0							0				0				0	
	. <u>J</u>		Left		1 45	0	15	0	15	15	0	17	0	17	0	17	0	17	0	17	0	17
Ω	<u></u>		Left-Through		15	1	15	U	15	15	U	17	1	17	U	17	1	17	U	17	1	17
5	<b>→</b>		Through		1054	1	572	2	1056	573	221	1409	i	756	2	1411	i .	757	0	1411	1	757
STBOUND	7		Through-Right			0							0				0				0	
\S1	7		Right		369	1	369	0	369	369	107	523	1	523	0	523	1	523	0	523	1	523
EA	<b>→</b>		Left-Through-Ri	ght		0							0 0				0				0 0	
	1 7		Left-Right		<u> </u>	U							U				U				U	
	<i>C</i>		Left		45	1	45	5	50	50	22	73	1	73	5	78	1	78	0	78	1	78
WESTBOUND	$\checkmark$		Left-Through			0							0				0				0	
9	<b>←</b>		Through		1280	1	681	5	1285	683	404	1846	1	969	5	1851	1	971	0	1851	1	971
l B	Through-Right				01	1 0	0.1	0	04	81		01	1 0	91	0	91	1 0	91	0	91	1 0	91
ÆS	Right Left-Through-Right			aht	81	0	81	U	81	81	0	91	0	91	U	91	0	91	0	91	0	91
>	Left-Right			a		0							0				0				0	
					Nor	th-South:	181	No	rth-South:	181		Nor	th-South:	209		Nor	th-South:			Nor	th-South:	209
	CRITICAL VOLUMES			DLUMES	Ea	ast-West:	696	l i	East-West:	698		E	ast-West:	986		E	ast-West:			Ea	ast-West:	988
	VOLUME/CAPACITY (V/C) RATIO:					SUM:	877		SUM:	879			SUM:	1195			SUM:				SUM:	1197
	, ,						0.585			0.586				0.797				0.798				0.798
V/C	C LESS ATSAC/ATCS ADJUSTMENT:						0.485			0.486				0.697				0.698				0.698
	LEVEL OF SERVICE (LOS):						Α			Α				В				В				В

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.001 Δv/c after mitigation: 0.001
Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	h-South Street:	US-101	Fwy NB Of	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
2	Eas	st-West Street:	Santa N	/lonica Boul	levard-Se	errano Av	Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	eles Medic	al Center P
Орре	osed Ø'i	No. of ing: N/S-1, E/W-2 or	f Phases Both-3?			3 1	-		3				3 1				3 1				3 1
		FREE-1, NRTOR-2 o		NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
i tigiit		,		EB 0	WB	0 2	EB	0 W	3 0 2	EB	0	WB	0 2	EB	0	WB	0	EB	0	WB	0 2
	А	TSAC-1 or ATSAC+. Override				0			0				0				2				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
<u> </u>				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9		Left Left-Through		593	1 0	363	0	593	366	71	739	1 0	449	0	739	1 0	452	0	739	1 0	452
l inc	<b>1</b>	Through		71	0	363	0	71	366	0	80	0	449	0	80	0	452	0	80	0	452
H H	<b>→</b>	Through-Right			0							0				0				0	
RT	Left-Through  Left-Through  Through-Right  Right  Left-Through-Right			62	0	0	5	67	0	9	79	0	0	5	84	0	0	0	84	0	0
2	Left-Through-Right  Left-Right				1 0							1 0				1 0				1 0	
	Left-Right				0							U				U				0	
Δ	Left Left Through			35	0	35	0	35	35	0	39	0	39	0	39	0	39	0	39	0	39
N N	Left Left-Through Through			•	0	0		0	0	•	0	0	0	0	0	0	0	0	0	0	0
ВО	Lett-Through  Through  Through-Right			0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
₹	Through-Right			66	Ö	101	0	66	101	0	74	0	113	0	74	0	113	0	74	Ö	113
SOUTHBOUND	Right Left-Through-Right Left-Right				0							0				0				0	
0,	Left Left				1							1				1				1	
				13	1	13	0	13	13	0	15	1	15	0	15	1	15	0	15	1	15
<u>N</u>					0							0				0				0	
l og	Through			1041	2	521	6	1047	524	158	1331	2	666	6	1337	2	669	0	1337	2	669
STE	$\neg$	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA:	<b>→</b>	Left-Through-Ri	ight		0			Ţ			-	0	-		-	0			•	0	
	$\sqcup \dashv \sqcup$	Left-Right		<u> </u>	0							0				0				0	
	· C	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ð	$ \leftarrow$	Left-Through		Ŭ	0	·		Ŭ			Ü	0	·		Ü	0	·		Ü	0	
00	<b>←</b>	Through		671	1	350	4	675	352	226	982	1	507	4	986	1	509	0	986	1	509
E E	Through-Right			28	1 0	28	0	28	28	0	32	1 0	32	0	32	1 0	32	0	32	1 0	32
NES	Right Left-Through-Right		ight	20	0	20	0	20	20	U	32	0	32	0	32	0	32	0	32	0	32
	>				0							0				0				0	
		CRITICAL VO	OLUMES		th-South:	464		rth-South:	467 524			th-South: ast-West:	562			th-South:	565 669			h-South:	565 660
					ast-West: SUM:	521 985	<i>"</i>	East-West: SUM:	524 991		E	st-west: SUM:	666 1228		E	ast-West: SUM:	1234		Eá	st-West: SUM:	669 1234
	VOLUI	ME/CAPACITY (V/C)	) RATIO:			0.691			0.695				0.862				0.866				0.866
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.591			0.595				0.762				0.766				0.766
		LEVEL OF SERVIC	E (LOS):			A			A				С				С				С
<u> </u>			MAPKS.	Phase 3 Fu	II D. 114 O	(0000)															

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA2.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	US-101	Fwy NB Of	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
2	Eas	st-West Street:	Santa N	/lonica Bou	levard-Se	errano Av	Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			3			3				3				3				3
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			1			1				1				1				1
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	АТ	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	AI	Override				0			0				0				0				0
		0.0	-upus.ij	EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	1	Left		569	1	376	0	569	377	152	793	1	515	0	793	1	516	0	793	1	516
Į	4	Left-Through			0							0				0				0	
30	Through			130	0	376	0	130	377	0	146	0	515	0	146	0	516	0	146	0	516
l ≝ l	$\rightarrow$	Through-Right			0					0.4	0.4	0	•	_	00	0		•		0	•
NORTHBOUND	Right  C Left-Through-Right			53	0	0	1	54	0	31	91	0	0	1	92	0	0	0	92	0	0
Σ	Left-Through-Right  Left-Right				0							0				0				0	
	ΥΥ.	Leit-Rigiit		<u> </u>	0							0				0				0	
	,	Left		41	0	41	0	41	41	0	46	0	46	0	46	0	46	0	46	0	46
SOUTHBOUND	$\rightarrow$	Left-Through			0							0				0				0	
<u>ت</u>	↓	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
里	4	Through-Right			0							0				0				0	
5	<b>→</b>	Right	tt. d	88	0	129	0	88	129	0	99	0	145	0	99	0	145	0	99	0	145
SO	<b>↓</b>	Left-Through-Ri Left-Right	ignt		1							1				1				1	
	<i>~</i>	Leit-Right		ı	'							'				'					
	Ĵ	Left		31	1	31	0	31	31	0	35	1	35	0	35	1	35	0	35	1	35
9	<b>→</b>	Left-Through			0							0				0				0	
STBOUND	$\rightarrow$	Through		1091	2	546	2	1093	547	252	1481	2	741	2	1483	2	742	0	1483	2	742
Ιğ	7	Through-Right			0		_			_		0				0			_	0	
EAS	7	Right	:l4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ш	ا (	Left-Through-Ri Left-Right	ignt		0							0				0				0	
	, ,	_cit-itigiit																			
	$\subset$	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	$\leftarrow$	Left-Through			0							0				0				0	
8	<b>←</b>	Through		798	1	426	10	808	431	274	1173	1	617	10	1183	1	622	0	1183	1	622
19	Through-Right				1	- 4			- 4	_	0.4	1	0.4		0.4	1	0.4	•	0.4	1	0.4
ES	Right Left-Through-Right			54	0	54	0	54	54	0	61	0	61	0	61	0	61	0	61	0	61
	≥ Left-Right Left-Right				0							0				0				0	
	· · ·	- · · <b>y</b> ·		Nor	th-South:	505	No	rth-South:	506		Nor	th-South:	660		Nor	th-South:	661		Nor	th-South:	661
	CRITICAL VOLUMES				ast-West:	546		ast-West:	547			ast-West:	741			ast-West:	742			ast-West:	742
					SUM:	1051		SUM:	1053			SUM:	1401			SUM:	1403			SUM:	1403
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.738			0.739				0.983				0.985				0.985
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.638			0.639				0.883				0.885				0.885
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
			. ,											l							

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.002  $\Delta v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
3	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WI		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J	Left		62	0	62	0	62	62	0	70	0	70	0	70	0	70	0	70	0	70
Z	4	Left-Through			0							0				0				0	
90	Through			104	0	268	0	104	268	34	151	0	351	0	151	0	351	0	151	0	351
II ₹ I	Left-Through  Capable Control			102	0	0	0	102	0	15	130	0	0	0	130	0	0	0	130	0	0
S.	Right  Right			102	1	U	U	102	U	15	130	1	U	0	130	1	U	U	130	1	U
Ž	□ Left-Through-Right  Left-Right				0							0				0				0	
Ω	<u> </u>	Left		96	0	96	3	99	99	2	110	0	110	3	113	0	113	0	113	0	113
N	_ ↓	Left-Through			0		_					0		_		0				0	
BO	.	Through Through-Right		156	0	288	0	156	291	19	195	0	346	0	195	0	349	0	195	0	349
IF	4	Right		36	0	0	0	36	0	0	41	0	0	0	41	0	0	0	41	0	0
SOUTHBOUND	<b>→</b>	Left-Through-Ri	ght	00	1	· ·		50	· ·		71	1	U		71	1	· ·		71	1	O
Š	٠,	Left-Right			0							0				0				0	
۵	<i>)</i>	Left Left-Through		24	1 0	24	0	24	24	0	27	1 0	27	0	27	1 0	27	0	27	1 0	27
STBOUND	$\rightarrow$	Through		919	1	503	23	942	514	78	1114	1	606	23	1137	1	617	0	1137	1	617
BO	7	Through-Right		313	i	303	20	342	314	70	1114	i	000	20	1107	i	017		1107	i	017
ST	$\neg$	Right		86	0	86	0	86	86	0	97	0	97	0	97	0	97	0	97	0	97
EA	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\sqcup \dashv \sqcup$	Left-Right			0							0				0				0	
	· ~	Left		65	1	65	0	65	65	15	88	1	88	0	88	1	88	0	88	1	88
₽	7	Left-Through		00	0	00		00	03	10	00	0	30		00	0	00		00	0	30
	<b>←</b>	Through		816	1	419	6	822	423	109	1028	1	531	6	1034	1	534	0	1034	ĺ	534
WESTBOUND	4	Through-Right			1							1				1				1	
ES.	Right  Left-Through-Right			22	0	22	1	23	23	8	33	0	33	1	34	0	34	0	34	0	34
⋝	Left-Through-Right Left-Right				0							0				0				0	
	<u> </u>			Nor	th-South:	364	No	rth-South:	367		Nor	th-South:	461		Nor	th-South:	464		Nor	th-South:	464
	CRITICAL VOLUMES				ast-West:	568		ast-West:	579			ast-West:	694			ast-West:				ast-West:	705
	VOLUME/CARACITY (I//C) RATIO				SUM:	932		SUM:	946			SUM:	1155			SUM:				SUM:	1169
	VOLUME/CAPACITY (V/C) RATIO:					0.621			0.631				0.770				0.779				0.779
V/C	//C LESS ATSAC/ATCS ADJUSTMENT:					0.521			0.531				0.670				0.679				0.679
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
			. ,	1																	_

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.009 Δv/c after mitigation: 0.009
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA3.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	ineers	Date:		5/2/2018	
3	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			Phases			2			2				2				2				2
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0 0	NB	0	SB	0 0
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	B 0	3В WВ	0	NB EB	0 SE		NB EB	0	3В WВ	0	NB EB	0	3В WВ	0	EB	0	3B WB	0
	АТ	TSAC-1 or ATSAC+A	ATCS-2?			2			2				2				2				2
		Override (	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION		ING PLUS P	ROJECT			ON W/O PR	OJECT			ION W/ PR	OJECT			CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	6	1.6		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	_↑	Left Left-Through		127	0 0	127	0	127	127	0	143	0 0	143	0	143	0 0	143	0	143	0	143
NORTHBOUND	, j	Through		157	0	390	0	157	390	42	219	0	503	0	219	0	503	0	219	0	503
单	<b>}</b>	Through-Right			0							0				0				0	
R.	7	Right		106	0	0	0	106	0	22	141	0	0	0	141	0	0	0	141	0	0
2	$\Leftrightarrow$	Left-Through-Ri	ght		1							1				1				1	
	$\rightarrow$	Left-Right		<u> </u>	0							0				0				0	
_ 1	<i>(</i>	Left		91	0	91	1	92	92	9	112	0	112	1	113	0	113	0	113	0	113
SOUTHBOUND	þ.	Left-Through		31	0	31		32	32		112	0	112	•	110	0	113	Ů	110	0	113
20	ļ	Through		162	0	293	0	162	294	53	236	0	393	0	236	0	394	0	236	0	394
뿔	4	Through-Right			0		_					0				0				0	_
5	4	Right Left-Through-Ri	aht	40	0	0	0	40	0	0	45	0	0	0	45	0	0	0	45	0	0
S	٠,٠	Left-Right	giit		0							0				0				0	
	-			<u></u>																	
	<u> </u>	Left		46	1	46	0	46	46	0	52	1	52	0	52	1	52	0	52	1	52
ᄫ	<i>→</i>	Left-Through		040	0 1	-10	•	005		404	4407	0 1			4470	0			4470	0	
30	7	Through Through-Right		919	1	513	6	925	516	131	1167	1	644	6	1173	1	647	0	1173	1	647
EASTBOUND	$\vec{\gamma}$	Right		107	0	107	0	107	107	0	121	0	121	0	121	0	121	0	121	0	121
EA	7	Left-Through-Ri	ght		0							0				0				0	
	_≺	Left-Right			0							0				0				0	
I		Left		72	1	72	0	72	72	22	103	1	103	0	103	1	103	0	103	1	103
₽	Ť	Left-Through		12	0	12		12	12		103	0	103		103	0	103		103	0	103
l o	<b>←</b>	Through		864	1	453	19	883	464	112	1086	1	570	19	1105	1	581	0	1105	1	581
ě	<u></u>	Through-Right			1		_					1				1				1	
WESTBOUND	<del>}</del>	Right Left-Through-Ri	aht	42	0	42	3	45	45	6	53	0	53	3	56	0 0	56	0	56	0	56
>	<u>`</u>	Left-Right	gnt		0							0				0				0	
	-			Nort	th-South:	481	No	rth-South:	482		Nor	th-South:	615		Nor	th-South:	616		Nort	th-South:	616
	CRITICAL VOLUME			Ea	ast-West:	585	E	ast-West:	588		E	ast-West:	747		Ea	ast-West:	750		Ea	ast-West:	750
	1/6:::-				SUM:	1066		SUM:	1070			SUM:	1362			SUM:	1366			SUM:	1366
		ME/CAPACITY (V/C)				0.711			0.713				0.908				0.911				0.911
V/C		TSAC/ATCS ADJUS				0.611			0.613				0.808				0.811				0.811
		LEVEL OF SERVIC		Dhasa 2 Fu		В			В				D				D				D

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	h-South Street:	Norman	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
4	Ea	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			2			2				2				2				2
Oppo	osed 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 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		96	0	96	0	96	96	12	120	0	120	0	120	0	120	0	120	0	120
NORTHBOUND	4	Left-Through			0							0				0				0	
90	Ţ	Through		152	0	304	0	152	308	30	201	0	394	0	201	0	398	0	201	0	398
∥ ₹ I	<u>}</u>	Through-Right Right		56	0	0	4	60	0	10	73	0	0	4	77	0	0	0	77	0	0
8	_ (` ↑	Left-Through-R	iaht	30	1	U	4	00	U	10	13	1	U	4	11	1	U	U	11	1	U
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
	Left Left-Through			<u> </u>																	
Ω	l I			54	0	54	0	54	54	0	61	0	61	0	61	0	61	0	61	0	61
3	↓ Left-Through ↓ Through				0							0		_		0				0	
BO	→ Through → Through-Right			259	0	371	0	259	371	18	310	0	452	0	310	0	452	0	310	0	452
l ∓				58	0	0	0	58	0	16	81	0	0	0	81	0	0	0	81	0	0
SOUTHBOUND	→ Through-Right → Right ← Left-Through-Right		ight	00	1	· ·	"	00	· ·	10	01	1	o		01	1	· ·		01	1	O
Ś	Right Left-Through-Right Left-Right				0							0				0				0	
	Left-Through-Right Left-Right  Left																				
۵	↓ Left-Right			53	1 0	53	0	53	53	18	78	1 0	78	0	78	1 0	78	0	78	1 0	78
3	$\rightarrow$	Through		1019	2	510	36	1055	528	135	1283	2	642	36	1319	2	660	0	1319	2	660
STBOUND	7	Through-Right		1013	0	310	30	1000	320	133	1200	0	042	30	1013	0	000		1010	0	000
ST	$\neg$	Right		104	1	104	0	104	104	17	134	1	134	0	134	1	134	0	134	1	134
EĀ	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\sqcup \prec \sqcup$	Left-Right			0							0				0				0	
	· -	Left		57	1	57	1	58	58	3	67	1	67	1	68	1	68	0	68	1	68
₽	7	Left-Through		31	0	31	'	50	30		O1	0	01	'	00	0	00		00	0	00
	←	Through		653	2	327	8	661	331	178	914	2	457	8	922	2	461	0	922	2	461
WESTBOUND	<u>↓</u>	Through-Right			0							0				0				0	
ES.	4	Right		37	1	37	0	37	37	0	42	1	42	0	42	1	42	0	42	1	42
⋝	<u> </u>	Left-Through-R	ignt		0							0				0				0	
	Left-Right			Nor	th-South:	467	No	rth-South:	467		Nor	th-South:	572		Nor	th-South:	572		Nor	th-South:	572
	CRITICAL VOLUME				ast-West:	567		ast-West:	586			ast-West:	709			ast-West:				ast-West:	728
	VOLUME/CAPACITY (V/C) RATIO				SUM:	1034		SUM:	1053			SUM:	1281			SUM:				SUM:	1300
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.689			0.702				0.854				0.867				0.867
V/C	LESS ATSAC/ATCS ADJUSTMENT					0.589			0.602				0.754				0.767				0.767
	LESS ATSAC/ATCS ADJUSTMENT LEVEL OF SERVICE (LOS					A			В				С				C				C
			, -,	l										l							_

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.013  $\Delta v/c$  after mitigation: 0.013 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA4.xlsm





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Normai	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
4	Ea	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	f Phases			2			2				2				2				2
Opp	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		104	0	104	0	104	104	31	148	0	148	0	148	0	148	0	148	0	148
Z	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Ţ	Through		252	0	430	0	252	431	32	316	0	554	0	316	0	555	0	316	0	555
IE	È	Through-Right Right		74	0	0	4	75	0	7	90	0 0	0	4	91	0	0	0	91	0	0
S.	_ ( ` ↑ _	Left-Through-R	iaht	74	1	U	•	75	U	<b>'</b>	90	1	U		91	1	U	"	91	1	U
Ž	<b>♦</b>	Left-Right	.9		0							0				0				0	
Q	↓ Left ↓ Left-Through ↓ Through			55	0	55	0	55	55	0	62	0	62	0	62	0	62	0	62	0	62
3	Left-Through				0							0				0				0	
8				248	0	362	0	248	362	42	321	0	483	0	321	0 0	483	0	321	0	483
IE				59	0	0	0	59	0	34	100	0 0	0	0	100	0	0	0	100	0	0
SOUTHBOUND	_ ,			33	1	U	U	33	U	34	100	1	U		100	1	U		100	1	U
Ö	Left-Through-Right Left-Right  Left				0							0				0				0	
	→ Left → Left-Through			84	1	84	0	84	84	30	125	1	125	0	125	1	125	0	125	1	125
I				1117	0 2	400	44	1100	400	224	1.402	0 2	550	44	1404	0 2	FCO	0	1404	0 2	ECO
EASTBOUND	7	Through-Right		1117	1	422	11	1128	426	224	1483	1	559	11	1494	1	563	"	1494	1	563
STE	$\rightarrow$	Right		150	0	150	0	150	150	26	195	0	195	0	195	0	195	0	195	0	195
EÀ	7	Left-Through-R	ight		0							0				0				0	
		Left-Right			0							0				0				0	
	· ~	Left		70	1	70		70	70	4.4	00	4	00		00	1	00		00	1	60
₽	<del>*</del>	Left Left-Through		73	0	73	3	76	76	11	93	1 0	93	3	96	0	96	0	96	0	96
Į	←	Through		905	2	315	22	927	322	201	1221	2	422	22	1243	2	429	0	1243	2	429
<u> </u>	7	Through-Right			1	2.0			,			1				1	0			1	0
WESTBOUND	<b>₹</b>	Right		39	0	39	0	39	39	0	44	0	44	0	44	0	44	0	44	0	44
×	Left-Through-Right Left-Right		ight		0							0				0				0	
-	ſ	Lett-Kight		A/	th-South:	485	A/-	rth-South:	486		Ale:	th-South:	631		Ale	h-South:	631		Ale:-	th-South:	631
		CRITICAL V	OLUMES		tn-Soutn: ast-West:	485 495	_	rtn-Soutn: East-West:	486 502			tn-Soutn: ast-West:	652			n-Soutn: ast-West:				n-Soutn: ast-West:	659
				"	SUM:	980	'	SUM:	988			SUM:	1283		Le	SUM:				SUM:	1290
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.653			0.659				0.855				0.860				0.860
V/C		ATSAC/ATCS ADJUS	-			0.553			0.559				0.755				0.760				0.760
						0.555 A							0.755 C				0.760 C				0.760 C
	LEVEL OF SERVICE (LOS								Α				U				U				U

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.005  $\Delta v/c$  after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Normar	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
5	Ea	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	f Phases			2			2				2				2	-			2
Opp	osed 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 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		79	0	79	0	79	79	0	89	0	89	0	89	0	89	0	89	0	89
l S	4	Left-Through			0							0				0				0	
NORTHBOUND	Ţ	Through		247	0	412	4	251	412	52	330	0	526	4	334	0	526	0	334	0	526
IE	È	Through-Right Right		86	0	0	-4	82	0	10	107	0 0	0	-4	103	0	0	0	103	0	0
S.	_ ( `	Left-Through-R	iaht	00	1	U	-4	02	U	10	107	1	U	-4	103	1	U	U	103	1	U
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
Q	Left			85	0	85	0	85	85	0	96	0	96	0	96	0	96	0	96	0	96
S	Left-Through				0							0				0				0	
8	↓ Through			348	0	475	1	349	476	37	429	0	572	1	430	0	573	0	430	0	573
IE				42	0	0	0	42	0	0	47	0 0	0	0	47	0	0	0	47	0	0
SOUTHBOUND	→ Right → Left-Through-Right			42	1	U	U	42	U	U	47	1	U	U	41	1	U	U	41	1	U
Ñ	Left-Through-Right Left-Right				0							0				0				0	
	Left-Right																				
	→ Left → Left-Through			51	0	51	0	51	51	0	57	0	57	0	57	0	57	0	57	0	57
Į	→ Left-Through			202	1 0	444	2	205	440	62	505	1 0	500		507	1 0	504	0	F07	1 0	504
<u> </u>	7	Through Through-Right		393	0	444	2	395	446	02	505	0	562	2	507	0	564	U	507	0	564
EASTBOUND	$\supset$	Right		66	1	66	0	66	66	0	74	1	74	0	74	1	74	0	74	1	74
Ë	→	Left-Through-R	ight		0							0				0				0	
	L ⊰	Left-Right			0							0				0				0	
	· ~	1 -61				77		70	70		00		00		00		00		00		00
₽	7	Left Left-Through		77	0 1	77	-1	76	76	3	90	0 1	90	-1	89	0	89	0	89	0	89
	←	Through		439	Ó	516	0	439	515	45	540	0	630	0	540	0	629	0	540	0	629
WESTBOUND	4	Through-Right		100	0	0.0		100	0.0		0.0	0	000		0.0	0	020	Ĭ	0.10	0	020
SI	<b>₹</b>	Right		40	1	40	0	40	40	0	45	1	45	0	45	1	45	0	45	1	45
₩	<b>1</b> ₹	Left-Through-R	ight		0							0				0				0	
-	├ Left-Right				0	554		uth Oavet				0	004			0	000			0	000
	CRITICAL VOLUME				th-South: ast-West:	554 567	_	rth-South: East-West:	555 566			th-South: ast-West:	661 687			h-South: ast-West:				th-South: ast-West:	662 686
		SILITOAL V		[	SUM:	1121	'	SUM:	1121		E	SUM:	1348		Ec	SUM:			E	SUM:	1348
	VOLU	IME/CAPACITY (V/C	) RATIO:		30	0.747		30	0.747			J <b>J</b>	0.899			J <b>J</b>	0.899			· · · · ·	0.899
V/C		ATSAC/ATCS ADJUS	•			0.747			0.747				0.899				0.899 <b>0.799</b>				0.899 <b>0.799</b>
"																					
	LEVEL OF SERVICE (LOS					В			В				С				С				С

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.000 Δv/c after mitigation: 0.000
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA5.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Normai	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
5	Ea	ast-West Street:	Founta	in Avenue				tion Year:	2030		Pea	ak Hour:	PM		wed by:	•	<u>,</u>		KP Los And		
	I)	No. o	f Phases			2	-		2				2				2		,		2
Орр	osed Ø	i'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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		ATSAC-1 or ATSAC+		EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	,	Override				0			0				0				0				0
		0.0	<u> </u>	EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		60	0	60	0	60	60	0	68	0	68	0	68	0	68	0	68	0	68
NORTHBOUND	$ \leftarrow $	Left-Through			0							0				0				0	
∥ õ	1	Through		423	0	550	1	424	550	70	547	0	697	1	548	0	697	0	548	0	697
lE	Î,	Through-Right		07	0	0	4	00	0	7	00	0 0	0		04	0	0	0	04	0	0
<u>۳</u>		Right Left-Through-R	iaht	67	1	U	-1	66	U	/	82	1	U	-1	81	1	U	U	81	1	0
ž	<b>*</b>	Left-Right	ignt		0							0				0				0	
		Lort Right		<u>I</u>																	
	Left			67	0	67	0	67	67	0	75	0	75	0	75	0	75	0	75	0	75
SOUTHBOUND	Left-Through Through				0							0				0				0	
∥ õ	↓ Through			420	0	547	3	423	550	79	552	0	695	3	555	0	698	0	555	0	698
lE	→ Through-Right → Right			60	0	0	0	60	0	0	60	0 0	0	0	60	0	0	0	60	0	0
	Right Left-Through-Right			60	1	U	U	60	U	U	68	1	U	U	68	1	U	U	68	1	0
S	Left-Right Left-Right				0							0				0				0	
	Left-Right   → Left																				
	→ Left → Left-Through			72	0	72	0	72	72	0	81	0	81	0	81	0	81	0	81	0	81
IΪ					1							1				1				1	
EASTBOUND	$\overrightarrow{\neg}$	Through Through-Right		599	0	671	1	600	672	93	768	0	849	1	769	0	850	0	769	0	850
l ii	7	Right		99	1	99	0	99	99	0	112	1	112	0	112	1	112	0	112	1	112
l š	<b>→</b>	Left-Through-R	ight		0	00		00	00			0				0		Ĭ		0	
_	$\dashv$	Left-Right			0							0				0				0	
Ω	<b>₹</b>	Left		100	0 1	100	-3	97	97	11	124	0 1	124	-3	121	0	121	0	121	0	121
∥ S	<b>↓</b>	Left-Through Through		504	0	604	4	505	602	112	680	0	804	1	681	0	802	0	681	0	802
B 8	4	Through-Right		304	0	004		300	002	112	000	0	004	'	001	0	002		001	0	002
WESTBOUND	<b>₹</b>	Right		68	1	68	0	68	68	0	77	1	77	0	77	1	77	0	77	1	77
∥ ME	7	Left-Through-R	ight		0							0				0				0	
	├ Left-Right				0				<del></del>			0				0				0	
	CRITICAL VOLUME				th-South:	617	_	rth-South:	617 769			th-South:	772 973			h-South:				th-South:	772
		CRITICAL V	OLUMES	l Ea	ast-West: SUM:	771 1388	<i>'</i>	East-West: SUM:	769 1386		E	ast-West: SUM:	973 1745		E	st-West: SUM:			Eá	ast-West: SUM:	971 1743
	VOLI	UME/CAPACITY (V/C	) RATIO:		JUN.			30141.				JUNI.				JUNI.				JUNI.	
V/C		ATSAC/ATCS ADJUS	-			0.925			0.924				1.163				1.162				1.162
V/C	LESS A					0.825			0.824				1.063				1.062				1.062
		LEVEL OF SERVIC	E (LOS):			D			D				F				F				F

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: -0.001  $\triangle v/c$  after mitigation: -0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Normai	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
6	Ea	st-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	I)	No. o	f Phases			2	-		2				2				2		,		2
Орр	osed 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 WB	0	NB	0 SE 0 WE		NB	0	SB	0	NB	0	SB	0	NB EB	0	SB WB	0
	^	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 WE	3 U 2	EB	U	WB	2	EB	U	WB	0 2	EB	0	WB	0 2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	j	Left		56	0	56	0	56	56	8	71	0	71	0	71	0	71	0	71	0	71
NORTHBOUND	4	Left-Through			1							1				1				1	
l o	1	Through		223	0	198	2	225	199	20	271	0	242	2	273	0	243	0	273	0	243
IE		Through-Right Right		61	1 0	198	0	61	199	2	71	1 0	242	0	71	0	243	0	71	0	243
S.	_ ( ` ^	Left-Through-R	ight	01	0	190	U	01	199	2	7 1	0	242	0	7 1	0	243		7 1	0	243
Ž	<b>♦</b>	Left-Right	9		0							0				0				0	
	•																				
Q	↓ Left ↓ Left-Through ↓ Through			57	0	57	0	57	57	1	65	0	65	0	65	0	65	0	65	0	65
S	<b>├</b> → Left-Through				0		_					0				0				0	
8				415	0	508	0	415	508	28	496	0	613	0	496	0 0	613	0	496	0	613
1 =	Through-Right Right Left-Through-Right			36	0	0	0	36	0	11	52	0	0	0	52	0	0	0	52	0	0
SOUTHBOUND	با Right			30	1	U	U	30	U	- ''	52	1	U		32	1	U		32	1	U
S	Left-Right  Left				0							0				0				0	
	→ Left → Left-Through																				
۵	→ Left → Left-Through			73	1	73	-1	72	72	38	120	1	120	-1	119	1 0	119	0	119	1 0	119
3				825	1	474	12	837	480	199	1129	0 1	649	12	1141	1	655	0	1141	1	655
EASTBOUND	→	Through-Right		023	i	4/4	12	031	400	133	1129	1	049	12	1141	1	033	0	1141	1	033
STI	$\rightarrow$	Right		123	0	123	0	123	123	29	168	0	168	0	168	0	168	0	168	0	168
EA	7	Left-Through-R	ight		0							0				0				0	
	$\perp \prec$	Left-Right		l	0							0				0				0	
	· -	Left		140	1	140	0	140	140	1	159	1	159	0	159	1	159	0	159	1	1E0
9	₹	Left-Through		140	0	140	, U	140	140		109	0	109	0	109	0	109		109	0	159
Į	←	Through		661	1	367	4	665	369	183	928	1	506	4	932	1	508	0	932	1	508
ΜĔ	<u></u>	Through-Right			1							1				1				1	
WESTBOUND	<b>₹</b>	Right		72	0	72	0	72	72	3	84	0	84	0	84	0	84	0	84	0	84
×	Left-Through-Right  Left-Right		ight		0							0				0				0	
	Left-Right  CRITICAL VOLUME			Nor	th-South:	564	No	rth-South:	564		Nor	th-South:	684		Non	h-South:	684		Nor	th-South:	684
		CRITICAL V	OLUMES		ast-West:	614	_	East-West:	620			ast-West:	808			ast-West:				ast-West:	814
					SUM:	1178		SUM:	1184			SUM:	1492			SUM:				SUM:	1498
	VOLU	IME/CAPACITY (V/C	) RATIO:		-	0.785			0.789				0.995			-	0.999			-	0.999
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.685			0.689				0.895				0.899				0.899
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
<u> </u>	LEVEL OF SERVICE (LOS			<u> </u>		_	l .			l				l							

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA6.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Normai	ndie Avenue	)		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
6	Eas	st-West Street:	Santa N	/lonica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	<u> </u>	No. o	Phases			2	-		2				2				2	-	,		2
Орр	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB WB	0	NB	0 SE 0 W		NB	0	SB	0	NB	0	SB	0	NB EB	0	SB WB	0
-	۸-	TSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	0 2	EB	0 W	<b>3</b> 0	EB	U	WB	2	EB	U	WB	0 2	EB	0	WB	0 2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	j	Left		83	0	83	0	83	83	34	128	0	128	0	128	0	128	0	128	0	128
	4	Left-Through			1							1				1				1	
NORTHBOUND	Ţ	Through		316	0	307	0	316	307	46	402	0	408	0	402	0	408	0	402	0	408
IE	È	Through-Right Right		131	0	307	0	131	307	9	157	1 0	408	0	157	0	408	0	157	0	408
S.		Left-Through-Ri	aht	131	0	307	U	131	307	9	137	0	400	U	157	0	400	"	157	0	400
Ž	<b>♦</b>	Left-Right	9		0							0				0				0	
Q	↓ Left ↓ Left-Through ↓ Through			86	0	86	0	86	86	5	102	0	102	0	102	0	102	0	102	0	102
S	Left-Through Through				0							0				0				0	
80				409	0	519	1	410	519	40	501	0	675	1	502	0 0	675	0	502	0	675
IE	→ Through-Right → Right			24	0	0	-1	23	0	45	72	0 0	0	-1	71	0	0	0	71	0	0
SOUTHBOUND	→ Right → Left-Through-Right			24	1	U	-1	25	O	45	12	1	U	- 1	, ,	1	U		, ,	1	U
Ö	Left-Through-Right Left-Right				0							0				0				0	
	→ Left-Right  → Left			_																	
	→ Left → Left-Through			45	1	45	0	45	45	27	78	1	78	0	78	1	78	0	78	1 0	78
				1094	1	610	5	1099	612	249	1482	0 1	822	5	1487	0 1	824	0	1487	1	824
EASTBOUND	7	Through-Right		1094	1	010	5	1099	012	249	1402	1	022	3	1407	1	024	"	1407	1	024
STI	→,	Right		125	0	125	0	125	125	20	161	0	161	0	161	0	161	0	161	0	161
EA	7	Left-Through-Ri	ght		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	· ~	Left			1	00		00	00	1	100	1	400		100	1	400		100	1	400
9	7	Left-Through		88	0	88	0	88	88	1	100	1 0	100	0	100	0	100	0	100	0	100
Į	←	Through		700	1	379	11	711	385	291	1080	1	575	11	1091	1	580	0	1091	1	580
<b>■</b> <u>B</u>	<u>↓</u>	Through-Right			1					-		1				1		-		1	
WESTBOUND	<b>€</b>	Right		58	0	58	0	58	58	4	69	0	69	0	69	0	69	0	69	0	69
×	Left-Through-Right Left-Right		ght		0							0				0				0	
-	Left-Right  CRITICAL VOLUME			Non	th-South:	602	No.	rth-South:	602	-	Non	th-South:	803		Nort	h-South:	803		Non	th-South:	803
		CRITICAL VO	DLUMES		ur-souur: ast-West:	698	_	ast-West:	700			ast-West:	922			n-soum. ast-West:				ast-West:	924
					SUM:	1300		SUM:	1302	L_		SUM:	1725			SUM:				SUM:	1727
	VOLU	ME/CAPACITY (V/C	RATIO:			0.867			0.868				1.150				1.151				1.151
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.767			0.768				1.050				1.051				1.051
						C			C				F				F				F.051
<u></u>	LEVEL OF SERVICE (LOS			<u> </u>		_	<u> </u>						F	l			Г				F

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.001  $\Delta v/c$  after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
7	Ea	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,		No. o	f Phases			2			2				2				2				2
Oppo	osed 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 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ	TSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		33	0	33	3	36	36	12	49	0	49	3	52	0	52	0	52	0	52
NORTHBOUND	4	Left-Through			0							0				0				0	
90	ļ Ţ	Through		72	0	150	3	75	156	8	89	0	194	3	92	0	200	0	92	0	200
IE	È	Through-Right Right		45	0	0	0	45	0	5	56	0 0	0	0	56	0	0	0	56	0	0
S.	_ (`	Left-Through-R	iaht	40	1	U		40	U	3	30	1	U	0	30	1	U	U	30	1	U
Ž	<b>+ &gt;</b>	Left-Right			0							0				0				0	
	Left Left-Through			<u> </u>																	
Ω				4	0	4	0	4	4	0	5	0	5	0	5	0	5	0	5	0	5
3	Left-Through Through				0					_		0				0				0	
80	Left-Through  ↓ Through  ↓ Through-Right			143	0	218	10	153	228	2	163	0 0	248	10	173	0	258	0	173	0	258
푸	→ Through → Through-Right Right			71	0	0	0	71	0	0	80	0	0	0	80	0	0	0	80	0	0
SOUTHBOUND	Through-Right		ight	, ,	1	· ·		, ,	· ·		00	1	o		00	1	· ·		00	1	O
တ	Right Left-Through-Right Left-Right				0							0				0				0	
	Left-Through-Right Left-Right  Left																				
۵				10	0	10	0	10	10	0	11	0 0	11	0	11	0	11	0	11	0 0	11
3	$\rightarrow$	Through		637	0	752	0	637	763	20	738	0	873	0	738	0	884	0	738	0	884
STBOUND	7	Through-Right		007	0	132		037	703	20	730	0	0/3		730	0	004		730	0	004
ST	$\rightarrow$	Right		105	0	0	11	116	0	6	124	0	0	11	135	0	0	0	135	0	0
EĄ	<b>→</b>	Left-Through-R	ight		1							1				1				1	
	$\sqcup \prec \sqcup$	Left-Right			0							0				0				0	
	·	Left		85	0	85	0	85	85	2	98	0	98	0	98	0	98	0	98	0	98
₽	7	Left-Through		00	0	00		00	00	_	30	0	30		30	0	30		30	0	30
	←	Through		669	Ö	756	0	669	756	12	766	Ö	866	0	766	Ö	866	0	766	Ö	866
WESTBOUND	7	Through-Right			0							0				0				0	
ES.	<b>€</b>	Right		2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
⋝	<u> </u>	Left-Through-R	ignt		1							1 0				1				1	
	Left-Right			Nor	th-South:	251	No	rth-South:	264		Nor	th-South:	297		Nor	th-South:	310		Nor	th-South:	310
	CRITICAL VOLUME				ast-West:	837		ast-West:	848			ast-West:	971			ast-West:				ast-West:	982
	VOLUME/CAPACITY (V/C) RATIO				SUM:	1088		SUM:	1112			SUM:	1268			SUM:				SUM:	1292
	VOLU	IME/CAPACITY (V/C	) RATIO:			0.725			0.741				0.845				0.861				0.861
V/C	C LESS ATSAC/ATCS ADJUSTMENT					0.625			0.641				0.745				0.761				0.761
	LESS ATSAC/ATCS ADJUSTMENT LEVEL OF SERVICE (LOS					В			В				С				С				C
			` -,	l										l							•

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.016  $\Delta v/c$  after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA7.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
7	Eas	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	1		f Phases			2			2				2		-	•	2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ-	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J.	Left		83	0	83	10	93	93	13	107	0	107	10	117	0	117	0	117	0	117
	4	Left-Through			0							0				0				0	
) S	1	Through		171	0	337	9	180	356	8	201	0	412	9	210	0	431	0	210	0	431
NORTHBOUND	<u>}</u>	Through-Right Right		83	0	0	0	83	0	10	104	0	0	0	104	0	0	0	104	0	0
S.	<b>←</b>	Left-Through-Ri	iaht	03	1	U	0	63	U	10	104	1	U	0	104	1	U	0	104	1	U
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Left-Right	·y···		0							0				0				0	
Ω	<u> </u>	Left		8	0	8	0	8	8	0	9	0	9	0	9	0	9	0	9	0	9
<b>S</b>	Left-Through Through				0							0		_		0				0	
BO	→ Through → Through-Right → Right			67	0	102	4	71	106	8	83	0	122	4	87	0	126	0	87	0	126
IF	→ Through-Right → Right			27	0	0	0	27	0	0	30	0	0	0	30	0	0	0	30	0	0
SOUTHBOUND	Right Left-Through-Right		ight		1	· ·		21	Ü		00	1	o		00	1	o		00	1	· ·
Ň	Left-Right		J		0							0				0				0	
	→ Left → Left-Through			23	0	23	0	23	23	0	26	0	26	0	26	0	26	0	26	0	26
				701	0	779	0	701	783	20	810	0	914	0	810	0	918	0	810	0	918
90	7	Through-Right		701	0	779	0	701	703	20	010	0	914	0	010	0	910	0	610	0	910
EASTBOUND	$\rightarrow$	Right		55	0	0	4	59	0	16	78	0	0	4	82	Ō	0	0	82	0	0
EA	$\Rightarrow$	Left-Through-Ri	ight		1							1				1				1	
	$\dashv$	Left-Right		<u> </u>	0							0				0				0	
	<i>(</i>	Left		59	0	59	0	59	59	10	76	0	76	0	76	0	76	0	76	0	76
9	₹	Left-Through		28	0	39		39	อษ	10	70	0	76		70	0	76		70	0	76
WESTBOUND	<u> </u>	Through		616	Ö	683	0	616	683	24	718	Ö	803	0	718	Ö	803	0	718	0	803
l M	£	Through-Right			0							0				0				0	
ES	<i>→</i>	Right		8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
Ž	<b>*</b>	Left-Through-Ri	ight		1 0							1 0				1 0				1 0	
	├ Left-Right			Nor	th-South:	345	No	rth-South:	364		Nor	th-South:	421		Nor	th-South:	440		Nor	th-South:	440
	CRITICAL VOLUME				ast-West:	838		East-West:	842			ast-West:	990			ast-West:	994			ast-West:	994
	VOLUME/CAPACITY (V/C) RATIO				SUM:	1183		SUM:	1206			SUM:	1411			SUM:	1434			SUM:	1434
	VOLU	IME/CAPACITY (V/C	) RATIO:			0.789			0.804				0.941				0.956				0.956
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.689			0.704				0.841				0.856				0.856
		LEVEL OF SERVIC	E (LOS):			В			С				D				D				D
<u> </u>	DEMARK			Phase 3 Fu			l			<u> </u>				l							

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.015 \( \Delta v/c \) after mitigation: 0.015 \( \Delta v/c \) after mitigated? \( \Delta v/c \) Fully mitigated? \( \Delta v/c \)





(Circular 212 Method)

I/S #:	North	-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
8	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	al Center P
	<u> </u>	No. o	Phases			2			2				2				2		,		2
Opp	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ΛΤ.	SAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	U WE	3 0 2	EB	U	WB	0 2	EB	U	WB	0 2	EB	U	WB	0 2
	AI	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		45	0	45	0	45	45	18	69	0	69	0	69	0	69	0	69	0	69
Z	4	Left-Through			0							0				0				0	
NORTHBOUND	1	Through		75	0	177	5	80	182	22	107	0	259	5	112	0	264	0	112	0	264
본	ſΥ	Through-Right		F-7	0	0	0	57	0	19	83	0	0	0	83	0	0	0	00	0	0
OR.	<b>.</b>	Right Left-Through-R	iaht	57	1	U	U	57	U	19	03	1	U	U	03	1	U	U	83	1	U
ž	<b>*</b>	Left-Right	igin.		0							0				0				0	
				60	0	60	0	60	60	0	68	0	68	0	68	0	68	0	68	0	68
N S	Left-Through Through				0							0				0				0	
90	→ Through → Through-Right			213	0	351	23	236	374	9	249	0	405	23	272	0	428	0	272	0	428
IE	→ Through-Right → Right			78	0	0	0	78	0	0	88	0	0	0	88	0	0	0	88	0	0
SOUTHBOUND	Right  Left-Through-Right			70	1	U	U	70	U	U	00	1	U	0	00	1	U	•	00	1	U
Ñ	→ Left-Through-Right → Left-Right				0							0				0				0	
	Left-Right																				
				46	1	46	0	46	46	0	52	1	52	0	52	1	52	0	52	1	52
Į	$\rightarrow$	•		70.4	0 1		0.4	000	450	70	050	0 1	- 40	0.4	000	0			000	0	
30	7	Through Through-Right		784	1	443	24	808	456	76	959	1	542	24	983	1	555	0	983	1	555
EASTBOUND		Right		101	0	101	2	103	103	11	125	0	125	2	127	Ö	127	0	127	0	127
EÀ	7	Left-Through-R	ight		0							0				0				0	
	L <b>⊰</b>	Left-Right			0							0				0				0	
	· -	1 -61		0.7	1			00		_	405	4	405		407	1	40-		407	4	10-
Ω	<i>₹</i>	Left Left-Through		87	1 0	87	2	89	89	7	105	1 0	105	2	107	1 0	107	0	107	1 0	107
WESTBOUND	<b>→</b>	Through		903	1	482	6	909	485	87	1105	1	587	6	1111	1	590	0	1111	1	590
BO	4	Through-Right		300	1	702		303	400	J 0,	1100	1	507			1	000			1	000
ST	<u>₹</u>	Right		60	0	60	0	60	60	0	68	0	68	0	68	0	68	0	68	0	68
WE	7	Left-Through-R	ight		0							0				0				0	
<u> </u>	├ Left-Right			ļ.,,	0	200		uth Onut	440			0	474			0	407			0	407
	CRITICAL VOLUMES				th-South: ast-West:	396 530		rth-South: East-West:	419 545			th-South: ast-West:	474 647			th-South: ast-West:	497 662			h-South:	497 662
		OHITIOAL V			SUM:	926	<i>"</i>	SUM:	964		E	SUM:	1121		E	SUM:	1159		E	SUM:	1159
	VOLUN	ME/CAPACITY (V/C	RATIO:		30	0.617		30	0.643			30	0.747			30	0.773				0.773
V/C		TSAC/ATCS ADJUS				0.617			0.543				0.647				0.773				0.773 <b>0.673</b>
"																	0.673 B				
		LEVEL OF SERVIC	E (LUS):			Α			Α				В				R				В

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.026 Δv/c after mitigation: 0.026
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:46 PM 1 CMA8.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
8	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	Phases			2			2				2				2				2
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WI		NB EB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J.	Left		59	0	59	1	60	60	14	80	0	80	1	81	0	81	0	81	0	81
	4	Left-Through			0							0				0				0	
NORTHBOUND	Į į	Through		126	0	251	17	143	270	19	161	0	330	17	178	0	349	0	178	0	349
II ₹ I	À	Through-Right Right		66	0	0	4	67	0	15	89	0	0	4	90	0	0	0	90	0	0
S.	_ (` ^_	Left-Through-R	aht	00	1	U	•	07	U	13	09	1	U		90	1	U	U	90	1	U
Ž	<b>+</b>	Left-Right	giit		0							0				0				0	
	Left Left-Through																				
Ω				43	0	43	0	43	43	0	48	0	48	0	48	0	48	0	48	0	48
N	Left-Through Through				0		_					0				0				0	
BO	→ Through → Through-Right			100	0	167	6	106	173	27	140	0	215	6	146	0	221	0	146	0	221
IF	→ Through → Through-Right → Right			24	0	0	0	24	0	0	27	0	0	0	27	0	0	0	27	0	0
SOUTHBOUND	→ Through-Right → Right → Left-Through-Right		ght		1	O		27	· ·		21	1	o		21	1	· ·	·	21	1	O
Š	Right Left-Through-Right Left-Right				0							0				0				0	
	→ Left-Through-Right → Left-Right  ✓ Left																				
۵	∠ Left-Right			88	1 0	88	0	88	88	0	99	1 0	99	0	99	1 0	99	0	99	1 0	99
N	$\rightarrow$	Through		1108	1	584	7	1115	588	115	1364	1	727	7	1371	1	731	0	1371	1	731
STBOUND	7	Through-Right		1100	i	304	,	1113	300	113	1304	i	121	<b>'</b>	1071	i	731	U	1371	i	731
ST	$\rightarrow$	Right		60	0	60	0	60	60	22	90	0	90	0	90	0	90	0	90	0	90
EA	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\sqcup \dashv$	Left-Right			0							0				0				0	
	· (	Left		41	1	41	0	41	41	23	69	1	69	0	69	1	69	0	69	1	69
₽	7	Left-Through		<b>-</b>	0	41		71	41	23	Uð.	0	09		UÐ.	0	09		UÐ	0	บฮ
WESTBOUND	<b>←</b>	Through		981	1	519	19	1000	529	108	1213	1	639	19	1232	1	648	0	1232	ĺ	648
l Œ	4	Through-Right			1							1				1				1	
ES.	<del>\frac{\frac{1}{2}}</del>	Right		57	0	57	0	57	57	0	64	0	64	0	64	0	64	0	64	0	64
⋝	\ <u>`</u>	Left-Through-R	gnt		0							0				0				0	
	Left-Right			Nor	th-South:	294	No	rth-South:	313		Nor	th-South:	378		Nor	th-South:	397		Nor	th-South:	397
	CRITICAL VOLUME				ast-West:	625		ast-West:	629			ast-West:	796			ast-West:				ast-West:	800
	VOLUME/CAPACITY (V/C) RATIO				SUM:	919		SUM:	942			SUM:	1174			SUM:				SUM:	1197
	VOLU	ME/CAPACITY (V/C	RATIO:			0.613			0.628				0.783				0.798				0.798
V/C	CLESS ATSAC/ATCS ADJUSTMENT					0.513			0.528				0.683				0.698				0.698
						Α			Α				В				В				В
	LEVEL OF SERVICE (LOS)		. ,	1		- / 1				l											_

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

### PROJECT IMPACT

Change in v/c due to project: 0.015  $\Delta v/c$  after mitigation: 0.015 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
9	Eas	st-West Street:	Sunset	Boulevard			Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	4)	No. o	f Phases			2			2				2				2				2
Opp	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ٦	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	<b>3</b> 0	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		68	0	68	0	68	68	0	77	0	77	0	77	0	77	0	77	0	77
<u>Z</u>	4	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		155	0	249	5	160	254	12	187	0	293	5	192	0	298	0	192	0	298
IE	Through-Right Right			26	0	0	0	26	0	0	29	0 0	0	0	29	0	0	0	29	0	0
S.	← Left-Through-Right			20	1	U	U	20	U		29	1	U	U	29	1	U	U	29	1	U
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Left-Right	.9		0							0				0				0	
	•																				
Q	<u> </u>	Left		55	0	55	21	76	76	16	78	0	78	21	99	0	99	0	99	0	99
3	<b>→</b>	Left-Through			0							0				0				0	
8	<b>!</b>	-		125	0	248	1	126	274	19	160	0	323	1	161	0	349	0	161	0	349
IE	→ Through → Through-Right			68	0	0	4	72	0	8	85	0 0	0	4	89	0	0	0	89	0	0
SOUTHBOUND			iaht	00	1	U	-	12	U	0	03	1	U	4	09	1	U	U	09	1	U
Ñ	Right Left-Through-Right Left-Right				0							0				0				0	
	_																				
	<i>→</i>	Left		86	1	86	14	100	100	4	101	1	101	14	115	1	115	0	115	1	115
Į	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through		0.40	0 2	475	200	005	400	444	4040	0 2	005	20	1010	0 2	000	0	1010	0 2	000
EASTBOUND	7	Through Through-Right		949	0	475	36	985	493	141	1210	0	605	36	1246	0	623	U	1246	0	623
STE	$\supset$	Right		81	1	81	0	81	81	0	91	1	91	0	91	1	91	0	91	1	91
Ä	→	Left-Through-R	ight		0							0				0				0	
	L⊰	Left-Right			0							0				0				0	
	· ~	l oft		0.4	4	6.4		0.4			0.4	4			0.4	4			0.4	4	6.1
₽	<b>→</b>	Left Left-Through		21	1 0	21	0	21	21	0	24	1 0	24	0	24	1 0	24	0	24	1 0	24
5	←	Through		657	2	329	6	663	332	173	913	2	457	6	919	2	460	0	919	2	460
B0	m ← Through-Right		001	0	020		000	002	110	010	0	107		0.10	0	100	Ů	010	0	100	
:ST	<u> </u>	Right		143	1	143	-4	139	139	7	168	1	168	-4	164	1	164	0	164	1	164
NE NE	, T	Left-Through-Ri	ight		0							0				0				0	
<u> </u>	<i></i>	Left-Right		A1	0 4h Carreta	216	A1-	ush Caustin	242		A/	0	400		M =	0	406		M	0	426
		CRITICAL V	OLUMES		th-South: ast-West:	316 496	_	rth-South: East-West:	342 514			th-South: ast-West:	400 629			h-South: ast-West:				th-South: ast-West:	426 647
		OMITORE V		[	SUM:	812	'	SUM:	856		E	SUM:	1029		Ed	SUM:			E	SUM:	1073
	VOLU	ME/CAPACITY (V/C	) RATIO:		30	0.541		30	0.571			J <b>J</b>	0.686			J <b>J</b>	0.715			· · · · ·	0.715
V/C		TSAC/ATCS ADJUS				0.341			0.571 <b>0.471</b>				0.586				0.715				0.715 <b>0.615</b>
"																					
		LEVEL OF SERVIC	E (FO2):			Α (2000)			A				Α				В				В

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.029  $\Delta v/c$  after mitigation: 0.029 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA9.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
9	Ea	ast-West Street:	Sunset	Boulevard			Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	<u>J</u>	No.	of Phases			2			2				2				2				2
Oppo	osed Ø'	'ing: N/S-1, E/W-2 o	r Both-3?			0			0				0				0				0
Right	Turns:	: FREE-1, NRTOR-2	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		ATSAC-1 or ATSAC-	. ATCS-22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	-		Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		73	0	73	0	73	73	0	82	0	82	0	82	0	82	0	82	0	82
NORTHBOUND	4	Left-Through			0							0				0				0	
<u>8</u>	1	Through		131	0	237	1	132	238	27	175	0	294	1	176	0	295	0	176	0	295
ᄩ	Through-Right Right			22	0	0	0	20	0	0	07	0	0	0	27	0	0	0	27	0	0
8	Right			33	1	0	U	33	Ü	U	37	1	Ü	0	37	1	Ü	U	37	1	0
ž	Left-Through-Right  Left-Right				0							0				0				0	
		Leit-Hight		ı																	
	<u>,</u>	Left		67	0	67	-1	66	66	12	87	0	87	-1	86	0	86	0	86	0	86
Į	<b>→</b>	Left-Through			0							0				0				0	
l g		Through		144	0	275	4	148	289	19	181	0	348	4	185	0	362	0	185	0	362
岩	4	Through-Right	i	0.4	0	0		75	0	8	00	0	0	44	04	0	0	0	04	0	0
SOUTHBOUND	<i>→</i>	Right Left-Through-l	Right	64	1	U	11	75	U	8	80	1	U	11	91	1	0	U	91	1	0
SC	4	Left-Right	vigin		0							Ö				Ö				0	
	ر	Left		61	1	61	4	65	65	10	79	1	79	4	83	1	83	0	83	1	83
		Left-Through			0							0				0				0	
٥	$\overrightarrow{\neg}$	Through		1075	2	391	8	1083	394	216	1427	2 1	512	8	1435	2	515	0	1435	2	515
STBOUND	→ *	Through-Right Right	<u>I</u>	98	0	98	0	98	98	0	110	0	110	0	110	0	110	0	110	0	110
EAS	<b>→</b>	Left-Through-F	Right	30	0	30		30	30	U	110	0	110		110	0	110		110	0	110
ш ш	₹	Left-Right			0							0				0				0	
		-		_																	
۵	<i>←</i>	Left		33	1	33	0	33	33	0	37	1	37	0	37	1	37	0	37	1	37
WESTBOUND	<i>₹</i>	Left-Through		700	0 2	200	07	000	200	200	1004	0 2	205	07	1100	0 2	400	_	1100	0 2	400
80	4	Through Through-Right	+	782	1	286	27	809	300	200	1081	1	395	27	1108	1	409	0	1108	1	409
STI	<b>₹</b>	Right	•	75	0	75	15	90	90	18	103	Ö	103	15	118	0	118	0	118	0	118
ΥË	<b>→</b>	Left-Through-F	Right		Ö							Ö	.00			Ö				0	
_	$\succ$	Left-Right			0							0				0				0	
		00171071	(OL 11875)		th-South:	348		rth-South:	362			th-South:	430			th-South:				th-South:	444
	CRITICAL VOLUMES			Ea	ast-West:	424	"	ast-West:	427		E	ast-West:	549		Ea	ast-West:			Eá	ast-West:	552
	VOLUME/CAPACITY (V/C) RATIO:				SUM:	772		SUM:	789			SUM:	979			SUM:				SUM:	996
		•	•			0.515			0.526				0.653				0.664				0.664
V/C	LESS A	ATSAC/ATCS ADJU				0.415			0.426				0.553				0.564				0.564
	LEVEL OF SERVICE (LOS):					Α			Α				Α				Α				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.011  $\Delta v/c$  after mitigation: 0.011 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
10	Ea	st-West Street:	Founta	in Avenue			Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	J	No. o	f Phases			2			2				2				2	-			2
Opp	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?		_	0			0			_	0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	ATSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		71	0	71	-2	69	69	0	80	0	80	-2	78	0	78	0	78	0	78
N	4	Left-Through			0		_					0				0				0	
NORTHBOUND	Ţ	Through		154	0	264	5	159	284	9	183	0	307	5	188	0	327	0	188	0	327
IE	Ŷ	Through-Right Right		39	0	0	17	56	0	0	44	0 0	0	17	61	0	0	0	61	0	0
OR.	← Left-Through-Right			39	1	U	17	50	U		44	1	U	17	01	1	U	"	01	1	U
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Left-Right	.9		0							0				0				0	
	•																				
D	, ·	Left		43	0	43	0	43	43	4	52	0	52	0	52	0	52	0	52	0	52
N S	<b>&gt;</b>	Left-Through			0							0				0				0	
90		=		200	0	285	1	201	286	12	237	0	340	1	238	0 0	341	0	238	0	341
IE	→ Through → Through-Right			42	0	0	0	42	0	4	51	0 0	0	0	51	0	0	0	51	0	0
SOUTHBOUND			ight	72	1	U	U	72	U	7	31	1	U		31	1	U		31	1	U
Š	Right Left-Through-Right Left-Right				0							0				0				0	
۵	<u>)</u>	Left		46	0	46	0	46	46	1	53	0	53	0	53	0	53	0	53	0	53
N	$\stackrel{\longrightarrow}{\longrightarrow}$	Left-Through Through		342	0	388	4	343	389	72	457	1 0	510	4	458	0	511	0	458	0	511
l o	7	Through-Right		342	0	300	•	343	309	12	437	0	310		430	0	311	"	430	0	311
EASTBOUND	7	Right		50	1	50	-1	49	49	0	56	1	56	-1	55	1	55	0	55	1	55
EA	7	Left-Through-R	ight		0							0				0				0	
	L⊰_	Left-Right			0							0				0				0	
	· ~	Left		47	0	47	_	20	00		10		40	_	0.4	0	0.4		0.4	0	0.4
9	<del>*</del>	Left Left-Through		17	1	17	5	22	22	0	19	0 1	19	5	24	1	24	0	24	1	24
Ď	←	Through		511	Ó	528	-2	509	531	48	624	Ó	643	-2	622	Ó	646	0	622	Ó	646
	O			0		_	- 50		.		0		_		0				0		
LS:	<b>₹</b>	Right		59	1	59	0	59	59	1	67	1	67	0	67	1	67	0	67	1	67
WE	(	Left-Through-Ri	ight		0							0				0				0	
<b> </b>	<i>-</i>	Left-Right		Ale	th-South:	356	A/_	rth-South:	355		Ale	th-South:	420		Ale	h-South:	419		Ale	th-South:	419
		CRITICAL VO	OLUMES		tn-Soutn: ast-West:	356 574	_	rtn-Soutn: East-West:	355 577			tn-Soutn: ast-West:	420 696			n-Soutn: ast-West:				n-Soutn: ast-West:	419 699
				"	SUM:	930	'	SUM:	932			SUM:	1116		Le	SUM:			Le	SUM:	1118
	VOLU	JME/CAPACITY (V/C)	) RATIO:			0.620			0.621				0.744				0.745				0.745
V/C		ATSAC/ATCS ADJUS				0.520			0.521				0.644				0.645				0.645
		LEVEL OF SERVIC				0.520 A							0.044 B				0.045 B				0.045 B
		LEVEL OF SERVIC	L (LUS):						Α				Ď				В				Ď

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.001  $\Delta v/c$  after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA10.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Edgeme	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
10	Eas	st-West Street:	Fountai	in Avenue			Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los An	geles Medic	al Center P
		No. o	f Phases			2			2				2				2		•		2
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WI		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	J.	Left		52	0	52	-1	51	51	0	59	0	59	-1	58	0	58	0	58	0	58
	$\prec$	Left-Through			0							0				0				0	
NORTHBOUND		Through		169	0	245	1	170	250	18	208	0	294	1	209	0	299	0	209	0	299
II ₹ I	Through-Right			24	0	0	5	29	0	0	27	0	0	5	32	0	0	0	32	0	0
). S	Right			24	1	U	5	29	U	U	21	1	U	3	32	1	U	U	32	1	U
Ž	Left-Through-Right  Left-Right				0							0				0				0	
Q		Left		41	0	41	0	41	41	3	49	0	49	0	49	0	49	0	49	0	49
S	\$_	Left-Through			0		_					0		_		0				0	
BO		Through Through-Right		219	0	303	3	222	306	14	261	0	361	3	264	0	364	0	264	0	364
l 푸	7	Right		43	0	0	0	43	0	3	51	0	0	0	51	0	0	0	51	0	0
SOUTHBOUND	4	Left-Through-Ri	ight	40	1	· ·		40	· ·		01	1	o		01	1	· ·	·	01	1	· ·
S	٠,	Left-Right	_		0							0				0				0	
۵	<u>)</u>	Left		28	0	28	0	28	28	4	36	0 1	36	0	36	0	36	0	36	0	36
N	$\rightarrow$	Left-Through Through		542	0	570	-1	541	569	100	711	0	747	-1	710	0	746	0	710	0	746
STBOUND	$\rightarrow$	Through-Right		542	0	370	-1	341	303	100	, , , ,	0	141	- 1	710	0	740	U	710	0	740
ST	$\rightarrow$	Right		80	1	80	-2	78	78	0	90	1	90	-2	88	1	88	0	88	1	88
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right		<u> </u>	0							0				0				0	
	<i>(</i>	Left		37	0	37	12	49	49	0	42	0	42	12	54	0	54	0	54	0	54
₽	<i>.</i>	Left-Through		31	1	31	12	+3	40		74	1	72	12	J <del>4</del>	1	34		J <del>4</del>	1	J <del>-1</del>
	<b>←</b>	Through		553	0	590	0	553	602	123	746	0	788	0	746	0	800	0	746	0	800
WESTBOUND	<b>₹</b>	Through-Right			0							0				0				0	
ES.	4	Right		50	1	50	0	50	50	4	60	1	60	0	60	1	60	0	60	1	60
₹	<b>\</b>	Left-Through-Ri Left-Right	ignt		0							0				0				0	
		-en-right		Nor	th-South:	355	No	rth-South:	357		Nor	th-South:	420		Nor	th-South:	422		Nor	th-South:	422
	CRITICAL VOLUMES				ast-West:	618		ast-West:	630			ast-West:	824			ast-West:				ast-West:	836
					SUM:	973		SUM:	987			SUM:	1244			SUM:				SUM:	1258
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.649			0.658				0.829				0.839				0.839
V/C	LESS AT	TSAC/ATCS ADJUS	STMENT:			0.549			0.558				0.729				0.739				0.739
		LEVEL OF SERVIC	E (LOS):			Α			Α				C				C				C
			. ,	1					- / \								_				_

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.010  $\Delta v/c$  after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South	Street:	Edgeme	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
11	Ea	ast-West	Street:	Santa N	Ionica Boul	evard		Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	<u> </u>		No. of	Phases			2			2				2				2	-			2
Opp	osed Ø	ð'ing: N/S-	1, E/W-2 or I	Both-3?			0			0				0				0				0
Right	Turns	: FREE-1,	NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ΔTSΔC-1 c	or ATSAC+A	TCS-22	<i>EB</i> 0	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,	A10A0-1 C	Override C				0			0				0				0				0
				.,	EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVE	MENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left			59	1	59	0	59	59	14	80	1	80	0	80	1	80	0	80	1	80
l S	4		Through			0							0				0				0	
NORTHBOUND	Î	Thro	-		142	0	189	12	154	201	10	170	0	223	12	182	0	235	0	182	0	235
IE	Through-Right Right				47	0	0	0	47	0	0	53	1 0	0	0	53	0	0	0	53	0	0
S.	← Left-Through-Right			nht	41	0	U	U	47	U	U	55	0	U	U	55	0	U	0	55	0	U
Ž				j		0							0				0				0	
	← Left-Right																					
Q	<i>-</i>	Left			36	0	36	-1	35	35	0	41	0	41	-1	40	0	40	0	40	0	40
S	<b>&gt;</b>		Through			0							0				0				0	
8	1		-		117	0	221	4	121	226	12	144	0	262	4	148	0	267	0	148	0	267
IE	↓ Through				68	0	0	2	70	0	0	77	0	0	2	79	0	0	0	79	0	0
SOUTHBOUND	→ Through-Right → Right → Left-Through-Right			ght	00	1	U	_	70	O	· ·	"	1	U	_	13	1	U		73	1	U
Ö				-		0							0				0				0	
	Left-Right																					
	Left Left				61	1	61	8	69	69	0	69	1	69	8	77	1	77	0	77	1	77
I	<i>→</i>		Through		700	0 1	270		722	200	201	1001	0 1	507	4	1005	0	F00	0	1005	0	500
EASTBOUND	7	11110	ugn ugh-Right		728	1	378	4	732	380	201	1021	1	527	4	1025	1	529	0	1025	1	529
STE	<i>→</i>	Right			28	0	28	0	28	28	1	33	0	33	0	33	0	33	0	33	0	33
EÀ	<b>→</b>	Left-	Through-Rig	ght		0							0				0				0	
	$\sqcup \prec \sqcup$	Left-	Right			0							0				0				0	
	· ·	1 -6			24	4	0.4		24	0.4		20	4	20		20	1	00		20	4	00
9	7	Left	Through		34	1 0	34	0	34	34	0	38	1 0	38	0	38	1 0	38	0	38	1 0	38
5	←	Thro	-		625	1	323	1	626	322	170	874	1	449	1	875	1	448	0	875	1	448
B0	Through-Right		020	1	020		020	022		J	1	110		0.0	1		ľ	0.0	1	1.0		
S	Q			20	0	20	-2	18	18	0	23	0	23	-2	21	0	21	0	21	0	21	
WE	\(\frac{1}{2}\)			ght		0							0				0				0	
-	<i>\ \</i>	Left-	Right			0	200			205			0	242		A	0	0.47	ļ		0	0.47
		c	RITICAL VO	LUMES		th-South: ast-West:	280 412	_	rth-South: East-West:	285 414			th-South: ast-West:	342 565			th-South: ast-West:				th-South: ast-West:	347 567
		Ū				SUM:	692	'	SUM:	699		E	SUM:	907		Ed	SUM:			E	SUM:	914
	VOLU	UME/CAPA	ACITY (V/C)	RATIO:		J <b>J</b>	0.461		30	0.466			J <b>J</b>	0.605			30	0.609			· · · · ·	0.609
V/C	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:						0.461			0.466 <b>0.366</b>				0.505				0.509				0.509 0.509
"																						
	LEVEL OF SERVICE (LOS):						Α			<u> </u>				Α				Α				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004 Δv/c after mitigation: 0.004
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA11.xlsm





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Edgem	ont Street			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
11	Ea	ast-West Street:	Santa N	Monica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	of Phases			2			2				2				2				2
Opp	osed Ø	ð'ing: N/S-1, E/W-2 o	r Both-3?			0			0				0				0				0
Right	Turns	: FREE-1, NRTOR-2	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	,	ATSAC-1 or ATSAC+	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,		Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		79	1	79	0	79	79	8	97	1	97	0	97	1	97	0	97	1	97
l S	4	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		131	0	173	4	135	177	18	166	0	213	4	170	0	217	0	170	0	217
IE	Through-Right Right			42	0	0	0	42	0	0	47	1 0	0	0	47	0	0	0	47	0	0
S.	← Left-Through-Right			42	0	U	U	42	U	U	41	0	U	0	47	0	U	0	47	0	U
ž	7	Left-Right	vigiii.		0							0				0				0	
Q	٠	Left		40	0	40	-2	38	38	1	46	0	46	-2	44	0	44	0	44	0	44
<u> </u>	<b>→</b>	Left-Through			0							0				0				0	
80	<u> </u>	_		219	0	316	11	230	332	13	260	0	370	11	271	0 0	386	0	271	0	386
l E				57	0	0	7	64	0	0	64	0	0	7	71	0	0	0	71	0	0
SOUTHBOUND		Left-Through-F	Right	37	1	U	,	04	O	U	04	1	U	<b>'</b>	, ,	1	U		, ,	1	U
Ö	→ Right → Left-Through-Right → Left-Right				0							0				0				0	
۵	) 	Left		73	1 0	73	3	76	76	0	82	1 0	82	3	85	1	85	0	85	1 0	85
N	$\rightarrow$	Left-Through Through		1119	1	617	4	1120	618	259	1520	1	826	4	1521	0 1	826	0	1521	1	826
EASTBOUND	7	Through-Right		1113	i	017	'	1120	010	239	1320	i	020	!	1321	1	020	0	1321	1	020
STI	→ ·	Right		115	0	115	0	115	115	1	131	0	131	0	131	0	131	0	131	0	131
EA	<b>→</b>	Left-Through-F	Right		0							0				0				0	
	$\dashv$	Left-Right		l	0							0				0				0	
	· ~	Left		51	1	EA	0	51	EA	0	57	1	E7	0	57	1	E7	0	57	1	E7
9	7	Left-Through		51	0	51	"	31	51	"	31	0	57		31	0	57		31	0	57
WESTBOUND	←	Through		716	1	370	4	720	371	284	1091	1	560	4	1095	1	561	0	1095	1	561
<u> </u>	<del>*</del>	Through-Right			1							1				1				1	
ls:	<b>₹</b>	Right		23	0	23	-1	22	22	2	28	0	28	-1	27	0	27	0	27	0	27
×	ξ.	Left-Through-F	Right		0							0				0				0	
-	√_	Left-Right		Non	th-South:	395	No.	rth-South:	411		Nor	th-South:	467		Nort	h-South:	483	-	Non	th-South:	483
		CRITICAL V	OLUMES		ast-West:	668	_	ast-West:	669			ast-West:	883			n-soum. ast-West:				ast-West:	883
		<u> </u>			SUM:	1063		SUM:	1080			SUM:	1350			SUM:		L_		SUM:	1366
	VOL	UME/CAPACITY (V/C	C) RATIO:			0.709			0.720				0.900				0.911				0.911
V/C	LESS A	ATSAC/ATCS ADJU	STMENT:			0.609			0.620				0.800				0.811				0.811
		LEVEL OF SERVIO				0.003 B			B				C				D.011				D.011
<u></u>			().	<u> </u>		_	<u> </u>		D D	<u> </u>			U	l			U				ט

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.011  $\Delta v/c$  after mitigation: 0.011 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

Left	I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
Opposed 67mg: NS-1, EM7 or 80th-37   Right Turns: FREE1, NRTOR-2 or OLA-32   Right T	12	Eas	st-West Street:	Franklii	n Avenue			Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
Right Turns: RRE-1, NRTOR-2 or OLA-37   ATSAC-1 or ATSAC-3 or ATSAC-1 or ATSAC-3 or ATSAC-1 or ATSAC-3 or ATSAC-3 or ATSAC-1 or ATSAC-3 or AT																						2
ATSACT OF ATSACT ACT SACATIONS 27  ATSACT OF ATSACTACTS 27  Override Capacity  ATSACT OF ATSACTACTS 27  Override Capacity  ATSACT OF ATSACTACTS 27  Override Capacity  EXSTING CONDITION  ATSACT OF ATSACTACTS 27  Override Capacity  EXSTING CONDITION  ATSACT OF ATSACTACTS 27  Override Capacity  EXSTING CONDITION  Do. of Lane Volume  Volume  Volume  Volume  Volume  Volume Vo	Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?																		_
ATSAC-1 or ATSAC-ATCS-27	Right	Turns:	FREE-1, NRTOR-2	or OLA-3?																_		•
Output   Control   Contr	_	۸-	TSAC-1 or ATSAC:	ATCS-22	EB U	WB		EB	U VVE		EB	U	WB		EB	U	WB		EB	U	WB	_
MOVEMENT		_												_								
Composition   Composition					EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
Composition   Composition			MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Left-Through					Volume	Lanes	Volume				Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Columbic Capacity   Colu	٥	2			65	1	65	0	65	65	-1	72		72	0	72	1	72	0	72	1	72
Columbic Capacity   Colu	ᅙ	4	_														0				0	
Columbic Capacity   Colu	ğ	1	-		422	1	245	10	432	250	82	558	1	320	10	568	1	326	0	568	1	326
Columbic Capacity   Colu	ᄩ	Through-Right				1					_		1				1				1	
Columbic Capacity   Colu	돈	Right			67	•	67	1	68	68	/	82		82	1	83		83	0	83		83
Left	×	, ·																				
Left-Through   G72		L 'Y'	Len-Right		<u>I</u>	0							0				U				0	
Left-Hright	_	ب	Left		10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
Left-Hright	Ĭ	<b>&gt;</b>	Left-Through			0							0				0				0	
Left-Hright	ğ	↓	Through		672	1	404	33	705	421	36	793		473	33	826	1	490	0	826	1	490
Left-Hright	里																1				1	
Left-Hright	5			tt. r	136		136	0	136	136	0	153		153	0	153		153	0	153		153
Part	SO		-	ignt		•											•				•	
Color   Colo		<i>~</i>	Len-Right		<u> </u>																	
Left-Through-Right			Left		124	1	124	0	124	124	1	141	1	141	0	141	1	141	0	141	1	141
Left-Through-Right	₽		Left-Through			0							0				0				0	
Left-Through-Right	9		•		437	0	590	0	437	590	23	515		689	0	515	0	689	0	515	0	689
Left-Through-Right	Ĭ					1			. = -		_		· ·				1				1	
Left-Right   0	AS		•	iaht	153		0	0	153	0	2	1/4		0	0	1/4	0	Ü	0	1/4		0
Columbi   Colu	ш	ار ا	•	igiit		•							-				0				•	
Through   Substitute   Substi		· •																				
CRITICAL VOLUMES			Left		85	1	85	5	90	90	4	100	1	100	5	105	1	105	0	105	1	105
CRITICAL VOLUMES	볼																_				•	
CRITICAL VOLUMES	9		-		525	0	533	0	525	533	14	606		615	0	606	0	615	0	606	0	615
CRITICAL VOLUMES	1 B					1	0		0	0		0		0		0	1	0		0	1	0
CRITICAL VOLUMES	ES	<b>→</b>	•	iaht	8		U	U	ŏ	Ü	U	9		U	U	9		U	U	9	_	U
North-South: 469   North-South: 486   North-South: 545   North-South: 562   North-South: 562	>	}		.A.ur		•											•				•	
SUM:         1144         SUM:         1166         SUM:         1334         SUM:         1356         SUM:         1356           VOLUME/CAPACITY (V/C) RATIO:         0.763         0.777         0.889         0.904         0.904           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.663         0.677         0.789         0.804         0.804		<u> </u>			Nor	th-South:	469	No	rth-South:	486		Nor	th-South:	545		Nor	th-South:	562		Nort	th-South:	562
VOLUME/CAPACITY (V/C) RATIO:         0.763         0.777         0.889         0.904         0.904           V/C LESS ATSAC/ATCS ADJUSTMENT:         0.663         0.677         0.779         0.789         0.804         0.804		CRITICAL VOLUMES			Ea			E				E				E				Ea		
V/C LESS ATSAC/ATCS ADJUSTMENT:         0.663         0.677         0.789         0.804         0.804						SUM:	1144		SUM:	1166			SUM:	1334			SUM:	1356			SUM:	1356
0.004		VOLUI	ME/CAPACITY (V/C	) RATIO:			0.763			0.777				0.889				0.904				0.904
	V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.663			0.677				0.789				0.804				0.804
LEVEL OF SERVICE (LOS):  B  B  C			LEVEL OF SERVIC	E (LOS):			В											D				

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.015  $\Delta v/c$  after mitigation: 0.015 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA12.xlsm





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermon	nt Avenue			Year	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
12	Eas	st-West Street:	Franklir	n Avenue			Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Anç	geles Medic	al Center P
			Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2 o	r OLA-3?	NB 0	SB	0	NB	0 SB		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	Δ7	TSAC-1 or ATSAC+	ATCC 22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override (				0			0				0				0				0
		Overnue	oupuoity	EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	5	Left		121	1	121	0	121	121	2	138	1	138	0	138	1	138	0	138	1	138
R	4	Left-Through			0					_		0				0				0	
8	l ∤	Through		651	1	381	27	678	397	76	810	1	469	27	837	1	485	0	837	1	485
Ř	Ì→	Through-Right			1							1				1				1	
NORTHBOUND				110	0	110	5	115	115	3	127	0	127	5	132	0	132	0	132	0	132
9	Left-Through-Right  Left-Right				0							0				0				0	
	Left-Right				0							0				0				0	
1	I (.	Left		20	1	20	0	20	20	0	23	1	23	0	23	1	23	0	23	1	22
9	<b>)</b>	Left-Through		20	0	20	U	20	20	U	23	0	23	U	23	0	23	U	23	0	23
Į	ĺ	Through		496	1	296	10	506	301	109	668	1	389	10	678	1	394	0	678	1	394
β	્રાં ન	Through-Right		100	1	200		000	00.	100	000	1	000	10	0.0	1	001	· ·	010	1	001
l Ė l	نہ	Right		96	0	96	0	96	96	1	109	0	109	0	109	0	109	0	109	0	109
SOUTHBOUND	<b>↔</b>	Left-Through-Ri	ght		0							0				0				0	
0,	٠,	Left-Right			0							0				0				0	
	<i>J</i>	Left		400	4	400		400	400		450	4	450		450	1	450		450	4	450
Ω	<u> </u>	Left-Through		138	1 0	138	0	138	138	0	156	1 0	156	0	156	0	156	0	156	1 0	156
S	$\rightarrow$	Through		527	0	663	0	527	663	30	624	0	778	0	624	0	778	0	624	0	778
8	7	Through-Right		021	1	003		021	003	00	024	1	770		024	1	770	·	024	1	110
EASTBOUND	$\neg$	Right		136	0	0	0	136	0	1	154	0	0	0	154	0	0	0	154	0	0
EA	<b>→</b>	Left-Through-Ri	ght		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
,		Left		00	1	00	1	00	00	6	106	1	400	4	107	1	407		107	1	407
9	7	Left Left-Through		89	0	89	1	90	90	6	106	0	106	1	107	0	107	0	107	0	107
WESTBOUND	←	Through		443	0	463	0	443	463	32	531	0	554	0	531	0	554	0	531	0	554
B0	4	Through-Right			1	100		0	100		001	1	00 1		00.	1	00 1	Ĭ	00.	1	001
ST	Č	Right		20	0	0	0	20	0	0	23	0	0	0	23	0	0	0	23	0	0
N N	7	Left-Through-Ri	ght		0							0				0				0	
لـــــــــا	$\succ$	Left-Right			0				,			0				0				0	
		CRITICAL VO	N LIMES	_	th-South:	417	_	rth-South:	422			th-South:	527			th-South:	532			h-South:	532
	CRITICAL VOLUMES			Ea	ast-West: SUM:	752 1169	<i>"</i>	ast-West: SUM:	753 1175		E	ast-West: SUM:	884 1411		E	ast-West: SUM:	885 1417		Eá	st-West: SUM:	885 1417
<b> </b>	VOLU	ME/CAPACITY (V/C	RATIO:		SUN.			SUNI.				JUNI.				JUIVI.				SUM.	
V/C	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:					0.779			0.783				0.941				0.945				0.945
V/C	LESS A					0.679			0.683				0.841				0.845				0.845
		LEVEL OF SERVIC		Dhoop 2 Fu		В			В				D				D				D

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



0.781

0.681

В

I/S #:	North	-South Street:	Vermor	nt Avenue			Voor	of Count:	2018	Δm	bient Gro	wth (%):	1.0	Candu	cted by:	LLCEne	Nine ere	Date:		5/2/2018	
13		t-West Street:		od Boulev	ard			tion Year:	2030	7411		ak Hour:	AM		wed by:	LLG EIIQ	gineers	<b>+</b>	KP Los Ang		
			f Phases	Journal Bouleville	uru	3	FTOJEC	uon rear.	3		1 00	ak Hour.	3 0	Revie	wed by.		3	Project.	KP LOS ANO	jeles Medic	3 0
Right		REE-1, NRTOR-2		NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE	3 3	NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	AT	SAC-1 or ATSAC+. Override				2 0			2 0				2 0				2				2 0
		MOVEMENT		EXISTI	NG CONDI			ING PLUS P			E CONDITI				RE CONDIT				W/ PROJE		
				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
D	J.	Left		137	1	137	6	143	143	5	159	1	159	6	165	1	165	0	165	1	165
BOUN	Left-Through Through			521	0 2	261	10	531	266	53	640	0 2	320	10	650	0 2	325	0	650	0 2	325
NORTHBOUND	Left-Through  Through  Through-Right  Right		1	72	0 1	29	0	72	29	0	81	0	32	0	81	0	32	0	81	0 1	32
N	Through-Right				0							0				0				0	
Q.	1	Left Left-Through		78	1 0	78	0	78	78	10	98	1 0	98	0	98	1 0	98	0	98	1 0	98
SOUTHBOUND		Through Through-Right		958	1	481	40	998	501	20	1099	1	551	40	1139	1	571	0	1139	1	571
оитн	, +	Right Left-Through-R	ight	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0 0	3
Ō	بنہ	Left-Right			0							0				0				0	
Q	<u>)</u>	Left Left-Through		19	1 0	19	0	19	19	20	41	1 0	41	0	41	1 0	41	0	41	1 0	41
STBOUND	$\overrightarrow{\gamma}$	Through Through-Right		412	2 0	206	0	412	206	93	557	2	279	0	557	2 0	279	0	557	2	279
EAST	7	Right Left-Through-R	ight	202	1 0	134	24	226	155	15	243	1 0	164	24	267	1 0	185	0	267	1 0	185
	L ≺	Left-Right		L	0							0				0				0	
Q	<b>₹</b>	Left Left-Through		87	1 0	87	0	87	87	0	98	1 0	98	0	98	1 0	98	0	98	1 0	98
Bour	<b>₹</b>	Through Through-Right		379	2	190	2	381	191	93	520	2	260	2	522	2	261	0	522	2	261
WESTBOUND	Right Left-Through-Right			51	1	0	0	51	0	16	73	1	0	0	73	1	0	0	73	1	0
	Left-Right			_	th-South:	618	_	rth-South:	644			th-South:	710			th-South:				th-South:	736
	CRITICAL VOLUMES			E	ast-West: SUM:	293 911	E	ast-West: SUM:	293 937		Ea	ast-West: SUM:	377 1087		Ea	ast-West: SUM:	377 1113		Ea	st-West: SUM:	377 1113

REMARKS: Phase 3 Full Build-Out (2030)

0.639

0.539

Version: 1i Beta; 8/4/2011

VOLUME/CAPACITY (V/C) RATIO:

LEVEL OF SERVICE (LOS):

V/C LESS ATSAC/ATCS ADJUSTMENT:

#### PROJECT IMPACT

0.781

0.681

В

Change in v/c due to project: 0.018 Δv/c after mitigation: 0.018
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA13.xlsm

0.658

0.558

Α

0.763

0.663

В





(Circular 212 Method)

I/S #:	North	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
13	Eas	st-West Street:	Hollywo	ood Bouleva	ard		Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	Phases			3			3				3				3				3
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0 3
	ΔΤ	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	2	EB	U VVE	3 3 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Α.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		195	1	195	19	214	214	29	249	1	249	19	268	1	268	0	268	1	268
	4	Left-Through			0							0				0				0	
NORTHBOUND	<b>1</b>	Through		945	2	473	30	975	488	50	1115	2	558	30	1145	2	573	0	1145	2	573
II ₹ I	Through-Right Right			85	0	39	0	85	39	0	96	0 1	44	0	96	0	44	0	96	0	44
S.	Right			63	0	39	U	65	39	U	90	0	44	0	90	0	44	U	90	0	44
Ž	Left-Right  Left-Right				0							0				0				0	
Q	<u>_</u>	Left		107	1	107	0	107	107	19	140	1	140	0	140	1	140	0	140	1	140
S	<u></u>	Left-Through			0							0				0				0	
BO	, <u>†</u>	Through Through-Right		820	1	416	12	832	422	73	997	1 1	506	12	1009	1	512	0	1009	1	512
SOUTHBOUND	7	Right		12	0	12	0	12	12	0	14	0	14	0	14	0	14	0	14	0	14
0	4	Left-Through-Ri	ght	12	0	12		12	12		1-7	0			1-7	Ö	1-7		1-7	0	1-7
S	٠,	Left-Right			0							0				0				0	
۵	<i>_</i> 3 <u>_</u> 3	Left Left-Through		42	1 0	42	0	42	42	17	64	1 0	64	0	64	1 0	64	0	64	1 0	64
N	$\rightarrow$	Through		514	2	257	1	515	258	118	697	2	349	1	698	2	349	0	698	2	349
STBOUND	$\rightarrow$	Through-Right		314	0	231	'	313	230	110	037	0	343	'	030	0	343		030	0	343
ST	$\rightarrow$	Right		204	1	107	7	211	104	24	254	1	130	7	261	1	127	0	261	1	127
EA	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\prec$	Left-Right		<u> </u>	0							0				0				0	
	<i>-</i>	Left		93	1	93	0	93	93	0	105	1	105	0	105	1	105	0	105	1	105
₽	<i>•</i>	Left-Through		33	0	93		33	33		100	0	100		100	0	105		100	0	103
	<b>←</b>	Through		513	2	257	0	513	257	119	697	2	349	0	697	2	349	0	697	2	349
WESTBOUND	<u>↓</u>	Through-Right			0							0				0				0	
ES.	4	Right		94	1	0	0	94	0	12	118	1	0	0	118	1	0	0	118	1	0
₹	<u> </u>	Left-Through-Ri Left-Right	gnt		0							0				0				0	
	· · ·			Nor	th-South:	611	No	rth-South:	636		Nor	th-South:	755		Nor	th-South:	780		Nor	th-South:	780
	CRITICAL VOLUMES				ast-West:	350		ast-West:	351			ast-West:	454			ast-West:	454			ast-West:	454
					SUM:	961		SUM:	987			SUM:	1209			SUM:	1234			SUM:	1234
	VOLU	ME/CAPACITY (V/C	RATIO:			0.674			0.693				0.848				0.866				0.866
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.574			0.593				0.748				0.766				0.766
		LEVEL OF SERVIC	E (LOS):			Α			Α				C				C				C
			. ,	1																	

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.018  $\Delta v/c$  after mitigation: 0.018 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	aineers	Date:		5/2/2018	
14	Eas	st-West Street:	Sunset	Boulevard				tion Year:	2030		Pea	ak Hour:	AM		wed by:		<u> </u>		KP Los Ang		
	J.	No. o	f Phases			4			4				4				4				4
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: I	FREE-1, NRTOR-2	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		TSAC-1 or ATSAC+		EB 3	WB	0 2	EB	3 WE	3 0 2	EB	3	WB	0 2	EB	3	WB	0 2	EB	3	WB	0 2
	A	Override				0			0				0				0				0
		Overnue	Cupuony	EXISTI	NG CONDI		EXIS	TING PLUS P		FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		247	1	247	15	262	262	7	285	1	285	15	300	1	300	-2	299	1	299
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		705	2	353	12	717	359	56	850	2	425	12	862	2	431	-1	861	2	431
≝	<b>→</b>	Through-Right			0		_					0		_		0				0	
区		Right	l l- t	224	1 0	172	5	229	166	6	258	1	196	5	263	1	189	-1	263	1 0	190
ž	$\Rightarrow$	Left-Through-R Left-Right	ignt		0							0 0				0				0	
	$\Upsilon$	Leit-Right		<u> </u>	U							<u> </u>				<u> </u>				U	
	<u>,</u>	Left		35	1	35	5	40	40	0	39	1	39	5	44	1	44	-1	44	1	44
SOUTHBOUND	<b>\</b>	Left-Through			0							0				0				0	
ğ	ļ	Through		876	2	373	60	936	398	32	1019	2	431	60	1079	2	456	-6	1073	2	454
里	→ Through → Through-Right				1							1				1				1	
5	Through-Right Right			243	0	243	16	259	259	0	274	0	274	16	290	0	290	-2	288	0	288
So					0							0				0				0 0	
	<i>~ →</i>	Leit-Night		<u> </u>																<u> </u>	
	Ĵ	Left		183	1	183	6	189	189	0	206	1	206	6	212	1	212	-1	212	1	212
9		Left-Through			0							0				0				0	
l lo	$\rightarrow$	Through		488	2	244	2	490	245	144	694	2	347	2	696	2	348	0	696	2	348
I B	7	Through-Right			0							0				0				0	
ASTBOUND	<b>→</b>	Right	:la.4	238	1 0	0	-1	237	0	12	280	1 0	0	-1	279	1 0	0	0	279	1 0	0
ш	٤	Left-Through-R Left-Right	igni		0							0				0				0	
	, ,	-cit-ragin																			
	r	Left		104	1	104	23	127	127	8	125	1	125	23	148	1	148	-2	146	1	146
ESTBOUND	$\checkmark$	Left-Through			0							0				0				0	
O	<u>↓</u>	Through		483	2	242	23	506	253	170	714	2	357	23	737	2	369	-2	735	2	368
<u>B</u>		Through-Right		50	0	00		50	00		50	0	0.7		50	0	0.4		50	0	0.4
ES	<b>₹</b>	Right Left-Through-R	iaht	50	1 0	33	0	50	30	0	56	1 0	37	0	56	1 0	34	0	56	1 0	34
>	<u>`</u>	Left-Right	igiit		0							0				0				0	
	· · ·	<u> </u>		Nor	th-South:	620	No	rth-South:	660		Nor	th-South:	716		Nort	h-South:	756		Nor	h-South:	753
		CRITICAL V	OLUMES	Ea	ast-West:	425	l E	ast-West:	442		Ea	ast-West:	563		Ea	st-West:			Ea	ast-West:	580
	VOLUME/CAPACITY (V/C) RATIO:				SUM:	1045		SUM:	1102			SUM:	1279			SUM:	1337			SUM:	1333
	VOLU	ME/CAPACITY (V/C	) RATIO:			0.760			0.801				0.930				0.972				0.969
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:					0.660			0.701				0.830				0.872				0.869
		LEVEL OF SERVIC	E (LOS):			В			С				D				D				D
<u> </u>				DI 0.5		_	I			<u> </u>				<u> </u>							

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.042  $\Delta v/c$  after mitigation: 0.039 Significant impacted? YES Fully mitigated? NO

11/29/2018-5:58 PM 1 CMA14



# Level of Service Worksheet (Circular 212 Method)



I/S #:	Nort	th-South Street:	Vermon	t Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
14	Ea	ast-West Street:	Sunset	Boulevard			Projec	tion Year:	2030		Pe	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			4			4				4				4				4
Oppo	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 3	ЗВ WВ	0	NB EB	0 SE 3 WE		NB EB	3	3В WВ	0	NВ EВ	3	3В WВ	0	NB EB	3	ЗВ WВ	0
	Α	ATSAC-1 or ATSAC+	ATCS-2?			2		0 111	2			2	2			2	2				2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	-			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽		Left Left-Through		298	1 0	298	5	303	303	10	346	1 0	346	5	351	1 0	351	-1	350	1 0	350
Ď	7	Through		987	2	494	34	1021	511	69	1181	2	591	34	1215	2	608	-3	1212	2	606
鱼		Through-Right		307	0	707	04	1021	011	00	1101	0	001	04	1210	0	000	Ŭ	1212	0	000
NORTHBOUND	<u>۲</u>	Right		137	1	75	15	152	86	11	165	1	88	15	180	1	99	-2	179	1	99
ō	<b>\(\phi\)</b>	Left-Through-R	ight		0							0				0				0	
	$\checkmark$	Left-Right			0							0				0				0	
-	(	Left		54	1	54	13	67	67	0	61	1	61	13	74	1	74	-1	73	1	73
SOUTHBOUND	<b></b>	Left-Through		34	0	34	13	07	07		01	0	01	13	7 -	0	, ,	-1	73	0	73
8	$\downarrow$	Through		945	2	389	32	977	402	87	1152	2	468	32	1184	2	480	-3	1181	2	479
発	4	Through-Right			1							1				1				1	
5	لد	•	laula 4	223	0	223	5	228	228	0	251	0 0	251	5	256	0	256	-1	256	0	256
SC	Right  Left-Through-Right  Left-Right				0							0				0				0	
	24																				
	ر	Left		291	1	291	16	307	307	0	328	1	328	16	344	1	344	-2	342	1	342
¥	<u></u>	Left-Through		000	0			040		004	4400	0			4400	0			4400	0	
ğ	$\overrightarrow{\gamma}$	Through Through-Right		806	2	403	6	812	406	224	1132	2	566	6	1138	2	569	-1	1138	2	569
EASTBOUND	$\neg$	Right		429	1	131	-2	427	124	8	491	1	145	-2	489	1	138	0	490	1	140
EA:	<b>→</b>	Left-Through-R	ight	.20	0		_					0		_	.00	0				0	
	$\sqcup \prec$	Left-Right			0							0				0				0	
	<i>(</i>	Left		405	1	405	_	400	400	4.4	455	1	455	7	400	1	400	4	404	1	464
₽	<del>*</del>	Left Left-Through		125	0	125	7	132	132	14	155	0	155	7	162	0	162	-1	161	0	161
á	←	Through		435	2	218	6	441	221	207	697	2	349	6	703	2	352	-1	703	2	352
Ĕ	4	Through-Right			0		-					0		-		0				0	
ES	Q Left-Through  Through  Through-Right  Right  Left-Through-Right			36	1	9	0	36	3	0	41	1	11	0	41	1	4	0	41	1	5
<b>×</b>	<b>\</b>	Left-Through-Ri Left-Right	ight		0							0				0				0	
		Len-Kight		Nor	th-South:	687	No	rth-South:	705		Nor	th-South:	814		Nor	th-South:	831		Non	th-South:	829
		CRITICAL VO	OLUMES	_	ast-West:	528	_	ast-West:	538			ast-West:	721			ast-West:	731			st-West:	730
	VOLUME/CADACITY (V/C) DATIO				SUM:	1215		SUM:	1243			SUM:	1535			SUM:	1562			SUM:	1559
	VOLU	UME/CAPACITY (V/C	) RATIO:			0.884			0.904				1.116				1.136				1.134
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.784			0.804				1.016				1.036				1.034
		LEVEL OF SERVIC	E (LOS):			С			D				F				F				F
			MADKC.	Dhoos 2 Eu		. (2222)	•			•								•			

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.020  $\Delta v/c$  after mitigation: 0.018 Significant impacted? YES Fully mitigated? NO





(Circular 212 Method)

I/S #:	Nort	th-South Street:	Vermon	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
15	Ea	ast-West Street:	Fountai	n Avenue			Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			3			3				3				3				3
Oppo	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?			0		0 0	0				0				0				0
Right	Turns:	: FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	А	ATSAC-1 or ATSAC+	ATCS-2?	LD 0	WD	2		0 112	2		U	WD	2	LD	U	WD	2	LD.	U	W	2
	-	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
Ω	J	Left		156	1	156	-2	154	154	0	176	1	176	-2	174	1	174	0	174	1	174
NORTHBOUND	1	Left-Through		004	0	400	47	4000	540	75	4400	0	500	47	4000	0	000		4000	0	000
BO	Ţ	Through Through-Right		991	2	496	47	1038	519	75	1192	2	596	47	1239	2	620	0	1239	2	620
푸		Right		185	1	130	0	185	130	4	212	1	150	0	212	1	150	0	212	1	150
8	<b>↔</b>	Left-Through-Ri	iaht	100	0	100		100	100	•		0	100	· ·	2.2	0	100			0	100
Z	$\stackrel{\downarrow}{\rightsquigarrow}$	Left-Right	•		0							0				0				0	
Ω	١	Left		44	1	44	0	44	44	0	50	1	50	0	50	1	50	0	50	1	50
3	<b>1</b>	Left-Through		4040	0	507	40	4000	540	4.4	4405	0	500	40	4400	0	500		4400	0	500
BO	لٰہ ا	Through Through-Right		1013	2	507	13	1026	513	44	1185	2 0	593	13	1198	2	599	0	1198	0	599
l E	لْدُ ا	Right		70	1	37	0	70	37	0	79	1	41	0	79	1	41	0	79	1	41
SOUTHBOUND	4	Left-Through-Ri	ight		0	0.		. •	Ŭ.	Ů		0	• •	Ů		0	• •			0	
S	٠,	Left-Right			0							0				0				0	
۵	<i>)</i>	Left		67	1 0	67	0	67	67	2	77	1 0	77	0	77	1 0	77	0	77	1 0	77
3	$\rightarrow$	Left-Through Through		309	1	206	2	311	207	74	422	1	269	2	424	1	270	0	424	1	270
80	7	Through-Right		309	i	200		311	201	74	422	i	209	2	424	1	210	0	424	i	210
EASTBOUND	$\neg$	Right		103	0	103	-1	102	102	0	116	0	116	-1	115	0	115	0	115	0	115
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	L ≺_	Left-Right			0							0				0				0	
	<i></i>	Left		110	1	110	0	110	110	1	125	1	125	0	125	1	125	0	125	1	125
₽	7	Left-Through		110	0	110	"	110	110	'	120	0	120		120	0	120		120	0	120
WESTBOUND	←	Through		414	1	414	6	420	420	49	516	1	516	6	522	1	522	0	522	1	522
ĕ	<del>\</del>	Through-Right			0							0				0				0	
ES.	Right			62	1	40	0	62	40	0	70	1	45	0	70	1	45	0	70	1	45
⋝	Left-Through-Right Left-Right				0							0				0				0	
	Į.	Len-Right		Non	th-South:	663	No	rth-South:	667		Nor	th-South:	769		Nor	th-South:	773		Non	h-South:	773
		CRITICAL VO	OLUMES	_	ast-West:	481	_	ast-West:	487			ast-West:	593			ast-West:	599			n-souur. st-West:	599
		·			SUM:		L	SUM:	1154			SUM:				SUM:	1372			SUM:	1372
	VOLU	JME/CAPACITY (V/C)	RATIO:			0.803			0.810				0.956				0.963				0.963
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.703			0.710				0.856				0.863				0.863
		LEVEL OF SERVIC				C			C.710				0.030 D				D.000				0.003 D
				Dhaga 2 Fu									U				ע				U

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.007  $\Delta v/c$  after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA15.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermon	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
15	Eas	st-West Street:	Fountai	n Avenue			Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			Phases			3			3				3				3				3
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	۸-	TSAC-1 or ATSAC+	ATC6-22	EB 0	WB	2	EB	0 WE	s 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	_	Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		142	1	142	-1	141	141	0	160	1	160	-1	159	1	159	0	159	1	159
NORTHBOUND	4	Left-Through			0							0				0				0	
l ŭ	1	Through		1255	2	451	15	1270	456	83	1497	2	537	15	1512	2	542	0	1512	2	542
ᄩ	<b>→</b>	Through-Right			1							1				1		_		1	
ᅜ		Right	lands of	99	0	99	0	99	99	1	113	0	113	0	113	0	113	0	113	0	113
×	<b>*</b>	Left-Through-Ri	ignt		0							0				0				0	
	Y	Left-Right			U							U				U				U	
	Ļ	Left		139	1	139	0	139	139	0	157	1	157	0	157	1	157	0	157	1	157
SOUTHBOUND	$\rightarrow$	Left-Through			0							0				0				0	
ا 0	↓	Through		1372	2	488	38	1410	501	111	1657	2	588	38	1695	2	601	0	1695	2	601
里	4	Through-Right			1							1				1				1	
5	ا ا	Right		93	0	93	0	93	93	2	107	0	107	0	107	0	107	0	107	0	107
So	<b>*</b>	Left-Through-Ri	ight		0							0				0 0				0	
	٠,	Left-Right			U							U				U				U	
	<u> </u>	Left		43	1	43	0	43	43	0	48	1	48	0	48	1	48	0	48	1	48
9	<b>→</b>	Left-Through			0							0				0				0	
	<b>→</b>	Through		516	1	300	4	520	302	103	684	1	390	4	688	1	391	0	688	1	391
EASTBOUND	7	Through-Right			1							1				1		_		1	
AS.	7	Right	lands of	84	0	84	-1	83	83	0	95	0	95	-1	94	0	94	0	94	0	94
ш	٤	Left-Through-Ri Left-Right	ignt		0							0				0				0	
		-cit-itigiit			<u> </u>															U U	
	<b>C</b>	Left		66	1	66	0	66	66	3	77	1	77	0	77	1	77	0	77	1	77
₽	7	Left-Through			0							0				0				0	
8	<u>~</u>	Through		422	1	422	2	424	424	125	601	1	601	2	603	1	603	0	603	1	603
Ē	<u>←</u>	Through-Right			0		_			_		0		_	,-	0		_		0	
WESTBOUND	Right			43	1 0	0	0	43	0	0	48	1 0	0	0	48	1 0	0	0	48	1 0	0
>	Left-Through-Right Left-Right				0							0				0				0	
	¥	g		Nor	th-South:	630	No	rth-South:	642		Nor	th-South:	748		Nor	th-South:	760		Nor	h-South:	760
		CRITICAL VO	OLUMES	-	ast-West:	465	_	ast-West:	467			ast-West:	649			ast-West:	651			st-West:	651
					SUM:	1095		SUM:	1109			SUM:	1397			SUM:	1411			SUM:	1411
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.768			0.778				0.980				0.990				0.990
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.668			0.678				0.880				0.890				0.890
		LEVEL OF SERVIC	E (LOS):			В			В				D				D				D
				Dhoop 2 Fu						1				l							

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.010  $\Delta v/c$  after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North	-South Street:	Vermor	nt Avenue			Vear	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	II G Eng	ineers	Date:		5/2/2018	
16		st-West Street:		lonica Boul	evard			tion Year:	2030	7		ak Hour:	AM		wed by:	LLG LIIG	Jilieers		KP Los Ang		al Center P
10			f Phases			3	110,00	tion rear.	3				3	IVENIC	weu by.		3	i roject.	KE LOS AII	geles Medic	3
Oppo	sed Ø'iı	ng: N/S-1, E/W-2 or				0			0				0				0				0
		REE-1, NRTOR-2		NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	rurns: r	-KEE-1, NK1 UK-2 (	or OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	AT	SAC-1 or ATSAC+				2			2				2				2				2
		Override	Capacity			0			0				0				0				0
				EXISTI	NG CONDI			ING PLUS P	ROJECT		E CONDITION				RE CONDIT				W/ PROJE		
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	J	Left		84	1	84	0	84	84	8	103	1	103	0	103	1	103	0	103	1	103
NORTHBOUND	4	Left-Through		4450	0		00	4470	500	24	4000	0	005	00	4050	0	070		4050	0 2	070
8	Ţ	Through Through-Right		1150	2	575	26	1176	588	34	1330	2	665	26	1356	2	678	0	1356	0	678
ᄑ	ŕ	Right		85	1	36	0	85	36	2	98	1	42	0	98	1	42	0	98	1	42
S.		Left-Through-R	iaht	00	0	30	U	00	30		30	0	42	U	90	0	42		30	0	42
ž	$\leftrightarrow$	Left-Right	·y···		0							0				0				0	
	,			I.																	
	Ģ	Left		77	1	77	2	79	79	0	87	1	87	2	89	1	89	0	89	1	89
ĮĘ	$\rightarrow$	Left-Through			0							0				0				0	
ğ	Į.	Through		1124	2	401	7	1131	404	33	1300	2	468	7	1307	2	471	0	1307	2	471
뿌	4	Through-Right			1							1				1				1	
SOUTHBOUND	<b>→</b>	Right Left-Through-R	iaht	80	0 0	80	1	81	81	14	104	0 0	104	1	105	0	105	0	105	0 0	105
SC	<u>الم</u>	Left-Right	igni		0							0				0				0	
J.	~	Lett Hight		<u> </u>																	
	Ĵ	Left		99	1	99	4	103	103	47	159	1	159	4	163	1	163	0	163	1	163
9	<u> </u>	Left-Through			0							0				0				0	
EASTBOUND	$\rightarrow$	Through		698	2	349	-1	697	349	155	942	2	471	-1	941	2	471	0	941	2	471
B	7	Through-Right			0							0		_		0		_		0	
AS.	<b>}</b>	Right Left-Through-R	ll. d	51	1 0	9	0	51	9	27	84	1 0	33	0	84	1	33	0	84	1 0	33
ш	٤	Left-Right	ignt		0							0				0				0	
ı		Leit-Right		l																	
	$\subset$	Left		98	1	98	0	98	98	3	113	1	113	0	113	1	113	0	113	1	113
WESTBOUND	$\overline{}$	Left-Through			0		-				-	0		-	-	0			-	0	
∂	<b>←</b>	Through		729	2	365	-2	727	364	157	978	2	489	-2	976	2	488	0	976	2	488
Į Ř	Through-Right				0							0				0				0	
ES.	<u>€</u>	Right	t and a f	58	1	20	9	67	28	0	65	1	22	9	74	1	30	0	74	1	30
≥	<u>`</u>	Left-Through-R Left-Right	ignt		0							0				0				0	
	+	Lent-Kight		Nor	th-South:	652	No	rth-South:	667		Nor	th-South:	752		Nort	h-South:	767		Non	th-South:	767
		CRITICAL V	OLUMES		ast-West:	464	-	ast-West:	467			ast-West:	648			st-West:	651			ast-West:	651
					SUM:		_	SUM:	1134			SUM:	1400			SUM:	1418			SUM:	1418
	VOLUN	ME/CAPACITY (V/C	) RATIO:			0.783			0.796				0.982				0.995				0.995
V/C I		TSAC/ATCS ADJUS				0.683			0.696				0.882				0.895				0.895
""		LEVEL OF SERVICE																			
		LEVEL OF SERVIC	E (LU3):			В			В				D				D				D

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.013  $\Delta v/c$  after mitigation: 0.013 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA16.xlsm





(Circular 212 Method)

I/S #:	Norti	h-South Street:	Vermon	t Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
16	Ea	ast-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
,			f Phases			3			3				3				3				3
Oppo	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?			0		0 0	0				0				0		0		0
Right	Turns:	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	А	ATSAC-1 or ATSAC+	ATCS-2?	LD 0	WD	2	LD	0 112	2		U	WD	2	LD	U	WD	2	LD	U	W	2
		Override (				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Ĵ	Left		95	1	95	0	95	95	35	142	1	142	0	142	1	142	0	142	1	142
	7	Left-Through		4004	0	470	7	4000	470	40	4500	0		-	4540	0		•	4540	0	
BO	Ţ	Through Through-Right		1301	2	473	/	1308	476	43	1509	2	755	7	1516	2	758	0	1516	2	758
NORTHBOUND	F	Right		119	0	119	0	119	119	1	135	1	76	0	135	1	76	0	135	1	76
8	<b>↔</b>	Left-Through-Ri	iaht	110	0	110	Ů	110	110		100	0		· ·	100	0		· ·	100	0	
Z	4	Left-Right	•		0							0				0				0	
Ω	\ \	Left		60	1	60	7	67	67	0	68	1	68	7	75	1	75	0	75	1	75
S	<u> </u>	Left-Through		4040	0	474	40	4005	470	00	4540	0	570	40	4505	0	500	•	4505	0 2	500
BO	الٰہ	Through Through-Right		1316	2	471	19	1335	479	63	1546	2 1	573	19	1565	2	580	0	1565	1	580
I	رُدُ ا	Right		98	0	98	4	102	102	62	172	0	172	4	176	0	176	0	176	Ó	176
SOUTHBOUND	4	Left-Through-Ri	ight		Ō			. 02		02		Ō				Ō				0	
S	<b>↓</b>	Left-Right			0							0				0				0	
۵	<i>_</i> 2 _2→	Left		83	1	83	1	84	84	48	142	1 0	142	1	143	1 0	143	0	143	1 0	143
<u>                                    </u>	$\rightarrow$	Left-Through Through		677	0 2	339	-2	675	338	204	967	2	484	-2	965	2	483	0	965	2	483
BO	7	Through-Right		077	0	339	-2	0/3	330	204	301	0	404	-2	903	0	403	U	903	0	403
EASTBOUND	$\neg$	Right		66	1	19	0	66	19	41	115	1	44	0	115	1	44	0	115	1	44
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	$\sqcup \preceq \sqcup$	Left-Right			0							0				0				0	
	<i>-</i>	Left		95	1	95	0	95	95	11	118	1	118	0	118	1	118	0	118	1	118
9	<b>₹</b>	Left-Through		90	0	90	U	90	90	''	110	0	110	U	110	0	110	U	110	0	110
WESTBOUND	←	Through		683	2	342	-1	682	341	205	975	2	488	-1	974	2	487	0	974	2	487
l ĕ	<del></del>	Through-Right			0							0				0				0	
ESI	Right			74	1	44	3	77	44	0	83	1	49	3	86	1	49	0	86	1	49
₹	<u>`</u>	Left-Through-Ri Left-Right	ight		0							0				0				0	
	Į.	Len-Right		Non	th-South:	566	No	rth-South:	574		Nor	th-South:	823		Nor	th-South:	833		Nor	h-South:	833
		CRITICAL VO	OLUMES	_	ast-West:	434	_	ast-West:	433			ast-West:	630			ast-West:	630			n-souur. st-West:	630
		<u> </u>			SUM:			SUM:	1007			SUM:				SUM:	1463			SUM:	1463
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.702			0.707				1.020				1.027				1.027
V/C	LESS A	ATSAC/ATCS ADJUS	TMENT:			0.602			0.607				0.920				0.927				0.927
		LEVEL OF SERVIC				0.002 B			В				0.320 E				6.327 E				6.527 E
				Dhaga 2 Fu					ט												

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.007  $\Delta v/c$  after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
17	Ea	st-West Street:	Melrose	Avenue			Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	1	No. o	Phases			2			2				2				2				2
Opp	osed Ø'	'ing: N/S-1, E/W-2 or	Both-3?	_		0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		142	1	142	0	142	142	4	164	1	164	0	164	1	164	0	164	1	164
N	4	Left-Through			0							0				0				0	
NORTHBOUND	Ţ	Through		1182	2	407	23	1205	415	36	1368	2	471	23	1391	2	479	0	1391	2	479
IE	È	Through-Right Right		40	1 0	40	0	40	40	0	45	1 0	45	0	45	0	45	0	45	0	45
OR.		Left-Through-Ri	iaht	40	0	40	U	40	40	U	40	0	45	0	45	0	45	U	45	0	40
Ž	<b>†</b>	Left-Right	.9		0							0				0				0	
		, and a second																			
D	<u> </u>	Left		57	1	57	0	57	57	7	71	1	71	0	71	1	71	0	71	1	71
N N	<b>→</b>	Left-Through			0							0				0				0	
30	<b>!</b>	Through		1123	2	416	6	1129	418	28	1293	2	483	6	1299	2 1	485	0	1299	2	485
SOUTHBOUND	اب ر	Through-Right Right		125	0	125	0	125	125	14	155	1 0	155	0	155	0	155	0	155	0	155
OO.	4	Left-Through-Ri	ight	120	0	125	U	125	125	14	100	0	100		155	0	100		100	0	100
Š	į,	Left-Right	•		0							0				0				0	
	<u>)</u>	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
N	$\rightarrow$	Left-Through Through		420	0	244	0	420	244	31	504	1 0	292	0	504	0	292	0	504	0	292
EASTBOUND	7	Through-Right		420	1	244	U	420	244	31	304	1	292	0	304	1	292	U	304	1	292
STI	<b>→</b>	Right		64	0	244	0	64	244	0	72	0	292	0	72	0	292	0	72	0	292
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	L ⊰_	Left-Right			0							0				0				0	
	· ~	Left		_	0	0					_		0		_	0	_	_	2	0	
9	<b>₹</b>	Left Left-Through		2	1	2	0	2	2	0	2	0 1	2	0	2	1	2	0	2	1	2
Ď	←	Through		442	Ó	248	0	442	249	63	561	Ó	311	0	561	Ó	313	0	561	Ó	313
	7	Through-Right			1						-2.	1				1		<u> </u>	-3.	1	
WESTBOUND	Right  Left-Through-Right			49	0	248	3	52	249	2	57	0	311	3	60	0	313	0	60	0	313
WE	(	Left-Through-Ri	ight		0							0				0				0	
	<i>-</i>	Left-Right		Ale	th-South:	558	A/_	rth-South:	560		Ale:	th-South:	647		No.	th-South:	649		Ale	th-South:	649
		CRITICAL VO	DLUMES		tn-Soutn: ast-West:	558 250	_	rtn-Soutn: East-West:	251			tn-Soutn: ast-West:	647 313			in-Soutn: ast-West:				n-Soutn: ast-West:	649 315
				l - "	SUM:	808	'	SUM:	811			SUM:	960		Lc	SUM:			Le	SUM:	964
	VOLU	IME/CAPACITY (V/C)	RATIO:			0.539			0.541				0.640				0.643				0.643
V/C		ATSAC/ATCS ADJUS				0.439			0.441				0.540				0.543				0.543
		LEVEL OF SERVIC				0.439 A							0.540 A				0.545 A				
		LLVEL OF SERVIC	L (LU3).						A				А				A				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA17.xlsm





(Circular 212 Method)

I/S #:	North	-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
17	Eas	st-West Street:	Melrose	Avenue			Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	cal Center P
		No. o	Phases			2			2				2				2				2
Oppo	osed Ø'i	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB	0 SE 0 WI		NB	0	SB WB	0	NB	0	SB WB	0	NB EB	0	SB WB	0
	ΔΤ	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	۸.	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		129	1	129	0	129	129	5	150	1	150	0	150	1	150	0	150	1	150
NORTHBOUND	4	Left-Through			0							0				0				0	
90	ļ Ţ	Through		1408	2	488	6	1414	490	39	1626	2	563	6	1632	2	565	0	1632	2	565
IE	Through-Right Right			56	1 0	56	0	56	56	0	63	1 0	63	0	63	0	63	0	63	0	63
S.	Left-Through-Right			30	0	50		50	50	U	03	0	03	0	03	0	03	U	03	0	03
Ž	Y	Left-Right	9		0							0				0				0	
				<u> </u>																	
Ω	<u> </u>	Left		68	1	68	2	70	70	7	84	1	84	2	86	1	86	0	86	1	86
3	<u></u>	Left-Through			0							0				0				0	
80	1	Through Through-Right		1287	2	472	18	1305	478	43	1493	2 1	548	18	1511	2	554	0	1511	2	554
SOUTHBOUND	رُ	Right		129	0	129	0	129	129	7	152	0	152	0	152	0	152	0	152	0	152
O	4	Left-Through-Ri	ght	123	Ö	125		120	120	,	102	0	102		102	Ö	102		102	0	102
တ	٠,	Left-Right			0							0				0				0	
۵	<u> </u>	Left Left-Through		4	0	4	0	4	4	0	5	0	5	0	5	0	5	0	5	0	5
3	$\rightarrow$	Through		718	0	413	0	718	413	69	878	1 0	501	0	878	0	501	0	878	0	501
STBOUND	→	Through-Right		710	1	413		7 10	413	03	070	1	301		070	1	301		070	1	301
ST	$\rightarrow$	Right		100	0	413	0	100	413	0	113	0	501	0	113	0	501	0	113	0	501
EĄ	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\sqcup \preceq \_$	Left-Right			0							0				0				0	
	·	Left		2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
₽	<del>,</del>	Left-Through		_	1	2		۷	2		۷	1	2		4	1	2		۷	1	2
	<b>←</b>	Through		413	Ö	230	0	413	230	44	509	0	284	0	509	0	284	0	509	0	284
WESTBOUND	4	Through-Right			1							1				1				1	
ES.	Right  Left-Through-Right			38	0	230	1	39	230	7	50	0	284	1	51	0	284	0	51	0	284
⋝	Left-Through-Right Left-Right				0							0				0				0	
	Left-Through-Right Left-Right			Nor	th-South:	601	No	rth-South:	607		Nor	th-South:	698		Nor	th-South:	704		Nor	th-South:	704
		CRITICAL VO	DLUMES		ast-West:	415		ast-West:	415			ast-West:	503			ast-West:				ast-West:	503
					SUM:	1016		SUM:	1022			SUM:	1201			SUM:				SUM:	1207
	VOLU	ME/CAPACITY (V/C	RATIO:			0.677			0.681				0.801				0.805				0.805
V/C	LESS A	TSAC/ATCS ADJUS	TMENT:			0.577			0.581				0.701				0.705				0.705
		LEVEL OF SERVIC	E (LOS):			Α			Α				C				C				C
			` '	I					- / \												•

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nor	rth-S	outh Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
18	Е	East-\	West Street:	US-101	Fwy NB On	n-Ramp		Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	"		No. of	Phases			2			2				2				2				2
Орр	osed Ø	Ø'ing	: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	t Turns	s: FR	EE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SB 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ΔΤς	AC-1 or ATSAC+A	ATCS-22	<i>EB</i> 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		A10,	Override (				0			0				0				0				0
					EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		M	OVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j		Left		543	1	543	0	543	543	2	614	1	614	0	614	1	614	0	614	1	614
Z	4		Left-Through			0							0				0				0	
8	Î		Through		1807	3	602	23	1830	610	33	2069	3	690	23	2092	3	697	0	2092	3	697
IE	Through-Right Right				0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right			aht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
ž	Left-Right  Left-Right					0							0				0				0	
					I.																	
	\ \	•	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	<b>→</b>	-	Left-Through			0							0				0				0	
l Ö	∤		Through		1210	2	504	6	1216	506	33	1396	2	582	6	1402	2	584	0	1402	2	584
上岩	-		Through-Right		202	1 0	202	0	202	202	9	250	1 0	250	0	250	1 0	250	0	250	1 0	250
\( \bar{2} \)	<b>→</b>		Right Left-Through-Ri	aht	303	0	303	U	303	303	9	350	0	350	U	350	0	350	U	350	0	350
S	, t		Left-Right	9		0							0				0				0	
	_		- J																			
	1		Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ΙŻ	<u> </u>		Left-Through		_	0		_					0				0				0	
ğ	$\overrightarrow{\neg}$		Through Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l ii	7		Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	<b>→</b>		Left-Through-Ri	aht	· ·	0	· ·		Ü	Ü		O	0	o		O	0	O	ľ	O	0	· ·
ш —	l ⊰		Left-Right	<b>J</b>		0							0				0				0	
٥	<i>√</i>	_	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>S</u>	<i>₹</i>		Left-Through Through		0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
<u> </u>	1		•		0	0	0	U	0	U	0	0	0	U	0	0	0	0	U	0	0	0
STI	Through-Right Right				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Right Left-Through-Right			ght	ľ	Ö			v			Ü	0			J	Ö		ľ	Ū	Ö	
	Left-Right					0							0				0				0	
	CRITICAL VOLUME					th-South:			rth-South:	1049			th-South:	1196			h-South:				th-South:	1198
					Ea	ast-West:	0	E	ast-West:	0 1049		Ea	ast-West:	1106		Ea	ast-West:	1109		Ea	ast-West:	1109
<b> </b>	VO	IIME	/CAPACITY (V/C)	DATIO:	<del>                                     </del>	SUM:	1047		SUM:				SUM:				SUM:		<del>                                     </del>		SUM:	1198
			, ,				0.698			0.699				0.797				0.799				0.799
₩ V/C	LESS		AC/ATCS ADJUS				0.598			0.599				0.697				0.699				0.699
		LE	VEL OF SERVIC	E (LOS):			Α			Α				В				В				В

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002  $\Delta v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA18.xlsm





(Circular 212 Method)

I/S #:	Nort	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
18	Ea	st-West Street:	US-101	Fwy NB Or	n-Ramp		Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
	Į.	No. o	f Phases			2			2				2				2				2
Opp	osed 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 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
		ATSAC-1 or ATSAC+		<i>EB</i> 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override				0			0				0				0				0
		01011100	оприону	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUE	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	7	Left		400	1	400	0	400	400	1	452	1	452	0	452	1	452	0	452	1	452
NORTHBOUND	4	Left-Through			0							0				0				0	
ğ	1	Through		1989	3	663	6	1995	665	39	2280	3	760	6	2286	3	762	0	2286	3	762
≝	<b>→</b>	Through-Right			0							0				0				0	
- LNC	Right  Left-Through-Right			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ž		Left-Right	ignt		0							0 0				0				0	
	$\uparrow \uparrow$	Leit-Kigiit		<u> </u>	0							<u> </u>				<u> </u>				0	
	Ļ	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	<b>&gt;</b>	Left-Through			0							0				0				0	
۵	. ↓	Through		1314	2	461	17	1331	468	44	1525	2	536	17	1542	2	543	0	1542	2	543
里	4	Through-Right			1							1				1				1	
5	<i>→</i>	Right	l auto d	70	0	70	2	72	72	5	84	0	84	2	86	0	86	0	86	0	86
SO	<b>₩</b>	Left-Through-R Left-Right	ignt		0							0 0				0 0				0	
	<i>~</i>	Leit-Kigiit		<u> </u>	0							<u> </u>				0				0	
	Ĵ	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	<b>→</b>	Left-Through			0							0				0				0	
EASTBOUND	$\rightarrow$	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TB	7	Through-Right			0							0				0				0	
AS	7	Right Left-Through-R	iaht	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
ш	ڑ	Left-Right	ignt		0							0				0				0	
	• • •																				
	r	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ľ	$\checkmark$	Left-Through			0							0				0				0	
0	<b>←</b>	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>B</b>	O Through-Right				0	0		0	0		0	0	0		0	0	0			0	0
WESTBOUND	Right Left-Through-Right			0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
>	Left-Through-Right  Left-Right				0							0				0				0	
		- · · <b>y</b> ·		Nor	th-South:	861	No	rth-South:	868		Nor	th-South:	988		Nort	th-South:	995		Nort	th-South:	995
		CRITICAL V	OLUMES	E	ast-West:	0	E	ast-West:	0		E	ast-West:	0		Ea	ast-West:	0		Ea	ast-West:	0
					SUM:	861		SUM:	868			SUM:	988			SUM:	995			SUM:	995
	VOLU	JME/CAPACITY (V/C	) RATIO:			0.574			0.579				0.659				0.663				0.663
V/C	LESS A	ATSAC/ATCS ADJUS	STMENT:			0.474			0.479				0.559				0.563				0.563
		LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
<u> </u>																		L			

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nor	th-South S	Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
19	E	ast-West S	Street:	US-101	Fwy NB Of	f-Ramp		Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
	<u></u>		No. of	Phases			2			2				2				2				2
Opp	osed Ø	ð'ing: N/S-1	, E/W-2 or E	3oth-3?			0			0				0				0				0
Right	Turns	: FREE-1, N	NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1 o	r ATSAC+A	TCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	•	A10A0-10	Override C				0			0				0				0				0
				.,	EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEM	IENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	4		Γhrough			0							0				0				0	
NORTHBOUND	Ţ	Throu	-		1631	4 0	408	12	1643	411	25	1863	4	466	12	1875	4	469	0	1875	4 0	469
IE	Î	. Inrou Right	ugh-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
OR.	← Left-Through-Right				U	0	U	U	U	U	U	U	0	U	0	U	0	U	U	U	0	U
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			,		0							0				0				0	
D	<u>,</u>	Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N N	<b>→</b>		Γhrough			0							0				0				0	
30	<b>1</b>	Throu	-		1236	3	412	6	1242	414	33	1426	3	475	6	1432	3 0	477	0	1432	3 0	477
1 =	4	Right	ugh-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	4	Left-T	Γhrough-Rig	ıht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
Ñ	بلہ					0							0				0				0	
					-																	
	<u> </u>	Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	$\rightarrow$		Through		0	0		0	0	•	0	0	0 0	0	0	0	0 0	•	0	0	0	•
30	7	111100	ugn ugh-Right		U	0	0	U	U	0	U	U	0	U	U	U	0	0	U	0	0	0
EASTBOUND	7	Right			0	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-T	Γhrough-Rig	jht		0							0				0				0	
	$\dashv$	Left-R	Right			0							0				0				0	
	· ·	l afr			000	1	457		000	404	4	607	4	F40		007	1	500		007	4	500
9	<i>₹</i>	Left	Γhrough		606	1 0	457	0	606	461	4	687	1 0	519	0	687	1 0	523	0	687	1 0	523
WESTBOUND	←	Throu	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_B0	4		ugh-Right		Ĭ	Ö			ŭ			Ü	0	Ü		Ū	0	J		Ū	0	
ST	Right  Left-Through-Right				764	1	457	12	776	461	10	871	1	519	12	883	1	523	0	883	1	523
WE	Left-Through-Right Left-Right					0							0				0				0	
	7	Left-R	kight		A'	1	410	P.1 -	with Country	44.4		A/	1	175		A1	1	477		M	1	477
		CF	RITICAL VO	LUMES		th-South: ast-West:	412 457		rth-South: East-West:	414 461			th-South: ast-West:	475 519			h-South: ast-West:				th-South: ast-West:	477 523
		O.			[	SUM:	869	<i>"</i>	SUM:	875		E	SUM:	994		Ec	SUM:			E	SUM:	1000
	VOL	UME/CAPA	CITY (V/C)	RATIO:		J <b>J</b>	0.579		30	0.583			J <b>J</b>	0.663			J <b>J</b>	0.667			· · · · ·	0.667
V/C			CS ADJUST				0.379			0.363 <b>0.483</b>				0.563				0.567				0.567 0.567
"																						
		LEVELO	OF SERVICE	(LU3):			Α			Α				Α				Α				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA19.xlsm





(Circular 212 Method)

I/S #:	Nor	th-South	Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
19	E	ast-West	Street:	US-101	Fwy NB Of	f-Ramp		Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:			Project:	KP Los Ang	geles Medic	cal Center P
			No. of	Phases			2			2				2				2				2
Opp	osed Ø	ð'ing: N/S-	-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns	: FREE-1,	NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1	or ATSAC+A	TCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	•	A10A0-1	Override C				0			0				0				0				0
				•	EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVE	MENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	4		-Through			0							0				0				0	
NORTHBOUND	Î		ough		1624	4 0	406	4	1628	407	31	1861	4	465	4	1865	4 0	466	0	1865	4 0	466
l 돈	F	Righ	ough-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
OR	← Left-Through-Right				U	0	U	U	U	U	U	U	0	U	0	U	0	U		U	0	U
Ž	Left-Right					0							0				0				0	
D	<u> </u>	Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N S	<u> </u>		-Through			0							0				0				0	
ВО			ough ough-Right		1333	3	444	17	1350	450	44	1546	3 0	515	17	1563	3 0	521	0	1563	3 0	521
I 폰	4	Righ			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	4	Left-	 -Through-Rig	ght	U	0	U		U	U	U	U	0	U		O	0	U		U	0	U
Š	į,		-Right	•		0							0				0				0	
		Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	$\rightarrow$	_0	-Through ough		0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0
90	7		ough-Right		U	0	U	U	U	U	U	U	0	U	0	U	0	U	"	U	0	U
EASTBOUND	→ ·	Righ			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	<b>→</b>	Left-	-Through-Ri	ght		0							0				0				0	
	$\dashv$	Left-	-Right			0							0				0				0	
	·	Left			E 40	1	400		E 40	400	4.5	600	4	400		622	1	404		622	4	404
9	<b>₹</b>		-Through		548	0	428	0	548	429	15	633	1 0	490	0	633	0	491	0	633	1 0	491
WESTBOUND	←	Thro	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4		ough-Right			0			ŭ	· ·		ŭ	0			ŭ	0			ŭ	0	
EST	Right  Left-Through-Right				735	1	428	4	739	429	8	836	1	490	4	840	1	491	0	840	1	491
WE	Left-Through-Right Left-Right					0							0				0				0	
	$\subset$	Left-	-kignt		Al	th-South:	444	A/-	rth-South:	450		Ale:	th-South:	515		No.	h-South:	521		Ale	th-South:	521
		c	CRITICAL VO	LUMES		tn-Soutn: ast-West:	444 428		rtn-Soutn: East-West:	450 429			tn-Soutn: ast-West:	515 490			n-Soutn: ast-West:				n-Soutn: ast-West:	521 491
						SUM:	872	"	SUM:	879		L	SUM:	1005		La	SUM:			E	SUM:	1012
	VOL	.UME/CAP	ACITY (V/C)	RATIO:			0.581			0.586				0.670				0.675				0.675
V/C			TCS ADJUS				0.381			0.386 <b>0.486</b>				0.570				0.575				0.675 <b>0.575</b>
"			OF SERVICE																			
		LEVEL	OF SERVICE	- (LU3):			Α			<u> </u>				Α				Α				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.005  $\Delta v/c$  after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	Nort	th-South Street	US-101	Fwy SB Of	f-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
20	Ea	ast-West Street	Rosew	ood Avenue	•		Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
		N	o. of Phases			2			2				2				2				2
Opp	osed Ø	შ'ing: N/S-1, E/W-	2 or Both-3?			0			0				0				0				0
Right	Turns:	: FREE-1, NRTOF	R-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1 or ATSA	AC+ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	,		ide Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N S	4	Left-Throug	h		0			_				0				0				0	
NORTHBOUND	Î	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IE	Ŷ	Through-Ri Right	gnt	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
S.	_	•	h-Right	U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
Ž	<b>♦</b>	Left-Right	g		0							0				0				0	
Q	\ \	Left		752	1	430	3	755	432	3	850	1	486	3	853	1	488	0	853	1	488
S	<b>→</b>	Left-Throug	h		0							0				0				0	
8	<b>!</b>	Through	I. 4	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0
IE	4	Through-Ri Right	gnt	108	0	430	0	108	432	0	122	0 0	486	0	122	0	488	0	122	0	488
SOUTHBOUND	4	Left-Throug	h-Riaht	100	0	430	U	100	432	U	122	0	400	U	122	0	400	U	122	0	400
Ñ	بلہ		3		1							1				1				1	
				_																	
	<u>)</u>	Left		5	0	5	0	5	5	0	6	0	6	0	6	0	6	0	6	0	6
I	$\rightarrow$	Left-Throug	h	107	1 0	122	0	107	122	0	1.12	1 0	140	0	1.12	1 0	140	0	143	1 0	149
30	7	Through Through-Ri	aht	127	0	132	U	127	132	0	143	0	149	U	143	0	149	U	143	0	149
EASTBOUND	¬,	Right	g	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ë	→	Left-Throug	h-Right		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	·	l of:			^	_		_	_		_		_		_		_		^		0
₽	<i>₹</i>	Left Left-Throug	h	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
5	←	Through		149	0	150	0	149	150	0	168	0	169	0	168	0	169	0	168	0	169
WESTBOUND	4	Through-Ri	ght		1						.00	1	.00		100	1	.00	Ĭ	100	1	
ST	<b>₹</b>	Right	_	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
M.	¥ -	Left-Throug	h-Right		0							0				0				0	
<u> </u>	$\Gamma$	Left-Right		h1		420	P1-	ush Caustin	422		A/	•	496		A1	0	400		A1	0	400
		CRITICA	L VOLUMES		th-South: ast-West:	430 155		rth-South: East-West:	432 155			th-South: ast-West:	486 175			th-South: ast-West:				th-South: ast-West:	488 175
		5	5_56	l	SUM:	585	<i>"</i>	SUM:	587		E	SUM:	661		Ec	SUM:			E	SUM:	663
	VOLU	UME/CAPACITY (	V/C) RATIO:		J <b>J</b>	0.390		30	0.391			J <b>J</b>	0.441			30	0.442			· · · · ·	0.442
V/C		ATSAC/ATCS AD	•			0.390			0.391 <b>0.291</b>				0.341				0.442				0.442
"																					
		LEVEL OF SEF	VICE (LUS):	<u> </u>		Α			A				Α				Α				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.001 Δv/c after mitigation: 0.001
Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA20.xlsm





(Circular 212 Method)

I/S #:	Nor	th-South S	treet:	US-101	Fwy SB Off	-Ramp		Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
20	E	ast-West S	treet:	Rosewo	ood Avenue			Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	al Center P
	1)		No. of F	hases			2			2				2				2				2
Opp	osed Ø	ð'ing: N/S-1,	E/W-2 or B	oth-3?			0			0			_	0				0				0
Right	Turns	: FREE-1, N	RTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1 or	ΔΤςΔC±ΔΤ	CS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	•		Override Ca				0			0				0				0				0
				, ,	EXISTI	NG CONDI	TION	EXIS	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEM	ENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
					Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l S	4		hrough		_	0		_	_				0				0				0	
NORTHBOUND	Î	Throug	_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IE	Ŷ	. Inroug Right	gh-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
S.	_ ^ _	-	hrough-Rigl	ht	U	0	U	U	U	U	U	U	0	U	U	U	0	U	"	U	0	U
Ž	<b>♦</b>					0							0				0				0	
Q	٦	Left			649	1	396	1	650	397	7	738	1	450	1	739	1	450	0	739	1	450
S	$\rightarrow$		hrough			0							0				0				0	
8	l ∤	Throug	_		0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0
IE	4	Right	gh-Right		143	0	396	0	143	397	0	161	0 0	450	0	161	0	450	0	161	0	450
SOUTHBOUND	4	Left-Ti	hrough-Rigl	ht	140	0	390	U	140	391	U	101	0	430	U	101	0	430		101	0	430
Ñ	بلہ					1							1				1				1	
	<i>Ĵ</i>	Left			2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
I	$\rightarrow$		hrough		240	1 0	242	0	210	24.2	0	237	1 0	220	0	227	1 0	220	0	237	1 0	239
l 0g	7	ı ııı ouş	gn gh-Right		210	0	212	U	210	212	U	231	0	239	U	237	0	239	"	231	0	239
EASTBOUND	7	Right	g g		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EÀ	<b>→</b>	Left-TI	hrough-Rigl	ht		0							0				0				0	
	$\dashv$	Left-Ri	ight			0							0				0				0	
	·	l afr					0		0	0				0				0		0		0
9	<b>₹</b>	Left	hrough		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
WESTBOUND	←	Through	-		223	0	228	0	223	228	0	251	0	257	0	251	0	257	0	251	0	257
B0	4	•	gh-Right			1			220			201	1			20.	1			20.	1	
ST	Right  Left-Through-Right				5	0	0	0	5	0	0	6	0	0	0	6	0	0	0	6	0	0
M.	Left-Through-Right Left-Right					0							0				0				0	
<u> </u>	$\Gamma$	Lett-Ri	ignt		A1		206	A1-	with Countries	207		A/	0	450		A1	0	450		A1	U	450
		CR	ITICAL VOL	UMES		th-South: ast-West:	396 230	_	rth-South: East-West:	397 230			th-South: ast-West:	450 259			h-South: ast-West:				th-South: ast-West:	450 259
		O.K				SUM:	626	'	SUM:	627		E	SUM:	709		Le	SUM:			Le	SUM:	709
	VOL	.UME/CAPA	CITY (V/C) F	RATIO:			0.417			0.418				0.473				0.473				0.473
V/C		ATSAC/ATC					0.417			0.418				0.473				0.473				0.473
"			F SERVICE																			
		LEVEL O	SERVICE	(LU3):			Α			<u> </u>				Α				Α				Α

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.000  $\Delta v/c$  after mitigation: 0.000 Significant impacted? NO Fully mitigated? N/A





(Circular 212 Method)

I/S #:	North	n-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
21	Eas	st-West Street:	Rosewo	ood Avenue	•		Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
		No. o	f Phases			3			3				3				3				3
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			2			2				2				2				2
Right	Turns: F	FREE-1, NRTOR-2 o	or OLA-3?	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	Λ1	TSAC-1 or ATSAC+	ATCS-22	EB 0	WB	0 2	EB	0 WE	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	A	Override				0			0				0				0				0
		0.1000	- upuo.i.j	EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	7	Left		33	1	33	0	33	33	0	37	1	37	0	37	1	37	0	37	1	37
NORTHBOUND	4	Left-Through			0							0				0				0	
30	1	Through		1498	2	499	10	1508	503	23	1711	2	572	10	1721	2	575	0	1721	2	575
ᄩ	1	Through-Right			1			•				1				1		•		1	
l K	<b>*</b>	Right Left-Through-Ri	iaht	0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0 0	4
ž	<b>†</b>	Left-Right	igni		0							0				0				0	
	L . Y .	Leit-Night		L																	
		Left		14	1	14	0	14	14	0	16	1	16	0	16	1	16	0	16	1	16
SOUTHBOUND	┝	Left-Through			0							0				0				0	
l ŏ		Through		1697	2	608	6	1703	610	37	1949	2	697	6	1955	2	699	0	1955	2	699
≝	4	Through-Right		407	1	407	•	407	407		4.40	1	4.40		4.40	1	4.40	•	4.40	1	4.40
5	→ →	Right Left-Through-Ri	iaht	127	0	127	0	127	127	0	143	0	143	0	143	0	143	0	143	0	143
SC	٠,	Left-Right	igiit		0							0				0				0	
	24			<u></u>																	
		Left		165	1	165	1	166	166	2	188	1	188	1	189	1	189	0	189	1	189
	<i>→</i>	Left-Through			0							0				0				0	
0	$\overrightarrow{\uparrow}$	Through		2	0	301	0	2	301	0	2	0	339	0	2	0	339	0	2	0	339
STBOUND	7	Through-Right Right		599	1	0	0	599	0	4	676	0 1	0	0	676	1	0	0	676	1	0
EAS	<b>→</b>	Left-Through-Ri	iaht	399	1	U	U	399	U	•	070	1	U	U	070	1	U	U	070	1	U
ш п	₹	Left-Right			0							0				0				0	
				-																	
۾ ا	<b>←</b>	Left		8	1	8	0	8	8	0	9	1	9	0	9	1	9	0	9	1	9
WESTBOUND	<i>₹</i>	Left-Through		4	0	4	_	4		_	4	0	4	_	4	0	4	^	4	0	4
1 N	4	Through Through-Right		7	1	1	0	1	1	0	7	1	1	0	1	1	1	0	1	1	1
STI	<b>↓</b>	Right		0	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0
₩	<b>→</b>	Left-Through-Ri	ight		Ö	, and the second		ŭ	The state of the s		ŭ	Ö			•	Ö			ŭ	0	- J
	⊱	Left-Right			0							0				0				0	
		ODITIO 1			th-South:	641		rth-South:	643			th-South:	734			th-South:				th-South:	736
		CRITICAL V	DLUMES	Eá	ast-West:	309	E	ast-West:	309		E	ast-West:	348		E	ast-West:			Eá	ast-West:	348
	VOLUM	ME/CAPACITY (V/C	\ DATIO:		SUM:	950		SUM:	952			SUM:	1082			SUM:				SUM:	1084
						0.667			0.668				0.759				0.761				0.761
V/C	//C LESS ATSAC/ATCS ADJUSTMENT					0.567			0.568				0.659				0.661				0.661
	LEVEL OF SERVICE (LOS)		E (LOS):			Α			Α				В				В				В

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002  $\Delta v/c$  after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA21.xlsm





I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
21	Eas	st-West Street:		ood Avenue	)		Project	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	cal Center P
Oppo	osed Ø'i	No. of ing: N/S-1, E/W-2 or	Phases			3 2			3 2				3 2				3 2				3 2
1		FREE-1, NRTOR-2 o		NB 0	SB	0	NB	0 SB		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Kigiii		•		EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	A <sup>-</sup>	TSAC-1 or ATSAC+A Override (				2			2 0				2				2				2 0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		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
	5	Left		45	1	45	0	45	45	0	51	1	51	0	51	1	51	0	51	1	51
N N	4	Left-Through			0	-10		.0			٠.	0	Ů.	Ĭ	٠.	0	0.		٠.	0	· ·
l og	Ì	Through		1473	2	491	2	1475	492	28	1688	2	564	2	1690	2	564	0	1690	2	564
NORTHBOUND	<b>→</b>	Through-Right			1							1				1			_	1	
K		Right Left-Through-Ri	aht	0	0	0	0	0	0	3	3	0	3	0	3	0	3	0	3	0	3
ž	<b>*</b>	Left-Right	giit		0							0				0				0	
		3																			
₽	L.	Left		6	1	6	0	6	6	0	7	1	7	0	7	1	7	0	7	1	7
SOUTHBOUND		Left-Through Through		1702	0 2	625	17	1719	631	60	1978	0 2	724	17	1995	0 2	730	0	1995	0 2	730
BC	1	Through-Right		1702	1	023	17	1719	031	60	1970	1	124	17	1995	1	730	U	1995	1	730
5	زہ	Right		173	0	173	0	173	173	0	195	0	195	0	195	0	195	0	195	0	195
SOI	<b>↔</b>	Left-Through-Ri	ght		0							0				0				0	
	٠,	Left-Right			0							0				0				0	
	ر ا	Left		199	1	199	0	199	199	2	226	1	226	0	226	1	226	0	226	1	226
2	<b>→</b>	Left-Through			0							0				0				0	
l og	$\overrightarrow{\gamma}$	Through		1	0	336	0	1	336	0	1	0	381	0	1	0	381	0	1	0	381
EASTBOUND		Through-Right Right		670	1	0	0	670	0	5	760	1	0	0	760	1	0	0	760	1	0
EAS	7	Left-Through-Ri	ght	070	1	O		070	· ·		700	1	Ü	Ů	700	i	O		700	1	· ·
	_ ₹	Left-Right			0							0				0				0	
	· ·	Left		I 1	4	1	0	1	1	0	1	1	1	0	1	4	1	0	1	1	1
9	7	Leπ Left-Through		1	0		U	1	1	"	1	0		"	1	0	1	"	1	0	1
l io	←	Through		0	Ö	3	0	0	3	0	0	Ö	3	0	0	Ö	3	0	0	0	3
WESTBOUND	<del>\frac{1}{2}</del>	Through-Right			1							1				1			_	1	
ÆS	4	Right Left-Through-Ri	aht	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	<u>`</u>	Left-Right	A.11		0							0				0				0	
				-	th-South:	670		rth-South:	676			th-South:	775			th-South:				th-South:	781
		CRITICAL VO	DLUMES	E	ast-West:	339	E	ast-West:	339		E	ast-West:	384		Ea	ast-West:			Ea	st-West:	384
	VOLU	IME/CADACITY (\//C\	DATIO:		SUM:	1009		SUM:	1015			SUM:	1159			SUM:				SUM:	1165
V/C	VOLUME/CAPACITY (V/C) RATIO: C LESS ATSAC/ATCS ADJUSTMENT:			0.708			0.712				0.813				0.818				0.818		
V/C	LESS A					0.608			0.612				0.713				0.718				0.718
	LEVEL OF SERVICE (LOS):		E (LOS):			В			В				С				С				С

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	jineers	Date:		5/2/2018	
22	Eas	st-West Street:	Oakwo	od Avenue-l	US-101 F	wy SB Or	Projec	tion Year:	2030		Pea	ak Hour:	AM		wed by:			Project:	KP Los Ang	geles Medic	al Center P
			f Phases			3			3				3			•	3				3
Oppo	osed Ø'i	ing: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns:	FREE-1, NRTOR-2 o	or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	Δ-	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVI	3 0 2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	^	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIS1	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	J	Left		32	1	32	0	32	32	0	36	1	36	0	36	1	36	0	36	1	36
Z	4	Left-Through			0							0				0				0	
) N	1	Through		1321	2	526	10	1331	529	23	1512	2	602	10	1522	2	605	0	1522	2	605
NORTHBOUND	Ê	Through-Right Right		257	1 0	257	0	257	257	4	294	1 0	294	0	294	0	294	0	294	0	294
OK.	<b>←</b>	Left-Through-Ri	iaht	237	0	231	0	231	257	4	294	0	294	0	294	0	294	U	294	0	294
Ž	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Left-Right	.9		0							0				0				0	
		Ţ.																			
Ω	<u> </u>	Left		309	2	170	3	312	172	11	359	2	197	3	362	2	199	0	362	2	199
SOUTHBOUND	<b>→</b>	Left-Through			0			.=				0				0				0	
ВО	ا ل	Through Through-Right		1758	2	634	2	1760	634	27	2008	2 1	723	2	2010	2	724	0	2010	2	724
1 =	, <del>,</del>	Right		143	0	143	0	143	143	0	161	0	161	0	161	0	161	0	161	0	161
0	4	Left-Through-Ri	ight	140	Ö	140		140	140		101	Ö	101		101	Ö	101	·	101	Ö	101
Ś	, ل	Left-Right	_		0							0				0				0	
۵	<i>)</i>	Left		107	0 1	107	0	107	107	4	125	0	125	0	125	0	125	0	125	0	125
S	$\stackrel{\longrightarrow}{\rightarrow}$	Left-Through Through		422	1	265	0	422	265	8	484	1 1	305	0	484	1	305	0	484	1	305
90	7	Through-Right		422	0	200	0	422	200	0	404	Ó	303	0	404	Ó	303	U	404	0	305
EASTBOUND	$\rightarrow$	Right		91	1	75	0	91	75	0	103	1	85	0	103	1	85	0	103	1	85
EA	<b>→</b>	Left-Through-Ri	ight		0							0				0				0	
	$\sqcup \dashv \sqcup$	Left-Right		<u> </u>	0							0				0				0	
	· ~	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	7	Left-Through			0	U		U	U		U	0	U		U	0	U		U	0	U
∥ ñ	<b>←</b>	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	Ö	0	0	0	0	0
l ĕ	<u>\$</u>	Through-Right			0							0				0				0	
WESTBOUND	4	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ž	🏃	Left-Through-Ri Left-Right	ight		0							0				0				0	
	ţ	Len-Night		Nor	th-South:	696	No	rth-South:	701		Nor	th-South:	799		Nor	th-South:	804		Nor	th-South:	804
		CRITICAL VO	OLUMES		ast-West:	265		East-West:	265			ast-West:	305			ast-West:	305			ast-West:	305
					SUM:	961		SUM:	966			SUM:	1104			SUM:	1109			SUM:	1109
	VOLUI	ME/CAPACITY (V/C)	) RATIO:			0.674			0.678				0.775				0.778				0.778
V/C	LESS A	TSAC/ATCS ADJUS	STMENT:			0.574			0.578				0.675				0.678				0.678
		LEVEL OF SERVIC	E (LOS):			A			Α				В				В				В
<u> </u>			MAPKS	Phase 3 Fu		(0000)	l		A	<u> </u>				l				·			

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.003  $\Delta v/c$  after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A

5/2/2018-3:47 PM 1 CMA22.xlsm





(Circular 212 Method)

I/S #:	North	h-South Street:	Vermor	nt Avenue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
22	Eas	st-West Street:	Oakwo	od Avenue-	US-101 F	wy SB Or	Projec	tion Year:	2030		Pea	ak Hour:	PM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
	J.	No. o	f Phases			3			3				3		-		3				3
Oppo	osed Ø'i	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 EB 0	SB WB	0	NB	0 SE 0 WE		NB	0	SB WB	0	NB	0	SB WB	0	NB	0	SB WB	0 0
	Δ.	TSAC-1 or ATSAC+	ATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
		Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	TING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
٥	j	Left		64	1	64	0	64	64	0	72	1	72	0	72	1	72	0	72	1	72
	4	Left-Through			0							0				0				0	
NORTHBOUND	Î	Through		1342	2	517	2	1344	518	29	1541	2	594	2	1543	2	595	0	1543	2	595
II ₹ I	È	Through-Right Right		210	1 0	210	0	210	210	5	242	1 0	242	0	242	0	242	0	242	0	242
S.	_ ( ^ 	Left-Through-R	iaht	210	0	210	U	210	210	5	242	0	242	0	242	0	242	U	242	0	242
Ž	<b>†</b>	Left-Right	igin		0							0				0				0	
Ω	<u> </u>	Left		328	2	180	10	338	186	13	383	2	211	10	393	2	216	0	393	2	216
SOUTHBOUND		Left-Through			0							0				0				0	
BO	1	Through Through-Right		1684	2	595	6	1690	597	52	1950	2 1	688	6	1956	2	690	0	1956	2	690
IF	رُ	Right		101	0	101	0	101	101	0	114	0	114	0	114	0	114	0	114	0	114
0	4	Left-Through-R	ight	101	Ö	101		101	101		114	Ö			114	Ö	117	·	117	Ö	117
S	٠,	Left-Right	_		0							0				0				0	
۵	<i>→</i>	Left Left-Through		121	0	121	0	121	121	2	138	0	138	0	138	0	138	0	138	0	138
N	$\rightarrow$	Through		339	1	230	0	339	230	3	385	1 1	262	0	385	1	262	0	385	1	262
STBOUND	$\rightarrow$	Through-Right		333	0	230		333	230	3	303	0	202		303	0	202	U	303	Ö	202
ST	$\neg$	Right		129	1	97	0	129	97	0	145	1	109	0	145	1	109	0	145	1	109
EA	<b>→</b>	Left-Through-R	ight		0							0				0				0	
	$\dashv$	Left-Right			0							0				0				0	
	<i>(</i>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	₹	Left-Through			0	U		U	U		U	0	U		U	0	U		U	0	U
WESTBOUND	<b>←</b>	Through		0	Ö	0	0	0	0	0	0	Ö	0	0	0	Ö	0	0	0	Ö	0
l Œ	<u>†</u>	Through-Right			0							0				0				0	
ES.	4	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
⋝	<u>`</u>	Left-Through-R Left-Right	ignt		0							0				0				0	
		Len-Night		Nor	th-South:	697	No	rth-South:	704		Nor	th-South:	805		Nor	th-South:	811		Nor	th-South:	811
		CRITICAL V	OLUMES		ast-West:	230		ast-West:	230			ast-West:	262			ast-West:				ast-West:	262
					SUM:	927		SUM:	934			SUM:	1067			SUM:				SUM:	1073
	VOLU	IME/CAPACITY (V/C	) RATIO:			0.651			0.655				0.749				0.753				0.753
V/C	//C LESS ATSAC/ATCS ADJUSTMENT:		STMENT:			0.551			0.555				0.649				0.653				0.653
		LEVEL OF SERVIC	E (LOS):			Α			Α				В				В				В
	LEVEL OF SERVICE (LOS):			1		- / \															_

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004  $\Delta v/c$  after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A

#### LINSCOTT, LAW & GREENSPAN, ENGINEERS

600 S. Lake Avenue, Suite 500, Pasadena CA 91106

(626) 796.2322 Fax (626) 792-0941

N-S St: Hillhurst Avenue-Virgil Avenue Sunset Boulevard-Sunset Drive E-W St: NW-SE St: Sunset Boulevard-Hollywood Boulevard

Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1

File Name: CMA23

Counts by: The Traffic Solution

#### CRITICAL MOVEMENT ANALYSIS

Hillhurst Avenue-Virgil Avenue @

Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

Peak Hour: AM Annual Growth: 1.0%

Date: 05/04/2018 Date of Count: 2017 Buildout Year: 2028

FULL BUILD-OUT

	2017		RAFFIC	2017	EXIST. +	PROJECT	Г		EXIST. +			2028	FUTURE	BASELIN	1E	2028 I	FUTURE \	N/PROJECT	r		FUTURE	W/MITIGA	TION
Mayamant	Volume	No. of	Lane Volume	Added Volume	Total	No. of	Lane Volume	Added Volume	Total	No. of	Lane	Added	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane	Added Volume	Total Volume	No. of	Lane Volume
Movement	volume	Lanes	volume	volume	volume	Lanes	volume	volume	volume	Lanes	Volume	volume	volume	Lanes	volume	volume	volume	Lanes	Volume	volume	volume	Lanes	volume
NB Left	119	1	119	0	119	1	119	0	119	1	119	14	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T		0	-			0	-			0				0	-			0	-			0	-
NB Thru	222	1	114	0	222	1	114	0	222	1	114	74	296	1	151	0	296	1	151	0	296	1	151
Comb. T-R	_	1	114		_	1	114		_	1	114			1	151			1	151		_	1	151
NB Right	5	0	-	0	5	0	-	0	5	0		1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R	•	0				U				0				0				U				U	
SB Left	285	1	285	0	285	1	285	0	285	1	285	43	328	1	328	0	328	1	328	0	328	1	328
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	554	1	338	0	554	1	340	0	554	1	340	97	652	1	403	0	652	1	404	0	652	1	404
Comb. T-R		1	338			1	340			1	340			1	403			1	404			1	404
SB Right	122	0	-	3	125	0	-	0	125	0		32	154	0	-	3	157	0	-	0	157	0	-
Comb. L-T-R		0				0				0				0				0				0	
EB Left	61	0	-	1	62	0	-	0	62	0	-	17	78	0	-	1	79	0	-	0	79	0	-
Comb. L-T		1	86			1	87			1	87			1	106			1	107			1	107
EB Thru	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Comb. T-R		0	-			0	-			0				0	-			0	-			0	-
EB Right [1]	396	2	32	10	406	2	18	0	406	2	18	180	576	2	25	10	586	2	11	0	586	2	11
Comb. L-T-R	•	0				0				0				0				0				0	
WB Left	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	82	0	120	0	82	0	120	0	82	0	120	9	91	0	134	0	91	0	134	0	91	0	134
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right Comb. L-T-R ·	33	0	-	0	33	0	-	0	33	0	-	4	37	0	-	0	37	0	-	0	37	0	-
COIIID. L-1-K		'				'												'				'	
NWB Left	337	2	186	35	372	2	205	0	372	2	205	193	530	2	292	35	565	2	311	0	565	2	311
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	405	1	286	2	407	1	287	0	407	1	287	118	523	1	363	2	525	1	364	0	525	1	364
Comb. T-R	400	1 0	286	0	100	1	287	0	100	1	287	35	202	1	363	0	202	1 0	364	0	202	1	364
NWB Right Comb. L-T-R ·	168	0	-	U	168	0	-	0	168	0		35	203	0	-	0	203	0	•	U	203	0	-
COIIID. L-1-K		U				U				U				U				U				U	
SEB Left	66	1	66	0	66	1	66	0	66	1	66	8	73	1	73	0	73	1	73	0	73	1	73
Comb. L-T		0	-			0	-			0				0	-			0	-			0	-
SEB Thru	414	1	243	0	414	1	243	0	414	1	243	127	541	1	311	0	541	1	311	0	541	1	311
Comb. T-R	70	1	243		70	1	243		70	1	243		0.4	1	311		0.4	1	311		0.4	1	311
SEB Right	73	0	-	0	73	0	-	0	73	0		8	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R	•	0				U				0				U				U				U	
Crit. Volumes:		N-S:	458			N-S:	459			N-S:	459			N-S:	536			N-S:	537			N-S:	537
		E-W:	181			E-W:	182			E-W:	182			E-W:	212			E-W:	213			E-W:	213
	- 1	NW-SE	429			NW-SE	448			NW-SE	448			NW-SE	603			NW-SE	622			NW-SE	622
N (Di-		SUM:	1067			SUM:	1089			SUM:	1089			SUM:	1350			SUM:	1372			SUM:	1372
No. of Phases (N/A=0, ATSA		20-21	4 2				4				4				4				4				4
Volume / Cap		ر2=2)	0.676				0.692				0.692				0.882				0.898				0.898
Level of Servi			В				0.092 B				B				D.002			Г	0.090				D.090

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane,
Right turns on red from excl. lanes = 50% of volume is assigned to exclusive lane.

[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

#### LINSCOTT, LAW & GREENSPAN, ENGINEERS

600 S. Lake Avenue, Suite 500, Pasadena CA 91106

(626) 796.2322 Fax (626) 792-0941

N-S St: Hillhurst Avenue-Virgil Avenue E-W St: Sunset Boulevard-Sunset Drive NW-SE St: Sunset Boulevard-Hollywood Boulevard

Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1

File Name: CMA23

Counts by: The Traffic Solution

#### CRITICAL MOVEMENT ANALYSIS

Hillhurst Avenue-Virgil Avenue @

Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

Peak Hour: PM Annual Growth: 1.0%

Date: 05/04/2018 Date of Count: 2017 Buildout Year: 2028

FULL BUILD-OUT

	201	7 EXIST.	TRAFFIC	2017	EXIST. +	PROJEC	Т	2017	EXIST. +	PROJ. +	- MIT	2028	FUTURE	BASELII	NE	2028	FUTURE \	N/PROJE(	СТ	2028	FUTURE	W/MITIG/	TION
		No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Movement	Volum	e Lanes	Volume	Volume		Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NB Left	15	4 1	154	0	154	1	154	0	154	1	154	18	171	1	171	0	171	1	171	0	171	1	171
Comb. L-T		. 0				0	-	-		0				0	-			0	-			0	-
NB Thru	42	3 1	228	0	423	1	228	0	423	1	228	106	529	1	283	0	529	1	283	0	529	1	283
Comb. T-R		1	228			1	228			1	228			1	283			1	283			1	283
NB Right	3	2 0	-	0	32	0	-	0	32	0	-	4	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
SB Left	21		210	0	210	1	210	0	210	1	210	43	253	1	253	0	253	1	253	0	253	1	253
Comb. L-T		0				0	•			0				0				0	-			0	-
SB Thru	50		298	0	508	1	298	0	508	1	298	127	635	1	374	0	635	1	375	0	635	1	375
Comb. T-R		_ 1	298			1	298			1	298			1	374			1	375			1	375
SB Right	8			1	89	0	-	0	89	0		26	114	0	-	1	115	0	-	0	115	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
EB Left	11	6 0	-	4	120	0	-	0	120	0	-	36	153	0	-	4	157	0	-	0	157	0	-
Comb. L-T		1	191			1	195			1	195			1	236			1	240			1	240
EB Thru	7	5 0	-	0	75	0	-	0	75	0	-	9	83	0	-	0	83	0	-	0	83	0	-
Comb. T-R		0				0	-			0				0	-			0	-			0	-
EB Right [1]	58			29	609	2	171	0	609	2		276	856		184	29	885	2	194	0	885	2	194
Comb. L-T-R	-	0				0				0				0				0				0	
WB Left		6 0		0	6	0	-	0	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T		0				0	-			0				0	-			0	-			0	-
WB Thru	4			0	43	0	86	0	43	0		5	48	0	96	0	48	0	96	0	48	0	96
Comb. T-R		0				0	-			0				0	-			0	-			0	-
WB Right	3		-	0	36	0	-	0	36	0	-	4	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R	-	1				1				1				1				1				1	
NWB Left	28			11	298	2	164	0	298	2		234	521	2	287	11	532	2	293	0	532	2	293
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	42	0 1	315	0	420	1	315	0	420	1	315	153	573	1	410	0	573	1	410	0	573	1	410
Comb. T-R		1	315			1	315			1	315			1	410			1	410			1	410
NWB Right	21			0	210	0	-	0	210	0		36	246		-	0	246	0	-	0	246	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
SEB Left	8	2 1	82	0	82	1	82	0	82	1	82	9	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T		0				0	-			0				0	-			0	-			0	-
SEB Thru	49		310	1	497	1	310	0	497	1	310	157	653	1	395	1	654	1	396	0	654	1	396
Comb. T-R		1	310			1	310			1	310			1	395			1	396			1	396
SEB Right	12			0	123	0	-	0	123	0		14	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R	-	0				0				0				0				0				0	
Crit. Volumes	:	N-S:	451			N-S:	452			N-S:	452			N-S:	546			N-S:	546			N-S:	546
		E-W:	202			E-W:	206			E-W:	206			E-W:	248			E-W:	252			E-W:	252
		NW-SE				NW-SE	474		ļ	NW-SE	474			NW-SE	682			NW-SE	688			NW-SE	688
		SUM:	1121			SUM:	1132			SUM:	1132			SUM:	1476			SUM:	1487			SUM:	1487
No. of Phases		TOO 61	4				4				4				4				4				4
(N/A=0, ATSA		1 CS=2)	2				2				2				2				2				2
Volume / Cap			0.715				0.723 C				0.723				0.973 F				0.981 F				0.981 F
_evel of Servi	ice:		С				U				U				E								

Assumptions:

Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane,
Right turns on red from excl. lanes = 50% of volume is assigned to exclusive lane.

[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.





(Circular 212 Method)

I/S #:	North	-South Street:	Virgil A	venue			Year	of Count:	2018	Aml	bient Gro	wth (%):	1.0	Condu	cted by:	LLG Eng	gineers	Date:		5/2/2018	
24	Eas	t-West Street:	Santa N	Ionica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	AM	Revie	wed by:			Project:	KP Los Ang	geles Medic	al Center P
			Phases			3			3				3				3				3
Oppo	osed Ø'iı	ng: N/S-1, E/W-2 or	Both-3?			0			0				0				0				0
Right	Turns: F	REE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0 0
	ΔΤ	SAC-1 or ATSAC+	ATCS-22	EB U	WD	2	ED	O VVE	2	ED	U	WD	2	ED	U	WD	2	ED	U	VV D	2
	,,,	Override				0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	OJECT	FUTUR	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	Į,	Left		89	1	89	0	89	89	0	100	1	100	0	100	1	100	0	100	1	100
NORTHBOUND	4	Left-Through			0	- 4 4		<b>5.40</b>	540		0.40	0	0.40		050	0	050	_	050	0	050
8	Ţ	Through		544	1 0	544	4	548	548	36	649	1 0	649	4	653	0	653	0	653	0	653
L T	1	Through-Right Right		111	1	51	0	111	51	0	125	1	57	0	125	1	57	0	125	1	57
R N	<b>↔</b>	Left-Through-Ri	aht		0	31	U		31		123	0	37	U	125	0	37		123	0	37
Z	<b>→</b>	Left-Right	3		0							0				0				0	
		-																			
₽	<u> </u>	Left		56	1	56	0	56	56	0	63	1	63	0	63	1	63	0	63	1	63
5	<b>\</b>	Left-Through		507	0 1	F07		500	500	00	004	0 1	004		000	0	000	0	000	0	000
B0	1	Through Through-Right		587	0	587	1	588	588	20	681	0	681	1	682	0	682	0	682	0	682
∥	ڒ	Right		85	1	49	0	85	49	3	99	1	51	0	99	1	51	0	99	1	51
SOUTHBOUND	4	Left-Through-R	ght		0							0				0				0	
S	٠,	Left-Right			0							0				0				0	
· ·	<i></i>																				
۵	<u> </u>	Left Left-Through		72	0	72	0	72	72	15	96	1 0	96	0	96	0	96	0	96	1 0	96
3	$\rightarrow$	Through		518	1	518	1	519	519	51	635	1	635	1	636	1	636	0	636	1	636
STBOUND	7	Through-Right		0.10	Ö	3.0		0.0	010		000	Ö	000		000	0	000	Ĭ	000	0	000
ST	7	Right		117	1	73	0	117	73	0	132	1	82	0	132	1	82	0	132	1	82
EĄ	<b>→</b>	Left-Through-R	ght		0							0				0				0	
	$\Box \preceq$	Left-Right			0							0				0				0	
ľ	<i>C</i>	Left		121	1	121	0	121	121	0	136	1	136	0	136	1	136	0	136	1	136
2	₹	Left-Through			Ö	121	Ĭ				100	Ö	100		.00	0	100		100	0	100
	←	Through		622	1	330	7	629	333	45	746	1	394	7	753	1	398	0	753	1	398
) A	4	Through-Right			1		_					1		_		1				1	
WESTBOUND	<b>€</b>	Right	aht	37	0	37	0	37	37	0	42	0	42	0	42	0	42	0	42	0	42
>	<b>∫</b>	Left-Through-Ri Left-Right	yııı		0							0				0				0	
	¥			Nor	th-South:	676	No	rth-South:	677		Nor	th-South:	781		Nort	th-South:	782		Nor	th-South:	782
		CRITICAL V	DLUMES		ast-West:	639		ast-West:	640			ast-West:	771			ast-West:	772			ast-West:	772
<u></u>					SUM:	1315		SUM:	1317			SUM:	1552			SUM:	1554			SUM:	1554
		IE/CAPACITY (V/C)				0.923			0.924				1.089				1.091				1.091
V/C	LESS AT	TSAC/ATCS ADJUS	TMENT:			0.823			0.824				0.989				0.991				0.991
		LEVEL OF SERVIC	E (LOS):			D			D				E				E				E

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

5/2/2018-3:47 PM 1 CMA24.xlsm





(Circular 212 Method)

I/S #:	Nor	rth-South Street:	Virgil A	venue			Year	of Count:	2018	Am	bient Gro	wth (%):	1.0	Condu	cted by:	LLG End	gineers	Date:		5/2/2018	
24	E	ast-West Street:	Santa I	Monica Boul	levard		Projec	tion Year:	2030		Pea	ak Hour:	PM		wed by:	,		Project:	KP Los Ang	geles Medic	cal Center P
	1	No.	of Phases			3			3				3				3				3
Opp	osed Ø	ð'ing: N/S-1, E/W-2	or Both-3?			0			0				0				0				0
Right	Turns	s: FREE-1, NRTOR-2	2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
		ATSAC-1 or ATSAC	TATCS-22	EB U	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	•		le Capacity			0			0				0				0				0
				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PF	ROJECT	FUTUF	RE CONDITI	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
		MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
				Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
D	j	Left		126	1	126	0	126	126	0	142	1	142	0	142	1	142	0	142	1	142
NORTHBOUND	4	Left-Through			0							0				0				0	
90	Î	Through		635	1	635	1	636	636	34	750	1	750	1	751	1	751	0	751	1	751
IE	Ŷ	. Through-Righ Right	nt	163	0 1	118	0	163	118	0	184	0 1	133	0	184	0	133	0	184	0	133
OR.	_ (` _^_	•	-Right	103	0	110	U	103	110	U	104	0	133	0	104	0	133	0	104	0	133
Ž	<b>†</b>	_	g.n.		0							0				0				0	
D	<u> </u>	Left		134	1	134	0	134	134	0	151	1	151	0	151	1	151	0	151	1	151
N S	<b>→</b>	Left-Through			0							0				0				0	
90	∤	Through		549	1 0	549	4	553	553	43	662	1	662	4	666	1 0	666	0	666	1 0	666
1 =	4	Through-Righ Right	ıt	122	1	83	0	122	83	22	159	0 1	108	0	159	1	108	0	159	1	108
SOUTHBOUND	4	Left-Through	-Right	122	Ö	00		122	00	22	100	Ö	100		100	Ó	100		100	0	100
Š	į,		Ū		0							0				0				0	
۵	) 	Left		78	1	78	0	78	78	14	102	1	102	0	102	1	102	0	102	1	102
l Z	$\stackrel{\longrightarrow}{\longrightarrow}$	Loit IIII ougii		675	0 1	C7E	5	680	000	65	826	0 1	000	5	831	0 1	004	0	831	0 1	004
EASTBOUND	7	iiiiougii	nt	0/3	0	675	3	000	680	03	020	0	826	3	031	0	831		031	0	831
STI	$\rightarrow$	Right		116	1	53	0	116	53	0	131	1	60	0	131	1	60	0	131	1	60
EA	7	Left-Through	-Right		0							0				0				0	
	$\sqcup \prec \sqcup$	Left-Right			0							0				0				0	
	· ~	Left		01	1	04		01	04		102	1	400		102	1	400		102	1	400
9	7			91	0	91	0	91	91	0	103	1 0	103	0	103	0	103	0	103	0	103
Ď	←	Through		547	1	293	2	549	294	71	687	1	366	2	689	1	367	0	689	1	367
	4	Through-Righ	nt		1		_	0		'		1		_		1				1	
WESTBOUND	<b>₹</b>	Right		39	0	39	0	39	39	0	44	0	44	0	44	0	44	0	44	0	44
WE	ξ_	Left-Through	-Right		0							0				0				0	
<b> </b>	$\subset$	Left-Right		A/	th-South:	769	A/-	rth-South:	770		Ale	th-South:	901		No.	h-South:	902		Ale	th-South:	902
		CRITICAL	VOLUMES		tn-Soutn: ast-West:	769 766		rtn-Soutn: East-West:	770 771			tn-Soutn: ast-West:	901			n-Soutn: ast-West:				n-Soutn: ast-West:	902 934
				l - '	SUM:	1535		SUM:	1541			SUM:	1830			SUM:				SUM:	1836
	VOL	UME/CAPACITY (V	/C) RATIO:			1.077			1.081				1.284				1.288				1.288
V/C	1.07			0.977			0.981				1.184				1.188				1.188		
		·		0.977 E			0.961 E				F				F				F.100		
	LEVEL OF SERVICE (LOS):														r				r		

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.004 Δv/c after mitigation: 0.004
Significant impacted? NO Fully mitigated? N/A

# L-2 LADOT Approval Letter for Transportation Impact Study

#### **CITY OF LOS ANGELES**

#### INTER-DEPARTMENTAL CORRESPONDENCE

4760 W Sunset Blvd DOT Case No. CEN 17-45917

Date: December 19, 2018

To: Heather Bleemers, Senior City Planner

Department of City Planning

From: Wes Pringle, Transportation Engineer

Department of Transportation

Subject: TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED KAISER

PERMANENTE LOS ANGELES MEDICAL CENTER LOCATED AT 4760

WEST SUNSET BOULEVARD

The Department of Transportation (DOT) has reviewed the transportation impact analysis dated August 8, 2018, prepared by Linscott, Law & Greenspan, Engineers, for the proposed Kaiser Permanente Los Angeles Medical Center located at 4760 West Sunset Boulevard. 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. The transportation impact analysis included the detailed analysis of 24 signalized intersections. Based on DOT's current traffic impact criteria<sup>1</sup>, one of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level, although the impacts at the intersection remain significant and unavoidable.

#### **DISCUSSION AND FINDINGS**

#### A. <u>Project Description</u>

The proposed Kaiser Permanente Project of 460-bed hospital, 814,888 square feet of medical office building, and 2,300 square feet of retail will replace the current Los Angeles Medical Center campus of 460-bed hospital and 635,200 square feet of medical office. The project will be constructed in three phases as follows (see details in **Attachment 2**):

<sup>&</sup>lt;sup>1</sup> Per the DOT Transportation Impact Analysis 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.

Land Use	Phase 1 (2020	Phase 2 (2024	Phase 3 (2028	Total
	to 2024)	to 2028)	to 2030)	Buildout
Hospital	460 beds	N/A	N/A	460 beds
Medical Office	615,287	158,101	41,500 square	814,888
	square feet	square feet	feet	square feet
Retail	N/A	2,300 square	N/A	2,300 square
		feet		feet

The traffic study did not disclose the number of vehicular and bicycle parking spots that the project will be providing. No major changes to the Los Angeles Medical Center campus existing access driveways are planned as part of the project; access to the sites will remain relatively the same as existing. Vehicular access to the project will be provided via driveways on Alexandria Avenue, Edgemont Street, L. Ron Hubbard Way, New Hampshire Avenue, Vermont Avenue, Barnsdall Avenue, and Sunset Boulevard. The project is expected to be completed by 2030.

#### B. Trip Generation

The trip generations of the project's different buildout phases are as follows:

Trip Generation	Phase 1	Phase 1 + 2	Phase 1 + 2 + 3
Daily	-1,110 daily trips	3,360 daily trips	4,506 daily trips
A.M. Peak Hour	-72 daily trips	218 daily trips	294 daily trips
P.M. Peak Hour	-88 daily trips	183 daily trips	250 daily trips

The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) <u>Trip Generation</u>, 9<sup>th</sup> Edition, 2012. A copy of the trip generation table can be found in **Attachment 3**.

#### C. 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 in either buildout options. 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. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

#### D. Traffic Impacts

The study determined that the project would result in significant traffic impacts (premitigation) at the following intersection during buildout Phases 2 and 3:

1. Vermont Avenue & Sunset Boulevard (A.M. and P.M. Peak Hour)

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 mitigation program (described below) would partially but not fully mitigate the project's significant traffic impacts during the peak commute hours at the above intersections (see **Attachment 1**). Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions and recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide. Due to these new standards and geometric design constraints, there were no feasible and effective physical improvements proposed that would fully mitigate the project-related traffic impact to a level below significance at the following intersection:

1. Vermont Avenue & Sunset Boulevard (A.M. Peak Hour)

#### PROJECT REQUIREMENTS

### A. <u>Traffic Mitigation Program</u>

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

# 1. Transportation Demand Management (TDM)

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 <u>prior</u> to the issuance of the first building permit for this project and a final TDM program approved by DOT is required <u>prior</u> to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian

friendly environment;

- A Covenant and Agreement to ensure that the TDM program will be maintained;
- Make a one-time financial contribution of \$50,000 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;
- Make a one-time fixed-fee financial contribution of \$50,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.

### 2. Transportation Systems Management (TSM) Improvements

The project would contribute up to \$101,000 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 Section has identified the need of system upgrades at the following intersections: Fountain Avenue and Normandie Avenue, Edgemont Street and Sunset Boulevard, Alexandria Avenue and Fountain Avenue, and Fountain Avenue and Edgemont Street. The system upgrades may include the necessary mounting poles, fiber optics, electrical connections, hardware, advance loops, and conduit installations. These upgrades would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the Hollywood area. Collectively, these TSM improvements 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 these CCTV installations will be made by DOT prior to the issuance of the first building permit. These installations 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 \$101,000 to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay \$101,000 to DOT, and DOT shall design and construct the upgrades.

If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed <u>prior</u> to the issuance of any building permit and completed <u>prior</u> 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.

## B. <u>Implementation of Improvements and Mitigation Measures</u>

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work 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 <u>prior</u> 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 signal 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.

### D. Highway Dedication and Street Widening Requirements

On January 20, 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. Per the new Mobility Element, Alexandria Avenue, Kenmore Avenue, New Hampshire Avenue, L Ron Hubbard Way, and Barnsdall Avenue have all been designated as Local Street Standard, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. Edgemont Street has been designated as Collector, which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. Vermont Avenue and Sunset Boulevard have both been designated as Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

#### 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 <a href="http://ladot.lacity.org/what-we-do/plan-review">http://ladot.lacity.org/what-we-do/plan-review</a> 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.

### F. Parking Requirements

The traffic study did not disclose the number of vehicular and bicycle parking spots that the project will be providing The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

# G. <u>Driveway Access and Circulation</u>

The study indicated only minor changes may occur at some of the existing driveways, but overall the project will mostly maintain the existing access driveways to the Los Angeles Medical Center Kaiser Permanente site. The proposed site plan illustrated in Attachment 4 is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, 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. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section ladot.planprocessing@lacity.org for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

### H. <u>Development Review Fees</u>

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 transportation impact analysis review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

#### Attachments

J:\Letters\2018\CEN17-45917\_4760 Sunset\_Kaiser Medical LA Center.docx

c: Amy Ablakat, Council District No. 13
Bhuvan Bajaj, Hollywood-Wllshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Bert Moklebust, Central District, BOE
Francesca Bravo, Linscott, Law & Greenspan, Engineers

# Table 9-1 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	1			[2]		[3	1			[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	YEAR EXIST V/C	2017	YEAR EXISTING PH-1 PR V/C	G WITH		SIGNIF. IMPACT [a]	YEAR FUTUR PH-1 PR V/C	2024 E W/O	YEAR FUTURE PH-1 PR V/C	WITH	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR W/ PRO MITIGA V/C	JECT	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.449 0.486	A A	0.001 0.001	No No	0.571 0.659	A B	0.571 0.660	A B	0.000 0.001	No No	0.571 0.660	A B	0.000 0.001	
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.595 0.639	A B	0.004 0.001	No No	0.717 0.835	C D	0.720 0.836	C D	0.003 0.001	No No	0.720 0.836	C D	0.003 0.001	
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.524 0.611	A B	0.003 0.000	No No	0.629 0.763	B C	0.632 0.762	B C	0.003 -0.001	No No	0.632 0.762	B C	0.003 -0.001	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.573 0.531	A A	-0.016 -0.022	No No	0.710 0.714	C C	0.693 0.697	B B	-0.017 -0.017	No No	0.693 0.697	B B	-0.017 -0.017	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.641 0.803	B D	-0.006 -0.022	No No	0.750 1.003	C F	0.744 0.981	C E	-0.006 -0.022	No No	0.744 0.981	C E	-0.006 -0.022	
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.684 0.742	B C	-0.001 -0.025	No No	0.843 0.992	D E	0.841 0.967	D E	-0.002 -0.025	No No	0.841 0.967	D E	-0.002 -0.025	
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.643 0.705	B C	0.018 0.016	No No	0.697 0.788	B C	0.715 0.804	C D	0.018 0.016	No No	0.715 0.804	C D	0.018 0.016	
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.531 0.497	A A	0.014 -0.016	No No	0.607 0.645	B B	0.617 0.614	B B	0.010 -0.031	No No	0.617 0.614	B B	0.010 -0.031	
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.467 0.341	A A	0.026 -0.074	No No	0.549 0.520	A A	0.575 0.445	A A	0.026 -0.075	No No	0.575 0.445	A A	0.026 -0.075	
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.501 0.527	A A	-0.019 -0.022	No No	0.604 0.687	B B	0.585 0.665	A B	-0.019 -0.022	No No	0.585 0.665	A B	-0.019 -0.022	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

# Table 9-1 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]	1	1		[2]		[3	1	I		[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	YEAR EXIST V/C	2017	YEAR EXISTING PH-1 PR	2017 G WITH OJECT	CHANGE V/C [(2)-(1)]	IMPACT	YEAR FUTUR PH-1 PR V/C	2024 E W/O OJECT	YEAR FUTURE PH-1 PR V/C	E WITH OJECT	CHANGE V/C [(4)-(3)]	IMPACT	YEAR W/ PRO MITIGA V/C	JECT	CHANGE V/C [(5)-(3)]	MITIGATED
NO.	INTERSECTION	HOUR	V/C	LUS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LUS	[(5)-(3)]	MITIGATED
11	Edgemont Street/ Santa Monica Boulevard	AM PM	0.361 0.609	A B	0.357 0.583	A A	-0.004 -0.026	No No	0.475 0.753	A C	0.470 0.727	A C	-0.005 -0.026	No No	0.470 0.727	A C	-0.005 -0.026	
12	Vermont Avenue/ Franklin Avenue	AM PM	0.663 0.679	B B	0.667 0.667	B B	0.004 -0.012	No No	0.740 0.789	C C	0.745 0.777	C C	0.005 -0.012	No No	0.745 0.777	C C	0.005 -0.012	
13	Vermont Avenue/ Hollywood Boulevard	AM PM	0.539 0.574	A A	0.555 0.613	A B	0.016 0.039	No No	0.621 0.704	B C	0.638 0.742	B C	0.017 0.038	No No	0.638 0.742	B C	0.017 0.038	
14	Vermont Avenue/ Sunset Boulevard	AM PM	0.660 0.784	B C	0.639 0.783	B C	-0.021 -0.001	No No	0.781 0.958	C E	0.760 0.955	C E	-0.021 -0.003	No No	0.760 0.955	C E	-0.021 -0.003	
15	Vermont Avenue/ Fountain Avenue	AM PM	0.703 0.668	C B	0.708 0.676	C B	0.005 0.008	No No	0.803 0.831	D D	0.809 0.838	D D	0.006 0.007	No No	0.809 0.838	D D	0.006 0.007	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	B B	0.686 0.600	B A	0.003 -0.002	No No	0.832 0.866	D D	0.834 0.868	D D	0.002 0.002	No No	0.834 0.868	D D	0.002 0.002	
17	Vermont Avenue/ Melrose Avenue	AM PM	0.439 0.577	A A	0.438 0.575	A A	-0.001 -0.002	No No	0.505 0.657	A B	0.505 0.654	A B	0.000 -0.003	No No	0.505 0.654	A B	0.000 -0.003	
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	AM PM	0.598 0.474	A A	0.597 0.473	A A	-0.001 -0.001	No No	0.651 0.521	B A	0.651 0.520	B A	0.000 -0.001	No No	0.651 0.520	B A	0.000 -0.001	
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	AM PM	0.479 0.481	A A	0.478 0.479	A A	-0.001 -0.002	No No	0.525 0.532	A A	0.524 0.530	A A	-0.001 -0.002	No No	0.524 0.530	A A	-0.001 -0.002	
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	AM PM	0.290 0.317	A A	0.290 0.317	A A	0.000 0.000	No No	0.315 0.345	A A	0.315 0.345	A A	0.000 0.000	No No	0.315 0.345	A A	0.000 0.000	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

# Table 9-1 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	1			[2]		[3	1			[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	YEAR EXIST V/C	2017	YEAR EXISTING PH-1 PR V/C	2017 G WITH		SIGNIF. IMPACT [a]	YEAR FUTUR PH-1 PR V/C	2024 E W/O	YEAR FUTURI PH-1 PR V/C	E WITH	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR W/ PRO MITIGA V/C	JECT	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.566 0.607	A B	-0.001 -0.001	No No	0.616 0.668	B B	0.616 0.666	B B	0.000 -0.002	No No	0.616 0.666	ВВ	0.000	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.573 0.550	A A	-0.001 -0.001	No No	0.630 0.607	B B	0.630 0.605	B B	0.000 -0.002	No No	0.630 0.605	B B	0.000 -0.002	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.678 0.712	B C	0.002 -0.003	No No	0.848 0.938	D E	0.850 0.935	D E	0.002 -0.003	No No	0.850 0.935	D E	0.002 -0.003	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.823 0.974	D E	0.000 -0.003	No No	0.929 1.113	E F	0.929 1.111	E F	0.000 -0.002	No No	0.929 1.111	E F	0.000 -0.002	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

#### Table 9-2 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	1	1		[2]		[3	1	Ι		[4]				[5]	
		PEAK	YEAR EXIST	2017 TING	YEAR EXISTING PH-2 PR	G WITH OJECT	CHANGE V/C	SIGNIF. IMPACT	YEAR FUTUR PH-2 PR	2028 E W/O	YEAR FUTURE PH-2 PR	WITH OJECT	CHANGE V/C	SIGNIF. IMPACT	YEAR W/PH-2 P MITIG	ROJECT ATION	CHANGE V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.448 0.486	A A	0.000 0.001	No No	0.595 0.684	A B	0.595 0.685	A B	0.000 0.001	No No	0.595 0.685	A B	0.000 0.001	
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.594 0.638	A B	0.003 0.000	No No	0.747 0.868	C D	0.751 0.868	C D	0.004 0.000	No No	0.751 0.868	C D	0.004 0.000	
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.528 0.613	A B	0.007 0.002	No No	0.656 0.792	B C	0.663 0.794	B C	0.007 0.002	No No	0.663 0.794	B C	0.007 0.002	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.597 0.557	A A	0.008 0.004	No No	0.739 0.743	C C	0.747 0.745	C C	0.008 0.002	No No	0.747 0.745	C C	0.008 0.002	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.647 0.821	B D	0.000 -0.004	No No	0.781 1.043	C F	0.781 1.038	C F	0.000 -0.005	No No	0.781 1.038	C F	0.000 -0.005	
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.689 0.766	B C	0.004 -0.001	No No	0.877 1.031	D F	0.880 1.030	D F	0.003 -0.001	No No	0.880 1.030	D F	0.003 -0.001	
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.639 0.699	B B	0.014 0.010	No No	0.729 0.823	C D	0.743 0.833	C D	0.014 0.010	No No	0.743 0.833	C D	0.014 0.010	
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.537 0.522	A A	0.020 0.009	No No	0.633 0.669	B B	0.653 0.679	B B	0.020 0.010	No No	0.653 0.679	B B	0.020 0.010	
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.465 0.415	A A	0.024 0.000	No No	0.573 0.543	A A	0.597 0.543	A A	0.024 0.000	No No	0.597 0.543	A A	0.024 0.000	
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.515 0.554	A A	-0.005 0.005	No No	0.630 0.714	B C	0.625 0.719	B C	-0.005 0.005	No No	0.625 0.719	B C	-0.005 0.005	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

# Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

#### PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]	1	1		[2]		[3	1	I		[4]				[5]	
					YEAR	2017			YEAR	2028	YEAR		i i		YEAR			
		PEAK	YEAR EXIST		EXISTING PH-2 PR		CHANGE V/C	SIGNIF. IMPACT	FUTUR PH-2 PR		FUTURE PH-2 PR		CHANGE V/C	SIGNIF. IMPACT	W/PH-2 PI		CHANGE V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
1							1(-) (-)	[]					[(-) (-)]	["]			[(0) (0)]	
11	Edgemont Street/	AM	0.361	A	0.365	A	0.004	No	0.495	A	0.498	A	0.003	No	0.498	A	0.003	
	Santa Monica Boulevard	PM	0.609	В	0.615	В	0.006	No	0.784	С	0.789	С	0.005	No	0.789	С	0.005	
10	X		0.662	D.	0.675	D.	0.012	3.7	0.772		0.706		0.012	3.7	0.706		0.012	
12	Vermont Avenue/ Franklin Avenue	AM PM	0.663 0.679	B B	0.675 0.681	B B	0.012 0.002	No No	0.773 0.823	C D	0.786 0.825	C D	0.013 0.002	No No	0.786 0.825	C D	0.013 0.002	
	Prankini Avenue	I IVI	0.079	ь	0.081	ь	0.002	NO	0.823	ъ	0.823	D	0.002	NO	0.823	<i>D</i>	0.002	
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.649	В	0.665	В	0.016	No	0.665	В	0.016	
13	Hollywood Boulevard	PM	0.574	A	0.553	A	0.016	No	0.049	С	0.003	C	0.016	No	0.003	C	0.016	
14	Vermont Avenue/	AM	0.660	В	0.693	В	0.033	No	0.814	D	0.848	D	0.034	Yes	0.834	D	0.020	No
17	Sunset Boulevard	PM	0.784	C	0.800	C	0.033	No	0.996	E	1.012	F	0.016	Yes	1.001	F	0.020	Yes
15	Vermont Avenue/	AM	0.703	С	0.707	С	0.004	No	0.838	D	0.842	D	0.004	No	0.842	D	0.004	
15	Fountain Avenue	PM	0.668	В	0.677	В	0.009	No	0.863	D	0.871	D	0.008	No	0.871	D	0.008	
16	Vermont Avenue/	AM	0.683	В	0.693	В	0.010	No	0.864	D	0.874	D	0.010	No	0.874	D	0.010	
	Santa Monica Boulevard	PM	0.602	В	0.605	В	0.003	No	0.901	E	0.908	E	0.007	No	0.908	E	0.007	
$\vdash$																		
17	Vermont Avenue/	AM	0.439	A	0.440	A	0.001	No	0.528	A	0.530	A	0.002	No	0.530	A	0.002	
	Melrose Avenue	PM	0.577	A	0.580	A	0.003	No	0.685	В	0.687	В	0.002	No	0.687	В	0.002	
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.682	В	0.683	В	0.001	No	0.683	В	0.001	
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.477	A	0.003	No	0.546	A	0.549	A	0.003	No	0.549	A	0.003	
$\vdash$																		
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.550	A	0.553	A	0.003	No	0.553	A	0.003	
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.484	A	0.003	No	0.557	A	0.560	A	0.003	No	0.560	A	0.003	
$\vdash$																		
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.333	A	0.333	A	0.000	No	0.333	A	0.000	
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	
$\Box$		i .			l .				l								L	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

# Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

#### PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
		PEAK	YEAR EXIST	TING	YEAR EXISTING PH-2 PR	G WITH OJECT	CHANGE V/C	SIGNIF. IMPACT	YEAR FUTUR PH-2 PR	E W/O OJECT	YEAR FUTURI PH-2 PR	E WITH OJECT	CHANGE V/C	IMPACT	MITIGA	ROJECT ATION	CHANGE V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.568 0.611	A B	0.001 0.003	No No	0.645 0.697	B B	0.647 0.700	B B	0.002 0.003	No No	0.647 0.700	B B	0.002 0.003	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.578 0.554	A A	0.004 0.003	No No	0.659 0.634	B B	0.662 0.637	B B	0.003 0.003	No No	0.662 0.637	B B	0.003 0.003	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.689 0.720	B C	0.013 0.005	No No	0.882 0.973	D E	0.895 0.978	D E	0.013 0.005	No No	0.895 0.978	D E	0.013 0.005	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.824 0.981	D E	0.001 0.004	No No	0.969 1.160	E F	0.970 1.163	E F	0.001 0.003	No No	0.970 1.163	E F	0.001 0.003	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

#### Table 9-3 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

#### FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	1	1		[2]		[3	1	I		[4]		1		[5]	
		PEAK	YEAR EXIST	2017 TING	YEAR EXISTIN PROJEC	G WITH CT B-O	CHANGE V/C	IMPACT	YEAR FUTUR PROJEC	2030 E W/O CT B-O	YEAR FUTURI PROJEC	E WITH CT B-O	CHANGE V/C	IMPACT	YEAR W/PROJE MITIGA	CT B-O ATION	CHANGE V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.449 0.486	A A	0.001 0.001	No No	0.607 0.697	B B	0.607 0.698	B B	0.000 0.001	No No	0.607 0.698	B B	0.000 0.001	
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.595 0.639	A B	0.004 0.001	No No	0.762 0.883	C D	0.766 0.885	C D	0.004 0.002	No No	0.766 0.885	C D	0.004 0.002	
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.531 0.613	A B	0.010 0.002	No No	0.670 0.808	B D	0.679 0.811	B D	0.009 0.003	No No	0.679 0.811	B D	0.009 0.003	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.602 0.559	B A	0.013 0.006	No No	0.754 0.755	C C	0.767 0.760	C C	0.013 0.005	No No	0.767 0.760	C C	0.013 0.005	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.647 0.824	B D	0.000 -0.001	No No	0.799 1.063	C F	0.799 1.062	C F	0.000 -0.001	No No	0.799 1.062	C F	0.000 -0.001	
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.689 0.768	B C	0.004 0.001	No No	0.895 1.050	D F	0.899 1.051	D F	0.004 0.001	No No	0.899 1.051	D F	0.004 0.001	
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.641 0.704	B C	0.016 0.015	No No	0.745 0.841	C D	0.761 0.856	C D	0.016 0.015	No No	0.761 0.856	C D	0.016 0.015	
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.543 0.528	A A	0.026 0.015	No No	0.647 0.683	B B	0.673 0.698	B B	0.026 0.015	No No	0.673 0.698	B B	0.026 0.015	
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.471 0.426	A A	0.030 0.011	No No	0.586 0.553	A A	0.615 0.564	B A	0.029 0.011	No No	0.615 0.564	B A	0.029 0.011	
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.521 0.558	A A	0.001 0.009	No No	0.644 0.729	B C	0.645 0.739	B C	0.001 0.010	No No	0.645 0.739	B C	0.001 0.010	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

# Table 9-3 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

#### FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	1	I		[2]		[3	1	I		[4]		I		[5]	
			YEAR		YEAR EXISTING		CHANGE	SIGNIF.	YEAR FUTUR	2030	YEAR FUTURI		CHANGE	SIGNIF.	YEAR W/PROJE		CHANGE	
		PEAK	EXIST	TING	PROJEC	СТ В-О	V/C	IMPACT	PROJE	СТ В-О	PROJEC	СТ В-О	V/C	IMPACT	MITIGA	ATION	V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
11	Edgemont Street/ Santa Monica Boulevard	AM PM	0.361 0.609	A B	0.366 0.620	A B	0.005 0.011	No No	0.505 0.800	A C	0.509 0.811	A D	0.004 0.011	No No	0.509 0.811	A D	0.004 0.011	
12	Vermont Avenue/ Franklin Avenue	AM PM	0.663 0.679	B B	0.677 0.683	B B	0.014 0.004	No No	0.789 0.841	C D	0.804 0.845	D D	0.015 0.004	No No	0.804 0.845	D D	0.015 0.004	
13	Vermont Avenue/ Hollywood Boulevard	AM PM	0.539 0.574	A A	0.558 0.593	A A	0.019 0.019	No No	0.663 0.748	B C	0.681 0.766	B C	0.018 0.018	No No	0.681 0.766	B C	0.018 0.018	
14	Vermont Avenue/ Sunset Boulevard	AM PM	0.660 0.784	B C	0.701 0.804	C D	0.041 0.020	Yes Yes	0.830 1.016	D F	0.872 1.036	D F	0.042 0.020	Yes Yes	0.859 1.024	D F	0.029 0.008	No Yes
15	Vermont Avenue/ Fountain Avenue	AM PM	0.703 0.668	C B	0.710 0.678	C B	0.007 0.010	No No	0.856 0.880	D D	0.863 0.890	D D	0.007 0.010	No No	0.863 0.890	D D	0.007 0.010	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	B B	0.696 0.607	B B	0.013 0.005	No No	0.882 0.920	D E	0.895 0.927	D E	0.013 0.007	No No	0.895 0.927	D E	0.013 0.007	
17	Vermont Avenue/ Melrose Avenue	AM PM	0.439 0.577	A A	0.441 0.581	A A	0.002 0.004	No No	0.540 0.701	A C	0.543 0.705	A C	0.003 0.004	No No	0.543 0.705	A C	0.003 0.004	
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	AM PM	0.598 0.474	A A	0.599 0.479	A A	0.001 0.005	No No	0.697 0.559	B A	0.699 0.563	B A	0.002 0.004	No No	0.699 0.563	B A	0.002 0.004	
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	AM PM	0.479 0.481	A A	0.483 0.486	A A	0.004 0.005	No No	0.563 0.570	A A	0.567 0.575	A A	0.004 0.005	No No	0.567 0.575	A A	0.004 0.005	
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	AM PM	0.290 0.317	A A	0.291 0.318	A A	0.001 0.001	No No	0.341 0.373	A A	0.342 0.373	A A	0.001 0.000	No No	0.342 0.373	A A	0.001 0.000	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

# Table 9-3 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

#### FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	l			[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	YEAR EXIST V/C		YEAR EXISTING PROJECT	G WITH	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR FUTUR PROJEC V/C	E W/O	YEAR FUTURE PROJEC V/C	WITH	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR W/PROJE MITIGA V/C	СТ В-О	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.568 0.612	A B	0.001 0.004	No No	0.659 0.713	B C	0.661 0.718	B C	0.002 0.005	No No	0.661 0.718	B C	0.002 0.005	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.578 0.555	A A	0.004 0.004	No No	0.675 0.649	ВВ	0.678 0.653	B B	0.003 0.004	No No	0.678 0.653	ВВ	0.003 0.004	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.692 0.723	B C	0.016 0.008	No No	0.882 0.973	D E	0.898 0.981	D E	0.016 0.008	No No	0.898 0.981	D E	0.016 0.008	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.824 0.981	D E	0.001 0.004	No No	0.989 1.184	E F	0.991 1.188	E F	0.002 0.004	No No	0.991 1.188	E F	0.002 0.004	

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/e
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 2-1
SUMMARY OF PROJECT LAND USE COMPONENTS BY PHASE [1]

		EXISTIN	G USE(S) TO BE REMOVED		PROPOSED USE(S)
CAMPUS SITE	LOCATION	SIZE	LAND USE	SIZE	LAND USE
	-	PHAS	E 1 (YEARS 2020-2024)		
SITE 1	1345 North Vermont Avenue	15,113 SF 2 DU	Six (6) Commercial & Residential Structures, and Surface Parking Lots	130,000 SF 562 Spaces	Medical Office Building Parking Structure
SITE 2	4760 Sunset Boulevard	39 Spaces	Surface Parking Lot	50,000 SF 6 Spaces	Medical Office Building Surface Parking Lot
SITE 3	1505 Edgemont Street	79,356 SF	Medical Office Building		New Construction at this site to occur during Phase 3
SITE 4	1526 North Edgemont Street	120,557 SF	Medical Office Building		New Construction at this site to occur during Phase 2
		PHAS	E 2 (YEARS 2024-2028)		
SITE 4	1526 North Edgemont Street		Demolition at this site to occur during Phase 1	177,300 SF 177,300 SF	Medical Office Building OR 105-Bed Hospital Addition & Bridge Connection to Existing Hospital
SITE 5	1517 North Vermont Avenue	19,199 SF 186 Spaces	Medical Office Building Parking Structure	578 Spaces 2,300 SF	Parking Structure Ground Floor Commercial/Retail
		PHAS	E 3 (YEARS 2028-2030)		
SITE 3	1505 North Edgemont Street		Demolition at this site to occur during Phase 1	41,500 SF 73,500 SF	Medical Office Building OR Medical Office Building
SITE 6	1424 & 1430 North Alexandria Ave.		Existing Surface Parking Area & Temporary, Single-Story Structure	286 Spaces	Parking Structure Addition

<sup>[1]</sup> Source: Notice of Preparation for the Kaiser Permanente Los Angeles Medical Center Project, Los Angeles Department of City Planning.

### **Attachment 3** 4760 W. Sunset BI

#### Table 7-1 PHASE 1 PROJECT TRIP GENERATION (YEAR 2024)

		DAILY		1 PEAK HO	-		PEAK HO	
LAND HOE	CITE	TRIP ENDS [2]		OLUMES			OLUMES	
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	615,287 GSF	22,230	1,162	309	1,471	419	1,076	1,495
- Less Transit Adjustment (15%) [5]		(3,335)	(174)	(46)	(220)	(63)	(161)	(224)
- Less Pass-by (10%) [7]		(1,890)	(99)	(26)	(125)	(36)	(92)	(128)
Subtotal Proposed		22,064	1,260	381	1,641	503	1,195	1,698
Existing LAMC Campus	460 P. I.	5 052	427	170	(07	215	420	(52
Hospital [4] - Less Transit Adjustment (15%) [5]	460 Beds	5,952 (893)	437 (66)	170 (26)	607 (92)	215 (32)	438 (66)	653 (98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [8]	2 DU	13	0	1	1	1	0	1
Medical Office Building [9]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		23,174	1,316	397	1,713	528	1,258	1,786
NET INCREASE		(1,110)	(56)	(16)	(72)	(25)	(63)	(88)

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed	1 Campus	Existing Ca	<u>ımpus Us</u>	es to be Removed
4760B Sunset Boulevard	50,000 GS	F MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	0 GS	F MOB	120,557	GSF	MOB
1505 Edgemont Street	0 GS	F MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000 GS	F MOB	Various site	e uses - se	e above
1517 Vermont Avenue	0 <u>GS</u>	F MOB	0	GSF	MOB
Subtotals	180,000 GS	F MOB	199,913	GSF	MOB
Total Net New		(19,913) GSF MOB	1		

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street
- or roadway that offers direct access to the site. [8] ITE Land Use Code 220 (Apartment) trip generation average rates.
- [8] If Land Use Code 220 (Apartment) trip generation average rates.
  Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
  PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
  [9] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
  Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
  AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound

  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-2 PHASE 2 (PHASES 1 AND 2) PROJECT TRIP GENERATION (YEAR 2028)

		DAILY TRUE ENDS 121		I PEAK HO			I PEAK HO	
LAND LICE	CLTE	TRIP ENDS [2] VOLUMES		OLUMES	TOTAL		OLUMES	TOTAL
LAND USE	SIZE	VOLUMES	IN	OUT	IUIAL	IN	OUT	IOIAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	773,388 GSF	27,943	1,460	388	1,848	514	1,323	1,837
- Less Transit Adjustment (15%) [5]		(4,191)	(219)	(58)	(277)	(77)	(198)	(275)
- Less Pass-by (10%) [7]		(2,375)	(124)	(33)	(157)	(44)	(113)	(157)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		26,534	1,489	442	1,931	580	1,389	1,969
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing	l .	23,174	1,316	397	1,713	528	1,258	1,786
		·						
NET INCREASE		3,360	173	45	218	52	131	183

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Can	npus		Existing Ca	ampus Us	es to be Removed
4760B Sunset Boulevard	50,000 GSF M	OB		33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300 GSF M	OB		120,557	GSF	MOB
1505 Edgemont Street	0 GSF M	OB		79,356	GSF	MOB
1345 Vermont Avenue	130,000 GSF M	OB		Various sit	e uses - se	ee above
1517 Vermont Avenue	0 GSF M	OB		19,199	GSF	MOB
Subtotals	357,300 GSF M	OB		219,112	GSF	MOB
Total Net New		138,188	GSF MOB			

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.
  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound

  - PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
  [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
   PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

  [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a
- primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
- [8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
   Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound

  - AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound
- [9] ITE Land Use Code 220 (Apartment) trip generation average rates.
   Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
  - AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound

- AM Feak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

  [10] TFE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.

   Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound

   AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-3 PROJECT BUILD-OUT (PHASES 1-3) PROJECT TRIP GENERATION (YEAR 2030)

		DAILY TRIP ENDS [2]		I PEAK HO OLUMES	-		I PEAK HO OLUMES	
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed LAMC Campus [3]								
Hospital [4] - Less Transit Adjustment (15%) [5]	460 Beds	5,952 (893)	437 (66)	170 (26)	607 (92)	215 (32)	438 (66)	653 (98)
Medical Office Building [6] - Less Transit Adjustment (15%) [5] - Less Pass-by (10%) [7]	814,888 GSF	29,442 (4,416) (2,503)	1,539 (231) (131)	409 (61) (35)	1,948 (292) (166)	539 (81) (46)	1,386 (208) (118)	1,925 (289) (164)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		27,680	1,549	458	2,007	599	1,437	2,036
Existing LAMC Campus								
Hospital [4] - Less Transit Adjustment (15%) [5]	460 Beds	5,952 (893)	437 (66)	170 (26)	607 (92)	215 (32)	438 (66)	653 (98)
Medical Office Building [6] - Less Transit Adjustment (15%) [5] - Less Pass-by (10%) [7]	635,200 GSF	22,950 (3,443) (1,951)	1,199 (180) (102)	319 (48) (27)	1,518 (228) (129)	431 (65) (37)	1,107 (166) (94)	1,538 (231) (131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing	L	23,174	1,316	397	1,713	528	1,258	1,786
NET INCREASE		4,506	233	61	294	71	179	250

- [1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
- [2] Trips are one-way traffic movements, entering or leaving.[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus	Existing C	ampus Us	es to be Removed
4760B Sunset Boulevard	50,000 GSF MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300 GSF MOB	120,557	GSF	MOB
1505 Edgemont Street	41,500 GSF MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000 GSF MOB	Various si	te uses - se	ee above
1517 Vermont Avenue	0 GSF MOB	19,199	GSF	MOB
Subtotals	398,800 GSF MOB	219,112	GSF	MOB
Total Net New	179.68	8 GSF MOR		

- [4] ITE Land Use Code 610 (Hospital) trip generation average rates.

  - Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound
- [5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
- [6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
   Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound

  - AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound [7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street
- or roadway that offers direct access to the site. [8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

  - Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
  - PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound
- [9] ITE Land Use Code 220 (Apartment) trip generation average rates.

  - Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
     AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
     PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound
- [10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
  - Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
  - PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound





MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-3 KAISER PERMANENTE LAMC CAMPUS SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

# L-3 Revised Construction Impact Analysis Memorandum

## **MEMORANDUM**

To:	Ruta Thomas Dudek	Date:	March 29, 2019
From:	Clare M. Look-Jaeger, P.E. Cy-gaeger Francesca S. Bravo AB Linscott, Law & Greenspan, Engineers	LLG Ref:	1-14-4081-5
	Linscon, Law & Greenspan, Engineers		
Subject:	Kaiser Permanente Los Angeles Medical C Construction Traffic Analysis	Center (1	LAMC) Project –

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the supplemental review conducted for the proposed Kaiser Permanente Los Angeles Medical Center (LAMC) project as it relates to the evaluation of traffic associated with project construction. As you are aware, LLG Engineers previously prepared the transportation impact study dated August, 2018 for the proposed project and it is under current review by the City of Los Angeles Department of Transportation.

#### CONSTRUCTION TRAFFIC ANALYSIS

Based on coordination with and preliminary information provided by the Project Applicant/Dudek team and as analyzed in the transportation study, it has been determined that the construction of the project is planned to be implemented in three overall phases. The first phase is expected to begin in 2020 and be completed by 2024. The second phase is expected to begin in 2024 and be completed by 2028. The third phase is expected to begin in 2028 and be completed by 2030. The construction consists of the following general activities within each phase: I) Demolition, II) Site Preparation, III) Grading, IV) Building Construction, V) Paving, and VI) Architectural Coatings. LLG was provided with the base CalEEMod modeling data which is based on daily figures for each of the three main construction phases, and for each building site construction activity within each phase, in order to derive the forecast of peak weekday AM and PM peak hour construction traffic trip generation. The modeling summary data is attached to this memorandum and is associated with the following site locations/designations:

- Site 1: 1345 North Vermont Avenue, 1328 North New Hampshire Avenue
- Site 2: 4760 Sunset Boulevard
- Site 3: 1505 North Edgemont Street
- Site 4: 1526 North Edgemont Street
- Site 5: 1517 North Vermont Avenue
- Site 6: 1430 & 1424 North Alexandria Avenue

Based on the review of the modeling and import/export cubic yardage data contained in the attachment, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday AM peak



#### **Engineers & Planners**

Traffic
Transportation
Parking

# Linscott, Law & Greenspan, Engineers

600 S. Lake Avenue Suite 500 Pasadena, CA 91106

**626.796.2322** T 626.792.0941 F www.llgengineers.com

Pasadena Irvine San Diego Woodland Hills



hour is expected to occur during Phase I (i.e., when site preparation and grading/excavation activities associated with the 1345 Vermont Avenue site [Site 1] occur). It has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak hour is also expected to occur during Phase I, however, at a different point in construction (i.e., when the overlap of building construction activities associated with the 1345 Vermont Avenue [Site 1] and 4760 Sunset Boulevard [Site 2] are expected to occur). Other activities such as architectural coatings are expected to be less intensive in terms of overall construction traffic generation. At this time, it is not known if any temporary lane closures will be necessary throughout the course of the project construction. Any such lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

### **Construction Assumptions**

The peak site preparation and grading/excavation (export) activities associated with Site 1 would extend for a duration of between four and five months. This phase (including excavation activities) would require the removal of approximately 71,260 cubic yards of material from the site. It is assumed that the equipment staging area during the initial phases of construction grading would occur on, within and adjacent to the project site. Construction worker parking also could occur on-site during certain times, however during the building construction activities workers would likely be required to park at adjacent lot/s, or other nearby public parking lots so as to avoid any construction workers parking on adjacent roadways.

The City's Noise Ordinance currently limits construction hours Monday through Friday to no earlier than 7:00 AM and no later than 9:00 PM. On Saturdays, construction hours are limited to no earlier than 8:00 AM and no later than 6:00 PM, while no Saturday construction is assumed in this analysis so as to provide a conservative analysis. It is important to note that although the construction workday would commence at 7:00 AM and typically end at 3:00 PM, it is assumed that workers would generally begin to depart the site by 3:30 PM. Later departures would occur when overtime is necessary to maintain the schedule.

# Peak Construction Traffic Trip Generation (AM Peak Hour) – Site Preparation and Grading/Excavation (Site 1)

It is assumed that heavy construction equipment would be located on-site during grading activities and would not travel to and from the project site on a daily basis. However, truck trips would be generated during the grading and corresponding export activities in order to remove material from the project site. Trucks are expected to carry the export material to a receptor site/s. Based on information provided by the Project Applicant team, it is anticipated that the demolition, export of construction debris and the export of excavation material will be transported via arterial roadways



to the regional freeway system. Depending on the freeway utilized and the direction of travel, the following roadways could potentially be included as part of the haul route as the proposed haul route would require review and approval by the City of Los Angeles):

- <u>Loaded Truck Route</u>: North on Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to the Northbound I-5 Freeway, north on Northbound I-5 Freeway to yet to be determined receptor site/s (outside of City of Los Angeles limits).
- <u>Empty Truck Route</u>: South on the I-5 Freeway to Los Feliz Boulevard, west on Los Feliz Boulevard to Vermont Avenue, south on Vermont Avenue to the project site.

It is anticipated that construction vehicles related to the export activities will have a capacity of at least 14 cubic yards per truck. It has also been assumed for analysis purposes that all hauling activities would be limited to no earlier than 9:00 AM and end no later than 3:00 PM. The analysis is conservative in that the excavation and hauling activities are assumed to overlap with a portion of the weekday AM peak period (e.g., between 9:00 - 10:00 AM). The export period is assumed to require approximately 100 days, which represents a duration of between four and five months. Based on the maximum export of 71,260 cubic yards of material for any phase of project construction (or 712.60 cubic yards per day), up to 51 trucks per day (i.e., 51 inbound trucks and 51 outbound trucks) are anticipated (i.e., 712.60 cubic yards per day / 14 cubic yards per truck = 51 trucks [loads] per day). Assuming a total of only six (6) hours of hauling activities each day, it is estimated that approximately nine (9) truck loads (i.e., resulting in nine inbound trucks and nine outbound trucks) would occur per hour. When accounting for the application of a passenger car equivalency (PCE) factor of 2.5 to account for the heavier weight and larger size haul trucks, a total of 23 inbound truck PCE trips and 23 outbound truck PCE trips could potentially occur during the weekday AM peak hour. Given that the proposed project upon operation is expected to generate 233 inbound and 61 outbound net new trips during the weekday AM peak hour resulting in one significant traffic impact, it can be concluded that based on a comparative review of trip generation and the forecast traffic impacts associated with the project and the project construction activities that no greater significant traffic impacts are anticipated to occur during Phase I peak construction (i.e., site preparation and grading/excavation) activities.

While the estimate of the number of construction workers has been provided during this phase (i.e., 18 workers for site preparation and grading/excavation activities), and since the construction workday commences at 7:00 AM, workers will arrive at the site prior to 7:00 AM and thus travel outside of the commuter AM peak hour.



While the greatest potential for impact on the adjacent street system during the weekday AM peak hour would occur during the site preparation and grading/excavation construction period, the greatest number of construction workers are expected during other building construction activities. The following section provides a summary of the forecast of the peak weekday PM peak hour construction trip generation.

# Peak Construction Traffic Trip Generation (PM Peak Hour) – Building Construction (Sites 1 and 2)

As described above, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak hour is also expected to occur during Phase I (i.e., when the overlap of building construction activities associated with the 1345 Vermont Avenue site [Site 1] and 4760 Sunset Boulevard site [Site 2] is expected to occur). This peak overlap in construction activity is expected to occur for an approximately 15-month period. Activities related to this phase/period are expected to generate the highest number of construction worker vehicle trips as compared to the other construction activities. Based on information modeled and provided by Dudek, during this phase the maximum number of construction workers is expected to total 93 workers. As noted above, construction workers are expected to arrive to the project site before 7:00 AM. Assuming the typical work day ends at 3:00 PM, twenty-five percent (25%) of the workers are assumed to leave the site between 3:30 PM and 4:00 PM, twenty-five percent (25%) between 4:00 PM and 4:30 PM, twenty-five percent (25%) between 4:30 PM and 5:00 PM and the remaining twenty-five percent (25%) after 5:00 PM (including supervisors). Thus, while the majority of these construction worker trips would generally occur outside of the commute peak hours of adjacent street traffic, fifty percent (50%) of the work force (i.e., roughly 47 workers) have been assumed to overlap with the weekday commute PM peak hour (i.e., between 5:00 PM and 6:00 PM) in order to provide a conservative forecast of construction traffic generation.

It is anticipated that construction workers would primarily remain on-site throughout the day. Therefore, it is estimated that approximately 186 vehicle trips (93 inbound trips and 93 outbound trips) on a daily basis would be generated to/from the site by the construction workers during this peak building construction phase (93 workers x 2 trips [inbound and outbound] = 186 daily construction worker trips). With 50% of the workers conservatively assumed to overlap with the weekday PM peak hour, this would result in a maximum of 47 outbound construction worker vehicle trips (i.e., 93 x 50% = 47 outbound vehicle trips) during the 5:00 - 6:00 PM peak hour.



It is generally anticipated that construction worker-related traffic would be largely freeway oriented. Construction workers would likely arrive and depart via the on- and off-ramps serving the US-101 and I-5 Freeways. The most commonly used freeway ramps would be nearest the project site. The construction work force would likely be generated from all parts of the Los Angeles region and are, thereby are assumed to arrive from all directions. This general distribution (i.e., 80 percent on the freeways and 20 percent on local roadways) could potentially result in approximately 21 vehicles (25% x 47 outbound trips = 12 vehicle trips) at any one study intersection near the project site during the weekday commuter PM peak hour. This increase is not anticipated to result in any significant impacts based on the City's adopted significance criteria and comparisons to the traffic impact analysis associated with the proposed project upon completion and operation.

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the project site. These trucks may consist of trucks delivering equipment and/or construction materials to the project site. In addition, smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors are expected to be generated to and from the site. During the peak building construction phase for Sites 1 and 2, it is estimated that up to 40 vendor trucks per day (i.e., 40 inbound truck trips and 40 outbound truck trips) would be generated to and from the sites based on the provided modeling. To conservatively estimate the equivalent number of vehicles associated with the trucks, a PCE factor of 2.0 was utilized based on standard traffic engineering practice. Therefore, assuming 40 daily trucks per day, it is estimated that the trucks would generate approximately 160 daily truck PCE vehicle trips (i.e., 40 trucks x 2.0 PCE = 80 inbound truck PCE trips and 80 outbound truck PCE trips). It is also estimated that no more than 20 PCE vehicle trips (10 inbound PCE trips and 10 outbound PCE trips) would occur during each of the weekday AM and PM peak hours, assuming an eight hour construction workday. It is noted that the AM peak hour vendor trips during this phase are lower than that forecast trips under the Site 1 site preparation and grading/excavation phase, thus these vendor trips are not considered in the analysis.

Taken together, the construction worker vehicles and miscellaneous trucks during the peak phase of building construction overlap of Sites 1 and 2 are forecast to generate up to 67 weekday PM peak hour vehicle trips (i.e., 10 inbound trips and 57 outbound trips). Please also refer to *Table A* attached. Given that the proposed project upon operation is expected to generate 71 inbound and 179 outbound net new trips during the weekday PM peak hour, resulting in one significant traffic impact, it can be concluded based on a comparative review of trip generation and traffic impacts associated with the project and construction activities that no greater significant traffic impacts are anticipated to occur during this peak phase.



# **Cumulative Impacts During Concurrent Construction Activities**

As noted in the traffic impact study, there were 85 related projects in the vicinity of the proposed project. It is possible that the construction of some or all of these related projects could overlap with the Project's construction phase, thereby compounding construction traffic levels on the roadways near the project site and common to the related projects. Cumulative construction traffic effects could include decreased roadway and intersection capacity due to lane closures, re-routing of vehicle and bicycle traffic, sidewalk closures and pedestrian re-routing, shorter lines of sight, all of which impede the flow of traffic within the project site area.

Although the particular traffic effects described above are associated with construction activities and would be "temporary" in nature, due to the temporary nature of construction activities, the exact duration of cumulative construction activities is unknown at this time. As stated previously, the project's construction phase is estimated to occur over a total of ten years (i.e., from 2020 through 2030). It is possible that the construction schedules of identified related projects and potentially other related projects in the project site area that could come online within the project's construction phase and could ostensibly extend a cumulative construction traffic condition within the project site area for longer than ten years.

As discussed previously, the project's peak hour construction traffic generation would be much less than the project's peak hour operational traffic generation, and would not be expected to result in any significant intersection LOS impacts. In order to determine the potential cumulative construction traffic impacts at the study intersections, construction details such as the haul route, staging schedule, construction hours, number of construction workers, import and export information, etc., would be needed for every related project. The detailed construction information for all 85 related projects is not available at this time, and therefore, the quantification of the potential cumulative construction impacts at the study intersections cannot be determined. Thus, evaluating whether or not these impacts would be significant would involve speculation which CEQA does not require. The Project is required to prepare a Construction Staging and Traffic Management Plan (CSTMP) for City review and approval. Similar to the proposed Project, the related projects identified in the vicinity of the Project site would be required to prepare and implement a CSTMP to address any anticipated temporary lane closures or re-routing of vehicle and bicycle traffic, sidewalk closures or pedestrian re-routing. Because insufficient data is available to conclude whether the proposed Project would cause cumulative traffic construction impacts, such a determination would require speculation and cannot be made at this time.



## **Emergency Access During Concurrent Construction Activities**

The potential traffic impacts during project construction have been analyzed as summarized above. Having stated this, emergency vehicle access throughout the study area must be maintained during the concurrent construction activities associated with several development projects. It is important to note that as required by the State of California Vehicle Code (i.e., specifically Section 21806, Authorized Emergency Vehicles), "upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet in front of a vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

- (a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.
- (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.
- (b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.
- (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed."

During the concurrent construction of several development projects, including the proposed project, it is expected that emergency vehicles will continue to utilize the surrounding street system (i.e., particularly Vermont Avenue and Sunset Boulevard) even though some travel lanes along certain portions of some roadways may be temporarily used for construction staging and/or material delivery. If required, drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes to pass through crowded intersections or streets. Thus, the respect entitled to emergency vehicles and driver training allow emergency vehicles to negotiate typical

<sup>&</sup>lt;sup>1</sup> Source: State of California Department of Motor Vehicles website; <a href="https://www.dmv.ca.gov/portal/dmv">https://www.dmv.ca.gov/portal/dmv</a>; Amended Sec. 68, Ch. 1154, Stats 1996 Effective September 30, 1996.



street conditions in urban areas including areas near any temporary travel lane closure(s).

### **Construction Staging and Traffic Management Plan**

As a general contractor has not yet been selected, the exact extent of the construction work site boundary cannot be determined at this time. However, during certain portions of the construction schedule it is possible that the adjacent sidewalks along Vermont Avenue, Sunset Boulevard, and Edgemont Street may need to be temporarily closed. Should that be determined to be necessary, appropriate pedestrian detours will be required to be established along with the appropriate advance warning signage directing pedestrians to other available sidewalks and crosswalks/crossings. Should any such pedestrian detours or temporary travel lane closures be proposed, traffic control/management plans will be prepared for the required review and approval by LADOT.

A detailed CSTMP, including any street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The CSTMP would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The CSTMP would be based on the nature and timing of the specific construction activities for the project and would consider other projects under construction in the immediate vicinity of the project site. Accordingly, the CSTMP shall include, but not be limited to: the following features, as appropriate:

- Provide advanced notification to adjacent property owners and occupants, as
  well as nearby schools, of upcoming construction activities, including
  durations and daily hours of construction. Provide a posted sign on the project
  site with hotline information for adjacent property owners to call and address
  specific issues or activities that may potentially cause problems at on-and-offsite locations;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses;
- Coordinate with public transit agencies to provide advanced notifications of any temporary stop relocations and durations and follow all safety required procedures required by the concerned agency;
- Limit any potential roadway lane closure/s to off-peak travel periods, to the extent feasible;
- Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;
- To the extent feasible, store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of



equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with City-approved detour/traffic control plans;

- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the project site, traffic controls and detours, and proposed construction phasing plan for the project;
- Require the Applicant to keep all haul routes adjacent to the project site clean and free of debris including, but not limited to, gravel and dirt as a result of its operations;
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT;
- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed;
- Haul trucks entering or exiting public streets shall at all times yield to public traffic:
- Construction-related parking and staging of vehicles shall occur on-site to the
  extent possible, but may occur on nearby public parking lots, as approved by
  the City;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times;
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available/designated parking areas within and adjacent to the project site; and
- The CSTMP shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* as well as City of Los Angeles requirements.

Ultimately, although the project would result in less than significant traffic impacts during the construction period, implementation of the CSTMP would serve to reduce such impacts.



### **Haul Route Approval**

Approvals required by the City of Los Angeles for implementation of the proposed project include a Truck Haul Route program. Depending on the freeway utilized and the direction of travel, the following roadways could potentially be included as part of the haul route as for the transport of demolition, material export, and construction debris:

- <u>Loaded Truck Route</u>: North on Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to the Northbound I-5 Freeway, north on Northbound I-5 Freeway to yet to be determined receptor site/s (outside of City of Los Angeles limits).
- <u>Empty Truck Route</u>: South on the I-5 Freeway to Los Feliz Boulevard, west on Los Feliz Boulevard to Vermont Avenue, south on Vermont Avenue to the project site.

Please also refer to *Figure A* attached. The proposed haul routes would require review and approval by the City of Los Angeles.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

# Table A CONSTRUCTION PEAK HOUR TRIP GENERATION [1]

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
GENERATOR TYPE	DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
Workers [3]	186				0	47	47
Haul Truck Trips [4]	102	9	9	18			
PCE-Adjusted Haul Truck Trips [5]	255	23	23	46			
Miscellaneous Truck Trips [6] PCE-Adjusted Misc. Truck Trips [7]	40 80				5 10	5	10 20
, in course only []							
TOTAL PCE ADJUSTED TRIPS	521	23	23	46	10	57	67

- [1] Project construction information provided by Dudek and Kaiser Permanente representatives.
- [2] Trips are one-way traffic movements, entering or leaving. The peak construction traffic for the AM peak hour occurs during the Site Preparation and Grading Excavation (Site 1) activities while for the PM peak hour the peak construction traffic occurs during the Building Construction (Sites 1 and 2) activities.
- [3] A total of 93 workers is anticipated at the project site during the building construction phase for Phase I. Workers are expected to arrive before the 7:00 AM shift start time (outside of the AM peak hour). During the PM peak hour, it is assumed that fifty percent (50%) of the workers will depart the site, therefore a total of 47 outbound trips are anticipated to occur (93 workers x 50% = 47 outbound trips).
- [4] Peak hour and daily haul truck trips were derived based on the following: 71,260 cy/100 days = 712.6 cy per day/14 cy per truck/6 hours = 9 round-trip truck trips per hour. Daily Truck Trips = 71,260 cy/100 days = 712.6 cy per day/14 cy per truck = 51 round-trip truck trips per day
- [5] A passenger car equivalency (PCE) factor of 2.5 was employed for analysis purposes. This accounts for the assumption that a haul truck has the same overall effect on intersection traffic operations as 2.5 passenger cars.
- [6] A total of 40 miscellaneous trucks per day is anticipated during Phase I. Based on an eight-hour workday, a total 5 miscellaneous trucks per hour is anticipated.
- [7] A PCE factor of 2.0 was employed for analysis purposes. This accounts for the assumption that a miscellaneous truck has the same overall effect on intersection traffic operations as 2.0 passenger cars.



MAP SOURCE: RAND MCNALLY & COMPANY

OUTBC

OUTBOUND ROUTE



INBOUND ROUTE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE A PROPOSED HAUL ROUTE

KAISER PERMANENTE LAMC CAMPUS MASTER PLAN PROJECT

Kaiser LAMC - Construction Assumptions (Option B)

#### **Construction Schedule Assumed**

PhaseNum PhaseName	PhaseType	PhaseStartDate	PhaseEndDate	NumDaysWeek	NumDays	PhaseDescription
1 Demolition - Site 1	Demolition	2020/04/01	2020/06/30	Numbaysweek	5	65 Phase 1
2 Site Preparation - Site 1	Site Preparation	2020/07/01	2020/08/04		5	25 Phase 1
3 Grading - Site 1	Grading	2020/08/05	2020/11/17		5	75 Phase 1
4 Demolition - Site 2	Demolition	2020/10/01	2020/11/27		5	42 Phase 1
5 Building Construction - Site 1	Building Construction		2022/07/28			142 Phase 1
6 Site Preparation - Site 2	Site Preparation	2020/12/01	2020/12/04		5	4 Phase 1
7 Grading - Site 2	Grading	2020/12/05	2020/12/14		5	6 Phase 1
8 Building Construction - Site 2	Building Construction		2022/02/17			308 Phase 1
9 Paving - Site 2	Paving	2022/02/18	2022/03/10		5	15 Phase 1
10 Architectural Coating - Site 2	Architectural Coating		2022/03/31		5	15 Phase 1
11 Demolition - Site 3	Demolition	2022/07/01	2023/06/30			261 Phase 1
12 Paving - Site 1	Paving	2022/07/29	2022/08/30		5	23 Phase 1
13 Demolition - Site 4	Demolition	2022/08/01	2023/06/30			240 Phase 1
14 Architectural Coating - Site 1	Architectural Coating		2022/09/30		5	23 Phase 1
15 Demolition - Site 5	Demolition	2024/01/01	2024/07/30			152 Phase 2
16 Site Preparation - Site 5	Site Preparation	2024/08/01	2024/08/05		5	3 Phase 2
17 Grading - Site 5	Grading	2024/08/06	2024/08/14		5	7 Phase 2
18 Building Construction - Site 5	Building Construction		2025/11/14			327 Phase 2
19 Site Preparation - Site 4	Site Preparation	2025/01/01	2025/01/14		5	10 Phase 2
20 Grading - Site 4	Grading	2025/01/15	2025/02/10		5	19 Phase 2
21 Building Construction - Site 4	Building Construction		2027/10/05			591 Phase 2
22 Paving - Site 5	Paving	2025/11/15	2025/12/08		5	16 Phase 2
23 Architectural Coating - Site 5	Architectural Coating	2025/12/09	2025/12/30		5	16 Phase 2
24 Paving - Site 4	Paving	2027/10/06	2027/11/17		5	31 Phase 2
25 Architectural Coating - Site 4	Architectural Coating	2027/11/18	2027/12/30		5	31 Phase 2
26 Demolition - Site 6	Demolition	2028/01/01	2028/03/30		5	64 Phase 3
27 Site Preparation - Site 6	Site Preparation	2028/04/01	2028/04/05		5	3 Phase 3
28 Grading - Site 6	Grading	2028/04/06	2028/04/12		5	5 Phase 3
29 Building Construction - Site 6	Building Construction	2028/04/13	2029/03/27		5	249 Phase 3
30 Site Preparation - Site 3	Site Preparation	2029/01/01	2029/01/02		5	2 Phase 3
31 Grading - Site 3	Grading	2029/01/03	2029/01/08		5	4 Phase 3
32 Building Construction - Site 3	<b>Building Construction</b>	2029/01/09	2029/11/26		5	230 Phase 3
33 Paving - Site 6	Paving	2029/03/28	2029/04/12		5	12 Phase 3
34 Architectural Coating - Site 6	Architectural Coating	2029/04/13	2029/04/30		5	12 Phase 3
35 Paving - Site 3	Paving	2029/11/27	2029/12/12		5	12 Phase 3
36 Architectural Coating - Site 3	Architectural Coating	2029/12/13	2029/12/28		5	12 Phase 3

#### On-Road Vehicles

Temeles	Vendo	r Average					
	Worker Average Daily Daily (	J	k Total One-				
PhaseName	One-Way Trips Trips	•	per Phase Worke	rTrinl ength	VendorTripLength	HaulingTripLength Wor	kerVel VendorVel HaulingVehicleClass
Demolition - Site 1	13	0	96	14.7	6.9	20 LD	
Site Preparation - Site 1	8	0	2969	14.7	6.9	20 LD	_
Grading - Site 1	10	0	5938	14.7	6.9	20 LD	_
Demolition - Site 2	10	0	22	14.7	6.9	20 LD	_
Building Construction - Site 1	169	71	0	14.7	6.9	20 LD	<del>-</del>
Site Preparation - Site 2	5	0	48	14.7	6.9	20 LD	_
Grading - Site 2	13	0	48	14.7	6.9	20 LD	_
Building Construction - Site 2	17	9	0	14.7	6.9	20 LD	_
Paving - Site 2	18	0	0	14.7	6.9	20 LD	_
Architectural Coating - Site 2	3	0	0	14.7	6.9	20 LD	_
Demolition - Site 3	10	0	383	14.7	6.9	20 LD_I	_
Paving - Site 1	13	0	0	14.7	6.9	20 LD_I	_
Demolition - Site 4	13	0	548	14.7	6.9	20 LD	<del>-</del>
Architectural Coating - Site 1	34	0	0	14.7	6.9	20 LD	<del>-</del>
Demolition - Site 5	10	0	609	14.7	6.9	20 LD	_
Site Preparation - Site 5	5	0	439	14.7	6.9	20 LD	<del>-</del>
Grading - Site 5	13	0	878	14.7	6.9	20 LD	<del>-</del>
Building Construction - Site 5	98	38	0	14.7	6.9	20 LD	_
Site Preparation - Site 4	8	0	651	14.7	6.9	20 LD	_
Grading - Site 4	13	0	1303	14.7	6.9	20 LD_	_
Building Construction - Site 4	57	29	0	14.7	6.9	20 LD	<del>-</del>
Paving - Site 5	18	0	0	14.7	6.9	20 LD	_
Architectural Coating - Site 5	20	0	0	14.7	6.9	20 LD	<del>_</del>
Paving - Site 4	15	0	0	14.7	6.9	20 LD	_
Architectural Coating - Site 4	11	0	0	14.7	6.9	20 LD	_
Demolition - Site 6	10	0	25	14.7	6.9	20 LD	Mix HDT Mix HHDT
Site Preparation - Site 6	5	0	503	14.7	6.9	20 LD_	Mix HDT_Mix HHDT
Grading - Site 6	13	0	1005	14.7	6.9	20 LD_	Mix HDT_Mix HHDT
Building Construction - Site 6	51	20	0	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Site Preparation - Site 3	5	0	169	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Grading - Site 3	13	0	337	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Building Construction - Site 3	24	12	0	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Paving - Site 6	18	0	0	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Architectural Coating - Site 6	10	0	0	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Paving - Site 3	18	0	0	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT
Architectural Coating - Site 3	5	0	0	14.7	6.9	20 LD_I	Mix HDT_Mix HHDT

#### Demolition Assumptions (factored into traffic above)

PhaseName	DemolitionSizeMetric	DemolitionUnitAmount
Demolition - Site 1	Ton of Debris	966
Demolition - Site 2	Ton of Debris	225.6
Demolition - Site 3	Ton of Debris	3876
Demolition - Site 4	Building Square Footag	120557
Demolition - Site 5	Building Square Footag	133935
Demolition - Site 6	Ton of Debris	257.8

#### Material Import/Export (factored into traffic above)

PhaseName	MaterialImported	MaterialExported	GradingSizeMetric	ImportExportPhased	MeanVehicleSpeed	AcresOfGrading	MaterialM(N	aterialM <sub>(</sub> Ma	aterialSiltContent
Site Preparation - Site 1	(	2375	4 Cubic Yards	(	7.1	0.5	7.9	12	6.9
Grading - Site 1	(	4750	6 Cubic Yards	(	7.1	0.75	7.9	12	6.9
Site Preparation - Site 2	380	)	O Cubic Yards	(	7.1	0.5	7.9	12	6.9
Grading - Site 2	380	)	O Cubic Yards	(	7.1	0	7.9	12	6.9
Site Preparation - Site 5	(	3510	O Cubic Yards	(	7.1	0.5	7.9	12	6.9
Grading - Site 5	(	7020	O Cubic Yards	(	7.1	0	7.9	12	6.9
Site Preparation - Site 4	(	5210	O Cubic Yards	(	7.1	4.5	7.9	12	6.9
Grading - Site 4	(	10420	O Cubic Yards	(	7.1	3	7.9	12	6.9
Site Preparation - Site 6	(	4020	O Cubic Yards	(	7.1	0.5	7.9	12	6.9
Grading - Site 6	(	804	O Cubic Yards	(	7.1	0	7.9	12	6.9
Site Preparation - Site 3	1348	3	0 Cubic Yards	(	7.1	0.5	7.9	12	6.9
Grading - Site 3	2697	,	0 Cubic Yards	(	7.1	0	7.9	12	6.9

# **Kaiser Permanente LAMC**

# **Earthwork Quantities**

	Phase 1			Phase 2			Phase 3		
Description	Cut (CY)	Fill (CY)	Area (ac)	Cut (CY)	Fill (CY)	Area (ac)	Cut (CY)	Fill (CY)	Area (ac)
1345 N Vermont	71260	0	1.064						
4760 Sunset	0	760	0.308						
1517 Vermont				10530	0	0.554			
1526 Edgemont				15630	0	0.699			
1505 Sunset							0	4045	0.518
4950 Sunset							12060	0	0.311



# L-4 Revised VMT Analysis Memorandum

#### **M**EMORANDUM

To:	Wes Pringle	Date:	January 21, 2020		
	City of Los Angeles Department of		•		
	Transportation, Metro Development Review				
From:	Clare M. Look-Jaeger, P.E. Charger Francesca S. Bravo	LLG Ref:	1-14-4081-5		
	Francesca S. Bravo				
	Linscott, Law & Greenspan, Engineers				
0.1.	Kaiser Permanente Los Angeles Medical Center (LAMC) Project –				
Subject:	VMT Analysis		. •		

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the voluntary supplemental review conducted for the proposed Kaiser Permanente Los Angeles Medical Center project (proposed project). As you are aware, LLG Engineers previously prepared the transportation impact study dated August 8, 2018 for the proposed project. That study was reviewed and accepted by the Los Angeles Department of Transportation (LADOT) as evidenced by the issuance of their interdepartmental clearance letter dated December 19, 2018. This supplemental Vehicle Miles Traveled (VMT) analysis is voluntary since at the time the City Council adopted the new VMT based thresholds (i.e., on July 30, 2019), the project had both a signed Memorandum of Understanding (MOU) with DOT and the project application had also been submitted to the City. Therefore, this analysis employs the current version of DOT's VMT calculator and the results are for informational purposes.

The Los Angeles Department of City Planning (LADCP) and Department of Transportation (LADOT) updated the Transportation Section of the City's California Environmental Quality Act (CEQA) Thresholds Guide to comply with and implement Senate Bill 743. On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA will shift from driver delay, or level of service (LOS), to reduction of vehicle miles traveled, reduction in greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEOA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEOA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to estimate projectspecific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the proposed City of Los Angeles Transportation Assessment Guidelines. 1



#### **Engineers & Planners**

Traffic Transportation Parking

# Linscott, Law & Greenspan, Engineers

600 S. Lake Avenue Suite 500 Pasadena, CA 91106

**626.796.2322** T 626.792.0941 F www.llgengineers.com

Pasadena Irvine San Diego Woodland Hills

<sup>&</sup>lt;sup>1</sup> City of Los Angeles *Transportation Assessment Guidelines*, Chapter 2, CEQA Analysis of Transportation Impacts, July 2019.

Wes Pringle January 21, 2020 Page 2



This voluntary VMT analysis has been conducted to identify and evaluate the potential impacts of the proposed project based on the VMT methodology set forth in the City's *Transportation Assessment Guidelines*. As stated above, the VMT analysis is voluntary since the project application was filed and the MOU with DOT was executed prior to adoption of the new guidelines, and thus do not apply to the proposed project.

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The proposed project, which includes hospital and medical office uses, would have a potential impact if it meets the following:

• "For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the Area Planning Commission (APC) area in which the project is located."

The project's estimated work VMT is compared to the average work VMT per employee for the corresponding APC. Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City of Los Angeles significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in *Table A*. As the project is located in the Central APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 7.6 daily work VMT per employee.

Based on the City's VMT Calculator, the estimated work VMT for the Kaiser Permanente Los Angeles Medical Center project is 7.4 work VMT per employee. The following Transportation Demand Management (TDM) strategies have been included as project design features as the project must comply with the City's existing Transportation Demand Management and Trip Reduction Measures Ordinance (i.e., Ordinance No. 168700) in the estimation of the project's VMT:

- Education & Encouragement: Promotions and Marketing (TDM Strategy C)
- Bicycle Infrastructure (TDM Strategy F):
  - o Include Bike Parking Per LAMC
  - Include Secure Bike Parking and Showers
- Neighborhood Enhancement: Pedestrian Network Improvements (TDM Strategy G)

Wes Pringle January 21, 2020 Page 3



Based on the City's threshold criteria provided in *Table A*, the proposed Kaiser Permanente Los Angeles Medical Center project is not forecast to result in a significant work VMT per employee impact. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

Table A
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

	15 PERCENT (15%) BEI	LOW APC CRITERIA [2]
AREA PLANNING COMMISSION	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

<sup>[1]</sup> Source: City of Los Angeles Draft Transportation Assessment Guidelines, July 2019.

#### CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



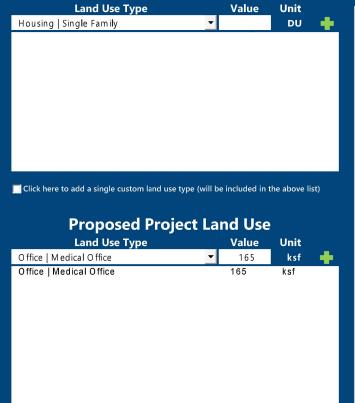
# Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

**Existing Land Use** 

# Project Information Project: Kaiser Permanente LAMC Master Plan Scenario: Address: 4867 W SUNSET BLVD, 90027 OVERTICAL SUPPLY OF THE PROJECT OF THE PRO

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 fixedguideway transit station?





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

#### **Project Screening Summary**

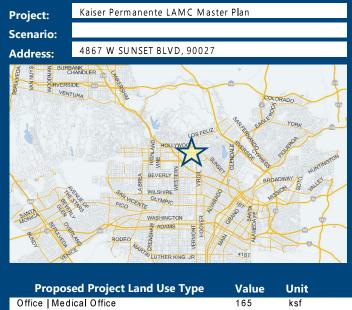
Existing Land Use	Propos Proje			
<b>0</b> Daily Vehicle Trips	<b>6</b> e Trips			
<b>0</b> Daily VMT	25,1-			
Tier 1 Scree	ning Criteria			
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.				
Tier 2 Scree	ning Criteria			
The net increase in daily tri	ps < 250 trips	3,856 Net Daily Trips		
The net increase in daily VMT ≤ 0 25,749 Net Daily VM				
The proposed project consists of only retail 0.000 land uses ≤ 50,000 square feet total. ksf				
The proposed project	is required to particular in the particular is in the particular i	perform		



# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.2**



# **Project Information**



# **TDM Strategies**

Max Home Based TDM Max Work Based TDM		Proposed Project No No	With Mitigation No No
A	Parki	ng	
В	Tran	sit	
<b>G</b> Edu	ıcation & En	couragement	
D Co	ommute Trip	Reductions	
<b>:</b>	Shared M	lobility	
<b>3</b>	Bicycle Infra	structure	
Implement/Improve On-street Bicycle Facility  Proposed Prj Mitigation	Select Proposed	Prj or Mitigation to inclu	ude this strategy
Include Bike Parking Per LAMC  Proposed Prj Mitigation	Select Proposed	Prj or Mitigation to inclu	ude this strategy
Include Secure Bike Parking and Showers  Proposed Prj Mitigation	Select Proposed	Prj or Mitigation to incl	ude this strategy

# **Analysis Results**

Proposed Project	With Mitigation
3,583	3,583
Daily Vehicle Trips	Daily Vehicle Trips
23.923	23.923
Daily VMT	Daily VMT
0.0	0.0
Houseshold VMT	Houseshold VMT per Capita
per Capita	per Capita
7.4	7.4
Work VMT per Employee	Work VMT per Employee
Significant \	/MT Impact?
Household: No	Household: No
Threshold = 6.0 15% Below APC	Threshold = 6.0 15% Below APC
Work: No	Work: No
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



**Report 1: Project & Analysis Overview** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



	Project Informa	ition	
Land	l Use Type	Value	Units
	Single Family	0	DU
	Multi Family	0	DU
Housing	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	DU
Affordable Housing	Senior	0	DU
Affordable Housing	Special Needs	0	DU
	Permanent Supportive	0	DU
	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
Dotoil	High-Turnover Sit-Down	2 222	ksf
Retail	Restaurant	0.000	
	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	0.000	ksf
Office	Medical Office	165.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
School	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

**Report 1: Project & Analysis Overview** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



	Analysis Res	sults	
	Total Employees:	495	
	Total Population:	0	
Propos	sed Project	With M	itigation
3,583	Daily Vehicle Trips	3,583	Daily Vehicle Trips
23,923	Daily VMT	23,923	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.4	Work VMT per Employee	7.4	Work VMT per Employee
	Significant VMT	Impact?	
	APC: Centr	al	
	Impact Threshold: 15% Belo	ow APC Average	
	Household = $6$	5.0	
	Work = 7.6		
Propos	sed 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

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:

Project Address: 4867 W SUNSET BLVD, 90027



TDM Strategy Inputs						
Strategy Type Description Proposed Project Mitigations						
	Daduca naukina awak	City code parking provision (spaces)	0	0		
Parking  Parking  Parking cash-out  Price workplace parking	Reduce parking supply	Actual parking provision (spaces)	0	0		
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0		
	Parking cash-out	Employees eligible (%)	0%	0%		
		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)

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
		Reduction in headways (increase in frequency) (%)	0%	0%
Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%	
		Lines within project site improved (<50%, >=50%)	0	0
Transit	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	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 (%)	100%	100%

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



Strate	gy Type	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
neddelono	Employer sponsored vanpool or shuttle	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

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



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

Report 3: TDM Outputs

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



				TDIV	i Adjustm	ents by T	rip Purpo	se & Stra	tegy					
						Place type	: Urban							
			ased Work		ased Work		ased Other		ased Other	Non-Home	Based Other	Non-Home	Based Other	
			duction		action		luction		action		luction		raction	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	0%		0%	0%	0%		0%	0%	0%		0%		
	Unbundle parking	0%		0%		0%		0%		0%		0%		TDM Strate
Parking	Parking cash-out	0%		0%	0%	0%		0%	0%	0%		0%		Appendix, Pa
Ü	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	sections 1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7DM Strategy Appendix, Transis sections 1 - 3
Transit	Implement neighborhood shuttle	0%		0%	0%	0%		0%	0%	0%		0%		
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	TDM Strat Appendi Education
ncouragement	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	Encourager sections 1
	Required commute trip reduction program	0%		0%	0%	0%		0%	0%	0%		0%		
ommute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%		0%	0%	0%		0%	0%	0%		0%		
	Ride-share program	0%	0%	0%	0%	0%		0%	0%	0%		0%	0%	
	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 Strat
nared Mobility	Bike share	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Appendix, S
Shared Widdinty	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%	Mobility sec 1 - 3

**Report 3: TDM Outputs** 

2.0%

2.0%

2.0%

2.0%

2.0%

**Bicycle** 

Infrastructure

Neighborhood

**Enhancement** 

parking and showers

Pedestrian network

improvements

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

**Project Scenario:** 

Project Address: 4867 W SUNSET BLVD, 90027



TDM Strategy Appendix,

Neighborhood

Enhancement

sections 1 - 2

#### TDM Adjustments by Trip Purpose & Strategy, Cont. Place type: Urban Home Based Work Home Based Work Home Based Other Home Based Other Non-Home Based Other Non-Home Based Other Production Production Attraction Attraction Production Attraction Source Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated TDM Strategy Appendix, Bicycle Include Bike parking 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% per LAMC Infrastructure sections 1 - 3 Include secure bike 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6% 0.6%

2.0%

2.0%

2.0%

2.0%

2.0%

2.0%

Final Combined & Maximum TDM Effect												
	Home Bas Produ			sed Work action	Home Bas Produ		Home Bas Attra		Non-Home I Produ	Based Other uction	Non-Home I Attra	Based Other ection
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	3%
MAX. TDM EFFECT	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%

2.0%

= Minimum (X%, 1-[(1-A)*(1-B)])								
where X%=								
PLACE	urban	75%						
TYPE	compact infill	40%						
MAX:	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.

**Report 4: MXD Methodology** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan



Project Address: 4867 W SUNSET BLVD, 90027



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	8.3	0	0			
Home Based Other Production	0	0.0%	0	4.8		0			
Non-Home Based Other Production	1,085	-15.6%	916	7.6	8,246	6,962			
Home-Based Work Attraction	718	-34.5%	470	8.4	6,031	3,948			
Home-Based Other Attraction	3,074	-49.4%	1,554	5.6	17,214	8,702			
Non-Home Based Other Attraction	1,085	-15.6%	916	6.7	7,270	6,137			

MXD Methodology with TDM Measures									
		Proposed Project Project with Mitigation Measures							
	TDM Adjustment	Mitigated Trips	Mitigated VMT						
Home Based Work Production	-7.1%			-7.1%					
Home Based Other Production	-7.1%			-7.1%					
Non-Home Based Other Production	-7.1%	851	6,468	-7.1%	851	6,468			
Home-Based Work Attraction	-7.1%	437	3,668	-7.1%	437	3,668			
Home-Based Other Attraction	-7.1%	1,444	8,085	-7.1%	1,444	8,085			
Non-Home Based Other Attraction	-7.1%	851	5,702	-7.1%	851	5,702			

MXD VMT Methodology Per Capita & Per Employee									
	Total Population: 0								
	Total Employees: 495								
	APC: Central								
	Proposed Project	Project with Mitigation Measures							
Total Home Based Production VMT	0	0							
Total Home Based Work Attraction VMT	3,668	3,668							
Total Home Based VMT Per Capita	0.0	0.0							
Total Work Based VMT Per Employee	7.4	7.4							

# L-5 LADOT Approval Letter for VMT Analysis

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

#### **CITY OF LOS ANGELES**

#### INTER-DEPARTMENTAL CORRESPONDENCE

4760 W Sunset Bl DOT Case No. CEN17-45917

Date:

April 16, 2020

To:

Milena Zasadzien, Senior City Planner

Department of City Planning

From:

Wes Pringle, Transportation Engineer

Department of Transportation

Subject:

UPDATED TRANSPORTATION IMPACT VMT ANALYSIS FOR THE PROPOSED KAISER

PERMANENTE LOS ANGELES MEDICAL CENTER LOCATED AT 4760 WEST SUNSET

BOULEVARD (CPC-2017-846-SP)

On December 19, 2018, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed Kaiser Permanente Los Angeles Medical Center located at 4760 West Sunset Boulevard. The medical center was subject to a transportation analysis, prepared by Linscott, Law & Greenspan, Engineers, dated August 8, 2018, in which the study included the detailed analysis of 24 signalized intersections and determined that under the previous traffic impact criteria, one of these study intersections would be significantly impacted by project-related traffic prior to mitigation. The previous transportation analysis concluded by identifying the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level, but the impacts at the intersection remained significant and unavoidable. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the 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 on February 20, 2020 in addition to the analysis submitted in August 8, 2018. Therefore, please replace the previous December 19, 2018 DOT assessment, in its entirety, with this report.

DOT has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated February 20, 2020, for the Kaiser Permanente Los Angeles Medical Center located at 4760 West Sunset Boulevard. In compliance with SB 743 and CEQA, a VMT analysis is required to identify the project's ability to promote the reductions 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. <u>Project Description</u>

The proposed Kaiser Permanente Project will develop a 460-bed hospital, 814,888 square feet of medical office building, and 2,300 square feet of retail space. Currently, the Los Angeles Medical

Center campus features a 460-bed hospital and 635,200 square feet of medical office. The projected will be constructed in three phases as follows:

Land Use	Phase 1 (2020	Phase 2 (2024	Phase 3 (2028	Total Buildout
	to 2024)	to 2028)	to 2030)	
Hospital	460 beds	N/A	N/A	460 beds
Medical Office	615,287 square	158,101 square	41,500 square	814,888 square
	feet	feet	feet	feet
Retail	N/A	2,300 square	N/A	2,300 square
		feet		feet

Vehicular access to the project site will be provided via driveways along Alexandria Avenue, Edgemont Street, L. Ron Hubbard Way, New Hampshire Avenue, Vermont Avenue, Barnsdall Avenue, and Sunset Boulevard. The traffic study did not disclose the number or vehicular and bicycle parking spots that the project will be providing. No major changes to the Los Angeles Medical Center campus existing access driveways are planned as part of the project. The project is expected to be completed by 2030.

#### B. <u>CEQA Screening Threshold</u>

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, 9<sup>th</sup> 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 <u>does</u> exceed the net 250 daily vehicle trips threshold. However, because the Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not technically subjected to the new Transportation Assessment Guidelines. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

#### C. <u>Transportation Impacts</u>

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 Linscott, Law & Greenspan, Engineers, the VMT projections for the proposed project are 0 for the Household VMT per capita and 7.4 for the Work VMT per employee. Therefore, it is concluded that implementation of the Project would result with no significant impacts in Household or Work VMT. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

#### D. <u>Safety, Access, and Circulation</u>

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 several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table for Phases 1 – 3 that summarizes these potential deficiencies are provided as **Attachment C** to this report.

#### **PROJECT REQUIREMENTS**

#### A. Corrective Measures (Non-CEQA Analysis)

In the previous traffic study report prepared by Linscott, Law, and Greenspan dated December 19, 2018, 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. <u>Transportation Demand Management (TDM) Program</u>

DOT recommends that the project prepare and submit a TDM program to DOT for a review <u>prior</u> to the issuance of the first building permit for this project with a final TDM program to be approved by DOT <u>prior</u> to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;

- A Covenant and Agreement to ensure that the TDM program will be maintained;
- Make a one-time financial contribution of \$50,000 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;
- Make a one-time fixed-fee financial contribution of \$50,000 to the City's Bicycle Plan Trust
  Fund to implement bicycle improvements in the general Downtown Los Angeles area of the
  Project.

#### 2. <u>Transportation Systems Management (TSM) Improvements</u>

The project would contribute up to **\$101,000** 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 Section has identified the need of system upgrades at the following intersections: Fountain Avenue and Normandie Avenue, Edgemont Street and Sunset Boulevard, Alexandria Avenue and Fountain Avenue, and Fountain Avenue and Edgemont Street. The system upgrades may include the necessary mounting poles, fiber optics, electrical connections, hardware, advance loops, and conduit installations. These upgrades would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the Hollywood area. Collectively, these TSM improvements 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 these CCTV installations will be made by DOT prior to the issuance of the first building permit. These installations 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 **\$101,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$101,000** to DOT, and DOT shall design and construct the upgrades.

If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed <u>prior</u> to the issuance of any building permit and completed <u>prior</u> 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.

#### B. <u>Implementation of Improvements and Mitigation Measures</u>

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, <u>prior</u> to the issuance of any building permit and completed <u>prior</u> 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 signal 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. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

#### 1. Parking Requirements

The traffic study did not disclose the number of vehicular and bicycle parking spots that the project will be providing the applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

#### 2. <u>Highway Dedication and Street Improvements</u>

Per the Mobility Element of the General Plan, Alexandria Avenue, Kenmore Avenue, New Hampshire Avenue, L Ron Hubbard Way, and Barnsdall Avenue have all been designated as Local Street Standard, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. Edgemont Street has been designated as Collector, which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. Vermont Avenue and Sunset Boulevard have both been designated as Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

#### 3. Project Access and Circulation

The study indicated only minor changes may occur at some of the existing driveways, but overall the project will mostly maintain the existing access driveways to the Los Angeles Medical Center Kaiser Permanente site. The proposed site plan illustrated in Attachment A is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, 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. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section <u>ladot.planprocessing@lacity.org</u> for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

#### 4. Worksite Traffic Control Requirements

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 <a href="http://ladot.lacity.org/what-we-do/plan-review">http://ladot.lacity.org/what-we-do/plan-review</a> 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.

#### 5. <u>Development Review Fees</u>

Section 19.15 of the Los Angeles Municipal Code 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 Kevin Arucan of my staff (213) 972-4970.

**Attachments** 

J:\Letters\2020\CEN17-45917\_4760 Sunset BI\_Kaiser\_vmt Itr.docx

c: Craig Bullock, Council District No. 13
Bhuvan Bajaj Hollywood-Wilshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Francesca Bravo, Linscott Law & Greenspan, Engineers

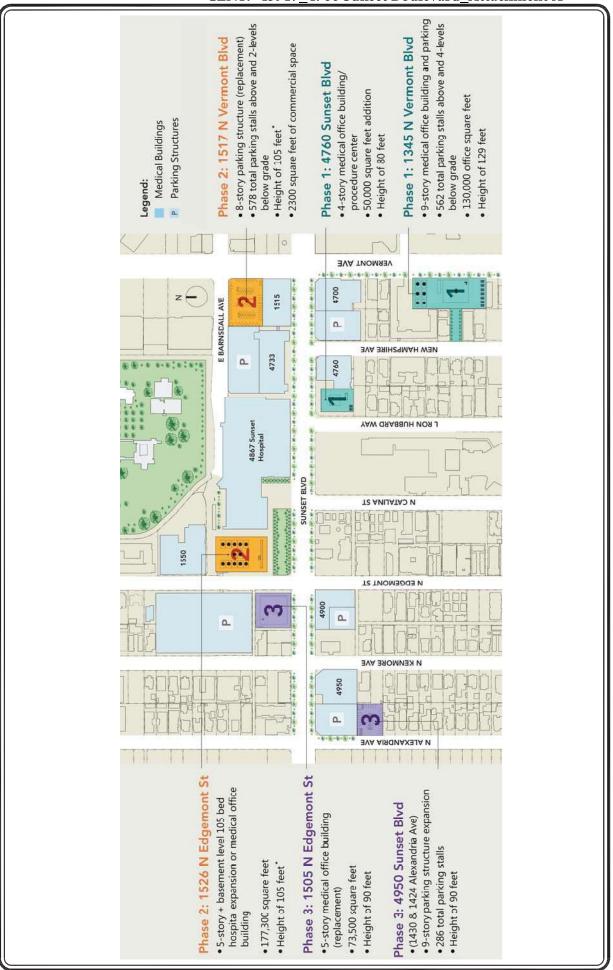


FIGURE 2-3 KAISER PERMANENTE LAMC CAMPUS SITE PLAN KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

MAP SOURCE: PERKINS + WILL ARCHITECTS

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

### CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

**Existing Land Use** 

# Project Information Project: Kaiser Permanente LAMC Master Plan Scenario: Address: 4867 W SUNSET BLVD, 90027 OCCURADO POLITICAL BURBANK POLITICAL BEVERIT BURBANK BEVERIT BURBANK BURBANK POLITICAL BEVERIT BURBANK BURBANK

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 fixedguideway transit station?

• Yes	No
-------	----

# Land Use Type Value Unit Housing | Single Family DU

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

### **Proposed Project Land Use**

Value

Unit

Land Use Type

₹	165	ksf	•
	165	ksf	
	•	_	

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

#### **Project Screening Summary**

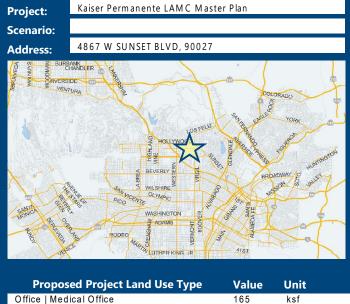
Existing Land Use	sed ct				
<b>O</b> Daily Vehicle Trips	<b>3,856</b> Daily Vehicle Trips				
<b>0</b> Daily VMT	<b>25,749</b> Daily VMT				
Tier 1 Scree	ning Criteria				
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.					
Tier 2 Scree	ning Criteria				
The net increase in daily tri	ps < 250 trips	3,856 Net Daily Trips			
The net increase in daily VM	<b>/</b> IT ≤ 0	25,749 Net Daily VMT			
The proposed project consists of only retail 0.000 land uses ≤ 50,000 square feet total. ksf					
The proposed project is required to perform VMT analysis.					



# **CITY OF LOS ANGELES VMT CALCULATOR Version 1.2**



# **Project Information**



# **TDM Strategies**

Max Home Based TDM Max Work Based TDM		Proposed Project No No	With Mitigation No No
A	Parki	ng	
В	Tran	sit	
<b>G</b> Edu	ıcation & En	couragement	
D Co	mmute Trip	Reductions	
<b>E</b>	Shared M	lobility	
<b>3</b>	Bicycle Infra	structure	
Implement/Improve On-street Bicycle Facility Proposed Prj Mitigation	Select Proposed	Prj or Mitigation to inclu	ude this strategy
Include Bike Parking Per LAMC  Proposed Prj Mitigation	Select Proposed	Prj or Mitigation to inclu	ude this strategy
Include Secure Bike Parking and Showers  Proposed Prj Mitigation	Select Proposed	Prj or Mitigation to incl	ude this strategy

# **Analysis Results**

Proposed Project	With Mitigation
3.583	3,583
Daily Vehicle Trips	Daily Vehicle Trips
23,923	23,923
Daily VMT	Daily VMT
0.0	0.0
Houseshold VMT	Houseshold VMT
per Capita	per Capita
7.4	7.4
Work VMT	Work VMT
per Employee	per Employee
Significant \	/MT Impact?
Household: No	Household: No
Threshold = 6.0	Threshold = 6.0
15% Below APC	15% Below APC
Work: No	Work: No
Work: No	
Threshold = 7.6	Threshold = 7.6



**Report 1: Project & Analysis Overview** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



	Project Informa	ition			
Land Use Type Value Units					
	Single Family	0	DU		
	Multi Family	0	DU		
Housing	Townhouse	0	DU		
	Hotel	0	Rooms		
	Motel	0	Rooms		
	Family	0	DU		
Affordable Housing	Senior	0	DU		
Affordable Housing	Special Needs	0	DU		
	Permanent Supportive	0	DU		
	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		
Retail	High-Turnover Sit-Down	0.000	ksf		
Retuii	Restaurant	0.000			
	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	0.000	ksf		
Office	Medical Office	165.000	ksf		
	Light Industrial	0.000	ksf		
Industrial	Manufacturing	0.000	ksf		
	Warehousing/Self-Storage	0.000	ksf		
	University	0	Students		
	High School	0	Students		
School	Middle School	0	Students		
	Elementary	0	Students		
	Private School (K-12)	0	Students		
Other		0	Trips		

**Report 1: Project & Analysis Overview** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



	Analysis Res	sults			
	Total Employees:	495			
	Total Population:	0			
Propos	Proposed Project With Mitigation				
3,583	Daily Vehicle Trips	3,583	Daily Vehicle Trips		
23,923	Daily VMT	23,923	Daily VMT		
0	Household VMT		Household VMT per		
	per Capita		Capita		
7.4	Work VMT	7.4	Work VMT per		
	per Employee		Employee		
	Significant VMT	Impact?			
	APC: Centr	al			
	Impact Threshold: 15% Below APC Average				
	Household = 6.0				
	Work = 7.6				
Propos	Proposed Project		itigation		
VMT Threshold	Impact	VMT Threshold	Impact		
Household > 6.0	No	Household > 6.0	No		
Work > 7.6	No	Work > 7.6	No		

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:

Project Address: 4867 W SUNSET BLVD, 90027



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

(cont. on following page)

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



Strategy Type Description Proposed Project Mitigation				
		Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
Transit	Implement	Degree of implementation (low, medium, high)	0	0
	neighborhood shuttle	Employees and residents eligible (%)	0%	0%
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	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 (%)	100%	100%

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



Strate	gy Туре	Description	<b>Proposed Project</b>	Mitigations
Required commute trip reduction program	Employees participating (%)	0%	0%	
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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

**Report 2: TDM Inputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:



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

**Report 3: TDM Outputs** 

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:

Project Address: 4867 W SUNSET BLVD, 90027



#### **TDM Adjustments by Trip Purpose & Strategy** Place type: Urban Home Based Other Home Based Work Home Based Work Home Based Other Non-Home Based Other Non-Home Based Other Production Attraction Production Attraction Production Attraction Source Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated TDM Strategy Appendix, Parking **Parking** sections 1-5 TDM Strategy **Transit** Appendix, Transit sections 1 - 3 **TDM Strategy** Appendix, **Education &** Education & **Encouragement** Promotions and Encouragement 4% 4% 4% 4% 4% 4% 4% 4% 4% 4% 4% marketing sections 1 - 2 TDM Strategy Appendix, **Commute Trip** Commute Trip Reductions Reductions sections 1 - 4 TDM Strategy Appendix, Shared **Shared Mobility** Mobility sections 1 - 3

## **CITY OF LOS ANGELES VMT CALCULATOR**

Report 3: TDM Outputs

Date: December 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan

Project Scenario:

Project Address: 4867 W SUNSET BLVD, 90027



### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

						Place type	: Urban							
			ased Work duction		ased Work action		ased Other luction		ased Other action		Based Other		Based Other	Source
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Source	
	Implement/ Improve on-street bicycle facility	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
Bicycle Infrastructure	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Appendix, Bicycle Infrastructure
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	sections 1 - 3
Neighborhood	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,
Enhancement	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	Neighborhood Enhancement sections 1 - 2

	Final Combined & Maximum TDM Effect														
	Home Bas Produ			sed Work action	Home Ba Produ		Home Bas Attra		Non-Home I Produ	Based Other Iction	Non-Home Based Othe Attraction				
	Proposed Mitigated		Proposed Mitigated		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated			
COMBINED TOTAL	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	3%			
MAX. TDM EFFECT	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%			

= 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 6, 2019

Project Name: Kaiser Permanente LAMC Master Plan



Project Address: 4867 W SUNSET BLVD, 90027



Version 1.2

	MXD M	ethodology - Pr	oject Without T	TDM											
	Unadjusted Trips MXD Adjustment MXD Trips Average Trip Length Unadjusted VMT MXD VMT														
ome Based Work Production 0 0.0% 0 8.3 0 0															
ome Based Other Production 0 0.0% 0 4.8 0 0															
Non-Home Based Other Production	1,085	-15.6%	916	7.6	8,246	6,962									
Home-Based Work Attraction	718	-34.5%	470	8.4	6,031	3,948									
Home-Based Other Attraction	3,074	-49.4%	1,554	5.6	17,214	8,702									
Non-Home Based Other Attraction	1,085	-15.6%	916	6.7	7,270	6,137									

	MXD Methodology with TDM Measures														
		Proposed Project		Project	with Mitigation M	easures									
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT									
Home Based Work Production	-7.1%			-7.1%											
Home Based Other Production	-7.1%			-7.1%											
Non-Home Based Other Production	-7.1%	851	6,468	-7.1%	851	6,468									
Home-Based Work Attraction	-7.1%	437	3,668	-7.1%	437	3,668									
Home-Based Other Attraction	-7.1%	1,444	8,085	-7.1%	1,444	8,085									
Non-Home Based Other Attraction	-7.1%	851	5,702	-7.1%	851	5,702									

MXD VMT Methodology Per Capita & Per Employee													
Total Population: 0													
	Total Employees:	495											
	APC:	Central											
	Proposed Project	Project with Mitigation Measures											
Total Home Based Production VMT	0	0											
Total Home Based Work Attraction VMT	3,668	3,668											
Total Home Based VMT Per Capita	0.0	0.0											
Total Work Based VMT Per Employee	7.4	7.4											

# Table 9-1 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]			[2]			[3	1			[4]				[5]		
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	ING LOS	EXISTING PH-1 PR V/C		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PH-1 PR V/C	E W/O	YEAR FUTURI PH-1 PR V/C	E WITH	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR W/ PRO MITIGA V/C	JECT	CHANGE V/C [(5)-(3)]	MITIGATED	
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.449 0.486	A A	0.001 0.001	No No	0.571 0.659	A B	0.571 0.660	A B	0.000 0.001	No No	0.571 0.660	A B	0.000 0.001		
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.595 0.639	A B	0.004 0.001	No No	0.717 0.835	C D	0.720 0.836	C D	0.003 0.001	No No	0.720 0.836	C D	0.003 0.001		
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.524 0.611	A B	0.003 0.000	No No	0.629 0.763	B C	0.632 0.762	B C	0.003 -0.001	No No	0.632 0.762	B C	0.003 -0.001		
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.573 0.531	A A	-0.016 -0.022	No No	0.710 0.714	C C	0.693 0.697	B B	-0.017 -0.017	No No	0.693 0.697	B B	-0.017 -0.017		
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.641 0.803	B D	-0.006 -0.022	No No	0.750 1.003	C F	0.744 0.981	C E	-0.006 -0.022	No No	0.744 0.981	C E	-0.006 -0.022		
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.684 0.742	B C	-0.001 -0.025	No No	0.843 0.992	D E	0.841 0.967	D E	-0.002 -0.025	No No	0.841 0.967	D E	-0.002 -0.025		
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.643 0.705	B C	0.018 0.016	No No	0.697 0.788	B C	0.715 0.804	C D	0.018 0.016	No No	0.715 0.804	C D	0.018 0.016		
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.531 0.497	A A	0.014 -0.016	No No	0.607 0.645	B B	0.617 0.614	B B	0.010 -0.031	No No	0.617 0.614	B B	0.010 -0.031		
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.467 0.341	A A	0.026 -0.074	No No	0.549 0.520	A A	0.575 0.445	A A	0.026 -0.075	No No	0.575 0.445	A A	0.026 -0.075		
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.501 0.527	A A	-0.019 -0.022	No No	0.604 0.687	B B	0.585 0.665	A B	-0.019 -0.022	No No	0.585 0.665	A B	-0.019 -0.022		

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

# Table 9-1 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1		[2]				[3	1			[4]				[5]	
		PEAK	EXIST		EXISTING PH-1 PR	OJECT	CHANGE V/C	CONDITION	YEAR FUTUR PH-1 PR	E W/O OJECT	YEAR FUTURI PH-1 PR	E WITH OJECT	CHANGE V/C	CONDITION	YEAR W/ PRO MITIG	JECT ATION	CHANGE V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
11	Edgemont Street/ Santa Monica Boulevard	AM PM	0.361 0.609	A B	0.357 0.583	A A	-0.004 -0.026	No No	0.475 0.753	A C	0.470 0.727	A C	-0.005 -0.026	No No	0.470 0.727	A C	-0.005 -0.026	
12	Vermont Avenue/ Franklin Avenue	AM PM	0.663 0.679	B B	0.667 0.667	B B	0.004 -0.012	No No	0.740 0.789	C C	0.745 0.777	C C	0.005 -0.012	No No	0.745 0.777	C C	0.005 -0.012	
13	Vermont Avenue/ Hollywood Boulevard	AM PM	0.539 0.574	A A	0.555 0.613	A B	0.016 0.039	No No	0.621 0.704	B C	0.638 0.742	B C	0.017 0.038	No No	0.638 0.742	B C	0.017 0.038	
14	Vermont Avenue/ Sunset Boulevard	AM PM	0.660 0.784	B C	0.639 0.783	B C	-0.021 -0.001	No No	0.781 0.958	C E	0.760 0.955	C E	-0.021 -0.003	No No	0.760 0.955	C E	-0.021 -0.003	
15	Vermont Avenue/ Fountain Avenue	AM PM	0.703 0.668	C B	0.708 0.676	C B	0.005 0.008	No No	0.803 0.831	D D	0.809 0.838	D D	0.006 0.007	No No	0.809 0.838	D D	0.006 0.007	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	B B	0.686 0.600	B A	0.003 -0.002	No No	0.832 0.866	D D	0.834 0.868	D D	0.002 0.002	No No	0.834 0.868	D D	0.002 0.002	
17	Vermont Avenue/ Melrose Avenue	AM PM	0.439 0.577	A A	0.438 0.575	A A	-0.001 -0.002	No No	0.505 0.657	A B	0.505 0.654	A B	0.000 -0.003	No No	0.505 0.654	A B	0.000 -0.003	
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	AM PM	0.598 0.474	A A	0.597 0.473	A A	-0.001 -0.001	No No	0.651 0.521	B A	0.651 0.520	B A	0.000 -0.001	No No	0.651 0.520	B A	0.000 -0.001	
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	AM PM	0.479 0.481	A A	0.478 0.479	A A	-0.001 -0.002	No No	0.525 0.532	A A	0.524 0.530	A A	-0.001 -0.002	No No	0.524 0.530	A A	-0.001 -0.002	
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	AM PM	0.290 0.317	A A	0.290 0.317	A A	0.000 0.000	No No	0.315 0.345	A A	0.315 0.345	A A	0.000 0.000	No No	0.315 0.345	A A	0.000 0.000	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

# Table 9-1 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]			[2]		[3	]			[4]				[5]	
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	TING LOS	EXISTING WITH PH-1 PROJECT V/C LOS		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PH-1 PR V/C	E W/O	FUTURE	PH-1 PROJECT		ADVERSE QUEUING CONDITION [a]	YEAR 2024 W/ PROJECT MITIGATION V/C LOS		CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.566 0.607	A B	-0.001 -0.001	No No	0.616 0.668	ВВ	0.616 0.666	ВВ	0.000 -0.002	No No	0.616 0.666	B B	0.000	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.573 0.550	A A	-0.001 -0.001	No No	0.630 0.607	B B	0.630 0.605	B B	0.000 -0.002	No No	0.630 0.605	B B	0.000 -0.002	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.678 0.712	B C	0.002 -0.003	No No	0.848 0.938	D E	0.850 0.935	D E	0.002 -0.003	No No	0.850 0.935	D E	0.002 -0.003	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.823 0.974	D E	0.000 -0.003	No No	0.929 1.113	E F	0.929 1.111	E F	0.000 -0.002	No No	0.929 1.111	E F	0.000 -0.002	

[a] According to LADOTs "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in vi
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

### Table 9-2 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]			[3	1			[4]				[5]		
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	ING LOS	EXISTING PH-2 PRO V/C		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PH-2 PR V/C	E W/O	YEAR FUTURI PH-2 PR V/C	E WITH	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR W/PH-2 PI MITIGA V/C	ROJECT	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.448 0.486	A A	0.000 0.001	No No	0.595 0.684	A B	0.595 0.685	A B	0.000 0.001	No No	0.595 0.685	A B	0.000 0.001	
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.594 0.638	A B	0.003 0.000	No No	0.747 0.868	C D	0.751 0.868	C D	0.004 0.000	No No	0.751 0.868	C D	0.004 0.000	
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.528 0.613	A B	0.007 0.002	No No	0.656 0.792	B C	0.663 0.794	B C	0.007 0.002	No No	0.663 0.794	B C	0.007 0.002	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.597 0.557	A A	0.008 0.004	No No	0.739 0.743	C C	0.747 0.745	C C	0.008 0.002	No No	0.747 0.745	C C	0.008 0.002	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.647 0.821	B D	0.000 -0.004	No No	0.781 1.043	C F	0.781 1.038	C F	0.000 -0.005	No No	0.781 1.038	C F	0.000 -0.005	
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.689 0.766	B C	0.004 -0.001	No No	0.877 1.031	D F	0.880 1.030	D F	0.003 -0.001	No No	0.880 1.030	D F	0.003 -0.001	
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.639 0.699	B B	0.014 0.010	No No	0.729 0.823	C D	0.743 0.833	C D	0.014 0.010	No No	0.743 0.833	C D	0.014 0.010	
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.537 0.522	A A	0.020 0.009	No No	0.633 0.669	B B	0.653 0.679	B B	0.020 0.010	No No	0.653 0.679	B B	0.020 0.010	
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.465 0.415	A A	0.024 0.000	No No	0.573 0.543	A A	0.597 0.543	A A	0.024 0.000	No No	0.597 0.543	A A	0.024 0.000	
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.515 0.554	A A	-0.005 0.005	No No	0.630 0.714	B C	0.625 0.719	B C	-0.005 0.005	No No	0.625 0.719	B C	-0.005 0.005	

<sup>[</sup>a] According to LADOTs "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

## Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

### PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]			[3] [4]				[5]						
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	ING LOS	EXISTING PH-2 PRO V/C		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PH-2 PR V/C	E W/O	YEAR FUTURI PH-2 PR V/C	E WITH	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR W/PH-2 PI MITIGA V/C	ROJECT	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/ Santa Monica Boulevard	AM PM	0.361 0.609	A B	0.365 0.615	A B	0.004 0.006	No No	0.495 0.784	A C	0.498 0.789	A C	0.003 0.005	No No	0.498 0.789	A C	0.003 0.005	
12	Vermont Avenue/ Franklin Avenue	AM PM	0.663 0.679	B B	0.675 0.681	ВВ	0.012 0.002	No No	0.773 0.823	C D	0.786 0.825	C D	0.013 0.002	No No	0.786 0.825	C D	0.013 0.002	
13	Vermont Avenue/ Hollywood Boulevard	AM PM	0.539 0.574	A A	0.555 0.591	A A	0.016 0.017	No No	0.649 0.732	B C	0.665 0.748	B C	0.016 0.016	No No	0.665 0.748	B C	0.016 0.016	
14	Vermont Avenue/ Sunset Boulevard	AM PM	0.660 0.784	B C	0.693 0.800	B C	0.033 0.016	No No	0.814 0.996	D E	0.848 1.012	D F	0.034 0.016	Yes Yes	0.834 1.001	D F	0.020 0.005	No Yes
15	Vermont Avenue/ Fountain Avenue	AM PM	0.703 0.668	C B	0.707 0.677	C B	0.004 0.009	No No	0.838 0.863	D D	0.842 0.871	D D	0.004 0.008	No No	0.842 0.871	D D	0.004 0.008	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	B B	0.693 0.605	B B	0.010 0.003	No No	0.864 0.901	D E	0.874 0.908	D E	0.010 0.007	No No	0.874 0.908	D E	0.010 0.007	
17	Vermont Avenue/ Melrose Avenue	AM PM	0.439 0.577	A A	0.440 0.580	A A	0.001 0.003	No No	0.528 0.685	A B	0.530 0.687	A B	0.002 0.002	No No	0.530 0.687	A B	0.002 0.002	
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	AM PM	0.598 0.474	A A	0.599 0.477	A A	0.001 0.003	No No	0.682 0.546	B A	0.683 0.549	B A	0.001 0.003	No No	0.683 0.549	B A	0.001 0.003	
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	AM PM	0.479 0.481	A A	0.483 0.484	A A	0.004 0.003	No No	0.550 0.557	A A	0.553 0.560	A A	0.003 0.003	No No	0.553 0.560	A A	0.003 0.003	
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	AM PM	0.290 0.317	A A	0.291 0.317	A A	0.001 0.000	No No	0.333 0.363	A A	0.333 0.363	A A	0.000 0.000	No No	0.333 0.363	A A	0.000 0.000	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

## Table 9-2 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS

### AND LEVELS OF SERVICE

### PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]		[2]			[3] [4]				[5]					
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	TING LOS	EXISTING PH-2 PR V/C		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PH-2 PR V/C	E W/O	YEAR FUTURE PH-2 PR V/C	E WITH	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR W/PH-2 P MITIGA V/C	ROJECT	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.568 0.611	A B	0.001 0.003	No No	0.645 0.697	ВВ	0.647 0.700	ВВ	0.002 0.003	No No	0.647 0.700	ВВ	0.002 0.003	
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.578 0.554	A A	0.004 0.003	No No	0.659 0.634	B B	0.662 0.637	B B	0.003 0.003	No No	0.662 0.637	B B	0.003 0.003	
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.689 0.720	B C	0.013 0.005	No No	0.882 0.973	D E	0.895 0.978	D E	0.013 0.005	No No	0.895 0.978	D E	0.013 0.005	
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.824 0.981	D E	0.001 0.004	No No	0.969 1.160	E F	0.970 1.163	E F	0.001 0.003	No No	0.970 1.163	E F	0.001 0.003	

[a] According to LADOTs "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in vi
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

#### Table 9-3 SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]			[3		[4]				[5]				
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	ING LOS	EXISTING PROJEC V/C		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PROJEC V/C	E W/O	YEAR FUTURI PROJEO V/C	E WITH	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR W/PROJE MITIGA V/C	СТ В-О	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM PM	0.448 0.485	A A	0.449 0.486	A A	0.001 0.001	No No	0.607 0.697	B B	0.607 0.698	B B	0.000 0.001	No No	0.607 0.698	B B	0.000 0.001	
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM PM	0.591 0.638	A B	0.595 0.639	A B	0.004 0.001	No No	0.762 0.883	C D	0.766 0.885	C D	0.004 0.002	No No	0.766 0.885	C D	0.004 0.002	
3	Normandie Avenue/ Hollywood Boulevard	AM PM	0.521 0.611	A B	0.531 0.613	A B	0.010 0.002	No No	0.670 0.808	B D	0.679 0.811	B D	0.009 0.003	No No	0.679 0.811	B D	0.009 0.003	
4	Normandie Avenue/ Sunset Boulevard	AM PM	0.589 0.553	A A	0.602 0.559	B A	0.013 0.006	No No	0.754 0.755	C C	0.767 0.760	C C	0.013 0.005	No No	0.767 0.760	C C	0.013 0.005	
5	Normandie Avenue/ Fountain Avenue	AM PM	0.647 0.825	B D	0.647 0.824	B D	0.000 -0.001	No No	0.799 1.063	C F	0.799 1.062	C F	0.000 -0.001	No No	0.799 1.062	C F	0.000 -0.001	
6	Normandie Avenue/ Santa Monica Boulevard	AM PM	0.685 0.767	B C	0.689 0.768	B C	0.004 0.001	No No	0.895 1.050	D F	0.899 1.051	D F	0.004 0.001	No No	0.899 1.051	D F	0.004 0.001	
7	Edgemont Street/ Franklin Avenue	AM PM	0.625 0.689	B B	0.641 0.704	B C	0.016 0.015	No No	0.745 0.841	C D	0.761 0.856	C D	0.016 0.015	No No	0.761 0.856	C D	0.016 0.015	
8	Edgemont Street/ Hollywood Boulevard	AM PM	0.517 0.513	A A	0.543 0.528	A A	0.026 0.015	No No	0.647 0.683	B B	0.673 0.698	B B	0.026 0.015	No No	0.673 0.698	B B	0.026 0.015	
9	Edgemont Street/ Sunset Boulevard	AM PM	0.441 0.415	A A	0.471 0.426	A A	0.030 0.011	No No	0.586 0.553	A A	0.615 0.564	B A	0.029 0.011	No No	0.615 0.564	B A	0.029 0.011	
10	Edgemont Street/ Fountain Avenue	AM PM	0.520 0.549	A A	0.521 0.558	A A	0.001 0.009	No No	0.644 0.729	B C	0.645 0.739	B C	0.001 0.010	No No	0.645 0.739	B C	0.001 0.010	

<sup>[</sup>a] According to LADOTs "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

# Table 9-3 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

### FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]	[2] [3]		]	[4]				[5]						
l vo	NAME OF TAXABLE PARTY O	PEAK	EXIST		EXISTING PROJECT	СТ В-О	CHANGE V/C	ADVERSE QUEUING CONDITION	YEAR FUTUR PROJEC	E W/O CT B-O	YEAR FUTURE PROJEC	E WITH CT B-O	CHANGE V/C	CONDITION	YEAR W/PROJE MITIGA	CT B-O ATION	CHANGE V/C	
NO.	INTERSECTION	HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]	MITIGATED
11	Edgemont Street/ Santa Monica Boulevard	AM PM	0.361 0.609	A B	0.366 0.620	A B	0.005 0.011	No No	0.505 0.800	A C	0.509 0.811	A D	0.004 0.011	No No	0.509 0.811	A D	0.004 0.011	
12	Vermont Avenue/ Franklin Avenue	AM PM	0.663 0.679	B B	0.677 0.683	B B	0.014 0.004	No No	0.789 0.841	C D	0.804 0.845	D D	0.015 0.004	No No	0.804 0.845	D D	0.015 0.004	
13	Vermont Avenue/ Hollywood Boulevard	AM PM	0.539 0.574	A A	0.558 0.593	A A	0.019 0.019	No No	0.663 0.748	B C	0.681 0.766	B C	0.018 0.018	No No	0.681 0.766	B C	0.018 0.018	
14	Vermont Avenue/ Sunset Boulevard	AM PM	0.660 0.784	B C	0.701 0.804	C D	0.041 0.020	Yes Yes	0.830 1.016	D F	0.872 1.036	D F	0.042 0.020	Yes Yes	0.859 1.024	D F	0.029 0.008	No Yes
15	Vermont Avenue/ Fountain Avenue	AM PM	0.703 0.668	C B	0.710 0.678	C B	0.007 0.010	No No	0.856 0.880	D D	0.863 0.890	D D	0.007 0.010	No No	0.863 0.890	D D	0.007 0.010	
16	Vermont Avenue/ Santa Monica Boulevard	AM PM	0.683 0.602	B B	0.696 0.607	B B	0.013 0.005	No No	0.882 0.920	D E	0.895 0.927	D E	0.013 0.007	No No	0.895 0.927	D E	0.013 0.007	
17	Vermont Avenue/ Melrose Avenue	AM PM	0.439 0.577	A A	0.441 0.581	A A	0.002 0.004	No No	0.540 0.701	A C	0.543 0.705	A C	0.003 0.004	No No	0.543 0.705	A C	0.003 0.004	
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	AM PM	0.598 0.474	A A	0.599 0.479	A A	0.001 0.005	No No	0.697 0.559	B A	0.699 0.563	B A	0.002 0.004	No No	0.699 0.563	B A	0.002 0.004	
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	AM PM	0.479 0.481	A A	0.483 0.486	A A	0.004 0.005	No No	0.563 0.570	A A	0.567 0.575	A A	0.004 0.005	No No	0.567 0.575	A A	0.004 0.005	
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	AM PM	0.290 0.317	A A	0.291 0.318	A A	0.001 0.001	No No	0.341 0.373	A A	0.342 0.373	A A	0.001 0.000	No No	0.342 0.373	A A	0.001 0.000	

<sup>[</sup>a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

 Final v/c
 LOS
 Project Related Increase in v/c

 >0.701 - 0.800
 C
 equal to or greater than 0.040

 >0.801 - 0.900
 D
 equal to or greater than 0.020

 >0.901
 E/F
 equal to or greater than 0.010

### Table 9-3 (Continued) SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE

### FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1	]		[2]			[3	l			[4]			[5]				
NO.	INTERSECTION	PEAK HOUR	EXIST V/C	TING LOS	EXISTIN PROJEC		CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR FUTUR PROJEO V/C	E W/O	YEAR FUTURE PROJEC V/C	WITH	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR W/PROJI MITIGA V/C	ECT B-O	CHANGE V/C [(5)-(3)]	MITIGATED		
21	Vermont Avenue/ Rosewood Avenue	AM PM	0.567 0.608	A B	0.568 0.612	A B	0.001 0.004	No No	0.659 0.713	B C	0.661 0.718	B C	0.002 0.005	No No	0.661 0.718	B C	0.002 0.005			
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	AM PM	0.574 0.551	A A	0.578 0.555	A A	0.004 0.004	No No	0.675 0.649	ВВ	0.678 0.653	B B	0.003 0.004	No No	0.678 0.653	B B	0.003 0.004			
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	AM PM	0.676 0.715	B C	0.692 0.723	B C	0.016 0.008	No No	0.882 0.973	D E	0.898 0.981	D E	0.016 0.008	No No	0.898 0.981	D E	0.016 0.008			
24	Virgil Avenue/ Santa Monica Boulevard	AM PM	0.823 0.977	D E	0.824 0.981	D E	0.001 0.004	No No	0.989 1.184	E F	0.991 1.188	E F	0.002 0.004	No No	0.991 1.188	E F	0.002 0.004			

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in vi
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010