## Appendix C
## Transportation Assessment

**C.1:** City of Los Angeles Department of Transportation, Transportation Analysis for the Proposed Street Vacations of Willow Street and 6th Street (Formerly Proposed Street Vacations of Lower 4th Street, Willow Street, 6th Street and Mission Road) For Ace* Mission Studios at 516 South Mission Road (ENV-2022-3226-EAF/VTT-83801), DOT Case No. CEN22-54715, August 4, 2025.

**C.2:** Gibson Transportation Consulting, Traffic Assessment for the Street Vacations of Willow Street and 6th Street, Los Angeles, California, July 23, 2025.

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

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Street Vacations of Willow St and 6th St
DOT Case No. CEN22-54715

Date: August 4, 2025

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED STREET VACATIONS OF WILLOW STREET AND 6TH STREET (FORMERLY PROPOSED STREET VACATIONS OF LOWER 4TH STREET, WILLOW STREET, 6TH STREET, AND MISSION ROAD) FOR ACE*MISSION STUDIOS AT 516 SOUTH MISSION ROAD (ENV-2022-3226-EAF/VTT-83801)**

On January 8, 2023, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed street vacations of Lower 4th Street, Willow Street, 6th Street, and Mission Road based on the transportation analysis prepared by Gibson Transportation Consulting, Inc. (Gibson), dated December 6, 2022. However, since the release of the January 8, 2023 report, the proposed street vacations have been refined to two segments: portions of Willow Street and 6th Street between Mission Road and Anderson Street, and a new transportation analysis dated July 23, 2025 was prepared by Gibson. LADOT concurs with the conclusion of the July 23, 2025 analysis that the proposed street vacations of Willow Street and 6th Street would not result in adverse effects to the adjacent streets and to the surrounding circulation system. Therefore, LADOT supports the proposed street vacations of Willow Street and 6th Street between Mission Road and Anderson Street, as illustrated in **Attachment 2**. Please replace the LADOT January 8, 2023 report with this assessment report.

The existing Ace*Mission Studios (Studio) site, which is generally located in the area bounded by Lower 4th Street to the north, Anderson Street to the east, 6th Street to the south, and the Los Angeles River and rail tracks to the west, is bifurcated by Willow Street and 6th Street in the east-west direction and by Mission Road in the north-south direction, as illustrated in **Attachment 2**. The proposed street vacations along portions of Willow Street and 6th Street between Mission Road and Anderson Street would better integrate the Studio structures as a whole and would be used for surface parking and Studio operations.

The analysis determined the existing and potential vehicle capacity of the adjacent streets by using the existing Average Daily Traffic (ADT) volumes and measured the effects of the street vacations on the existing circulation system through a Level of Service (LOS) operational analysis of four study intersections. The conclusion of the analysis is that the adjacent streets have more than sufficient roadway capacities to accommodate any potential shifts in ADT due to the proposed street vacations and that the proposed street vacations would not cause substantial delay or queueing at any of the study intersection as illustrated in **Attachment 3**. LADOT concurs with the methodology and findings of the July 23, 2025 analysis.

Please note this assessment does not constitute approval of the proposed street vacations. The final vacation of the public streets will require working with several City Departments, which may include the appropriate Council Office, Bureau of Engineering, City Planning, and the Bureau of Street Services.

If you have any questions, please contact my staff or me at LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

*I:\Letters\2025\CEN22-54715_Willow & 6th St Vacations_ltr_2025.docx*

c: Emma Howard, Council District 14
Emily Gable, Department of City Planning
Bok Goh, Bureau of Engineering
Sarah Drobis/Casey Le, Gibson

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

**CITY OF LOS ANGELES**
INTER-DEPARTMENTAL CORRESPONDENCE

Street Vacations of Lower 4th St,
Willow St, 6th St, and Mission Rd
DOT Case No. CEN22-54715

Date: January 8, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

**Subject: TRANSPORTATION ANALYSIS FOR THE PROPOSED STREET VACATIONS OF LOWER 4TH STREET, WILLOW STREET, 6TH STREET, AND MISSION ROAD**

The Department of Transportation (DOT) has reviewed the transportation analysis, prepared by Gibson Transportation Consulting, dated December 6, 2022, for the proposed vacations of lower 4th Street, Willow Street, 6th Street, and Mission Road. Additionally the study included a proposed new north-south roadway to replace Mission Road (to be called Mission Road). DOT concurs with the conclusion of the analysis that the proposed street vacations with the new street (proposed to be Mission Road) will not create adverse conditions to the surrounding circulation system. Therefore, DOT supports the proposed street vacations.

The proposed street vacations and street realignment are intended to improve the internal connections and provide new pedestrian access for the existing Ace Mission Studios generally located in the area bounded by Lower 4th Street to the north, Anderson Street to the east, 6th Street to the south, and Los Angeles River and rail tracks to the west. The project proposes to vacate the following:

- Lower 4th Street between Mission Road and Anderson Street.
- Portion of Willow Street between Mission road and Anderson Street.
- Portion of 6th Street between Mission Road and Anderson Street.
- Portion of Mission Road between Lower 4th Street and 6th Street.

To off-set the effect of the portion of Mission Road vacation, the project would construction a new north-south roadway (proposed to be Mission Road), which would act as a realignment of Mission Road. The new roadway would connect to Lower 4th Street and north of 6th Street. Pedestrian access would be provided along Mission Road to the public park located under the 6th Street Bridge.

An analysis of the Level of Service (LOS) operation of 4 study intersections was performed to determine the impact of the street vacations on the existing circulation system. The analysis also determined the existing Average Daily Traffic (ADT) to calculate the existing and potential vehicle capacity needed for the improvement. The LOS study determined that the effect of closing the vacations would not cause substantial delay or queueing at any of the study intersections and a new two lane (one lane in each direction) north-south would have enough capacity to handle the potential shift in ADT. DOT concurs with the methodology and findings of the analysis.

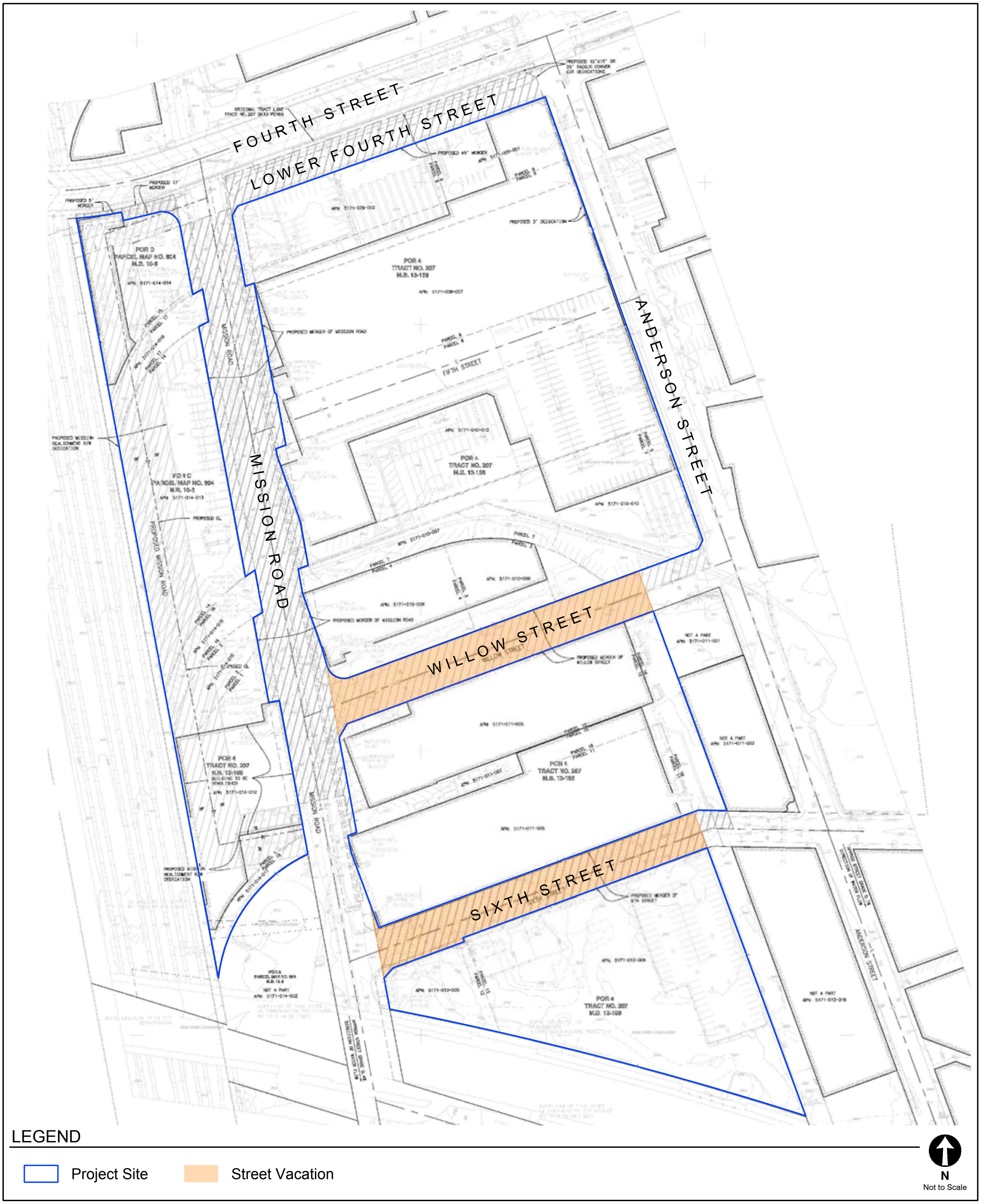
Please note this DOT assessment does not constitute approval of the proposed street vacations or new street improvement. The final vacation of the public streets and new street improvement will require working with several City Departments which may include the appropriate Council Office, Bureau of Engineering, City Planning, and the Bureau of Street Services.

If you have any questions, please call me at (213) 972-8482.

s:\letters\CEN22-54715_4th St-Willow St-6th St-Mission Rd vac ltr

c: Emma Howard, Council District 14
Emily Gable, Department of City Planning
Bertram Moklebust, Bureau of Engineering
Sarah Drobis, Gibson Transportation Consulting

Gibson transportation consulting, inc.




PROPOSED STREET VACATIONS

FIGURE 2

**TABLE 2**
**EXISTING CONDITIONS**
**INTERSECTION LEVELS OF SERVICE**

| No | Intersection [a] | Peak Hour | Existing Conditions | | Existing with Street Vacations Conditions | |
|---|---|---|---|---|---|---|
| | | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1. | Mission Road<br>Lower 4th Street | AM<br>PM | 9.0<br>9.4 | A<br>A | 9.0<br>9.4 | A<br>A |
| 2. | Anderson Street<br>Lower 4th Street | AM<br>PM | 9.3<br>9.7 | A<br>A | 9.3<br>9.7 | A<br>A |
| 3. | Mission Road<br>6th Street | AM<br>PM | 8.8<br>8.9 | A<br>A | 8.9<br>8.9 | A<br>A |
| 4.<br>[b] | Anderson Street<br>6th Street | AM<br>PM | 7.6<br>7.7 | A<br>A | 7.4<br>7.4 | A<br>A |

Notes:
[a] Unless otherwise noted, iIntersection analysis based on the HCM 7th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.
[b] Intersection analysis based on HCM 7th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

Gibson transportation consulting, inc.

***DRAFT***

**MEMORANDUM**

**TO:** Eileen Hunt, Los Angeles Department of Transportation

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

**DATE:** July 23, 2025

**RE:** Traffic Assessment for the Street Vacations of
Willow Street and 6th Street
Los Angeles, California **Ref:** J2014

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Gibson Transportation Consulting, Inc. (GTC) was asked to analyze the potential traffic effects resulting from the proposed street vacations of portions of Willow Street and 6th Street between Mission Road and Anderson Street in the City of Los Angeles, California (City). *Los Angeles Department of Transportation (LADOT) Inter-Departmental Correspondence: Transportation Analysis for the Proposed Street Vacations of Lower 4th Street, Willow Street, 6th Street, and Mission Road* (January 8, 2023) (LADOT Assessment Letter) regarding a traffic assessment of a similar scope detailed in *Memorandum: Traffic Assessment for the Street Vacations of Lower 4th Street, Willow Street, 6th Street, and Mission Road, Los Angeles, California* (GTC, December 6, 2022) is provided in Attachment A. Since the issuance of the LADOT Assessment Letter, the proposed street vacations have been refined to the two segments detailed above. This memorandum summarizes the findings of our assessment.

**BACKGROUND**

Ace*Mission Studios (Studio) is comprised of various structures and surface parking lots that are generally bounded by Lower 4th Street to the north, Anderson Street to the east, 6th Street to the south, and the Los Angeles River and rail tracks to the west. As shown in Figure 1, the Studio is bifurcated by Willow Street and 6th Street in the east-west direction and Mission Road in the north-south direction. The existing street circulation provides limited internal connections to the Studio buildings and does not provide secure access and safety measures needed to support the existing Studio operations.

Thus, as illustrated in Figure 2, the Studio proposes the street vacations along portions of Willow Street and 6th Street between Mission Road and Anderson Street to better integrate the Studio structures and to be used for surface parking and studio operations. The vacations would restrict public access and convert each roadway to private streets for vehicle and pedestrian circulation and Studio access. Access to the adjacent properties not operated by the Studio would still be maintained. No new development resulting in added floor area is proposed.

655 N. Central Avenue, Suite 920 Glendale, CA 91203 p. 213.683.0088 f. 213.683.0033

## POTENTIAL TRAFFIC SHIFTS

With the exception of a private parking lot located on the eastern terminus of the roadway, Willow Street primarily serves as direct access to the Studio. Any non-Studio traffic utilizing Willow Street as a connection to Mission Road and Anderson Street is negligible.[1] As such, the proposed vacation of Willow Street would not result in any shifts to existing non-Studio traffic patterns.

The proposed vacation of 6th Street would restrict direct public access between Mission Road and Anderson Street and, as a result, would shift existing non-Studio traffic to adjacent streets. Thus, a traffic assessment was conducted to analyze the potential traffic shifts resulting from the street vacation of 6th Street.

Intersection turn movement counts were conducted during typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods at four locations to determine the existing traffic patterns and to evaluate potential traffic effects of the proposed street vacations. The four intersection locations selected for detailed peak hour analysis are:

- Intersection 1: Mission Road & Lower 4th Street
- Intersection 2: Anderson Street & Lower 4th Street
- Intersection 3: Mission Road & 6th Street
- Intersection 4: Anderson Street & 6th Street

Additionally, 24-hour average daily traffic (ADT) volume counts were conducted at the adjacent street segments to identify the existing daily traffic traversing along each roadway. Traffic count worksheets are provided in Attachment B.

Based on review of the existing traffic data, traffic patterns that would primarily be affected by each proposed street vacation were identified and depicted in Figure 3. These traffic patterns consist of approximately 50% Studio traffic, which would continue to use the vacated streets, and 50% non-Studio traffic, which would need to be redistributed to the surrounding street system due to the street vacations. The potential traffic shifts for non-Studio traffic associated with the proposed street vacation of 6th Street include a) northbound traffic on Anderson Street using 6th Street to travel northbound on Mission Road that would shift and use the adjacent east-west roadways (e.g., Lower 4th Street and Jesse Street) to travel northbound on Mission Road and b) southbound traffic that would use the reverse path.

## TRAFFIC ASSESSMENT

### Daily Traffic Evaluation

The existing ADT volumes at each end of the adjacent street segments are illustrated in Figure 4. As shown, Mission Road, a designated Avenue III per the Mobility Plan, currently carries approximately 1,600 to 2,075 daily vehicles in both directions. Anderson Street, a designated

[1] Due to the temporary access limitations on Willow Street observed at the time of this study, Willow Street was primarily accessible to Studio traffic only. Any non-Studio traffic that would utilize Willow Street under typical conditions is captured within the traffic counts conducted on the adjacent streets.

Collector, carries approximately 1,500 to 1,700 daily vehicles in both directions. Lower 4th Street, a designated Local Street, carries approximately 840 to 870 daily vehicles in both directions. 6th Street, also a designated Local Street, carries approximately 1,500 to 1,600 daily vehicles in both directions. Although Willow Street is also a designated Local Street, it carries minimal daily traffic, all of which is Studio-related.

The minimum roadway capacity for any City street is typically designed to accommodate 5,000 daily vehicles, which is generally associated with the daily street operations of designated Local Streets. Based on the existing ADT volumes, even if the total daily traffic of 1,500 to 1,600 vehicles along 6th Street were entirely shifted to utilize Mission Road, Anderson Street, or Lower 4th Street, the resulting maximum daily traffic would be approximately 3,675 vehicles on Mission Road, 3,300 vehicles on Anderson Street, or 2,470 vehicles on Lower 4th Street, all of which are below the 5,000-daily vehicle roadway capacity for a Local Street. Thus, the adjacent streets have more than sufficient roadway capacities to accommodate any potential traffic shifts due to the proposed street vacations and would not result in adverse daily street operating conditions.

**Intersection Peak Hour Evaluation**

The weekday morning and afternoon peak hour traffic volumes at the four adjacent intersections under Existing Conditions and Existing with Street Vacation Conditions are illustrated in Figures 5 and 6, respectively.

An intersection capacity analysis was conducted using the Synchro 12th Edition software to implement the *Highway Capacity Manual, 7th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2022) (HCM) methodology to determine the intersection delay. The HCM methodology calculates the delay, in seconds, of a vehicle passing through the intersection in any direction. The delay is used to determine the intersection level of service (LOS) according to the definitions provided in Table 1.

Table 2 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing Conditions and Existing with Street Vacations Conditions. The LOS calculation worksheets are provided in Attachment C. As detailed in Table 2, the traffic shifts associated with proposed street vacations would not worsen the intersection LOS at any of the four study intersections and all intersections would continue to operate at LOS A conditions.

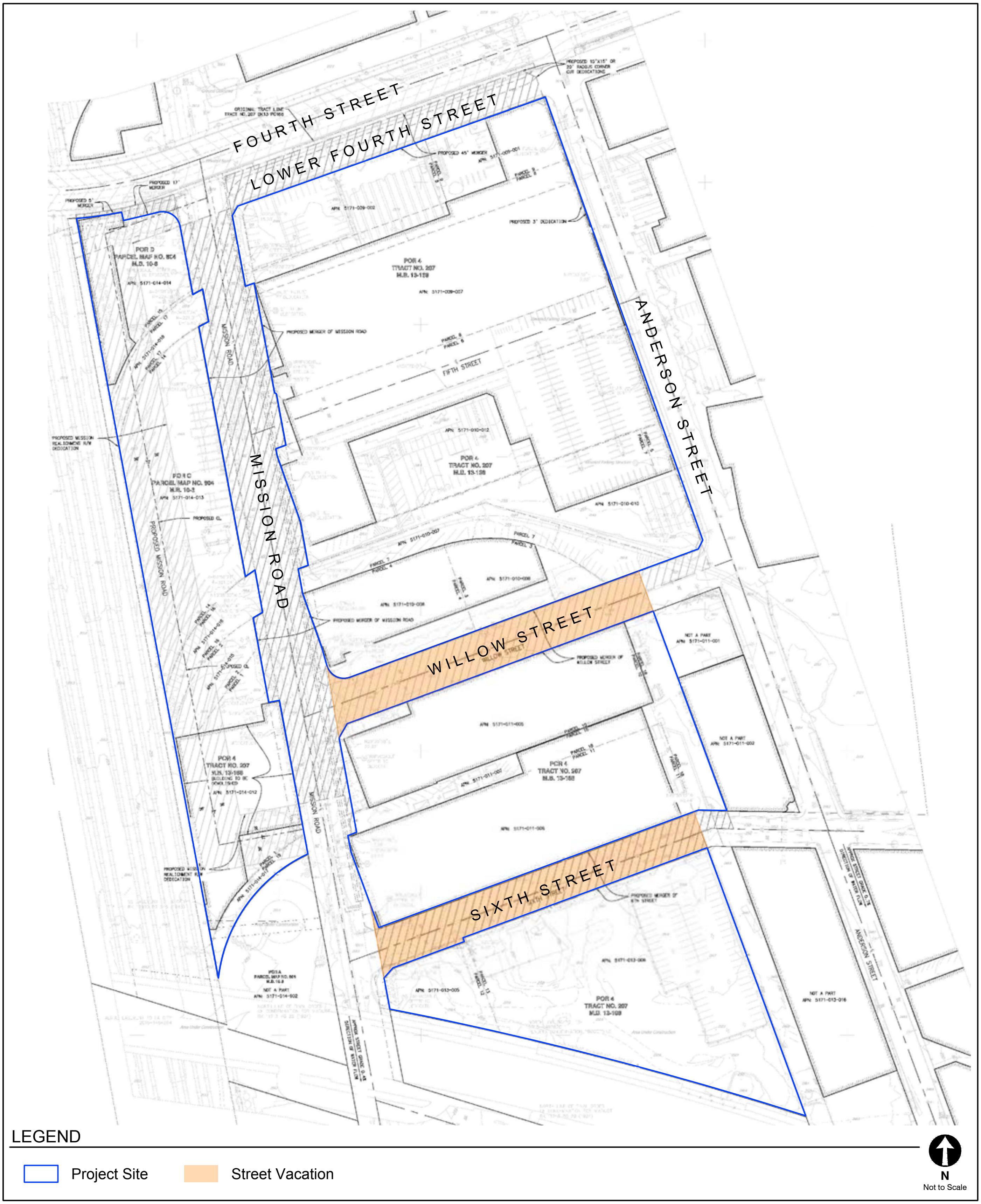
Therefore, the proposed street vacations of Willow Street and 6th Street would not cause any adverse effects on the surrounding street system.


LEGEND

Project Site

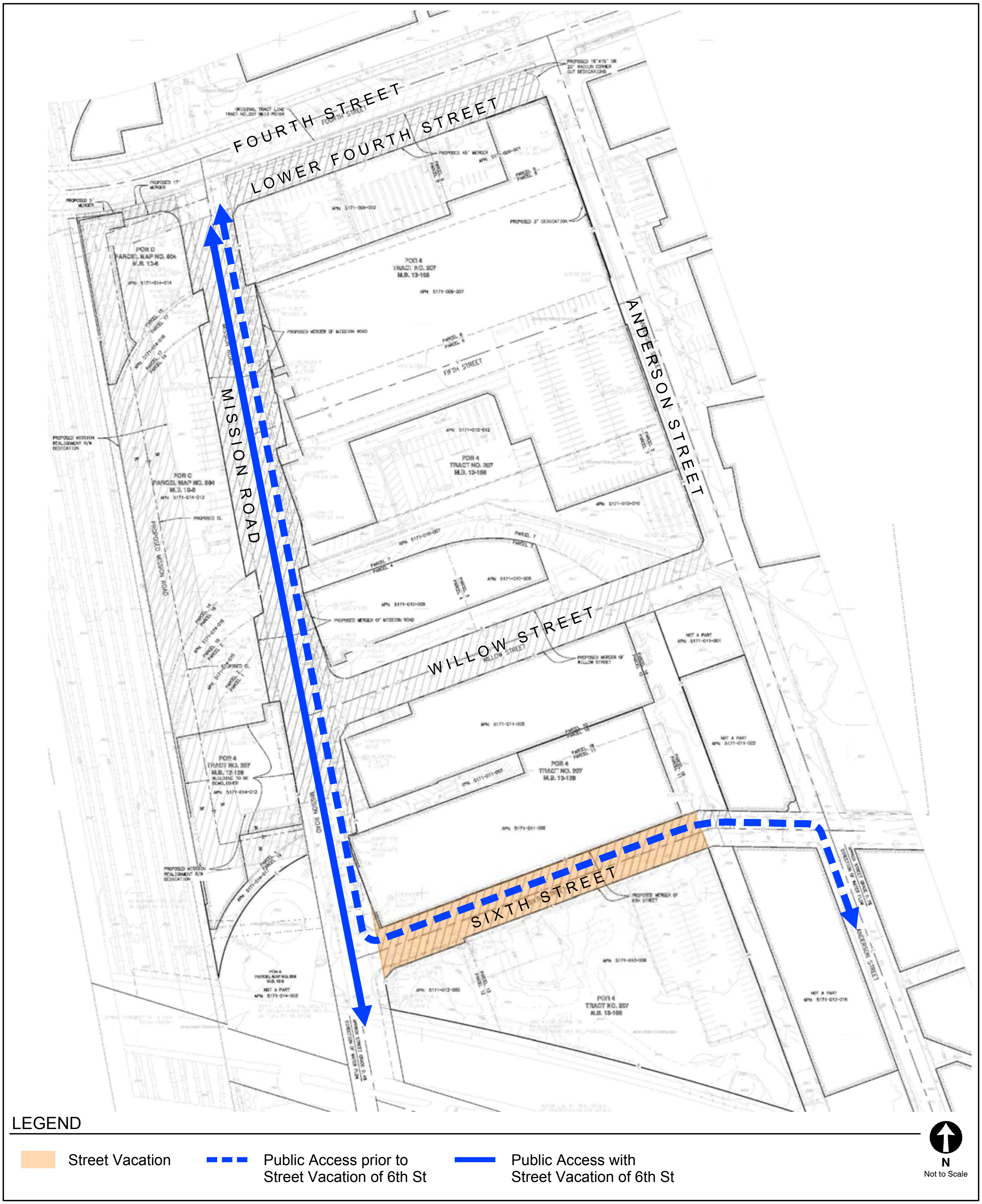
PROJECT STUDY AREA

FIGURE 1



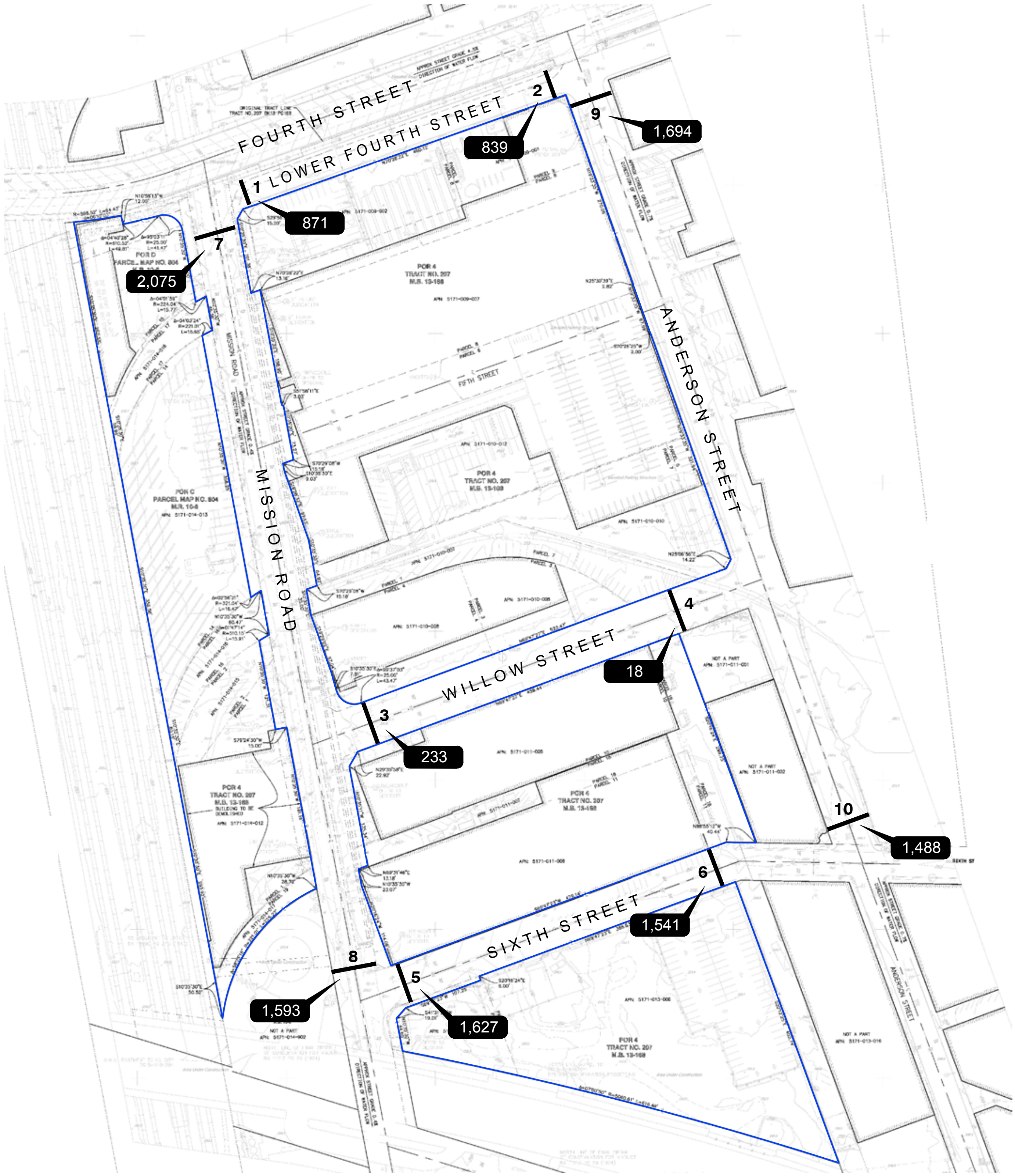

PROPOSED STREET VACATIONS

FIGURE 2




TRAFFIC SHIFTS DUE TO STREET VACATIONS

FIGURE 3




LEGEND

Project Site

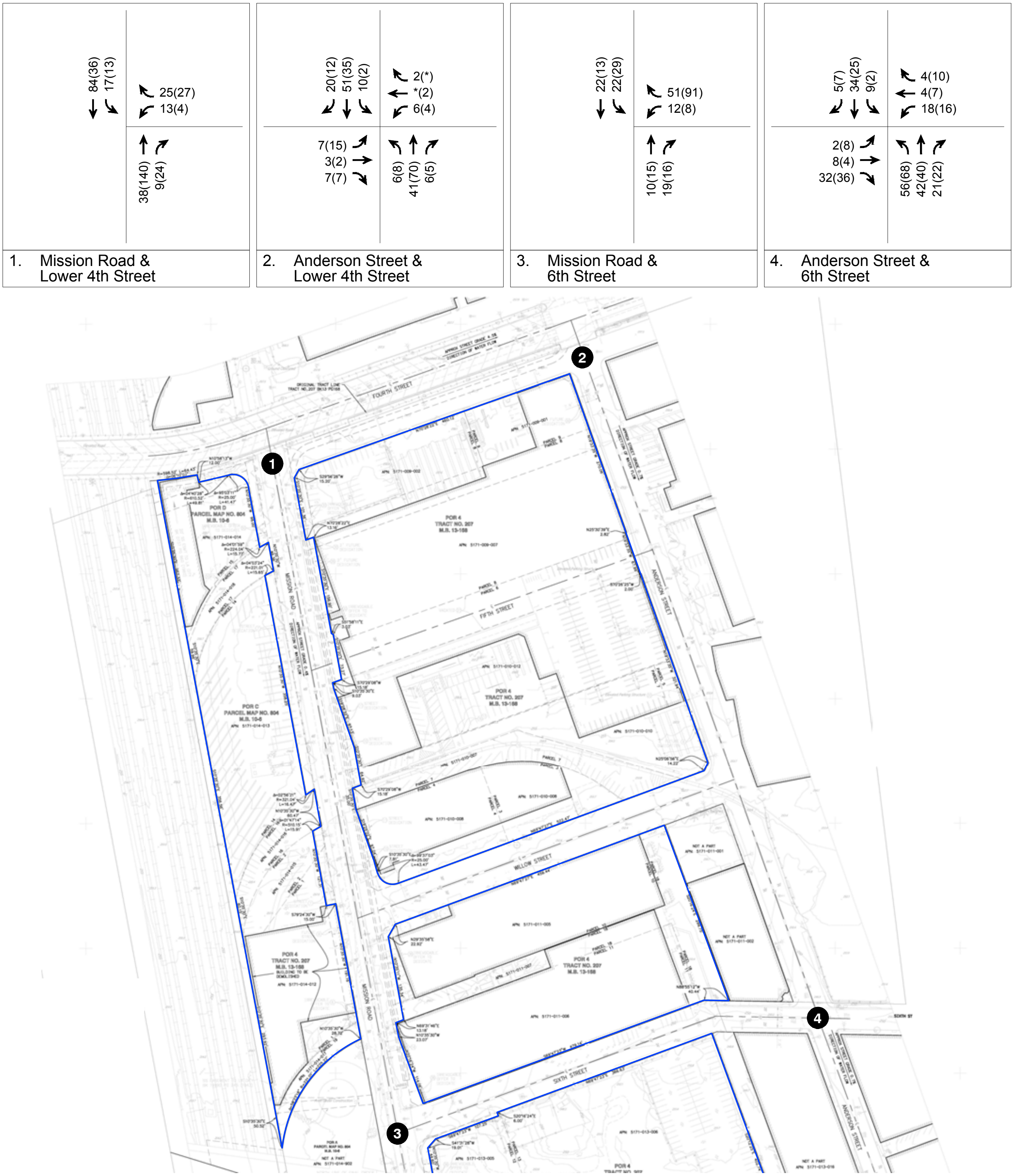
Analyzed Segment

N

Not to Scale

EXISTING CONDITIONS
AVERAGE DAILY TRAFFIC

FIGURE
4




LEGEND

\# Analyzed Intersection

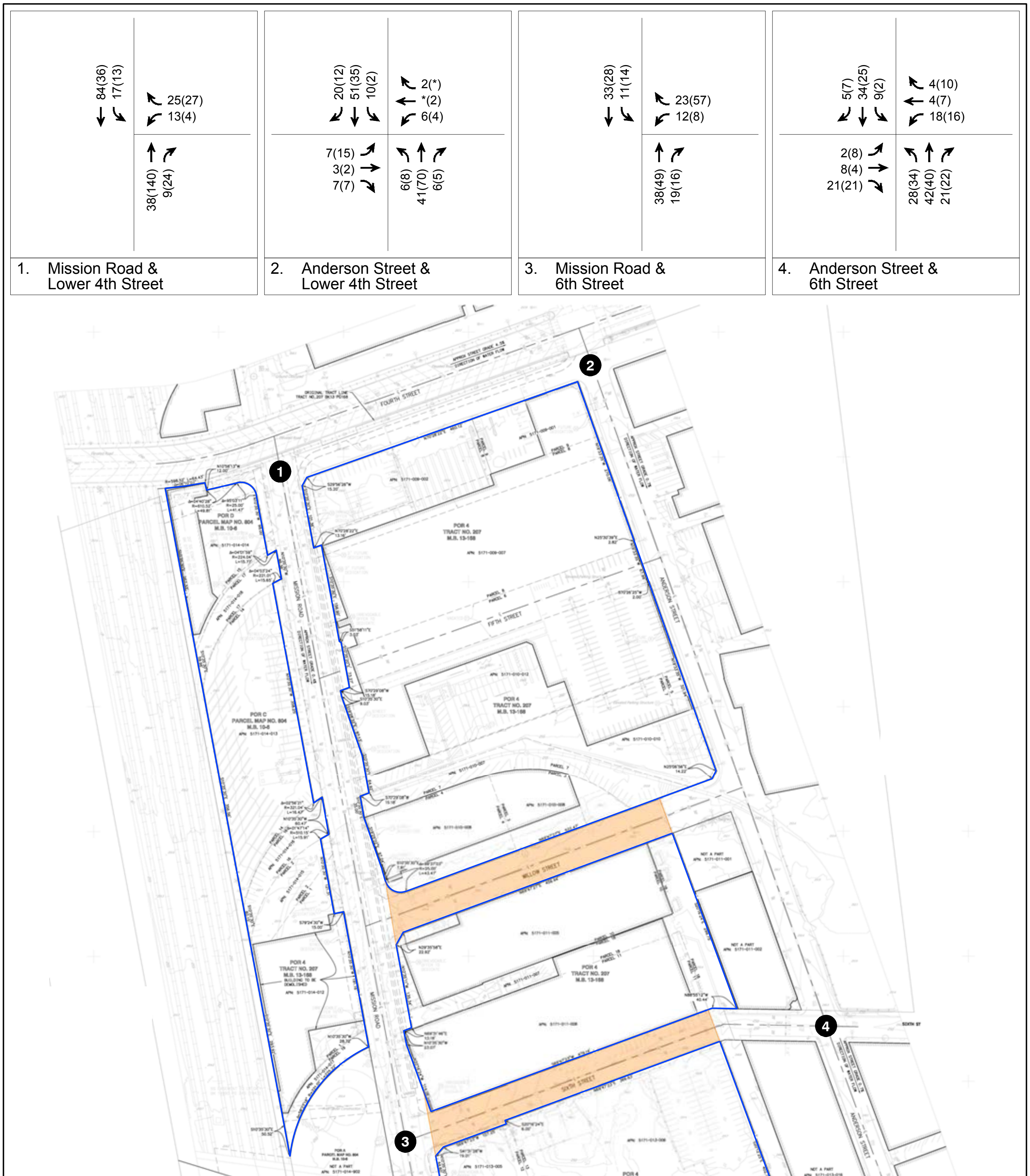
\#(#) AM(PM) Peak Hour Traffic Volumes

* Negligible Volume

N
Not to Scale

EXISTING CONDITIONS
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5




LEGEND

# Analyzed Intersection #(#) AM(PM) Peak Hour Traffic Volumes * Negligible Volume

N
Not to Scale

EXISTING WITH STREET VACATION CONDITIONS
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6

## TABLE 1
## INTERSECTION LEVELS OF SERVICE

| Level of Service | Description | Delay [a] Unsignalized Intersections |
|---|---|---|
| A | EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used. | ≤ 10 |
| B | VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles. | > 10 and ≤ 15 |
| C | GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles. | > 15 and ≤ 25 |
| D | FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups. | > 25 and ≤ 35 |
| E | POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles. | > 35 and ≤ 50 |
| F | FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths. | > 50 |

Notes:

Source: *Highway Capacity Manual, 7th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2022).

[a] Measured in seconds.

## TABLE 2
## EXISTING CONDITIONS
## INTERSECTION LEVELS OF SERVICE

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[b] Intersection analysis based on HCM 7th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

# *Attachment A*

# *LADOT Assessment Letter*

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

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Street Vacations of Lower 4th St,
Willow St, 6th St, and Mission Rd
DOT Case No. CEN22-54715

Date: January 8, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

**Subject: TRANSPORTATION ANALYSIS FOR THE PROPOSED STREET VACATIONS OF LOWER 4TH STREET, WILLOW STREET, 6TH STREET, AND MISSION ROAD**

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s:\letters\CEN22-54715_4th St-Willow St-6th St-Mission Rd vac ltr

c: Emma Howard, Council District 14
Emily Gable, Department of City Planning
Bertram Moklebust, Bureau of Engineering
Sarah Drobis, Gibson Transportation Consulting

# *Attachment B*

# *Traffic Count Worksheets*

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

4th St (Alley) east of Mission Rd

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 513 | 358 | 871 |

| AM | NB | | SB | | EB | | WB | | Total | | PM | NB | | SB | | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | | | 1 | | 3 | | 4 | | 12:00 | | | | | 9 | | 4 | | 13 | |
| 00:15 | | | | | 2 | | 0 | | 2 | | 12:15 | | | | | 6 | | 6 | | 12 | |
| 00:30 | | | | | 0 | | 0 | | 0 | | 12:30 | | | | | 3 | | 6 | | 9 | |
| 00:45 | | | | | 0 | 3 | 0 | 3 | 0 | 6 | 12:45 | | | | | 6 | 24 | 6 | 22 | 12 | 46 |
| 01:00 | | | | | 2 | | 1 | | 3 | | 13:00 | | | | | 5 | | 7 | | 12 | |
| 01:15 | | | | | 2 | | 0 | | 2 | | 13:15 | | | | | 8 | | 4 | | 12 | |
| 01:30 | | | | | 1 | | 1 | | 2 | | 13:30 | | | | | 9 | | 3 | | 12 | |
| 01:45 | | | | | 2 | 7 | 1 | 3 | 3 | 10 | 13:45 | | | | | 9 | 31 | 4 | 18 | 13 | 49 |
| 02:00 | | | | | 1 | | 1 | | 2 | | 14:00 | | | | | 14 | | 7 | | 21 | |
| 02:15 | | | | | 1 | | 0 | | 1 | | 14:15 | | | | | 8 | | 5 | | 13 | |
| 02:30 | | | | | 0 | | 0 | | 0 | | 14:30 | | | | | 7 | | 6 | | 13 | |
| 02:45 | | | | | 1 | 3 | 0 | 1 | 1 | 4 | 14:45 | | | | | 10 | 39 | 7 | 25 | 17 | 64 |
| 03:00 | | | | | 2 | | 0 | | 2 | | 15:00 | | | | | 9 | | 4 | | 13 | |
| 03:15 | | | | | 1 | | 0 | | 1 | | 15:15 | | | | | 13 | | 3 | | 16 | |
| 03:30 | | | | | 5 | | 1 | | 6 | | 15:30 | | | | | 13 | | 6 | | 19 | |
| 03:45 | | | | | 1 | 9 | 2 | 3 | 3 | 12 | 15:45 | | | | | 10 | 45 | 6 | 19 | 16 | 64 |
| 04:00 | | | | | 2 | | 3 | | 5 | | 16:00 | | | | | 6 | | 5 | | 11 | |
| 04:15 | | | | | 1 | | 1 | | 2 | | 16:15 | | | | | 7 | | 4 | | 11 | |
| 04:30 | | | | | 1 | | 0 | | 1 | | 16:30 | | | | | 9 | | 9 | | 18 | |
| 04:45 | | | | | 3 | 7 | 4 | 8 | 7 | 15 | 16:45 | | | | | 4 | 26 | 7 | 25 | 11 | 51 |
| 05:00 | | | | | 6 | | 4 | | 10 | | 17:00 | | | | | 5 | | 5 | | 10 | |
| 05:15 | | | | | 1 | | 2 | | 3 | | 17:15 | | | | | 6 | | 9 | | 15 | |
| 05:30 | | | | | 4 | | 5 | | 9 | | 17:30 | | | | | 6 | | 10 | | 16 | |
| 05:45 | | | | | 1 | 12 | 5 | 16 | 6 | 28 | 17:45 | | | | | 19 | 36 | 5 | 29 | 24 | 65 |
| 06:00 | | | | | 2 | | 6 | | 8 | | 18:00 | | | | | 8 | | 1 | | 9 | |
| 06:15 | | | | | 4 | | 5 | | 9 | | 18:15 | | | | | 6 | | 8 | | 14 | |
| 06:30 | | | | | 8 | | 5 | | 13 | | 18:30 | | | | | 7 | | 4 | | 11 | |
| 06:45 | | | | | 5 | 19 | 4 | 20 | 9 | 39 | 18:45 | | | | | 10 | 31 | 1 | 14 | 11 | 45 |
| 07:00 | | | | | 5 | | 6 | | 11 | | 19:00 | | | | | 9 | | 2 | | 11 | |
| 07:15 | | | | | 4 | | 5 | | 9 | | 19:15 | | | | | 4 | | 1 | | 5 | |
| 07:30 | | | | | 6 | | 2 | | 8 | | 19:30 | | | | | 4 | | 3 | | 7 | |
| 07:45 | | | | | 7 | 22 | 7 | 20 | 14 | 42 | 19:45 | | | | | 11 | 28 | 2 | 8 | 13 | 36 |
| 08:00 | | | | | 11 | | 9 | | 20 | | 20:00 | | | | | 8 | | 2 | | 10 | |
| 08:15 | | | | | 5 | | 13 | | 18 | | 20:15 | | | | | 7 | | 1 | | 8 | |
| 08:30 | | | | | 4 | | 7 | | 11 | | 20:30 | | | | | 2 | | 0 | | 2 | |
| 08:45 | | | | | 5 | 25 | 10 | 39 | 15 | 64 | 20:45 | | | | | 4 | 21 | 1 | 4 | 5 | 25 |
| 09:00 | | | | | 2 | | 4 | | 6 | | 21:00 | | | | | 1 | | 1 | | 2 | |
| 09:15 | | | | | 4 | | 8 | | 12 | | 21:15 | | | | | 2 | | 2 | | 4 | |
| 09:30 | | | | | 8 | | 7 | | 15 | | 21:30 | | | | | 4 | | 0 | | 4 | |
| 09:45 | | | | | 8 | 22 | 9 | 28 | 17 | 50 | 21:45 | | | | | 9 | 16 | 1 | 4 | 10 | 20 |
| 10:00 | | | | | 6 | | 5 | | 11 | | 22:00 | | | | | 7 | | 1 | | 8 | |
| 10:15 | | | | | 7 | | 4 | | 11 | | 22:15 | | | | | 6 | | 2 | | 8 | |
| 10:30 | | | | | 6 | | 4 | | 10 | | 22:30 | | | | | 5 | | 3 | | 8 | |
| 10:45 | | | | | 9 | 28 | 7 | 20 | 16 | 48 | 22:45 | | | | | 3 | 21 | 2 | 8 | 5 | 29 |
| 11:00 | | | | | 10 | | 4 | | 14 | | 23:00 | | | | | 1 | | 0 | | 1 | |
| 11:15 | | | | | 7 | | 7 | | 14 | | 23:15 | | | | | 1 | | 1 | | 2 | |
| 11:30 | | | | | 6 | | 2 | | 8 | | 23:30 | | | | | 1 | | 1 | | 2 | |
| 11:45 | | | | | 12 | 35 | 6 | 19 | 18 | 54 | 23:45 | | | | | 0 | 3 | 0 | 2 | 0 | 5 |
| **Totals** | | | | | | 192 | | 180 | **372** | | **Totals** | | | | | | 321 | | 178 | **499** | |
| **Split %** | | | | | | 51.6% | | 48.4% | **42.7%** | | **Split %** | | | | | | 64.3% | | 35.7% | **57.3%** | |

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 513 | 358 | 871 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 11:00 | 08:00 | **08:00** | **PM Peak Hour** | 15:00 | 16:45 | **17:00** |
| **AM Peak Hr Volume** | 35 | 39 | **64** | **PM Peak Hr Volume** | 45 | 31 | **65** |
| **AM Pk Hr Factor** | 0.729 | 0.750 | **0.800** | **PM Pk Hr Factor** | 0.865 | 0.775 | **0.677** |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

4th St (Alley) west of Anderson St

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 490 | 349 | 839 |

| AM | NB | SB | EB | | WB | | Total | | PM | NB | SB | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 1 | | 3 | | 4 | | 12:00 | | | 7 | | 2 | | 9 | |
| 00:15 | | | 2 | | 0 | | 2 | | 12:15 | | | 5 | | 8 | | 13 | |
| 00:30 | | | 0 | | 0 | | 0 | | 12:30 | | | 2 | | 4 | | 6 | |
| 00:45 | | | 0 | 3 | 0 | 3 | 0 | 6 | 12:45 | | | 7 | 21 | 7 | 21 | 14 | 42 |
| 01:00 | | | 1 | | 1 | | 2 | | 13:00 | | | 4 | | 5 | | 9 | |
| 01:15 | | | 3 | | 0 | | 3 | | 13:15 | | | 9 | | 2 | | 11 | |
| 01:30 | | | 1 | | 1 | | 2 | | 13:30 | | | 8 | | 3 | | 11 | |
| 01:45 | | | 2 | 7 | 1 | 3 | 3 | 10 | 13:45 | | | 10 | 31 | 2 | 12 | 12 | 43 |
| 02:00 | | | 1 | | 1 | | 2 | | 14:00 | | | 14 | | 8 | | 22 | |
| 02:15 | | | 1 | | 0 | | 1 | | 14:15 | | | 8 | | 4 | | 12 | |
| 02:30 | | | 0 | | 0 | | 0 | | 14:30 | | | 5 | | 5 | | 10 | |
| 02:45 | | | 1 | 3 | 0 | 1 | 1 | 4 | 14:45 | | | 8 | 35 | 5 | 22 | 13 | 57 |
| 03:00 | | | 1 | | 0 | | 1 | | 15:00 | | | 9 | | 3 | | 12 | |
| 03:15 | | | 1 | | 0 | | 1 | | 15:15 | | | 10 | | 1 | | 11 | |
| 03:30 | | | 5 | | 1 | | 6 | | 15:30 | | | 5 | | 15 | | 20 | |
| 03:45 | | | 2 | 9 | 3 | 4 | 5 | 13 | 15:45 | | | 8 | 32 | 4 | 23 | 12 | 55 |
| 04:00 | | | 1 | | 3 | | 4 | | 16:00 | | | 6 | | 5 | | 11 | |
| 04:15 | | | 2 | | 2 | | 4 | | 16:15 | | | 6 | | 3 | | 9 | |
| 04:30 | | | 3 | | 4 | | 7 | | 16:30 | | | 9 | | 8 | | 17 | |
| 04:45 | | | 3 | 9 | 4 | 13 | 7 | 22 | 16:45 | | | 3 | 24 | 6 | 22 | 9 | 46 |
| 05:00 | | | 5 | | 4 | | 9 | | 17:00 | | | 6 | | 4 | | 10 | |
| 05:15 | | | 0 | | 2 | | 2 | | 17:15 | | | 5 | | 10 | | 15 | |
| 05:30 | | | 2 | | 5 | | 7 | | 17:30 | | | 6 | | 11 | | 17 | |
| 05:45 | | | 0 | 7 | 5 | 16 | 5 | 23 | 17:45 | | | 17 | 34 | 4 | 29 | 21 | 63 |
| 06:00 | | | 2 | | 6 | | 8 | | 18:00 | | | 10 | | 3 | | 13 | |
| 06:15 | | | 4 | | 2 | | 6 | | 18:15 | | | 4 | | 6 | | 10 | |
| 06:30 | | | 5 | | 5 | | 10 | | 18:30 | | | 8 | | 3 | | 11 | |
| 06:45 | | | 4 | 15 | 2 | 15 | 6 | 30 | 18:45 | | | 12 | 34 | 9 | 21 | 21 | 55 |
| 07:00 | | | 5 | | 5 | | 10 | | 19:00 | | | 11 | | 3 | | 14 | |
| 07:15 | | | 4 | | 4 | | 8 | | 19:15 | | | 7 | | 0 | | 7 | |
| 07:30 | | | 5 | | 2 | | 7 | | 19:30 | | | 4 | | 5 | | 9 | |
| 07:45 | | | 4 | 18 | 6 | 17 | 10 | 35 | 19:45 | | | 11 | 33 | 1 | 9 | 12 | 42 |
| 08:00 | | | 7 | | 9 | | 16 | | 20:00 | | | 10 | | 3 | | 13 | |
| 08:15 | | | 5 | | 12 | | 17 | | 20:15 | | | 8 | | 0 | | 8 | |
| 08:30 | | | 3 | | 8 | | 11 | | 20:30 | | | 2 | | 1 | | 3 | |
| 08:45 | | | 7 | 22 | 8 | 37 | 15 | 59 | 20:45 | | | 5 | 25 | 4 | 8 | 9 | 33 |
| 09:00 | | | 0 | | 4 | | 4 | | 21:00 | | | 5 | | 1 | | 6 | |
| 09:15 | | | 4 | | 8 | | 12 | | 21:15 | | | 7 | | 0 | | 7 | |
| 09:30 | | | 7 | | 5 | | 12 | | 21:30 | | | 4 | | 0 | | 4 | |
| 09:45 | | | 7 | 18 | 10 | 27 | 17 | 45 | 21:45 | | | 9 | 25 | 1 | 2 | 10 | 27 |
| 10:00 | | | 8 | | 5 | | 13 | | 22:00 | | | 7 | | 2 | | 9 | |
| 10:15 | | | 9 | | 5 | | 14 | | 22:15 | | | 5 | | 1 | | 6 | |
| 10:30 | | | 4 | | 4 | | 8 | | 22:30 | | | 5 | | 2 | | 7 | |
| 10:45 | | | 6 | 27 | 7 | 21 | 13 | 48 | 22:45 | | | 3 | 20 | 1 | 6 | 4 | 26 |
| 11:00 | | | 10 | | 3 | | 13 | | 23:00 | | | 1 | | 0 | | 1 | |
| 11:15 | | | 6 | | 5 | | 11 | | 23:15 | | | 1 | | 0 | | 1 | |
| 11:30 | | | 7 | | 2 | | 9 | | 23:30 | | | 1 | | 0 | | 1 | |
| 11:45 | | | 12 | 35 | 7 | 17 | 19 | 52 | 23:45 | | | 0 | 3 | 0 | 0 | 0 | 3 |
| **Totals** | | | | 173 | | 174 | **347** | | **Totals** | | | | 317 | | 175 | **492** | |
| **Split %** | | | | 49.9% | | 50.1% | **41.4%** | | **Split %** | | | | 64.4% | | 35.6% | **58.6%** | |

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 490 | 349 | 839 |

| | EB | WB | Total | | EB | WB | Total |
|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 11:00 | 08:00 | **08:00** | **PM Peak Hour** | 13:15 | 16:45 | **17:15** |
| **AM Peak Hr Volume** | 35 | 37 | **59** | **PM Peak Hr Volume** | 41 | 31 | **66** |
| **AM Pk Hr Factor** | 0.729 | 0.771 | **0.868** | **PM Pk Hr Factor** | 0.732 | 0.705 | **0.786** |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

Willow St E east of Mission Rd (immediately west of gate)

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| **Daily Totals** | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | **134** | **99** | **233** |

| **AM** | NB | | SB | | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| **00:00** | | | | | 0 | | 0 | | 0 | |
| **00:15** | | | | | 0 | | 0 | | 0 | |
| **00:30** | | | | | 0 | | 0 | | 0 | |
| **00:45** | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| **01:00** | | | | | 0 | | 0 | | 0 | |
| **01:15** | | | | | 0 | | 0 | | 0 | |
| **01:30** | | | | | 0 | | 0 | | 0 | |
| **01:45** | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| **02:00** | | | | | 0 | | 0 | | 0 | |
| **02:15** | | | | | 0 | | 0 | | 0 | |
| **02:30** | | | | | 0 | | 0 | | 0 | |
| **02:45** | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| **03:00** | | | | | 0 | | 0 | | 0 | |
| **03:15** | | | | | 0 | | 0 | | 0 | |
| **03:30** | | | | | 0 | | 0 | | 0 | |
| **03:45** | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| **04:00** | | | | | 0 | | 0 | | 0 | |
| **04:15** | | | | | 0 | | 0 | | 0 | |
| **04:30** | | | | | 2 | | 1 | | 3 | |
| **04:45** | | | | | 1 | 3 | 0 | 1 | 1 | 4 |
| **05:00** | | | | | 1 | | 0 | | 1 | |
| **05:15** | | | | | 2 | | 1 | | 3 | |
| **05:30** | | | | | 2 | | 0 | | 2 | |
| **05:45** | | | | | 3 | 8 | 0 | 1 | 3 | 9 |
| **06:00** | | | | | 1 | | 0 | | 1 | |
| **06:15** | | | | | 0 | | 0 | | 0 | |
| **06:30** | | | | | 0 | | 2 | | 2 | |
| **06:45** | | | | | 1 | 2 | 0 | 2 | 1 | 4 |
| **07:00** | | | | | 1 | | 1 | | 2 | |
| **07:15** | | | | | 4 | | 0 | | 4 | |
| **07:30** | | | | | 2 | | 1 | | 3 | |
| **07:45** | | | | | 2 | 9 | 0 | 2 | 2 | 11 |
| **08:00** | | | | | 6 | | 1 | | 7 | |
| **08:15** | | | | | 1 | | 0 | | 1 | |
| **08:30** | | | | | 2 | | 0 | | 2 | |
| **08:45** | | | | | 1 | 10 | 2 | 3 | 3 | 13 |
| **09:00** | | | | | 1 | | 1 | | 2 | |
| **09:15** | | | | | 2 | | 1 | | 3 | |
| **09:30** | | | | | 3 | | 0 | | 3 | |
| **09:45** | | | | | 2 | 8 | 1 | 3 | 3 | 11 |
| **10:00** | | | | | 2 | | 0 | | 2 | |
| **10:15** | | | | | 3 | | 1 | | 4 | |
| **10:30** | | | | | 2 | | 3 | | 5 | |
| **10:45** | | | | | 0 | 7 | 2 | 6 | 2 | 13 |
| **11:00** | | | | | 1 | | 1 | | 2 | |
| **11:15** | | | | | 5 | | 0 | | 5 | |
| **11:30** | | | | | 2 | | 1 | | 3 | |
| **11:45** | | | | | 2 | 10 | 2 | 4 | 4 | 14 |
| **Totals** | | | | | | 57 | | 22 | **79** | |
| **Split %** | | | | | | 72.2% | | 27.8% | **33.9%** | |

| **PM** | NB | | SB | | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| **12:00** | | | | | 2 | | 2 | | 4 | |
| **12:15** | | | | | 0 | | 0 | | 0 | |
| **12:30** | | | | | 2 | | 2 | | 4 | |
| **12:45** | | | | | 2 | 6 | 2 | 6 | 4 | 12 |
| **13:00** | | | | | 2 | | 2 | | 4 | |
| **13:15** | | | | | 2 | | 2 | | 4 | |
| **13:30** | | | | | 3 | | 3 | | 6 | |
| **13:45** | | | | | 3 | 10 | 3 | 10 | 6 | 20 |
| **14:00** | | | | | 2 | | 2 | | 4 | |
| **14:15** | | | | | 2 | | 2 | | 4 | |
| **14:30** | | | | | 1 | | 1 | | 2 | |
| **14:45** | | | | | 1 | 6 | 1 | 6 | 2 | 12 |
| **15:00** | | | | | 1 | | 1 | | 2 | |
| **15:15** | | | | | 0 | | 0 | | 0 | |
| **15:30** | | | | | 1 | | 1 | | 2 | |
| **15:45** | | | | | 2 | 4 | 2 | 4 | 4 | 8 |
| **16:00** | | | | | 0 | | 0 | | 0 | |
| **16:15** | | | | | 2 | | 2 | | 4 | |
| **16:30** | | | | | 4 | | 4 | | 8 | |
| **16:45** | | | | | 2 | 8 | 2 | 8 | 4 | 16 |
| **17:00** | | | | | 4 | | 4 | | 8 | |
| **17:15** | | | | | 4 | | 4 | | 8 | |
| **17:30** | | | | | 6 | | 6 | | 12 | |
| **17:45** | | | | | 5 | 19 | 5 | 19 | 10 | 38 |
| **18:00** | | | | | 2 | | 2 | | 4 | |
| **18:15** | | | | | 2 | | 2 | | 4 | |
| **18:30** | | | | | 5 | | 5 | | 10 | |
| **18:45** | | | | | 1 | 10 | 1 | 10 | 2 | 20 |
| **19:00** | | | | | 2 | | 2 | | 4 | |
| **19:15** | | | | | 0 | | 0 | | 0 | |
| **19:30** | | | | | 1 | | 1 | | 2 | |
| **19:45** | | | | | 1 | 4 | 1 | 4 | 2 | 8 |
| **20:00** | | | | | 2 | | 2 | | 4 | |
| **20:15** | | | | | 1 | | 1 | | 2 | |
| **20:30** | | | | | 0 | | 0 | | 0 | |
| **20:45** | | | | | 0 | 3 | 0 | 3 | 0 | 6 |
| **21:00** | | | | | 0 | | 0 | | 0 | |
| **21:15** | | | | | 0 | | 0 | | 0 | |
| **21:30** | | | | | 0 | | 0 | | 0 | |
| **21:45** | | | | | 2 | 2 | 2 | 2 | 4 | 4 |
| **22:00** | | | | | 4 | | 4 | | 8 | |
| **22:15** | | | | | 1 | | 1 | | 2 | |
| **22:30** | | | | | 0 | | 0 | | 0 | |
| **22:45** | | | | | 0 | 5 | 0 | 5 | 0 | 10 |
| **23:00** | | | | | 0 | | 0 | | 0 | |
| **23:15** | | | | | 0 | | 0 | | 0 | |
| **23:30** | | | | | 0 | | 0 | | 0 | |
| **23:45** | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| **Totals** | | | | | | 77 | | 77 | **154** | |
| **Split %** | | | | | | 50.0% | | 50.0% | **66.1%** | |

| **Daily Totals** | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | **134** | **99** | **233** |

| | EB | WB | Total | | EB | WB | Total |
|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 07:15 | 10:15 | **07:15** | **PM Peak Hour** | 17:00 | 17:00 | **17:00** |
| **AM Peak Hr Volume** | 14 | 7 | **16** | **PM Peak Hr Volume** | 19 | 19 | **38** |
| **AM Pk Hr Factor** | 0.583 | 0.583 | **0.571** | **PM Pk Hr Factor** | 0.792 | 0.792 | **0.792** |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

Willow St E west of Anderson St (immediately east of gate)

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 9 | 9 | 18 |

| AM | NB | SB | EB | | WB | | Total | | PM | NB | SB | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | | 0 | | 0 | | 12:00 | | | 0 | | 0 | | 0 | |
| 00:15 | | | 0 | | 0 | | 0 | | 12:15 | | | 1 | | 1 | | 2 | |
| 00:30 | | | 0 | | 0 | | 0 | | 12:30 | | | 0 | | 0 | | 0 | |
| 00:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 12:45 | | | 0 | 1 | 0 | 1 | 0 | 2 |
| 01:00 | | | 0 | | 0 | | 0 | | 13:00 | | | 2 | | 2 | | 4 | |
| 01:15 | | | 0 | | 0 | | 0 | | 13:15 | | | 0 | | 0 | | 0 | |
| 01:30 | | | 0 | | 0 | | 0 | | 13:30 | | | 0 | | 1 | | 1 | |
| 01:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 13:45 | | | 0 | 2 | 0 | 3 | 0 | 5 |
| 02:00 | | | 0 | | 0 | | 0 | | 14:00 | | | 0 | | 0 | | 0 | |
| 02:15 | | | 0 | | 0 | | 0 | | 14:15 | | | 0 | | 0 | | 0 | |
| 02:30 | | | 0 | | 0 | | 0 | | 14:30 | | | 0 | | 0 | | 0 | |
| 02:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 14:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | | | 0 | | 0 | | 0 | | 15:00 | | | 0 | | 0 | | 0 | |
| 03:15 | | | 0 | | 0 | | 0 | | 15:15 | | | 0 | | 0 | | 0 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 0 | | 0 | | 0 | |
| 03:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 15:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | | | 0 | | 0 | | 0 | | 16:00 | | | 0 | | 0 | | 0 | |
| 04:15 | | | 1 | | 1 | | 2 | | 16:15 | | | 0 | | 0 | | 0 | |
| 04:30 | | | 1 | | 1 | | 2 | | 16:30 | | | 0 | | 0 | | 0 | |
| 04:45 | | | 0 | 2 | 0 | 2 | 0 | 4 | 16:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | | | 0 | | 0 | | 0 | | 17:00 | | | 0 | | 0 | | 0 | |
| 05:15 | | | 0 | | 0 | | 0 | | 17:15 | | | 0 | | 0 | | 0 | |
| 05:30 | | | 0 | | 0 | | 0 | | 17:30 | | | 0 | | 0 | | 0 | |
| 05:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 17:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | | | 0 | | 0 | | 0 | | 18:00 | | | 0 | | 0 | | 0 | |
| 06:15 | | | 0 | | 0 | | 0 | | 18:15 | | | 0 | | 0 | | 0 | |
| 06:30 | | | 0 | | 0 | | 0 | | 18:30 | | | 0 | | 0 | | 0 | |
| 06:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | | | 0 | | 0 | | 0 | | 19:00 | | | 0 | | 0 | | 0 | |
| 07:15 | | | 0 | | 0 | | 0 | | 19:15 | | | 0 | | 0 | | 0 | |
| 07:30 | | | 0 | | 0 | | 0 | | 19:30 | | | 0 | | 0 | | 0 | |
| 07:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 19:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | | | 0 | | 0 | | 0 | | 20:00 | | | 0 | | 0 | | 0 | |
| 08:15 | | | 0 | | 0 | | 0 | | 20:15 | | | 0 | | 0 | | 0 | |
| 08:30 | | | 0 | | 0 | | 0 | | 20:30 | | | 0 | | 0 | | 0 | |
| 08:45 | | | 0 | 0 | 0 | 0 | 0 | 0 | 20:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | | | 1 | | 1 | | 2 | | 21:00 | | | 0 | | 0 | | 0 | |
| 09:15 | | | 0 | | 0 | | 0 | | 21:15 | | | 0 | | 0 | | 0 | |
| 09:30 | | | 1 | | 0 | | 1 | | 21:30 | | | 0 | | 0 | | 0 | |
| 09:45 | | | 0 | 2 | 0 | 1 | 0 | 3 | 21:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | | | 0 | | 0 | | 0 | | 22:00 | | | 0 | | 0 | | 0 | |
| 10:15 | | | 1 | | 1 | | 2 | | 22:15 | | | 0 | | 0 | | 0 | |
| 10:30 | | | 0 | | 0 | | 0 | | 22:30 | | | 0 | | 0 | | 0 | |
| 10:45 | | | 0 | 1 | 0 | 1 | 0 | 2 | 22:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | | | 0 | | 0 | | 0 | | 23:00 | | | 0 | | 0 | | 0 | |
| 11:15 | | | 0 | | 0 | | 0 | | 23:15 | | | 0 | | 0 | | 0 | |
| 11:30 | | | 1 | | 1 | | 2 | | 23:30 | | | 0 | | 0 | | 0 | |
| 11:45 | | | 0 | 1 | 0 | 1 | 0 | 2 | 23:45 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | | | 6 | | 5 | 11 | | Totals | | | | 3 | | 4 | 7 | |
| Split % | | | | 54.5% | | 45.5% | 61.1% | | Split % | | | | 42.9% | | 57.1% | 38.9% | |


| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 9 | 9 | 18 |


| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 09:30 | 04:15 | 04:15 | PM Peak Hour | 12:15 | 13:00 | 12:15 |
| AM Peak Hr Volume | 2 | 2 | 4 | PM Peak Hr Volume | 3 | 3 | 6 |
| AM Pk Hr Factor | 0.500 | 0.500 | 0.500 | PM Pk Hr Factor | 0.375 | 0.375 | 0.375 |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

6th St east of Mission Rd

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 725 | 902 | 1627 |

| AM | NB | | SB | | EB | | WB | | Total | | PM | NB | | SB | | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | | | 6 | | 2 | | 8 | | 12:00 | | | | | 16 | | 17 | | 33 | |
| 00:15 | | | | | 3 | | 4 | | 7 | | 12:15 | | | | | 10 | | 13 | | 23 | |
| 00:30 | | | | | 2 | | 3 | | 5 | | 12:30 | | | | | 12 | | 15 | | 27 | |
| 00:45 | | | | | 0 | 11 | 1 | 10 | 1 | 21 | 12:45 | | | | | 13 | 51 | 20 | 65 | 33 | 116 |
| 01:00 | | | | | 0 | | 2 | | 2 | | 13:00 | | | | | 12 | | 6 | | 18 | |
| 01:15 | | | | | 0 | | 2 | | 2 | | 13:15 | | | | | 4 | | 6 | | 10 | |
| 01:30 | | | | | 1 | | 0 | | 1 | | 13:30 | | | | | 12 | | 11 | | 23 | |
| 01:45 | | | | | 1 | 2 | 2 | 6 | 3 | 8 | 13:45 | | | | | 20 | 48 | 10 | 33 | 30 | 81 |
| 02:00 | | | | | 1 | | 1 | | 2 | | 14:00 | | | | | 15 | | 7 | | 22 | |
| 02:15 | | | | | 1 | | 3 | | 4 | | 14:15 | | | | | 12 | | 13 | | 25 | |
| 02:30 | | | | | 2 | | 2 | | 4 | | 14:30 | | | | | 14 | | 11 | | 25 | |
| 02:45 | | | | | 1 | 5 | 0 | 6 | 1 | 11 | 14:45 | | | | | 22 | 63 | 9 | 40 | 31 | 103 |
| 03:00 | | | | | 1 | | 0 | | 1 | | 15:00 | | | | | 15 | | 12 | | 27 | |
| 03:15 | | | | | 1 | | 1 | | 2 | | 15:15 | | | | | 13 | | 9 | | 22 | |
| 03:30 | | | | | 2 | | 1 | | 3 | | 15:30 | | | | | 16 | | 15 | | 31 | |
| 03:45 | | | | | 0 | 4 | 1 | 3 | 1 | 7 | 15:45 | | | | | 12 | 56 | 16 | 52 | 28 | 108 |
| 04:00 | | | | | 2 | | 3 | | 5 | | 16:00 | | | | | 7 | | 10 | | 17 | |
| 04:15 | | | | | 1 | | 6 | | 7 | | 16:15 | | | | | 11 | | 15 | | 26 | |
| 04:30 | | | | | 3 | | 9 | | 12 | | 16:30 | | | | | 6 | | 18 | | 24 | |
| 04:45 | | | | | 4 | 10 | 21 | 39 | 25 | 49 | 16:45 | | | | | 8 | 32 | 15 | 58 | 23 | 90 |
| 05:00 | | | | | 8 | | 8 | | 16 | | 17:00 | | | | | 14 | | 22 | | 36 | |
| 05:15 | | | | | 8 | | 8 | | 16 | | 17:15 | | | | | 11 | | 23 | | 34 | |
| 05:30 | | | | | 8 | | 11 | | 19 | | 17:30 | | | | | 15 | | 25 | | 40 | |
| 05:45 | | | | | 13 | 37 | 12 | 39 | 25 | 76 | 17:45 | | | | | 6 | 46 | 30 | 100 | 36 | 146 |
| 06:00 | | | | | 8 | | 10 | | 18 | | 18:00 | | | | | 2 | | 16 | | 18 | |
| 06:15 | | | | | 6 | | 5 | | 11 | | 18:15 | | | | | 6 | | 18 | | 24 | |
| 06:30 | | | | | 7 | | 11 | | 18 | | 18:30 | | | | | 6 | | 16 | | 22 | |
| 06:45 | | | | | 10 | 31 | 9 | 35 | 19 | 66 | 18:45 | | | | | 4 | 18 | 7 | 57 | 11 | 75 |
| 07:00 | | | | | 6 | | 10 | | 16 | | 19:00 | | | | | 5 | | 13 | | 18 | |
| 07:15 | | | | | 5 | | 12 | | 17 | | 19:15 | | | | | 5 | | 8 | | 13 | |
| 07:30 | | | | | 10 | | 6 | | 16 | | 19:30 | | | | | 2 | | 10 | | 12 | |
| 07:45 | | | | | 9 | 30 | 10 | 38 | 19 | 68 | 19:45 | | | | | 8 | 20 | 15 | 46 | 23 | 66 |
| 08:00 | | | | | 18 | | 7 | | 25 | | 20:00 | | | | | 5 | | 9 | | 14 | |
| 08:15 | | | | | 12 | | 12 | | 24 | | 20:15 | | | | | 9 | | 1 | | 10 | |
| 08:30 | | | | | 11 | | 8 | | 19 | | 20:30 | | | | | 1 | | 7 | | 8 | |
| 08:45 | | | | | 14 | 55 | 27 | 54 | 41 | 109 | 20:45 | | | | | 7 | 22 | 5 | 22 | 12 | 44 |
| 09:00 | | | | | 6 | | 17 | | 23 | | 21:00 | | | | | 8 | | 8 | | 16 | |
| 09:15 | | | | | 10 | | 10 | | 20 | | 21:15 | | | | | 2 | | 6 | | 8 | |
| 09:30 | | | | | 13 | | 13 | | 26 | | 21:30 | | | | | 4 | | 6 | | 10 | |
| 09:45 | | | | | 11 | 40 | 7 | 47 | 18 | 87 | 21:45 | | | | | 12 | 26 | 5 | 25 | 17 | 51 |
| 10:00 | | | | | 23 | | 12 | | 35 | | 22:00 | | | | | 8 | | 8 | | 16 | |
| 10:15 | | | | | 8 | | 12 | | 20 | | 22:15 | | | | | 3 | | 2 | | 5 | |
| 10:30 | | | | | 12 | | 15 | | 27 | | 22:30 | | | | | 0 | | 0 | | 0 | |
| 10:45 | | | | | 10 | 53 | 14 | 53 | 24 | 106 | 22:45 | | | | | 3 | 14 | 1 | 11 | 4 | 25 |
| 11:00 | | | | | 13 | | 11 | | 24 | | 23:00 | | | | | 3 | | 6 | | 9 | |
| 11:15 | | | | | 9 | | 14 | | 23 | | 23:15 | | | | | 2 | | 2 | | 4 | |
| 11:30 | | | | | 6 | | 9 | | 15 | | 23:30 | | | | | 2 | | 0 | | 2 | |
| 11:45 | | | | | 16 | 44 | 19 | 53 | 35 | 97 | 23:45 | | | | | 0 | 7 | 2 | 10 | 2 | 17 |
| Totals | | | | | | 322 | | 383 | 705 | | Totals | | | | | | 403 | | 519 | 922 | |
| Split % | | | | | | 45.7% | | 54.3% | 43.3% | | Split % | | | | | | 43.7% | | 56.3% | 56.7% | |

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 725 | 902 | 1627 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 09:15 | 08:45 | 08:45 | PM Peak Hour | 14:45 | 17:00 | 17:00 |
| AM Peak Hr Volume | 57 | 67 | 110 | PM Peak Hr Volume | 66 | 100 | 146 |
| AM Pk Hr Factor | 0.620 | 0.620 | 0.671 | PM Pk Hr Factor | 0.750 | 0.833 | 0.913 |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

6th St west of Anderson St (immediately west of N-S alley)

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 688 | 853 | 1541 |

| AM | NB | SB | EB | | WB | | Total | | PM | NB | SB | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 6 | | 3 | | 9 | | 12:00 | | | 13 | | 21 | | 34 | |
| 00:15 | | | 4 | | 4 | | 8 | | 12:15 | | | 10 | | 13 | | 23 | |
| 00:30 | | | 2 | | 3 | | 5 | | 12:30 | | | 6 | | 14 | | 20 | |
| 00:45 | | | 0 | 12 | 1 | 11 | 1 | 23 | 12:45 | | | 10 | 39 | 17 | 65 | 27 | 104 |
| 01:00 | | | 0 | | 2 | | 2 | | 13:00 | | | 13 | | 5 | | 18 | |
| 01:15 | | | 0 | | 1 | | 1 | | 13:15 | | | 3 | | 6 | | 9 | |
| 01:30 | | | 1 | | 1 | | 2 | | 13:30 | | | 13 | | 12 | | 25 | |
| 01:45 | | | 1 | 2 | 2 | 6 | 3 | 8 | 13:45 | | | 20 | 49 | 11 | 34 | 31 | 83 |
| 02:00 | | | 0 | | 0 | | 0 | | 14:00 | | | 15 | | 6 | | 21 | |
| 02:15 | | | 3 | | 4 | | 7 | | 14:15 | | | 14 | | 11 | | 25 | |
| 02:30 | | | 1 | | 2 | | 3 | | 14:30 | | | 14 | | 11 | | 25 | |
| 02:45 | | | 1 | 5 | 0 | 6 | 1 | 11 | 14:45 | | | 18 | 61 | 8 | 36 | 26 | 97 |
| 03:00 | | | 1 | | 0 | | 1 | | 15:00 | | | 15 | | 10 | | 25 | |
| 03:15 | | | 1 | | 1 | | 2 | | 15:15 | | | 13 | | 11 | | 24 | |
| 03:30 | | | 2 | | 1 | | 3 | | 15:30 | | | 14 | | 14 | | 28 | |
| 03:45 | | | 0 | 4 | 1 | 3 | 1 | 7 | 15:45 | | | 11 | 53 | 13 | 48 | 24 | 101 |
| 04:00 | | | 1 | | 3 | | 4 | | 16:00 | | | 9 | | 12 | | 21 | |
| 04:15 | | | 1 | | 2 | | 3 | | 16:15 | | | 11 | | 15 | | 26 | |
| 04:30 | | | 2 | | 16 | | 18 | | 16:30 | | | 7 | | 19 | | 26 | |
| 04:45 | | | 11 | 15 | 20 | 41 | 31 | 56 | 16:45 | | | 7 | 34 | 15 | 61 | 22 | 95 |
| 05:00 | | | 6 | | 7 | | 13 | | 17:00 | | | 12 | | 21 | | 33 | |
| 05:15 | | | 5 | | 12 | | 17 | | 17:15 | | | 12 | | 21 | | 33 | |
| 05:30 | | | 2 | | 12 | | 14 | | 17:30 | | | 18 | | 25 | | 43 | |
| 05:45 | | | 6 | 19 | 13 | 44 | 19 | 63 | 17:45 | | | 13 | 55 | 17 | 84 | 30 | 139 |
| 06:00 | | | 6 | | 10 | | 16 | | 18:00 | | | 2 | | 15 | | 17 | |
| 06:15 | | | 5 | | 5 | | 10 | | 18:15 | | | 3 | | 15 | | 18 | |
| 06:30 | | | 5 | | 10 | | 15 | | 18:30 | | | 7 | | 17 | | 24 | |
| 06:45 | | | 9 | 25 | 8 | 33 | 17 | 58 | 18:45 | | | 2 | 14 | 3 | 50 | 5 | 64 |
| 07:00 | | | 10 | | 10 | | 20 | | 19:00 | | | 7 | | 4 | | 11 | |
| 07:15 | | | 4 | | 10 | | 14 | | 19:15 | | | 4 | | 8 | | 12 | |
| 07:30 | | | 10 | | 6 | | 16 | | 19:30 | | | 2 | | 10 | | 12 | |
| 07:45 | | | 8 | 32 | 10 | 36 | 18 | 68 | 19:45 | | | 10 | 23 | 16 | 38 | 26 | 61 |
| 08:00 | | | 17 | | 8 | | 25 | | 20:00 | | | 5 | | 9 | | 14 | |
| 08:15 | | | 14 | | 9 | | 23 | | 20:15 | | | 9 | | 1 | | 10 | |
| 08:30 | | | 7 | | 6 | | 13 | | 20:30 | | | 1 | | 6 | | 7 | |
| 08:45 | | | 16 | 54 | 24 | 47 | 40 | 101 | 20:45 | | | 5 | 20 | 4 | 20 | 9 | 40 |
| 09:00 | | | 8 | | 19 | | 27 | | 21:00 | | | 5 | | 7 | | 12 | |
| 09:15 | | | 10 | | 12 | | 22 | | 21:15 | | | 3 | | 6 | | 9 | |
| 09:30 | | | 10 | | 13 | | 23 | | 21:30 | | | 4 | | 6 | | 10 | |
| 09:45 | | | 10 | 38 | 9 | 53 | 19 | 91 | 21:45 | | | 9 | 21 | 2 | 21 | 11 | 42 |
| 10:00 | | | 22 | | 10 | | 32 | | 22:00 | | | 9 | | 6 | | 15 | |
| 10:15 | | | 5 | | 13 | | 18 | | 22:15 | | | 6 | | 1 | | 7 | |
| 10:30 | | | 10 | | 14 | | 24 | | 22:30 | | | 0 | | 1 | | 1 | |
| 10:45 | | | 9 | 46 | 15 | 52 | 24 | 98 | 22:45 | | | 3 | 18 | 1 | 9 | 4 | 27 |
| 11:00 | | | 11 | | 9 | | 20 | | 23:00 | | | 3 | | 6 | | 9 | |
| 11:15 | | | 7 | | 13 | | 20 | | 23:15 | | | 3 | | 2 | | 5 | |
| 11:30 | | | 6 | | 9 | | 15 | | 23:30 | | | 2 | | 0 | | 2 | |
| 11:45 | | | 17 | 41 | 14 | 45 | 31 | 86 | 23:45 | | | 0 | 8 | 2 | 10 | 2 | 18 |
| **Totals** | | | | 293 | | 377 | **670** | | **Totals** | | | | 395 | | 476 | **871** | |
| **Split %** | | | | 43.7% | | 56.3% | **43.5%** | | **Split %** | | | | 45.4% | | 54.6% | **56.5%** | |

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 688 | 853 | 1541 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 08:00 | 08:45 | **08:45** | **PM Peak Hour** | 13:45 | 17:00 | **17:00** |
| **AM Peak Hr Volume** | 54 | 68 | **112** | **PM Peak Hr Volume** | 63 | 84 | **139** |
| **AM Pk Hr Factor** | 0.794 | 0.708 | **0.700** | **PM Pk Hr Factor** | 0.788 | 0.840 | **0.808** |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

## Mission Rd south of 4th St Alley

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1126 | 949 | 0 | 0 | 2075 |

| AM | NB | | SB | | EB | WB | Total | |
|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 3 | | | | 4 | |
| 00:15 | 4 | | 2 | | | | 6 | |
| 00:30 | 1 | | 1 | | | | 2 | |
| 00:45 | 0 | 6 | 0 | 6 | | | 0 | 12 |
| 01:00 | 2 | | 1 | | | | 3 | |
| 01:15 | 2 | | 0 | | | | 2 | |
| 01:30 | 3 | | 3 | | | | 6 | |
| 01:45 | 0 | 7 | 1 | 5 | | | 1 | 12 |
| 02:00 | 1 | | 2 | | | | 3 | |
| 02:15 | 1 | | 0 | | | | 1 | |
| 02:30 | 0 | | 0 | | | | 0 | |
| 02:45 | 1 | 3 | 2 | 4 | | | 3 | 7 |
| 03:00 | 0 | | 1 | | | | 1 | |
| 03:15 | 1 | | 0 | | | | 1 | |
| 03:30 | 3 | | 3 | | | | 6 | |
| 03:45 | 1 | 5 | 3 | 7 | | | 4 | 12 |
| 04:00 | 0 | | 3 | | | | 3 | |
| 04:15 | 3 | | 2 | | | | 5 | |
| 04:30 | 1 | | 2 | | | | 3 | |
| 04:45 | 3 | 7 | 11 | 18 | | | 14 | 25 |
| 05:00 | 4 | | 18 | | | | 22 | |
| 05:15 | 4 | | 22 | | | | 26 | |
| 05:30 | 6 | | 21 | | | | 27 | |
| 05:45 | 4 | 18 | 23 | 84 | | | 27 | 102 |
| 06:00 | 7 | | 11 | | | | 18 | |
| 06:15 | 9 | | 11 | | | | 20 | |
| 06:30 | 10 | | 8 | | | | 18 | |
| 06:45 | 8 | 34 | 15 | 45 | | | 23 | 79 |
| 07:00 | 8 | | 8 | | | | 16 | |
| 07:15 | 8 | | 8 | | | | 16 | |
| 07:30 | 6 | | 12 | | | | 18 | |
| 07:45 | 10 | 32 | 13 | 41 | | | 23 | 73 |
| 08:00 | 12 | | 27 | | | | 39 | |
| 08:15 | 11 | | 21 | | | | 32 | |
| 08:30 | 5 | | 18 | | | | 23 | |
| 08:45 | 20 | 48 | 28 | 94 | | | 48 | 142 |
| 09:00 | 22 | | 23 | | | | 45 | |
| 09:15 | 7 | | 26 | | | | 33 | |
| 09:30 | 13 | | 23 | | | | 36 | |
| 09:45 | 10 | 52 | 23 | 95 | | | 33 | 147 |
| 10:00 | 10 | | 19 | | | | 29 | |
| 10:15 | 9 | | 20 | | | | 29 | |
| 10:30 | 10 | | 14 | | | | 24 | |
| 10:45 | 9 | 38 | 20 | 73 | | | 29 | 111 |
| 11:00 | 16 | | 24 | | | | 40 | |
| 11:15 | 10 | | 21 | | | | 31 | |
| 11:30 | 7 | | 12 | | | | 19 | |
| 11:45 | 22 | 55 | 18 | 75 | | | 40 | 130 |
| Totals | | 305 | | 547 | | | 852 | |
| Split % | | 35.8% | | 64.2% | | | 41.1% | |

| PM | NB | | SB | | EB | WB | Total | |
|---|---|---|---|---|---|---|---|---|
| 12:00 | 19 | | 16 | | | | 35 | |
| 12:15 | 8 | | 6 | | | | 14 | |
| 12:30 | 11 | | 14 | | | | 25 | |
| 12:45 | 18 | 56 | 22 | 58 | | | 40 | 114 |
| 13:00 | 9 | | 17 | | | | 26 | |
| 13:15 | 8 | | 8 | | | | 16 | |
| 13:30 | 18 | | 10 | | | | 28 | |
| 13:45 | 21 | 56 | 9 | 44 | | | 30 | 100 |
| 14:00 | 16 | | 14 | | | | 30 | |
| 14:15 | 20 | | 13 | | | | 33 | |
| 14:30 | 13 | | 16 | | | | 29 | |
| 14:45 | 12 | 61 | 19 | 62 | | | 31 | 123 |
| 15:00 | 18 | | 13 | | | | 31 | |
| 15:15 | 18 | | 15 | | | | 33 | |
| 15:30 | 24 | | 18 | | | | 42 | |
| 15:45 | 22 | 82 | 15 | 61 | | | 37 | 143 |
| 16:00 | 16 | | 9 | | | | 25 | |
| 16:15 | 14 | | 18 | | | | 32 | |
| 16:30 | 27 | | 11 | | | | 38 | |
| 16:45 | 17 | 74 | 7 | 45 | | | 24 | 119 |
| 17:00 | 34 | | 8 | | | | 42 | |
| 17:15 | 30 | | 15 | | | | 45 | |
| 17:30 | 42 | | 10 | | | | 52 | |
| 17:45 | 58 | 164 | 5 | 38 | | | 63 | 202 |
| 18:00 | 33 | | 4 | | | | 37 | |
| 18:15 | 23 | | 4 | | | | 27 | |
| 18:30 | 30 | | 8 | | | | 38 | |
| 18:45 | 15 | 101 | 5 | 21 | | | 20 | 122 |
| 19:00 | 20 | | 3 | | | | 23 | |
| 19:15 | 7 | | 4 | | | | 11 | |
| 19:30 | 12 | | 5 | | | | 17 | |
| 19:45 | 22 | 61 | 6 | 18 | | | 28 | 79 |
| 20:00 | 25 | | 7 | | | | 32 | |
| 20:15 | 8 | | 13 | | | | 21 | |
| 20:30 | 7 | | 1 | | | | 8 | |
| 20:45 | 7 | 47 | 6 | 27 | | | 13 | 74 |
| 21:00 | 0 | | 3 | | | | 3 | |
| 21:15 | 8 | | 2 | | | | 10 | |
| 21:30 | 6 | | 2 | | | | 8 | |
| 21:45 | 32 | 46 | 3 | 10 | | | 35 | 56 |
| 22:00 | 24 | | 4 | | | | 28 | |
| 22:15 | 12 | | 2 | | | | 14 | |
| 22:30 | 13 | | 3 | | | | 16 | |
| 22:45 | 5 | 54 | 4 | 13 | | | 9 | 67 |
| 23:00 | 13 | | 0 | | | | 13 | |
| 23:15 | 5 | | 2 | | | | 7 | |
| 23:30 | 1 | | 3 | | | | 4 | |
| 23:45 | 0 | 19 | 0 | 5 | | | 0 | 24 |
| Totals | | 821 | | 402 | | | 1223 | |
| Split % | | 67.1% | | 32.9% | | | 58.9% | |


| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1126 | 949 | 0 | 0 | 2075 |


| | NB | SB | Total | | NB | SB | Total |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 08:45 | 08:45 | 08:45 | PM Peak Hour | 17:00 | 14:45 | 17:00 |
| AM Peak Volume | 62 | 100 | 162 | PM Peak Volume | 164 | 65 | 202 |
| AM Pk Hr Factor | 0.705 | 0.893 | 0.844 | PM Pk Hr Factor | 0.707 | 0.855 | 0.802 |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

Mission Rd north of 6th St

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 890 | 703 | 0 | 0 | 1593 |

| AM | NB | | SB | | EB | WB | Total | | PM | NB | | SB | | EB | WB | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | | 3 | | | | 5 | | 12:00 | 13 | | 12 | | | | 25 | |
| 00:15 | 3 | | 2 | | | | 5 | | 12:15 | 12 | | 6 | | | | 18 | |
| 00:30 | 2 | | 1 | | | | 3 | | 12:30 | 13 | | 13 | | | | 26 | |
| 00:45 | 0 | 7 | 0 | 6 | | | 0 | 13 | 12:45 | 18 | 56 | 11 | 42 | | | 29 | 98 |
| 01:00 | 2 | | 1 | | | | 3 | | 13:00 | 6 | | 11 | | | | 17 | |
| 01:15 | 1 | | 0 | | | | 1 | | 13:15 | 4 | | 4 | | | | 8 | |
| 01:30 | 3 | | 2 | | | | 5 | | 13:30 | 17 | | 7 | | | | 24 | |
| 01:45 | 0 | 6 | 1 | 4 | | | 1 | 10 | 13:45 | 16 | 43 | 7 | 29 | | | 23 | 72 |
| 02:00 | 1 | | 2 | | | | 3 | | 14:00 | 15 | | 14 | | | | 29 | |
| 02:15 | 1 | | 0 | | | | 1 | | 14:15 | 15 | | 12 | | | | 27 | |
| 02:30 | 0 | | 0 | | | | 0 | | 14:30 | 8 | | 9 | | | | 17 | |
| 02:45 | 0 | 2 | 1 | 3 | | | 1 | 5 | 14:45 | 11 | 49 | 20 | 55 | | | 31 | 104 |
| 03:00 | 0 | | 1 | | | | 1 | | 15:00 | 14 | | 13 | | | | 27 | |
| 03:15 | 1 | | 0 | | | | 1 | | 15:15 | 11 | | 15 | | | | 26 | |
| 03:30 | 2 | | 3 | | | | 5 | | 15:30 | 16 | | 14 | | | | 30 | |
| 03:45 | 1 | 4 | 2 | 6 | | | 3 | 10 | 15:45 | 19 | 60 | 8 | 50 | | | 27 | 110 |
| 04:00 | 1 | | 3 | | | | 4 | | 16:00 | 13 | | 13 | | | | 26 | |
| 04:15 | 3 | | 2 | | | | 5 | | 16:15 | 16 | | 9 | | | | 25 | |
| 04:30 | 2 | | 4 | | | | 6 | | 16:30 | 21 | | 11 | | | | 32 | |
| 04:45 | 4 | 10 | 11 | 20 | | | 15 | 30 | 16:45 | 14 | 64 | 10 | 43 | | | 24 | 107 |
| 05:00 | 5 | | 6 | | | | 11 | | 17:00 | 24 | | 14 | | | | 38 | |
| 05:15 | 7 | | 7 | | | | 14 | | 17:15 | 27 | | 11 | | | | 38 | |
| 05:30 | 7 | | 7 | | | | 14 | | 17:30 | 28 | | 8 | | | | 36 | |
| 05:45 | 10 | 29 | 11 | 31 | | | 21 | 60 | 17:45 | 31 | 110 | 4 | 37 | | | 35 | 147 |
| 06:00 | 8 | | 9 | | | | 17 | | 18:00 | 15 | | 4 | | | | 19 | |
| 06:15 | 8 | | 9 | | | | 17 | | 18:15 | 17 | | 7 | | | | 24 | |
| 06:30 | 9 | | 7 | | | | 16 | | 18:30 | 18 | | 9 | | | | 27 | |
| 06:45 | 8 | 33 | 11 | 36 | | | 19 | 69 | 18:45 | 10 | 60 | 4 | 24 | | | 14 | 84 |
| 07:00 | 9 | | 7 | | | | 16 | | 19:00 | 13 | | 5 | | | | 18 | |
| 07:15 | 11 | | 6 | | | | 17 | | 19:15 | 8 | | 6 | | | | 14 | |
| 07:30 | 6 | | 9 | | | | 15 | | 19:30 | 10 | | 5 | | | | 15 | |
| 07:45 | 9 | 35 | 8 | 30 | | | 17 | 65 | 19:45 | 15 | 46 | 8 | 24 | | | 23 | 70 |
| 08:00 | 9 | | 20 | | | | 29 | | 20:00 | 12 | | 12 | | | | 24 | |
| 08:15 | 11 | | 14 | | | | 25 | | 20:15 | 6 | | 1 | | | | 7 | |
| 08:30 | 4 | | 7 | | | | 11 | | 20:30 | 6 | | 5 | | | | 11 | |
| 08:45 | 24 | 48 | 10 | 51 | | | 34 | 99 | 20:45 | 5 | 29 | 4 | 22 | | | 9 | 51 |
| 09:00 | 17 | | 8 | | | | 25 | | 21:00 | 6 | | 2 | | | | 8 | |
| 09:15 | 10 | | 12 | | | | 22 | | 21:15 | 5 | | 2 | | | | 7 | |
| 09:30 | 11 | | 15 | | | | 26 | | 21:30 | 4 | | 8 | | | | 12 | |
| 09:45 | 9 | 47 | 12 | 47 | | | 21 | 94 | 21:45 | 6 | 21 | 9 | 21 | | | 15 | 42 |
| 10:00 | 14 | | 16 | | | | 30 | | 22:00 | 8 | | 5 | | | | 13 | |
| 10:15 | 12 | | 11 | | | | 23 | | 22:15 | 3 | | 1 | | | | 4 | |
| 10:30 | 16 | | 13 | | | | 29 | | 22:30 | 1 | | 2 | | | | 3 | |
| 10:45 | 10 | 52 | 14 | 54 | | | 24 | 106 | 22:45 | 1 | 13 | 3 | 11 | | | 4 | 24 |
| 11:00 | 15 | | 14 | | | | 29 | | 23:00 | 6 | | 0 | | | | 6 | |
| 11:15 | 16 | | 11 | | | | 27 | | 23:15 | 2 | | 3 | | | | 5 | |
| 11:30 | 9 | | 8 | | | | 17 | | 23:30 | 0 | | 0 | | | | 0 | |
| 11:45 | 18 | 58 | 21 | 54 | | | 39 | 112 | 23:45 | 0 | 8 | 0 | 3 | | | 0 | 11 |
| Totals | 331 | | 342 | | | | 673 | | Totals | 559 | | 361 | | | | 920 | |
| Split % | 49.2% | | 50.8% | | | | 42.2% | | Split % | 60.8% | | 39.2% | | | | 57.8% | |



| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 890 | 703 | 0 | 0 | 1593 |



| | NB | SB | Total | | NB | SB | Total |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 08:45 | 09:15 | 11:00 | PM Peak Hour | 17:00 | 14:45 | 17:00 |
| AM Peak Volume | 62 | 55 | 112 | PM Peak Volume | 110 | 62 | 147 |
| AM Pk Hr Factor | 0.646 | 0.859 | 0.718 | PM Pk Hr Factor | 0.887 | 0.775 | 0.967 |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

Anderson St south of 4th St Alley

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 898 | 796 | 0 | 0 | 1694 |

| AM | NB | | SB | | EB | | WB | | Total | | PM | NB | | SB | | EB | | WB | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 6 | | 2 | | | | | | 8 | | 12:00 | 20 | | 19 | | | | | | 39 | |
| 00:15 | 1 | | 0 | | | | | | 1 | | 12:15 | 10 | | 14 | | | | | | 24 | |
| 00:30 | 0 | | 0 | | | | | | 0 | | 12:30 | 8 | | 9 | | | | | | 17 | |
| 00:45 | 0 | 7 | 0 | 2 | | | | | 0 | 9 | 12:45 | 14 | 52 | 9 | 51 | | | | | 23 | 103 |
| 01:00 | 0 | | 0 | | | | | | 0 | | 13:00 | 13 | | 15 | | | | | | 28 | |
| 01:15 | 0 | | 1 | | | | | | 1 | | 13:15 | 13 | | 8 | | | | | | 21 | |
| 01:30 | 1 | | 1 | | | | | | 2 | | 13:30 | 13 | | 12 | | | | | | 25 | |
| 01:45 | 1 | 2 | 1 | 3 | | | | | 2 | 5 | 13:45 | 7 | 46 | 13 | 48 | | | | | 20 | 94 |
| 02:00 | 0 | | 2 | | | | | | 2 | | 14:00 | 14 | | 12 | | | | | | 26 | |
| 02:15 | 2 | | 0 | | | | | | 2 | | 14:15 | 11 | | 13 | | | | | | 24 | |
| 02:30 | 1 | | 0 | | | | | | 1 | | 14:30 | 21 | | 7 | | | | | | 28 | |
| 02:45 | 0 | 3 | 1 | 3 | | | | | 1 | 6 | 14:45 | 19 | 65 | 13 | 45 | | | | | 32 | 110 |
| 03:00 | 3 | | 3 | | | | | | 6 | | 15:00 | 12 | | 11 | | | | | | 23 | |
| 03:15 | 0 | | 0 | | | | | | 0 | | 15:15 | 19 | | 8 | | | | | | 27 | |
| 03:30 | 3 | | 2 | | | | | | 5 | | 15:30 | 14 | | 9 | | | | | | 23 | |
| 03:45 | 1 | 7 | 0 | 5 | | | | | 1 | 12 | 15:45 | 10 | 55 | 8 | 36 | | | | | 18 | 91 |
| 04:00 | 0 | | 1 | | | | | | 1 | | 16:00 | 22 | | 15 | | | | | | 37 | |
| 04:15 | 1 | | 0 | | | | | | 1 | | 16:15 | 11 | | 12 | | | | | | 23 | |
| 04:30 | 0 | | 0 | | | | | | 0 | | 16:30 | 24 | | 10 | | | | | | 34 | |
| 04:45 | 2 | 3 | 3 | 4 | | | | | 5 | 7 | 16:45 | 26 | 83 | 9 | 46 | | | | | 35 | 129 |
| 05:00 | 5 | | 6 | | | | | | 11 | | 17:00 | 14 | | 9 | | | | | | 23 | |
| 05:15 | 4 | | 3 | | | | | | 7 | | 17:15 | 15 | | 7 | | | | | | 22 | |
| 05:30 | 11 | | 2 | | | | | | 13 | | 17:30 | 20 | | 8 | | | | | | 28 | |
| 05:45 | 3 | 23 | 4 | 15 | | | | | 7 | 38 | 17:45 | 18 | 67 | 5 | 29 | | | | | 23 | 96 |
| 06:00 | 13 | | 3 | | | | | | 16 | | 18:00 | 17 | | 14 | | | | | | 31 | |
| 06:15 | 11 | | 3 | | | | | | 14 | | 18:15 | 9 | | 10 | | | | | | 19 | |
| 06:30 | 14 | | 6 | | | | | | 20 | | 18:30 | 12 | | 6 | | | | | | 18 | |
| 06:45 | 9 | 47 | 12 | 24 | | | | | 21 | 71 | 18:45 | 7 | 45 | 6 | 36 | | | | | 13 | 81 |
| 07:00 | 15 | | 11 | | | | | | 26 | | 19:00 | 10 | | 4 | | | | | | 14 | |
| 07:15 | 19 | | 11 | | | | | | 30 | | 19:15 | 2 | | 4 | | | | | | 6 | |
| 07:30 | 9 | | 22 | | | | | | 31 | | 19:30 | 5 | | 27 | | | | | | 32 | |
| 07:45 | 16 | 59 | 14 | 58 | | | | | 30 | 117 | 19:45 | 9 | 26 | 19 | 54 | | | | | 28 | 80 |
| 08:00 | 19 | | 10 | | | | | | 29 | | 20:00 | 7 | | 34 | | | | | | 41 | |
| 08:15 | 14 | | 11 | | | | | | 25 | | 20:15 | 12 | | 10 | | | | | | 22 | |
| 08:30 | 15 | | 11 | | | | | | 26 | | 20:30 | 9 | | 23 | | | | | | 32 | |
| 08:45 | 11 | 59 | 15 | 47 | | | | | 26 | 106 | 20:45 | 4 | 32 | 4 | 71 | | | | | 8 | 103 |
| 09:00 | 17 | | 16 | | | | | | 33 | | 21:00 | 7 | | 36 | | | | | | 43 | |
| 09:15 | 13 | | 19 | | | | | | 32 | | 21:15 | 6 | | 7 | | | | | | 13 | |
| 09:30 | 14 | | 15 | | | | | | 29 | | 21:30 | 5 | | 4 | | | | | | 9 | |
| 09:45 | 9 | 53 | 14 | 64 | | | | | 23 | 117 | 21:45 | 3 | 21 | 2 | 49 | | | | | 5 | 70 |
| 10:00 | 12 | | 17 | | | | | | 29 | | 22:00 | 8 | | 2 | | | | | | 10 | |
| 10:15 | 15 | | 14 | | | | | | 29 | | 22:15 | 4 | | 1 | | | | | | 5 | |
| 10:30 | 12 | | 8 | | | | | | 20 | | 22:30 | 3 | | 1 | | | | | | 4 | |
| 10:45 | 16 | 55 | 21 | 60 | | | | | 37 | 115 | 22:45 | 5 | 20 | 3 | 7 | | | | | 8 | 27 |
| 11:00 | 17 | | 11 | | | | | | 28 | | 23:00 | 2 | | 2 | | | | | | 4 | |
| 11:15 | 15 | | 7 | | | | | | 22 | | 23:15 | 1 | | 1 | | | | | | 2 | |
| 11:30 | 13 | | 9 | | | | | | 22 | | 23:30 | 2 | | 1 | | | | | | 3 | |
| 11:45 | 17 | 62 | 8 | 35 | | | | | 25 | 97 | 23:45 | 1 | 6 | 0 | 4 | | | | | 1 | 10 |
| Totals | | 380 | | 320 | | | | | 700 | | Totals | | 518 | | 476 | | | | | 994 | |
| Split % | | 54.3% | | 45.7% | | | | | 41.3% | | Split % | | 52.1% | | 47.9% | | | | | 58.7% | |

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 898 | 796 | 0 | 0 | 1694 |

| | NB | SB | EB | WB | Total | | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:45 | 09:15 | | | 08:45 | PM Peak Hour | 16:00 | 19:30 | | | 16:00 |
| AM Peak Volume | 64 | 65 | | | 120 | PM Peak Volume | 83 | 90 | | | 129 |
| AM Pk Hr Factor | 0.842 | 0.855 | | | 0.909 | PM Pk Hr Factor | 0.798 | 0.662 | | | 0.872 |

Prepared by City Count, LLC (www.citycount.com)

# ADT Volume Report

Anderson St north of 6th St

**Day:** Tuesday, August 16, 2022 **City:** Los Angeles, CA

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 796 | 692 | 0 | 0 | 1488 |

| AM | NB | | SB | | EB | WB | Total | | PM | NB | | SB | | EB | WB | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 6 | | 3 | | | | 9 | | 12:00 | 11 | | 12 | | | | 23 | |
| 00:15 | 1 | | 0 | | | | 1 | | 12:15 | 9 | | 12 | | | | 21 | |
| 00:30 | 0 | | 0 | | | | 0 | | 12:30 | 11 | | 7 | | | | 18 | |
| 00:45 | 0 | 7 | 0 | 3 | | | 0 | 10 | 12:45 | 12 | 43 | 9 | 40 | | | 21 | 83 |
| 01:00 | 0 | | 0 | | | | 0 | | 13:00 | 8 | | 12 | | | | 20 | |
| 01:15 | 0 | | 1 | | | | 1 | | 13:15 | 9 | | 5 | | | | 14 | |
| 01:30 | 0 | | 1 | | | | 1 | | 13:30 | 15 | | 15 | | | | 30 | |
| 01:45 | 1 | 1 | 0 | 2 | | | 1 | 3 | 13:45 | 11 | 43 | 9 | 41 | | | 20 | 84 |
| 02:00 | 0 | | 2 | | | | 2 | | 14:00 | 13 | | 12 | | | | 25 | |
| 02:15 | 3 | | 1 | | | | 4 | | 14:15 | 14 | | 11 | | | | 25 | |
| 02:30 | 1 | | 0 | | | | 1 | | 14:30 | 21 | | 8 | | | | 29 | |
| 02:45 | 1 | 5 | 1 | 4 | | | 2 | 9 | 14:45 | 13 | 61 | 8 | 39 | | | 21 | 100 |
| 03:00 | 2 | | 1 | | | | 3 | | 15:00 | 13 | | 12 | | | | 25 | |
| 03:15 | 0 | | 0 | | | | 0 | | 15:15 | 18 | | 7 | | | | 25 | |
| 03:30 | 1 | | 1 | | | | 2 | | 15:30 | 11 | | 5 | | | | 16 | |
| 03:45 | 1 | 4 | 0 | 2 | | | 1 | 6 | 15:45 | 11 | 53 | 6 | 30 | | | 17 | 83 |
| 04:00 | 1 | | 0 | | | | 1 | | 16:00 | 12 | | 11 | | | | 23 | |
| 04:15 | 3 | | 8 | | | | 11 | | 16:15 | 7 | | 10 | | | | 17 | |
| 04:30 | 1 | | 0 | | | | 1 | | 16:30 | 14 | | 11 | | | | 25 | |
| 04:45 | 3 | 8 | 3 | 11 | | | 6 | 19 | 16:45 | 14 | 47 | 12 | 44 | | | 26 | 91 |
| 05:00 | 6 | | 4 | | | | 10 | | 17:00 | 12 | | 7 | | | | 19 | |
| 05:15 | 3 | | 3 | | | | 6 | | 17:15 | 15 | | 8 | | | | 23 | |
| 05:30 | 5 | | 5 | | | | 10 | | 17:30 | 16 | | 5 | | | | 21 | |
| 05:45 | 6 | 20 | 5 | 17 | | | 11 | 37 | 17:45 | 19 | 62 | 7 | 27 | | | 26 | 89 |
| 06:00 | 10 | | 3 | | | | 13 | | 18:00 | 13 | | 13 | | | | 26 | |
| 06:15 | 11 | | 4 | | | | 15 | | 18:15 | 9 | | 8 | | | | 17 | |
| 06:30 | 9 | | 6 | | | | 15 | | 18:30 | 10 | | 5 | | | | 15 | |
| 06:45 | 12 | 42 | 6 | 19 | | | 18 | 61 | 18:45 | 9 | 41 | 7 | 33 | | | 16 | 74 |
| 07:00 | 12 | | 9 | | | | 21 | | 19:00 | 10 | | 5 | | | | 15 | |
| 07:15 | 21 | | 9 | | | | 30 | | 19:15 | 2 | | 4 | | | | 6 | |
| 07:30 | 14 | | 12 | | | | 26 | | 19:30 | 3 | | 24 | | | | 27 | |
| 07:45 | 13 | 60 | 9 | 39 | | | 22 | 99 | 19:45 | 8 | 23 | 18 | 51 | | | 26 | 74 |
| 08:00 | 18 | | 8 | | | | 26 | | 20:00 | 7 | | 33 | | | | 40 | |
| 08:15 | 15 | | 8 | | | | 23 | | 20:15 | 8 | | 10 | | | | 18 | |
| 08:30 | 12 | | 8 | | | | 20 | | 20:30 | 4 | | 17 | | | | 21 | |
| 08:45 | 13 | 58 | 9 | 33 | | | 22 | 91 | 20:45 | 4 | 23 | 6 | 66 | | | 10 | 89 |
| 09:00 | 12 | | 12 | | | | 24 | | 21:00 | 6 | | 36 | | | | 42 | |
| 09:15 | 12 | | 14 | | | | 26 | | 21:15 | 7 | | 6 | | | | 13 | |
| 09:30 | 11 | | 12 | | | | 23 | | 21:30 | 4 | | 3 | | | | 7 | |
| 09:45 | 10 | 45 | 13 | 51 | | | 23 | 96 | 21:45 | 3 | 20 | 3 | 48 | | | 6 | 68 |
| 10:00 | 14 | | 12 | | | | 26 | | 22:00 | 6 | | 3 | | | | 9 | |
| 10:15 | 10 | | 8 | | | | 18 | | 22:15 | 5 | | 1 | | | | 6 | |
| 10:30 | 12 | | 9 | | | | 21 | | 22:30 | 2 | | 2 | | | | 4 | |
| 10:45 | 16 | 52 | 14 | 43 | | | 30 | 95 | 22:45 | 5 | 18 | 4 | 10 | | | 9 | 28 |
| 11:00 | 13 | | 14 | | | | 27 | | 23:00 | 2 | | 2 | | | | 4 | |
| 11:15 | 15 | | 7 | | | | 22 | | 23:15 | 1 | | 1 | | | | 2 | |
| 11:30 | 13 | | 9 | | | | 22 | | 23:30 | 3 | | 2 | | | | 5 | |
| 11:45 | 11 | 52 | 4 | 34 | | | 15 | 86 | 23:45 | 2 | 8 | 0 | 5 | | | 2 | 13 |
| **Totals** | | 354 | | 258 | | | **612** | | **Totals** | | 442 | | 434 | | | **876** | |
| **Split %** | | 57.8% | | 42.2% | | | **41.1%** | | **Split %** | | 50.5% | | 49.5% | | | **58.9%** | |

| Daily Totals | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 796 | 692 | 0 | 0 | 1488 |

| | NB | SB | Total | | NB | SB | Total |
|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 07:15 | 09:15 | 07:15 | **PM Peak Hour** | 14:30 | 19:30 | 19:30 |
| **AM Peak Volume** | 66 | 51 | 104 | **PM Peak Volume** | 65 | 85 | 111 |
| **AM Pk Hr Factor** | 0.786 | 0.911 | 0.867 | **PM Pk Hr Factor** | 0.774 | 0.644 | 0.694 |

# Turning Movement Count Report AM

Location ID: 1
North/South: Mission Rd
East/West: 4th St

Date: 08/16/22
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 0 | 7 | 4 | 5 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 25 |
| 7:15 | 0 | 8 | 4 | 4 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 25 |
| 7:30 | 0 | 11 | 5 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 24 |
| 7:45 | 0 | 11 | 3 | 5 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 31 |
| 8:00 | 0 | 27 | 7 | 7 | 0 | 2 | 4 | 8 | 0 | 0 | 0 | 0 | 55 |
| 8:15 | 0 | 18 | 3 | 9 | 0 | 3 | 2 | 9 | 0 | 0 | 0 | 0 | 44 |
| 8:30 | 0 | 15 | 4 | 4 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 0 | 32 |
| 8:45 | 0 | 24 | 3 | 5 | 0 | 5 | 2 | 17 | 0 | 0 | 0 | 0 | 56 |
| 9:00 | 0 | 22 | 0 | 3 | 0 | 1 | 2 | 20 | 0 | 0 | 0 | 0 | 48 |
| 9:15 | 0 | 23 | 3 | 4 | 0 | 3 | 1 | 6 | 0 | 0 | 0 | 0 | 40 |
| 9:30 | 0 | 19 | 1 | 4 | 0 | 4 | 7 | 5 | 0 | 0 | 0 | 0 | 40 |
| 9:45 | 0 | 18 | 4 | 4 | 0 | 4 | 3 | 8 | 0 | 0 | 0 | 0 | 41 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 0 | 203 | 41 | 55 | 0 | 30 | 28 | 103 | 1 | 0 | 0 | 0 | 461 |
| Approach % | 0% | 83% | 17% | 65% | 0% | 35% | 21% | 78% | 1% | 0% | 0% | 0% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hr Begin:** | 8:00 | | | | | | | | | | | | |
| PHV | 0 | 84 | 17 | 25 | 0 | 13 | 9 | 38 | 1 | 0 | 0 | 0 | 187 |
| PHF | | 0.743 | | | 0.792 | | | 0.632 | | | 0.000 | | 0.835 |

# Turning Movement Count Report PM

| | | | |
|---|---|---|---|
| Location ID: | 1 | | |
| North/South: | Mission Rd | Date: | 08/16/22 |
| East/West: | 4th St | City: | Los Angeles, CA |

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 0 | 10 | 5 | 3 | 0 | 2 | 4 | 14 | 0 | 0 | 0 | 0 | 38 |
| 15:15 | 0 | 15 | 7 | 2 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 42 |
| 15:30 | 0 | 17 | 4 | 4 | 0 | 2 | 8 | 16 | 0 | 0 | 0 | 0 | 51 |
| 15:45 | 0 | 12 | 2 | 3 | 0 | 3 | 8 | 14 | 0 | 0 | 0 | 0 | 42 |
| 16:00 | 0 | 8 | 4 | 4 | 0 | 1 | 2 | 14 | 0 | 0 | 0 | 0 | 33 |
| 16:15 | 0 | 17 | 5 | 3 | 0 | 1 | 3 | 11 | 0 | 0 | 0 | 0 | 40 |
| 16:30 | 0 | 8 | 3 | 6 | 0 | 3 | 6 | 21 | 0 | 0 | 0 | 0 | 47 |
| 16:45 | 0 | 7 | 2 | 7 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 7 | 0 | 4 | 0 | 1 | 5 | 29 | 0 | 0 | 0 | 0 | 46 |
| 17:15 | 0 | 14 | 3 | 8 | 0 | 1 | 3 | 27 | 0 | 0 | 0 | 0 | 56 |
| 17:30 | 0 | 11 | 2 | 11 | 0 | 0 | 5 | 37 | 0 | 0 | 0 | 0 | 66 |
| 17:45 | 0 | 4 | 8 | 4 | 0 | 2 | 11 | 47 | 0 | 0 | 0 | 0 | 76 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 0 | 130 | 45 | 59 | 0 | 16 | 64 | 256 | 0 | 0 | 0 | 0 | 570 |
| Approach % | 0% | 74% | 26% | 79% | 0% | 21% | 20% | 80% | 0% | 0% | 0% | 0% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hr Begin:** | 17:00 | | | | | | | | | | | | |
| PHV | 0 | 36 | 13 | 27 | 0 | 4 | 24 | 140 | 0 | 0 | 0 | 0 | 244 |
| PHF | 0.721 | | | 0.705 | | | 0.707 | | | 0.000 | | | 0.803 |

Prepared by City Count, LLC. (www.citycount.com)

# Pedestrian/Bicycle Count Report

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |

# Turning Movement Count Report AM

Location ID: 2
North/South: Anderson St
East/West: 4th St (Alley)

Date: 08/16/22
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 4 | 6 | 2 | 0 | 0 | 0 | 2 | 12 | 1 | 5 | 0 | 0 | 32 |
| 7:15 | 2 | 7 | 2 | 0 | 0 | 0 | 3 | 13 | 3 | 4 | 0 | 0 | 34 |
| 7:30 | 2 | 15 | 1 | 1 | 0 | 0 | 0 | 9 | 0 | 2 | 2 | 2 | 34 |
| 7:45 | 5 | 10 | 2 | 0 | 1 | 1 | 1 | 15 | 0 | 2 | 0 | 2 | 39 |
| 8:00 | 5 | 5 | 0 | 0 | 0 | 1 | 1 | 13 | 5 | 4 | 0 | 3 | 37 |
| 8:15 | 8 | 9 | 0 | 0 | 0 | 1 | 2 | 8 | 4 | 2 | 0 | 3 | 37 |
| 8:30 | 4 | 8 | 3 | 0 | 0 | 1 | 0 | 12 | 3 | 2 | 1 | 0 | 34 |
| 8:45 | 6 | 11 | 5 | 1 | 1 | 0 | 2 | 9 | 0 | 3 | 1 | 3 | 42 |
| 9:00 | 3 | 15 | 1 | 0 | 0 | 1 | 1 | 15 | 1 | 0 | 0 | 0 | 37 |
| 9:15 | 4 | 15 | 2 | 1 | 0 | 4 | 2 | 8 | 3 | 0 | 0 | 4 | 43 |
| 9:30 | 5 | 11 | 0 | 0 | 0 | 0 | 3 | 10 | 1 | 4 | 1 | 1 | 36 |
| 9:45 | 8 | 10 | 7 | 1 | 0 | 1 | 0 | 8 | 1 | 3 | 2 | 2 | 43 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 56 | 122 | 25 | 4 | 2 | 10 | 17 | 132 | 22 | 31 | 7 | 20 | 448 |
| Approach % | 28% | 60% | 12% | 25% | 13% | 63% | 10% | 77% | 13% | 53% | 12% | 34% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hr Begin:** | 9:00 | | | | | | | | | | | | |
| PHV | 20 | 51 | 10 | 2 | 0 | 6 | 6 | 41 | 6 | 7 | 3 | 7 | 159 |
| PHF | 0.810 | | | 0.400 | | | 0.779 | | | 0.607 | | | 0.924 |

# Turning Movement Count Report PM

Location ID: 2
North/South: Anderson St
East/West: 4th St (Alley)

Date: 08/16/22
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 3 | 9 | 1 | 1 | 0 | 1 | 0 | 12 | 0 | 2 | 0 | 7 | 36 |
| 15:15 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 3 | 0 | 6 | 34 |
| 15:30 | 1 | 4 | 2 | 0 | 0 | 0 | 1 | 12 | 1 | 1 | 2 | 7 | 31 |
| 15:45 | 2 | 7 | 1 | 0 | 1 | 0 | 2 | 7 | 1 | 1 | 1 | 4 | 27 |
| 16:00 | 3 | 11 | 1 | 0 | 1 | 1 | 0 | 21 | 1 | 3 | 1 | 3 | 46 |
| 16:15 | 3 | 10 | 0 | 0 | 0 | 1 | 1 | 10 | 0 | 1 | 0 | 5 | 31 |
| 16:30 | 3 | 6 | 0 | 0 | 1 | 0 | 1 | 19 | 4 | 3 | 0 | 5 | 42 |
| 16:45 | 3 | 8 | 1 | 0 | 0 | 2 | 3 | 20 | 3 | 0 | 1 | 2 | 43 |
| 17:00 | 3 | 7 | 0 | 0 | 0 | 0 | 2 | 11 | 1 | 2 | 0 | 4 | 30 |
| 17:15 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 3 | 0 | 2 | 31 |
| 17:30 | 7 | 7 | 0 | 0 | 1 | 1 | 1 | 16 | 3 | 0 | 1 | 5 | 42 |
| 17:45 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 16 | 2 | 3 | 6 | 8 | 39 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 37 | 80 | 6 | 1 | 5 | 6 | 11 | 175 | 19 | 22 | 12 | 58 | 432 |
| Approach % | 30% | 65% | 5% | 8% | 42% | 50% | 5% | 85% | 9% | 24% | 13% | 63% | |

| **Peak Hr Begin:** | 16:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 12 | 35 | 2 | 0 | 2 | 4 | 5 | 70 | 8 | 7 | 2 | 15 | 162 |
| PHF | 0.817 | | | 0.750 | | | 0.798 | | | 0.750 | | | 0.880 |

# Pedestrian/Bicycle Count Report

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 8:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 15:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Turning Movement Count Report AM

Location ID: 3
North/South: Mission Rd
East/West: 6th St

Date: 08/16/22
City: Los Angeles, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 0 | 2 | 5 | 7 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 20 |
| 7:15 | 0 | 4 | 5 | 8 | 0 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 24 |
| 7:30 | 0 | 2 | 7 | 4 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 19 |
| 7:45 | 0 | 2 | 6 | 8 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 22 |
| 8:00 | 0 | 6 | 14 | 6 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 33 |
| 8:15 | 0 | 3 | 11 | 9 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 29 |
| 8:30 | 0 | 1 | 6 | 4 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 17 |
| 8:45 | 0 | 6 | 4 | 22 | 0 | 4 | 9 | 3 | 0 | 0 | 0 | 0 | 48 |
| 9:00 | 0 | 4 | 4 | 13 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 27 |
| 9:15 | 0 | 5 | 7 | 8 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 27 |
| 9:30 | 0 | 7 | 7 | 8 | 0 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 34 |
| 9:45 | 0 | 6 | 6 | 4 | 0 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 27 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 0 | 48 | 82 | 101 | 0 | 30 | 39 | 27 | 0 | 0 | 0 | 0 | 327 |
| Approach % | 0% | 37% | 63% | 77% | 0% | 23% | 59% | 41% | 0% | 0% | 0% | 0% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hr Begin:** | 8:45 | | | | | | | | | | | | |
| PHV | 0 | 22 | 22 | 51 | 0 | 12 | 19 | 10 | 0 | 0 | 0 | 0 | 136 |
| PHF | 0.786 | | | 0.606 | | | 0.604 | | | 0.000 | | | 0.708 |

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# Turning Movement Count Report PM

Location ID: 3
North/South: Mission Rd
East/West: 6th St

Date: 08/16/22
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 0 | 5 | 8 | 8 | 0 | 4 | 4 | 6 | 0 | 0 | 0 | 0 | 35 |
| 15:15 | 0 | 6 | 7 | 9 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 30 |
| 15:30 | 0 | 6 | 9 | 11 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 38 |
| 15:45 | 0 | 5 | 9 | 15 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 38 |
| 16:00 | 0 | 3 | 5 | 9 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 22 |
| 16:15 | 0 | 4 | 9 | 12 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 31 |
| 16:30 | 0 | 5 | 4 | 17 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 33 |
| 16:45 | 0 | 5 | 6 | 10 | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 31 |
| 17:00 | 0 | 3 | 7 | 18 | 0 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 40 |
| 17:15 | 0 | 5 | 8 | 22 | 0 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 44 |
| 17:30 | 0 | 4 | 7 | 23 | 0 | 2 | 7 | 5 | 0 | 0 | 0 | 0 | 48 |
| 17:45 | 0 | 1 | 7 | 28 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 40 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 0 | 52 | 86 | 182 | 0 | 23 | 42 | 45 | 0 | 0 | 0 | 0 | 430 |
| Approach % | 0% | 38% | 62% | 89% | 0% | 11% | 48% | 52% | 0% | 0% | 0% | 0% | |

| Peak Hr Begin: | 17:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 0 | 13 | 29 | 91 | 0 | 8 | 16 | 15 | 0 | 0 | 0 | 0 | 172 |
| PHF | | 0.808 | | | 0.825 | | | 0.646 | | | 0.000 | | 0.896 |

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# Pedestrian/Bicycle Count Report

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Turning Movement Count Report AM

| | | | |
|---|---|---|---|
| Location ID: | 4 | | |
| North/South: | Anderson St | Date: | 08/16/22 |
| East/West: | 6th St | City: | Los Angeles, CA |

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 0 | 9 | 0 | 1 | 1 | 1 | 6 | 10 | 9 | 6 | 3 | 1 | 47 |
| 7:15 | 0 | 7 | 2 | 0 | 0 | 0 | 3 | 21 | 10 | 5 | 0 | 0 | 48 |
| 7:30 | 1 | 8 | 3 | 1 | 1 | 6 | 3 | 12 | 4 | 10 | 0 | 1 | 50 |
| 7:45 | 1 | 4 | 4 | 3 | 1 | 7 | 10 | 10 | 8 | 9 | 0 | 0 | 57 |
| 8:00 | 1 | 6 | 1 | 3 | 0 | 5 | 5 | 14 | 9 | 12 | 3 | 1 | 60 |
| 8:15 | 1 | 6 | 1 | 1 | 1 | 5 | 10 | 13 | 8 | 10 | 2 | 1 | 59 |
| 8:30 | 0 | 7 | 1 | 0 | 1 | 3 | 3 | 12 | 7 | 11 | 0 | 0 | 45 |
| 8:45 | 1 | 6 | 3 | 2 | 1 | 4 | 1 | 11 | 21 | 12 | 2 | 0 | 64 |
| 9:00 | 1 | 11 | 0 | 0 | 1 | 5 | 11 | 11 | 15 | 5 | 2 | 1 | 63 |
| 9:15 | 1 | 10 | 3 | 0 | 1 | 3 | 5 | 11 | 10 | 6 | 3 | 1 | 54 |
| 9:30 | 2 | 7 | 3 | 2 | 1 | 6 | 4 | 9 | 10 | 9 | 1 | 0 | 54 |
| 9:45 | 2 | 9 | 2 | 0 | 1 | 3 | 8 | 10 | 6 | 10 | 0 | 0 | 51 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 11 | 90 | 23 | 13 | 10 | 48 | 69 | 144 | 117 | 105 | 16 | 6 | 652 |
| Approach % | 9% | 73% | 19% | 18% | 14% | 68% | 21% | 44% | 35% | 83% | 13% | 5% | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hr Begin:** | 8:45 | | | | | | | | | | | | |
| PHV | 5 | 34 | 9 | 4 | 4 | 18 | 21 | 42 | 56 | 32 | 8 | 2 | 235 |
| PHF | | 0.857 | | | 0.722 | | | 0.804 | | | 0.750 | | 0.918 |

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# Turning Movement Count Report PM

Location ID: 4
North/South: Anderson St
East/West: 6th St

Date: 08/16/22
City: Los Angeles, CA

| | Southbound | | | Westbound | | | Northbound | | | Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 15:00 | 2 | 9 | 1 | 2 | 1 | 12 | 7 | 11 | 9 | 12 | 1 | 0 | 67 |
| 15:15 | 0 | 7 | 0 | 3 | 1 | 7 | 5 | 15 | 9 | 12 | 1 | 0 | 60 |
| 15:30 | 0 | 5 | 0 | 1 | 1 | 4 | 8 | 10 | 14 | 14 | 1 | 0 | 58 |
| 15:45 | 1 | 3 | 2 | 2 | 1 | 4 | 6 | 8 | 13 | 10 | 1 | 1 | 52 |
| 16:00 | 1 | 8 | 2 | 4 | 1 | 1 | 2 | 8 | 8 | 6 | 2 | 0 | 43 |
| 16:15 | 1 | 8 | 1 | 0 | 0 | 5 | 8 | 6 | 14 | 9 | 1 | 1 | 54 |
| 16:30 | 1 | 11 | 0 | 1 | 1 | 6 | 7 | 10 | 15 | 4 | 0 | 3 | 59 |
| 16:45 | 4 | 7 | 2 | 4 | 1 | 5 | 7 | 10 | 14 | 6 | 0 | 1 | 61 |
| 17:00 | 2 | 5 | 0 | 1 | 0 | 2 | 6 | 9 | 16 | 10 | 1 | 2 | 54 |
| 17:15 | 0 | 8 | 0 | 4 | 1 | 2 | 1 | 9 | 21 | 9 | 1 | 2 | 58 |
| 17:30 | 1 | 5 | 0 | 1 | 5 | 7 | 8 | 12 | 17 | 11 | 2 | 3 | 72 |
| 17:45 | 2 | 6 | 0 | 2 | 0 | 1 | 8 | 11 | 15 | 7 | 0 | 7 | 59 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 15 | 82 | 8 | 25 | 13 | 56 | 73 | 119 | 165 | 110 | 11 | 20 | 697 |
| Approach % | 14% | 78% | 8% | 27% | 14% | 60% | 20% | 33% | 46% | 78% | 8% | 14% | |

| **Peak Hr Begin:** | 16:45 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 7 | 25 | 2 | 10 | 7 | 16 | 22 | 40 | 68 | 36 | 4 | 8 | 245 |
| PHF | | 0.654 | | | 0.635 | | | 0.878 | | | 0.750 | | 0.851 |

Prepared by City Count, LLC. (www.citycount.com)

# Pedestrian/Bicycle Count Report

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 7:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 9:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 9:45 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 |

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17:45 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

# *Attachment C*

# *Level of Service Worksheets*

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 25 | 38 | 9 | 17 | 84 |
| Future Vol, veh/h | 13 | 25 | 38 | 9 | 17 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 27 | 41 | 10 | 18 | 91 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 173 | 46 | 0 | 0 | 51 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 127 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 817 | 1023 | - | - | 1555 | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 807 | 1023 | - | - | 1555 | - |
| Mov Cap-2 Maneuver | 807 | - | - | - | - | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 888 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 937 | 1555 | - |
| HCM Lane V/C Ratio | - | - | 0.044 | 0.012 | - |
| HCM Ctrl Dly (s/v) | - | - | 9 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 3 | 7 | 6 | 0 | 2 | 6 | 41 | 6 | 10 | 51 | 20 |
| Future Vol, veh/h | 7 | 3 | 7 | 6 | 0 | 2 | 6 | 41 | 6 | 10 | 51 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 3 | 8 | 7 | 0 | 2 | 7 | 45 | 7 | 11 | 55 | 22 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 152 | 154 | 66 | 157 | 162 | 49 | 77 | 0 | 0 | 52 | 0 | 0 |
| Stage 1 | 88 | 88 | - | 63 | 63 | - | - | - | - | - | - | - |
| Stage 2 | 64 | 66 | - | 94 | 99 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 815 | 738 | 998 | 809 | 730 | 1020 | 1522 | - | - | 1554 | - | - |
| Stage 1 | 920 | 822 | - | 948 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 947 | 840 | - | 913 | 813 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 806 | 729 | 998 | 793 | 721 | 1020 | 1522 | - | - | 1554 | - | - |
| Mov Cap-2 Maneuver | 806 | 729 | - | 793 | 721 | - | - | - | - | - | - | - |
| Stage 1 | 915 | 816 | - | 943 | 838 | - | - | - | - | - | - | - |
| Stage 2 | 940 | 836 | - | 896 | 807 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 9.3 | 0.8 | 0.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1522 | - | - | 858 | 840 | 1554 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.022 | 0.01 | 0.007 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 9.3 | 9.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 51 | 10 | 19 | 22 | 22 |
| Future Vol, veh/h | 12 | 51 | 10 | 19 | 22 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 55 | 11 | 21 | 24 | 24 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 94 | 22 | 0 | 0 | 32 | 0 |
| Stage 1 | 22 | - | - | - | - | - |
| Stage 2 | 72 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 906 | 1055 | - | - | 1580 | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 951 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 892 | 1055 | - | - | 1580 | - |
| Mov Cap-2 Maneuver | 892 | - | - | - | - | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 937 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.8 | 0 | 3.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1020 | 1580 | - |
| HCM Lane V/C Ratio | - | - | 0.067 | 0.015 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.8 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 8 | 32 | 18 | 4 | 4 | 56 | 42 | 21 | 9 | 34 | 5 |
| Future Vol, veh/h | 2 | 8 | 32 | 18 | 4 | 4 | 56 | 42 | 21 | 9 | 34 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 9 | 35 | 20 | 4 | 4 | 61 | 46 | 23 | 10 | 37 | 5 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.1 | 7.6 | 7.8 | 7.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 47% | 5% | 69% | 19% |
| Vol Thru, % | 35% | 19% | 15% | 71% |
| Vol Right, % | 18% | 76% | 15% | 10% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 119 | 42 | 26 | 48 |
| LT Vol | 56 | 2 | 18 | 9 |
| Through Vol | 42 | 8 | 4 | 34 |
| RT Vol | 21 | 32 | 4 | 5 |
| Lane Flow Rate | 129 | 46 | 28 | 52 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.147 | 0.048 | 0.034 | 0.06 |
| Departure Headway (Hd) | 4.091 | 3.82 | 4.33 | 4.137 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 873 | 920 | 814 | 859 |
| Service Time | 2.134 | 1.916 | 2.425 | 2.196 |
| HCM Lane V/C Ratio | 0.148 | 0.05 | 0.034 | 0.061 |
| HCM Control Delay, s/veh | 7.8 | 7.1 | 7.6 | 7.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.2 | 0.1 | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 27 | 140 | 24 | 13 | 36 |
| Future Vol, veh/h | 4 | 27 | 140 | 24 | 13 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 29 | 152 | 26 | 14 | 39 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 232 | 165 | 0 | 0 | 178 | 0 |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 67 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 756 | 879 | - | - | 1398 | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 956 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 748 | 879 | - | - | 1398 | - |
| Mov Cap-2 Maneuver | 748 | - | - | - | - | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 946 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 0 | 2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 860 | 1398 | - |
| HCM Lane V/C Ratio | - | - | 0.039 | 0.01 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.4 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✣ | | | ✣ | | | ✣ | | | ✣ | |
| Traffic Vol, veh/h | 15 | 2 | 7 | 4 | 2 | 0 | 8 | 70 | 5 | 2 | 35 | 12 |
| Future Vol, veh/h | 15 | 2 | 7 | 4 | 2 | 0 | 8 | 70 | 5 | 2 | 35 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 2 | 8 | 4 | 2 | 0 | 9 | 76 | 5 | 2 | 38 | 13 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 147 | 148 | 45 | 151 | 152 | 79 | 51 | 0 | 0 | 81 | 0 | 0 |
| Stage 1 | 49 | 49 | - | 97 | 97 | - | - | - | - | - | - | - |
| Stage 2 | 98 | 99 | - | 54 | 55 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 821 | 743 | 1025 | 816 | 740 | 981 | 1555 | - | - | 1517 | - | - |
| Stage 1 | 964 | 854 | - | 910 | 815 | - | - | - | - | - | - | - |
| Stage 2 | 908 | 813 | - | 958 | 849 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 814 | 738 | 1025 | 804 | 735 | 981 | 1555 | - | - | 1517 | - | - |
| Mov Cap-2 Maneuver | 814 | 738 | - | 804 | 735 | - | - | - | - | - | - | - |
| Stage 1 | 958 | 853 | - | 905 | 810 | - | - | - | - | - | - | - |
| Stage 2 | 900 | 808 | - | 948 | 848 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 9.7 | 0.7 | 0.3 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1555 | - | - | 858 | 780 | 1517 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.03 | 0.008 | 0.001 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 9.3 | 9.7 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 91 | 15 | 16 | 29 | 13 |
| Future Vol, veh/h | 8 | 91 | 15 | 16 | 29 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 99 | 16 | 17 | 32 | 14 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 103 | 25 | 0 | 0 | 33 | 0 |
| Stage 1 | 25 | - | - | - | - | - |
| Stage 2 | 78 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 895 | 1051 | - | - | 1579 | - |
| Stage 1 | 998 | - | - | - | - | - |
| Stage 2 | 945 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 877 | 1051 | - | - | 1579 | - |
| Mov Cap-2 Maneuver | 877 | - | - | - | - | - |
| Stage 1 | 998 | - | - | - | - | - |
| Stage 2 | 926 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 0 | 5.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1034 | 1579 | - |
| HCM Lane V/C Ratio | - | - | 0.104 | 0.02 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.9 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.3 | 0.1 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 8 | 4 | 36 | 16 | 7 | 10 | 68 | 40 | 22 | 2 | 25 | 7 |
| Future Vol, veh/h | 8 | 4 | 36 | 16 | 7 | 10 | 68 | 40 | 22 | 2 | 25 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 4 | 39 | 17 | 8 | 11 | 74 | 43 | 24 | 2 | 27 | 8 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.2 | 7.5 | 8 | 7.3 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 52% | 17% | 48% | 6% |
| Vol Thru, % | 31% | 8% | 21% | 74% |
| Vol Right, % | 17% | 75% | 30% | 21% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 130 | 48 | 33 | 34 |
| LT Vol | 68 | 8 | 16 | 2 |
| Through Vol | 40 | 4 | 7 | 25 |
| RT Vol | 22 | 36 | 10 | 7 |
| Lane Flow Rate | 141 | 52 | 36 | 37 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.162 | 0.056 | 0.042 | 0.042 |
| Departure Headway (Hd) | 4.118 | 3.854 | 4.199 | 4.083 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 866 | 912 | 839 | 867 |
| Service Time | 2.164 | 1.95 | 2.296 | 2.155 |
| HCM Lane V/C Ratio | 0.163 | 0.057 | 0.043 | 0.043 |
| HCM Control Delay, s/veh | 8 | 7.2 | 7.5 | 7.3 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.2 | 0.1 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 25 | 38 | 9 | 17 | 84 |
| Future Vol, veh/h | 13 | 25 | 38 | 9 | 17 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 27 | 41 | 10 | 18 | 91 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 173 | 46 | 0 | 0 | 51 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 127 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 817 | 1023 | - | - | 1555 | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 807 | 1023 | - | - | 1555 | - |
| Mov Cap-2 Maneuver | 807 | - | - | - | - | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 888 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 937 | 1555 | - |
| HCM Lane V/C Ratio | - | - | 0.044 | 0.012 | - |
| HCM Ctrl Dly (s/v) | - | - | 9 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 3 | 7 | 6 | 0 | 2 | 6 | 41 | 6 | 10 | 51 | 20 |
| Future Vol, veh/h | 7 | 3 | 7 | 6 | 0 | 2 | 6 | 41 | 6 | 10 | 51 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 3 | 8 | 7 | 0 | 2 | 7 | 45 | 7 | 11 | 55 | 22 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 152 | 154 | 66 | 157 | 162 | 49 | 77 | 0 | 0 | 52 | 0 | 0 |
| Stage 1 | 88 | 88 | - | 63 | 63 | - | - | - | - | - | - | - |
| Stage 2 | 64 | 66 | - | 94 | 99 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 815 | 738 | 998 | 809 | 730 | 1020 | 1522 | - | - | 1554 | - | - |
| Stage 1 | 920 | 822 | - | 948 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 947 | 840 | - | 913 | 813 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 806 | 729 | 998 | 793 | 721 | 1020 | 1522 | - | - | 1554 | - | - |
| Mov Cap-2 Maneuver | 806 | 729 | - | 793 | 721 | - | - | - | - | - | - | - |
| Stage 1 | 915 | 816 | - | 943 | 838 | - | - | - | - | - | - | - |
| Stage 2 | 940 | 836 | - | 896 | 807 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 9.3 | 0.8 | 0.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1522 | - | - | 858 | 840 | 1554 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.022 | 0.01 | 0.007 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 9.3 | 9.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 23 | 38 | 19 | 11 | 33 |
| Future Vol, veh/h | 12 | 23 | 38 | 19 | 11 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 25 | 41 | 21 | 12 | 36 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 112 | 52 | 0 | 0 | 62 | 0 |
| Stage 1 | 52 | - | - | - | - | - |
| Stage 2 | 60 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 885 | 1016 | - | - | 1541 | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 963 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 878 | 1016 | - | - | 1541 | - |
| Mov Cap-2 Maneuver | 878 | - | - | - | - | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 955 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 0 | 1.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 964 | 1541 | - |
| HCM Lane V/C Ratio | - | - | 0.039 | 0.008 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.9 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.4 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✣ | | | ✣ | | | ✣ | | | ✣ | |
| Traffic Vol, veh/h | 2 | 8 | 21 | 18 | 4 | 4 | 28 | 42 | 21 | 9 | 34 | 5 |
| Future Vol, veh/h | 2 | 8 | 21 | 18 | 4 | 4 | 28 | 42 | 21 | 9 | 34 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 9 | 23 | 20 | 4 | 4 | 30 | 46 | 23 | 10 | 37 | 5 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7 | 7.5 | 7.5 | 7.4 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 31% | 6% | 69% | 19% |
| Vol Thru, % | 46% | 26% | 15% | 71% |
| Vol Right, % | 23% | 68% | 15% | 10% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 91 | 31 | 26 | 48 |
| LT Vol | 28 | 2 | 18 | 9 |
| Through Vol | 42 | 8 | 4 | 34 |
| RT Vol | 21 | 21 | 4 | 5 |
| Lane Flow Rate | 99 | 34 | 28 | 52 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.11 | 0.036 | 0.033 | 0.059 |
| Departure Headway (Hd) | 4.004 | 3.822 | 4.267 | 4.092 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 892 | 925 | 830 | 871 |
| Service Time | 2.042 | 1.896 | 2.34 | 2.138 |
| HCM Lane V/C Ratio | 0.111 | 0.037 | 0.034 | 0.06 |
| HCM Control Delay, s/veh | 7.5 | 7 | 7.5 | 7.4 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.1 | 0.1 | 0.2 |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.6 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 27 | 140 | 24 | 13 | 36 |
| Future Vol, veh/h | 4 | 27 | 140 | 24 | 13 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 29 | 152 | 26 | 14 | 39 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 232 | 165 | 0 | 0 | 178 | 0 |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 67 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 756 | 879 | - | - | 1398 | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 956 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 748 | 879 | - | - | 1398 | - |
| Mov Cap-2 Maneuver | 748 | - | - | - | - | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 946 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.4 | 0 | 2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 860 | 1398 | - |
| HCM Lane V/C Ratio | - | - | 0.039 | 0.01 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.4 | 7.6 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 2 | 7 | 4 | 2 | 0 | 8 | 70 | 5 | 2 | 35 | 12 |
| Future Vol, veh/h | 15 | 2 | 7 | 4 | 2 | 0 | 8 | 70 | 5 | 2 | 35 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 2 | 8 | 4 | 2 | 0 | 9 | 76 | 5 | 2 | 38 | 13 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 147 | 148 | 45 | 151 | 152 | 79 | 51 | 0 | 0 | 81 | 0 | 0 |
| Stage 1 | 49 | 49 | - | 97 | 97 | - | - | - | - | - | - | - |
| Stage 2 | 98 | 99 | - | 54 | 55 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 821 | 743 | 1025 | 816 | 740 | 981 | 1555 | - | - | 1517 | - | - |
| Stage 1 | 964 | 854 | - | 910 | 815 | - | - | - | - | - | - | - |
| Stage 2 | 908 | 813 | - | 958 | 849 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 814 | 738 | 1025 | 804 | 735 | 981 | 1555 | - | - | 1517 | - | - |
| Mov Cap-2 Maneuver | 814 | 738 | - | 804 | 735 | - | - | - | - | - | - | - |
| Stage 1 | 958 | 853 | - | 905 | 810 | - | - | - | - | - | - | - |
| Stage 2 | 900 | 808 | - | 948 | 848 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.3 | 9.7 | 0.7 | 0.3 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1555 | - | - | 858 | 780 | 1517 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.03 | 0.008 | 0.001 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 9.3 | 9.7 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 4 | | | | | |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 57 | 49 | 16 | 14 | 28 |
| Future Vol, veh/h | 8 | 57 | 49 | 16 | 14 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 62 | 53 | 17 | 15 | 30 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 122 | 62 | 0 | 0 | 70 | 0 |
| Stage 1 | 62 | - | - | - | - | - |
| Stage 2 | 60 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 873 | 1003 | - | - | 1531 | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 963 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 864 | 1003 | - | - | 1531 | - |
| Mov Cap-2 Maneuver | 864 | - | - | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.9 | 0 | 2.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 984 | 1531 | - |
| HCM Lane V/C Ratio | - | - | 0.072 | 0.01 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.9 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.4 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 8 | 4 | 21 | 16 | 7 | 10 | 34 | 40 | 22 | 2 | 25 | 7 |
| Future Vol, veh/h | 8 | 4 | 21 | 16 | 7 | 10 | 34 | 40 | 22 | 2 | 25 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 4 | 23 | 17 | 8 | 11 | 37 | 43 | 24 | 2 | 27 | 8 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay, s/veh | 7.1 | 7.4 | 7.6 | 7.3 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 35% | 24% | 48% | 6% |
| Vol Thru, % | 42% | 12% | 21% | 74% |
| Vol Right, % | 23% | 64% | 30% | 21% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 96 | 33 | 33 | 34 |
| LT Vol | 34 | 8 | 16 | 2 |
| Through Vol | 40 | 4 | 7 | 25 |
| RT Vol | 22 | 21 | 10 | 7 |
| Lane Flow Rate | 104 | 36 | 36 | 37 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.117 | 0.039 | 0.041 | 0.041 |
| Departure Headway (Hd) | 4.02 | 3.873 | 4.122 | 4.027 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 888 | 914 | 859 | 883 |
| Service Time | 2.059 | 1.943 | 2.191 | 2.079 |
| HCM Lane V/C Ratio | 0.117 | 0.039 | 0.042 | 0.042 |
| HCM Control Delay, s/veh | 7.6 | 7.1 | 7.4 | 7.3 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.1 | 0.1 | 0.1 |