# TRANSPORTATION IMPACT STUDY FOR THE PROPOSED 1911 SUNSET BOULEVARD MIXED-USE PROJECT, CITY OF LOS ANGELES

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#### INTRODUCTION

Crain & Associates has prepared this transportation impact study to assess the potential traffic impacts of the 1911 Sunset Boulevard mixed-use project (the "Project"), a proposed six-story residential mixed-use building. The proposed residential component of the Project would consist of up to 170 residential dwelling units. The proposed commercial component of the Project would consist of approximately up to 13,000 square feet of ground-floor commercial retail space. The Project site is presently occupied by an 18,000 square-foot quality restaurant and 4,085 square-foot medical office building. These existing uses would be removed in conjunction with development of the Project.

The Project is located along the north side of Sunset Boulevard, opposite Park Avenue at 1911-1931 W. Sunset Boulevard and 1910-2018 W. Reservoir Street, in the Silver Lake - Echo Park - Elysian Valley Community Plan area of the City of Los Angeles (the "site"). The site is generally bounded by Reservoir Street to the north, Sunset Boulevard to the south, a restaurant to the east, and a public library and church to the west. Project parking would be provided on-site on the ground level and two subterranean parking levels. All Project access/egress would be via the existing driveway that serves the site and functions as the north leg of the signalized intersection of Park Avenue & Sunset Boulevard. As part of the Project, the existing site driveway intersecting the south side of Reservoir Street, just west of Liberty Street, would be eliminated (it is currently non-functional). The location of the Project site is shown in Figure 1, Project Site Vicinity and Study Intersections.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation ("LADOT")



FN: Sunset(1911)MixedUse\STUDY-INTS

PROJECT SITE VICINITY AND STUDY INTERSECTIONS



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Transportation Impact Study Guidelines (December 2016). The analysis is also consistent with the guidelines in the Congestion Management Program (CMP) for Los Angeles County. The scope of work contained in this report was presented to and approved by the LADOT in a Transportation Impact Study Memorandum of Understanding (MOU), signed and approved on July 3, 2019 (Appendix D). The MOU outlined the preparation of a detailed analysis of existing (2019) and future (2023) traffic conditions, during the weekday AM and PM peak hours, at the five signalized intersections near the Project site expected to experience the most substantial Project-related traffic impacts. The Project study area contains the following five study intersections, which are also depicted in Figure 1:

#### Study Intersections

- 1. Alvarado Street & Reservoir Street
- 2. Alvarado Street & Sunset Boulevard
- 3. Park Avenue & Sunset Boulevard
- 4. Park Avenue & Glendale Boulevard
- 5. Echo Park Avenue & Sunset Boulevard

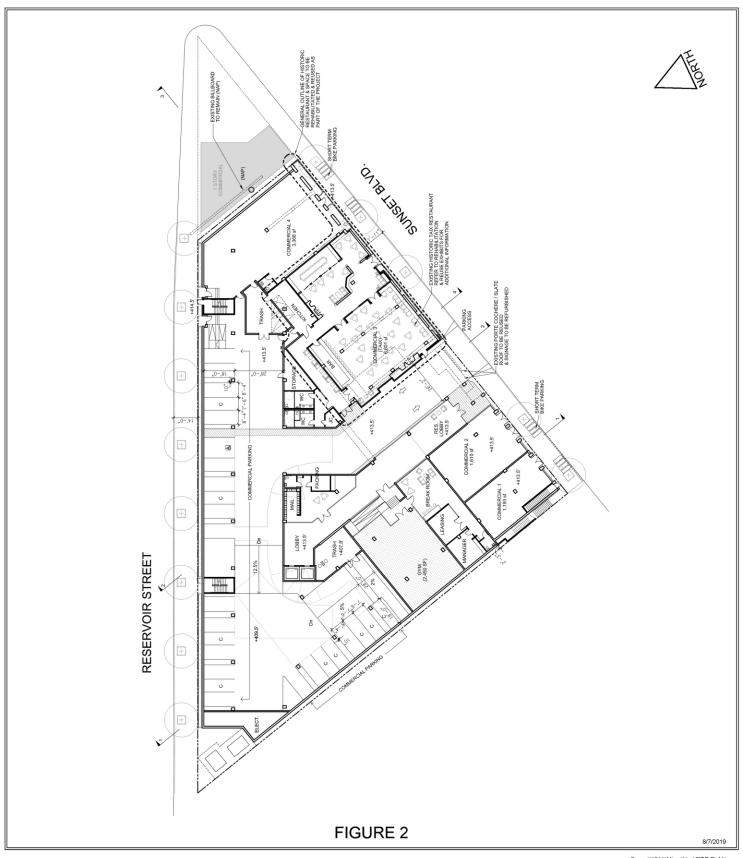
The following traffic conditions have been analyzed: Existing (2019) traffic volumes, Existing (2019) Plus Project traffic volumes, Future (2023) Without Project traffic volumes, and Future (2023) With Project traffic volumes. The analyses of future (2023) conditions included cumulative traffic attributable to ambient growth and related projects within the Project study area.

#### PROJECT DESCRIPTION

Under consideration is the 1911 Sunset Boulevard mixed-use project (the "Project") to be located on an approximately 1.01-acre parcel along the north side of Sunset Boulevard, opposite Park Avenue, in the Silver Lake - Echo Park - Elysian Valley Community Plan area of the City of Los Angeles (the "City"). The site is generally bounded by Reservoir Street to the north, Sunset Boulevard to the south, a restaurant to the east, and a public library and church to the west. The existing on-site uses consist of approximately 18,000 square feet of quality restaurant and 4,085 square feet of medical office building. The existing medical office building would be removed and the existing restaurant will have character-defining features preserved and reinstalled into a smaller version of the restaurant. The Project's proposed uses are divisible into two primary categories: residential and commercial retail. The residential component of the Project would consist of up to 170 residential dwelling units. The commercial component of the Project would consist of approximately up to 13,000 square feet of floor area on the ground level.

As shown in Figure 2, Conceptual Project Site Plan, the Project would provide on-site parking on the ground floor and within two subterranean parking levels. All Project access/egress would be via the existing driveway that serves the site and functions as the north leg of the signalized intersection of Park Avenue & Sunset Boulevard. As part of the Project, the existing site driveway intersecting the south side of Reservoir Street, just west of Liberty Street, would be eliminated (the driveway is currently non-functional).

Approximately 193 parking spaces would be provided within the two subterranean parking levels of the Project, primarily for the proposed residential uses. In addition, 27 parking spaces would be provided at the ground level, primarily for the proposed commercial retail uses. Therefore, the overall parking provided on-site would total 220



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## **CONCEPTUAL PROJECT SITE PLAN**



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parking spaces. This parking supply would meet the requirements of the Los Angeles State Enterprise Zone and be consistent with Transit Oriented Communities (TOC) standards. Appropriate Americans with Disabilities Act (ADA) accessible parking would also be provided between the ground level and first subterranean parking level.

The Project would take measures to align with the City's Vision Zero Los Angeles Initiative. Vision Zero was launched by Executive Order Number 10 in August 2015 with the goals of reducing traffic fatalities by 20 percent by 2017 and eliminating all traffic fatalities citywide by 2025. Vision Zero specifically seeks to implement traffic safety treatments at intersections and along roadway segments to improve safety for pedestrians, bicyclists, and other vulnerable road users. Development projects proposed on a roadway identified as part of the City's High Injury Network (HIN) should be designed to enhance safety. The Project is located on a portion of Sunset Boulevard that is a HIN roadway.

Since the Project is located within the HIN, the Project would take measures to align with Vision Zero policies. The Project plans to provide 16 short-term and 116 long-term bicycle parking spaces, thereby incentivizing Project residents, employees, and patrons to travel via bicycle to/from the site. In line with Vision Zero policies, the Project team decided to limit the number of vehicular access points to a single driveway (which is already signalized as part of the intersection of Park Avenue & Sunset Boulevard). With neither Reservoir Street access nor multiple driveways on Sunset Boulevard, the number of Project vehicular turning conflict points with sidewalk users will be limited. Further, the Project will create a development with sidewalk-facing entrances and short-term bicycle parking spaces along the Project's Sunset Boulevard frontage, thus enriching the existing pedestrian/bicyclist experience and activating the block as a pedestrian/bicyclist-safe environment.

The Project would also embrace the objectives of the City of Los Angeles Mobility Plan 2035, which includes the goals and policies of the City of Los Angeles 2010 Bicycle Plan. The Mobility Plan 2035 aims to complete its proposed paths, protected cycle tracks, bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. The Project will not impede the Mobility Plan 2035 improvements which have already been realized, and the Project will support the implementation of future improvements, including the addition of Tier 1 protected bicycle lanes to Sunset Boulevard adjacent to the site. The Project site has been designed with consideration for the ultimate roadway and right-of-way dimensions for Sunset Boulevard and Reservoir Street, per the Mobility Plan 2035.

#### **ENVIRONMENTAL SETTING**

The Project is located at 1911-1931 W. Sunset Boulevard and 1910-2018 W. Reservoir Street. Situated within the Silver Lake - Echo Park - Elysian Valley Community Plan area of the City, the Project site is generally bounded by Reservoir Street to the north, Sunset Boulevard to the south, a restaurant to the east, and a public library and church to the west.

The Project site is surrounded by a diverse urban area comprised of commercial, office, medical, institutional, residential, office, school, and retail land uses. The Project site is located on Sunset Boulevard, which is a major commercial and retail corridor, with many amenities and services located within a short walking distance that will reduce vehicle trips and vehicle-miles-traveled. A major supermarket (Vons) is located less than one block away from the Project site at 1342 N. Alvarado Street, and two pharmacies (Rite-Aid and CVS) are located approximately two blocks away. The Project site is located one block from Echo Park Recreation Center, which will maximize the accessibility of recreation and park resources to the Project's residents. Logan Street Elementary School and Gabriella Charter School are located approximately two blocks from the Project site. The Edendale Branch of the Los Angeles Public Library is adjacent to the Project site on Sunset Boulevard. The Echo Park Senior Center is located approximately two blocks away.

The Project site and surrounding uses in the Silver Lake - Echo Park - Elysian Valley Community Plan area are well-served by Freeways, Boulevards, Avenues, and Collector Streets. Freeways are located around the Project site and provide convenient access to the larger, regional roadway network. In the Project study area, Glendale Boulevard is classified as a Boulevard II, per the City of Los Angeles Mobility Plan 2035. Sunset Boulevard is designated as an Avenue I in the Project vicinity, while Alvarado

Street is an Avenue II (south of Glendale Boulevard). Echo Park Avenue is classified as a Collector Street, as is Park Avenue (east of Glendale Boulevard). Park Avenue (between Sunset Boulevard and Glendale Boulevard) and Reservoir Street are standard Local Streets. The Project study area transportation facilities, depicted previously in Figure 1, are described below in more detail.

#### **Existing Freeways**

Regional access to the Project vicinity is provided via multiple freeways, including the Hollywood Freeway (U.S. Highway 101 [US-101]) and Golden State Freeway (Interstate 5 [I-5]). These freeways both have interchanges with the surface street network in the greater Project vicinity. The following paragraphs describe each of these freeways in more detail.

The <u>Hollywood Freeway (US-101)</u> is a north-south highway spanning the country's west coastline, beginning in the Seattle area of Washington State and terminating where it merges with the Golden State Freeway near the southeast corner of Downtown Los Angeles. Near the Project site, the Hollywood Freeway generally provides four mixed-flow lanes in each direction. The nearest northbound and southbound on- and off-ramps on the Hollywood Freeway are provided on Alvarado Street. These ramps are all approximately one-half mile southwest of the Project site.

The <u>Golden State Freeway (I-5)</u> is a prominent north-south interstate spanning from the United States' northern border with Canada to its southern border with Mexico. In the vicinity of the Project site, the I-5 Freeway interchanges with the Glendale Freeway (State Route 2 [SR-2]) and the Arroyo Seco Parkway (State Route 110 [SR-110]). Full northbound and southbound on- and off-ramps are provided via the Glendale Freeway, which extends north from Glendale Boulevard. These ramps are approximately 1.75 miles northeast of the Project site.

#### **Existing Highways and Streets**

Alvarado Street is a north-south roadway located approximately 300 feet west of the Project site. Near the Project site, Alvarado Street is designated as an Avenue II south of Glendale Boulevard, and a Local Street north of Glendale Boulevard. This roadway extends from its intersection with Hoover Street at the west edge of the Westlake community to its northerly terminus in near the Golden State Freeway/Glendale Freeway interchange. In the Project vicinity, this roadway is striped generally with two through travel lanes in each direction at all times. Three southbound and northbound through travel lanes are provided during the weekday AM and PM peak periods, respectively, via peak-period parking restrictions. Near the Project site, lanes typically feature widths between nine and ten feet. Within the Project vicinity, on-street parking is generally available along both sides of Alvarado Street during weekday off-peak periods and on weekends.

Echo Park Avenue is a north-south roadway located approximately one-quarter mile east of the Project site. Echo Park Avenue is designated a Collector Street from its southerly terminus at the Hollywood Freeway (via northbound on- and on-ramps) to Cerro Gordo Street, at which point it becomes a Local Street to its northerly terminus at Landa Street in north Echo Park. In the Project vicinity, this roadway generally features one travel lane in each direction, with left- and sometimes right-turn channelization at major intersections. Near the Project site, lanes typically feature widths between 10 and 16 feet. On-street parking is generally available along both sides of Echo Park Avenue.

Glendale Boulevard is a north-south roadway located approximately 200 feet east of the Project site. Near the Project site, Glendale Boulevard is designated as a Boulevard II south of Fargo Street, and an Avenue II north of Fargo Street. This roadway extends from its intersection with 1st Street, 2nd Street, and Lucas Avenue in the Westlake community to City of Glendale where it becomes Brand Boulevard. South of Park

Avenue, this roadway is generally striped with two travel lanes in each direction, separated by a double-yellow centerline, with on-street parking provided. Between Park Avenue and Sunset Boulevard, a similar roadway condition exists; however, the directions of travel are separated by a center two-way left-turn lane. North of Sunset Boulevard (which Glendale Boulevard does not intersect with due to a grade separation) to Allesandro Street/Effie Street, the roadway maintains a wide raised and landscaped median and generally provides three through travel lanes in each direction. In the Project vicinity, left- and sometimes right-turn channelization is provided at major intersections, and lanes typically feature widths between 10 and 13 feet. On-street parking is generally allowed along both sides of the roadway, with some peak-period restrictions.

<u>Park Avenue</u> is a short east-west roadway that intersects Sunset Boulevard opposite the Project site driveway. The roadway runs for just over one-quarter mile, between Sunset Boulevard and Echo Park Avenue. Park Avenue is designated a Collector Street east of Glendale Boulevard, and a Local Street west of Glendale Boulevard. In the Project vicinity, this roadway generally features one travel lane in each direction, with left- and right-turn channelization at major intersections. Near the Project site, the roadway typically features lane widths between 10 and 12 feet. On-street parking is available along both sides of Park Avenue.

Reservoir Street is an east-west Local Street that forms the northern boundary of the Project site. Reservoir Street is disjoint near its western terminus at Silver Lake Boulevard and extends for approximately 0.75 miles to its eastern termini at Sunset Boulevard and Glendale Boulevard (the roadway splits at Liberty Street and intersects both of these grade-separated roadways). In the Project vicinity, this roadway generally provides one through travel lane in each direction, with left-turn channelization at major

intersections. Lanes typically feature widths between 10 and 16 feet. On-street parking is generally allowed along both sides of the roadway.

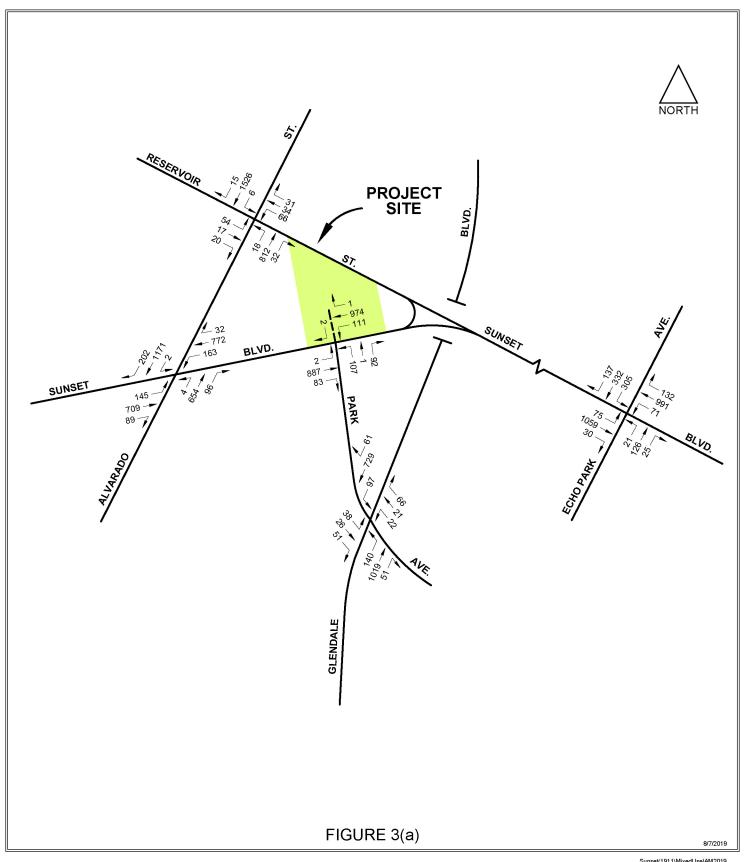
Sunset Boulevard is an east-west Avenue I within the Project study area, and it forms the southern boundary of the Project site. This roadway extends its westerly terminus at Pacific Coast Highway (State Route 1 [SR-1]) in the Pacific Palisades to Chinatown, where it becomes Cesar E. Chavez Avenue. In the Project area, Sunset Boulevard generally features two through travel lanes in each direction, with left-turn channelization at major intersections. Bicycle lanes are also provided in both directions. Near the Project site, the roadway generally maintains lane widths of 10 to 11 feet. Onstreet parking is typically allowed along both sides of the roadway.

#### **Existing (2019) Traffic Volumes**

Traffic volumes for existing conditions were obtained from manual traffic counts conducted on June 4, 2019 at the study area intersections. In accordance with the LADOT *Transportation Impact Study Guidelines* (December 2016), all intersection traffic counts for this study were completed on a typical weekday during the morning and afternoon peak commute periods, which range from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM, respectively. All intersection counts include the enhanced bicycle and pedestrian count summary information required by the latest LADOT guidelines.

Peak-hour volumes were determined individually for each intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. The Existing (2019) AM and PM peak-hour volumes at the study intersections are illustrated in Figures 3(a) and 3(b), respectively. The intersection count data sheets are provided in Appendix A.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City

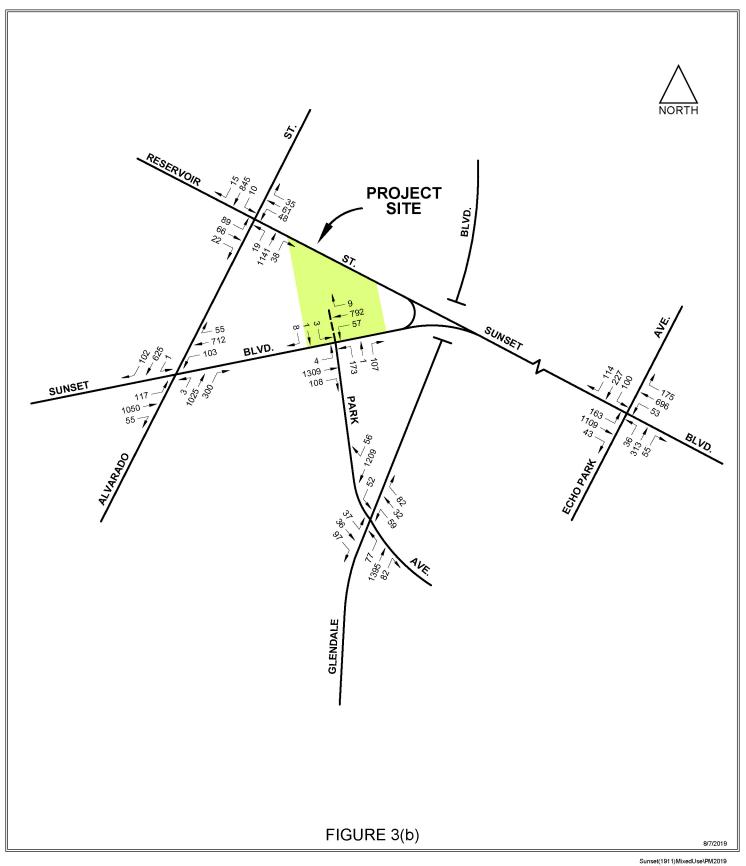


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**EXISTING (2019) TRAFFIC VOLUMES** AM PEAK HOUR



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**EXISTING (2019) TRAFFIC VOLUMES** PM PEAK HOUR



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engineering plans. The existing lane configurations and traffic control conditions for the study intersections are illustrated in Appendix B.

#### **Existing Public Transportation**

The roadways adjacent to the Project site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority ("Metro") and LADOT DASH. The Project site's proximity to the Metro Westlake/Macarthur Park Station, approximately one and two-thirds miles southwest, provides opportunities to access other Metro rail services, Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and other municipal bus operators. The bus lines within a "reasonable walking distance" (approximately one-quarter mile) of the Project site are shown in Figure 4 and described below. Pursuant to TOC Guidelines, Alvarado Street & Sunset Boulevard is considered a Major Transit Stop because it is an intersection of regular bus lines and a Rapid Bus line.

#### <u>Metro</u>

Lines 2 and 302 provide east-west service between Downtown Los Angeles, Echo Park, Silver Lake, Hollywood, West Hollywood, Beverly Hills, and Westwood. Lines 2 and 302 follow the same route, but Line 302 makes limited stops in the middle of the route, providing faster service. The nearest eastbound and westbound stops for Line 2 are located adjacent to the site, at the intersection of Park Avenue & Sunset Boulevard, while the nearest stops for Line 302 are located at the intersection of Alvarado Street & Sunset Boulevard. Line 2 operates daily with headways of approximately 5 to 15 minutes during the weekday AM and PM peak periods. Saturday, Sunday, and holiday service operates on headways of approximately 15 to 60 minutes. Line 302 operates during the weekday peak periods only, with headways of approximately 10 to 20 minutes.



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PROJECT AREA TRANSIT ROUTES



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<u>Line 4</u> traverses east-west from West Los Angeles to Downtown Los Angeles via Santa Monica Boulevard and Sunset Boulevard. While most service on this route ends in West Los Angeles at the San Diego Freeway (I-405), coverage extends west to Downtown Santa Monica during the early morning, evening, and late-night periods. Near the Project site, Line 4 stops adjacent to the site, at the intersection of Park Avenue & Sunset Boulevard. Line 4 runs daily, with weekday AM and PM peak-period headways of approximately 8 to 15 minutes. Saturday service is provided roughly every 10 to 20 minutes. Buses run on Sundays and holidays with approximately 10- to 30-minute headways.

Line 92 runs north-south, serving Sylmar, Sun Valley, Burbank, Glendale, Echo Park, and Downtown Los Angeles. Near the Project site, Line 92 stops in both northbound and southbound directions near the intersection of Glendale Boulevard & Reservoir Street. Line 92 operates on weekday with headways of approximately 25 to 30 minutes during the AM and PM peak periods. Saturday service is provided roughly every 30 to 40 minutes, while Sunday and holiday service runs approximately every 35 to 45 minutes.

<u>Line 200</u> travels north-south between Echo Park, Westlake, and Exposition Park, mostly along Alvarado Street and Hoover Street. Near the Project site, Line 200 stops in both northbound and southbound directions near the intersection of Alvarado Street & Sunset Boulevard. Line 200 operates daily, with weekday AM and PM peak-period headways of approximately 7 to 12 minutes. Saturday service is provided roughly every 10 to 20 minutes for most of the day, while Sunday and holiday service runs approximately every 10 to 25 minutes.

<u>Line 603</u> provides north-south service, traveling between Los Angeles Trade Technical College south of Downtown Los Angeles, Westlake, Echo Park, Atwater Village, and Glendale. Near the Project Site, northbound and southbound buses

stop near the intersection of Alvarado Street & Sunset Boulevard. Line 603 operates daily, with weekday AM and PM peak-period headways of approximately 10 to 20 minutes. Saturday service is provided roughly every 15 to 25 minutes, while Sunday and holiday service runs approximately every 15 to 30 minutes.

Line 704 is a Metro Rapid Bus Line that provides east-west service between Union Station, Echo Park, Silver Lake, West Hollywood, Beverly Hills, Century City, Westwood, and Santa Monica. Line 704 is part of the greater Metro Rapid Program, which uses a bus signal priority system in combination with frequent stops limited to major intersections in order to minimize travel time. Near the Project site, Line 704 provides stops in both directions near the intersection of Alvarado Street & Sunset Boulevard. Line 704 provides access to the Vermont/Santa Monica Metro Rail Station and Union Station. Line 704 operates on weekdays with headways of approximately 8 to 15 minutes during the AM and PM peak periods. Saturday service is provided roughly every 18 to 30 minutes, while Sunday and holiday service runs approximately every 20 to 35 minutes.

#### LADOT

<u>DASH Pico Union/Echo Park</u> runs north-south between Pico Union and Echo Park, largely via Washington Boulevard, Union Avenue, 6th Street, 3rd Street, and Echo Park Avenue. In the Project vicinity, DASH Pico Union/Echo Park stops in both directions near the intersection of Echo Park Avenue & Sunset Boulevard. DASH Pico Union/Echo Park operates every day of the year, including holidays. On weekdays, the line operates with headways of approximately 10 to 14 minutes during the AM and PM peak periods. Saturday, Sunday, and holiday service is provided on headways of approximately 15 minutes.

As evidenced by the above information, the Project site and surrounding area are well served by public transit. When transfer opportunities are considered, the site is very

accessible to and from the greater Los Angeles region via public transit. Thus, it is expected that some of the person trips generated by the Project would utilize public transit as the primary travel mode instead of private vehicles.

#### Analysis of Existing (2019) Traffic Conditions

The five study intersections listed below were analyzed for existing traffic conditions. All of these intersections are signalized. They were selected in consultation with the LADOT for the analysis of potential Project traffic impacts. Per current LADOT policy, when determining which intersections should be included in the impact analysis for development projects, only signalized locations should be included. Unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices, but will not be included in the impact analysis. The existing peak-hour traffic volumes for these intersections were discussed previously and presented in Figures 3(a) and 3(b). These volumes, along with information pertaining to intersection geometrics, traffic signal operations, and on-street parking restrictions were analyzed using established traffic engineering techniques.

- 1. Alvarado Street & Reservoir Street
- 2. Alvarado Street & Sunset Boulevard
- Park Avenue & Sunset Boulevard
- 4. Park Avenue & Glendale Boulevard
- 5. Echo Park Avenue & Sunset Boulevard

The LADOT *Transportation Impact Study Guidelines* (December 2016) require the use of the Critical Movement Analysis (CMA) methodology to analyze signalized intersections for land use development projects. This methodology is based on procedures outlined in the Transportation Research Board Circular 212, <u>Interim Materials on Highway Capacity</u>. Using the CMA procedures, a determination can be made of the operating characteristics of an intersection in terms of the Level of Service

for different levels of traffic volume and other variables, such as critical signal phases and the number and type of traffic lanes.

The term "Level of Service" (LOS) describes the quality of traffic flow. LOS A through C are indicative of excellent-to-good traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and queue lengths become increasingly longer).

A determination of the LOS at an intersection can be obtained through a summation of the critical movement volumes, on a per lane basis, at that intersection. Critical movement volumes are the highest total conflicting traffic volumes for each signal phase. Once the sum of the critical movement volumes has been obtained, the values in Table 1 can be used to determine the appropriate LOS.

Table 1
Critical Movement Volume Ranges\*
For Determining Levels of Service (LOS)

#### Maximum Sum of Critical Volumes (Vehicles/Hour)

<u>LOS</u>	Two <u>Phases</u>	Three <u>Phases</u>	Four or <u>More Phases</u>
Α	900	855	825
В	1,050	1,000	965
С	1,200	1,140	1,100
D	1,350	1,275	1,225
Е	1,500	1,425	1,375
F		Not Applicable-	

<sup>\*</sup> For planning applications only.

Capacity is the total maximum hourly volume of vehicles in the intersection critical lanes that has a reasonable expectation of passing through the intersection under the prevailing roadway and traffic conditions. For planning purposes, the capacity for signalized intersections equates to the maximum critical movement value at LOS E, as indicated in Table 1.

The CMA volume-to-capacity (V/C) ratios used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the subject intersections. A description of the different LOS and their corresponding V/C values is shown in Table 2.

Table 2
Level of Service (LOS)
As a Function of V/C Ratios

<u>LOS</u>	Range of V/C Ratios
Α	0.000 - 0.600
В	0.601 - 0.700
С	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	≥ 1.001

Applying this analysis procedure, the V/C ratio and corresponding LOS can be calculated for each study intersection for Existing (2019) traffic conditions. These standard CMA calculations are also adjusted to account for signal enhancements not considered in the CMA methodology, including the effects of intersections currently operating under the City's Automated Traffic Surveillance and Control (ATSAC) system or the upgraded Adaptive Traffic Control System (ATCS). ATSAC/ATCS is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies signal timing in real time to maximize capacity and decrease overall delay.

The ATSAC system has been recognized to increase intersection capacity by approximately seven percent. The upgrade to ATCS is able to increase capacity by an additional three percent, resulting in a total 10 percent increase in intersection capacity. Therefore, per LADOT policy, the standard V/C ratios were decreased by 0.070 where only the ATSAC system is in effect and by 0.100 where the combined ATSAC/ATCS is in effect. Per discussions with LADOT staff, three study intersections (Alvarado Street & Reservoir Street, Park Avenue & Sunset Boulevard, and Glendale Boulevard & Park Avenue) currently operate under only the ATSAC system, and there are no plans to upgrade to the combined ATSAC/ATCS system in the near future. The remaining two study intersections (Alvarado Street & Sunset Boulevard and Echo Park Avenue & Sunset Boulevard) presently operate under the combined ATSAC/ATCS system and will continue to do so under future (2023) conditions. Existing (2019) and Future (2023) ATSAC and ATCS conditions are displayed graphically for the study intersections in Appendix B.

The analyses of Existing (2019) AM and PM peak-hour conditions at the study intersections are summarized in Table 3. As shown in Table 3, all five study intersections currently operate at LOS B or better during both peak hours. All CMA/LOS calculations were performed using the standard LADOT LOS Worksheet. The CMA/LOS calculation worksheets for the five study intersections are included in Appendix C.

Table 3
Critical Movement Analysis (CMA) &
Level of Service (LOS) Summary
Existing (2019) Traffic Conditions

No.	Intersection	<u> Hour</u>	Ratio	LOS
1	Alvarado Street &	AM	0.369	Α
	Reservoir Street	PM	0.373	Α
2	Alvarado Street &	AM	0.598	Α
	Sunset Boulevard	PM	0.654	В
3	Park Avenue &	AM	0.373	Α
	Sunset Boulevard	PM	0.528	Α
4	Glendale Boulevard &	AM	0.435	Α
	Park Avenue	PM	0.558	Α
5	Echo Park Avenue &	AM	0.629	В
	Sunset Boulevard	PM	0.617	В

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#### PROJECT TRAFFIC

The following section describes the methodology and procedures used to determine the trip generation, distribution, and assignment of traffic resulting from the Project. The Project's proposed uses are divisible into two primary categories: residential and commercial retail. The residential component of the Project would consist of up to 170 mid-rise multifamily dwelling units. The proposed commercial component of the Project would consist of approximately up to 13,000 square feet of ground-floor commercial space. The Project site is presently occupied by approximately 18,000 square feet of quality restaurant space and 4,085 square feet of medical office space, all of which is presently active. The existing medical office building would be removed and the existing restaurant will have character-defining features preserved and reinstalled into a smaller version of the restaurant. Project vehicular access/egress and parking are described at the end of this section.

#### **Project Trip Generation**

Per the approved Memorandum of Understanding (MOU) signed by LADOT staff on July 3, 2019 and included as Appendix D of this report, the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) was used to develop the traffic characteristics of the Project's proposed uses. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most transportation impact studies conducted in the City of Los Angeles and surrounding region. Information was obtained from the *Trip Generation Manual* for ITE Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and LUC 820 – Shopping Center. Table 4 presents the trip generation rates used to generate the daily and peak-hour traffic volumes for the proposed Project.

It should be noted that the initial existing use trip estimates contained in the MOU were developed using appropriate ITE trip rates for LUC 720 – Medical-Dental Office Building and LUC 931 – Quality Restaurant. However, through the collection of traffic volume data at the intersection of Park Avenue & Sunset Boulevard (which includes the existing site driveway as its north leg), empirical trip generation estimates for the combined existing uses were determined. Given that the empirical existing use trip estimates were more conservative than those developed via the ITE trip rates (as shown in the MOU in Appendix D), the empirical trip estimates were used in the Project impact analysis.

# Table 4 Project Trip Generation Rates<sup>1</sup>

Multifamily Housing (Mid-Rise), ITE LUC 221 - General Urban/Suburban setting (trips per dwelling unit)

Daily: T = 5.44 (DU)

AM Peak Hour: T = 0.36 (DU); IB = 26%, OB = 74%PM Peak Hour: T = 0.44 (DU); IB = 61%, OB = 39%

Shopping Center, ITE LUC 820 - General Urban/Suburban setting (trips per 1,000 square feet of gross floor area)

Daily: T = 37.75 (A)

AM Peak Hour: T = 0.94 (A); IB = 62%, OB = 38%PM Peak Hour: T = 3.81 (A); IB = 48%, OB = 52%

#### Notes

By applying the trip rates provided in Table 4, baseline daily, AM peak-hour, and PM peak-hour trips were calculated for the proposed Project uses. As these rates do not account for such trip-reducing factors as internally captured trips, significant transit usage and/or walk trip potential, or pass-by trips, the baseline trips reflect a conservative condition. These trip-reducing factors are important considerations in determining the actual traffic-generating characteristics of a project and, therefore, adjustments were made to the proposed Project's baseline trip generation estimates.

<sup>&</sup>lt;sup>1</sup> Source: Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017).

Given the mix of proposed uses on the Project site, it is expected that there would be trip interactions between individual uses that would not require the use of a vehicle. It is generally recognized that residents, visitors, employees, and patrons of a site will utilize other on-site uses if they are conveniently located and/or provide useful services or amenities, with the level of interaction dependent upon the number of residents, visitors, employees, and patrons; service providers; accessibility; and other factors<sup>1</sup>. For the proposed Project, some of the residents, visitors, and employees would be expected to patronize the on-site commercial retail uses. Thus, a reduction in trips between the residential and commercial retail uses would be expected. Based on the mix of uses, an internal capture adjustment of 10 percent, based on the proposed Project's commercial retail land use baseline trips, has conservatively been assumed for the proposed Project. This internal capture adjustment has been approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transportation section of this report, the Project is well served by bus and rail lines of multiple transit operators. These transit operators provide both local and regional routes that are readily accessible to Project residents, visitors, employees, and patrons. Significant transit use is not accounted for in the ITE *Trip Generation Manual* General Urban/Suburban setting trip rates and equations. Because the trip rates for the General Urban/Suburban setting do not consider significant transit connectivity, adjustments were made to the Project trip generation to account for transit usage associated with the proposed residential and commercial retail land uses. Based on the abundance of available transit options within a comfortable walking distance of the Project site (including Metro Rapid Bus service), a combined transit/walk adjustment of 15 percent

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<sup>&</sup>lt;sup>1</sup> Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (3rd Edition, 2017).

has been assumed for the Project's proposed land uses. This transit/walk adjustment has been approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D.

Trip reduction factors for the Project also account for the presence of "pass-by" trips. As some motorists pass by the Project, the specific convenient facilities provided by the Project (or other factors) produce a stop at the site. Such activity is considered to be an interim stop along a trip which existed irrespective of the development of the Project, and therefore vehicles making these stops are not considered to be newly generated Project-related traffic. The LADOT has developed a series of recommended pass-by trip reduction percentages for various development types and sizes. In line with these guidelines, pass-by trip reductions were applied to the Project's commercial land uses (proposed commercial retail and existing quality restaurant). These pass-by trip adjustment factors have been approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D.

Based on the trip generation rates and aforementioned trip reduction factors, projections of the amount of traffic to be generated for the Project were derived. Table 5 summarizes the trip generation for the Project. As shown in Table 5, once completed and occupied, the Project is anticipated to generate a total of 670 net trips per day, with 60 net trips during the AM peak hour and 55 net trips during the PM peak hour. These peak-hour trips were distributed to analyze Project impacts at the five study intersections.

Per LADOT policy and as a conservative procedure, trip reductions for commercial use pass-by activity were not applied to the Project's driveways and appropriate site-adjacent intersections, since pass-by trips, while not new to the area roadways, would be included in the number of vehicles that enter and exit the site's driveways and appropriate site-adjacent intersection turning movements required for Project access

Table 5
Project Trip Generation Summary<sup>1</sup>

	ITE		Average	AM Peak Hour		PM Peak Hour			
Land Use	Code	Intensity <sup>2</sup>	Weekday	ln	Out	Total	ln	Out	Total
Trip Generation Rates									
Multifamily Housing (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Medical-Dental Office Building	720	1 ksf	34.80	78%	22%	2.78	28%	72%	3.46
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Quality Restaurant	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
Trip Generation Summary									
Do controlling	¥1	0.	Average		Peak H		_	l Peak H	
Description		Size	Weekday	In	Out	Total	ln	Out	Total
PROPOSED USES									
Residential									
Multifamily Housing	2.7	170 du	925	16	<b>4</b> 5	61	46	29	75
10% Internal Capture Adjustment <sup>3</sup>			(49)	0	(1)	(1)	(3)	(2)	(5)
Multifamily Housing With Internal Capture Adjustment Subto	tal		876	16	44	60	43	27	70
15% Transit/Walk Adjustment <sup>4</sup>			(131)	(2)	(7)	(9)	(6)	(4)	(10)
Multifamily Housing Total			745	14	37	51	37	23	60
Commercial									
Shopping Center		13.000 ksf	491	7	5	12	24	26	50
10% Internal Capture Adjustment <sup>3</sup>			(49)	(1)	0	(1)	(2)	(3)	(5)
Shopping Center With Internal Capture Adjustment Subtotal			442	6	5	11	22	23	45
15% Transit/Walk Adjustment <sup>4</sup>			(66)	(1)	(1)	(2)	(3)	(4)	(7)
Shopping Center With Transit/Walk Adjustment Subtotal			376	5	4	9	19	19	38
50% Pass-By Adjustment <sup>5</sup>				(2)	(2)	(4)	(10)	(9)	(19)
Shopping Center Total			188	3	2	5	9	10	19
Proposed Project Driveway Trips (including Pass-By T	rips)		1,121	19	41	60	56	42	98
Proposed Project Trips			933	17	39	56	46	33	79
EXISTING USES									
Commercial									
Quality Restaurant <sup>6</sup>		18.000 ksf	256	2	1	3	13	10	23
10% Pass-By Adjustment <sup>5</sup>			(26)	0	0	0	(1)	(1)	(2)
Quality Restaurant Total			230	2	1	3	12	9	21
Medical Office Building <sup>6</sup> 4.085 ksf			33	2	1	3	1	2	3
Existing Project Driveway Trips (including Pass-By Tri	Existing Project Driveway Trips (including Pass-By Trips)			4	2	6	14	12	26
Existing Project Trips			263	4	2	6	13	11	24
Net Project Driveway Trips (including Pass-By Trips)			832	15	39	54	42	30	72
Net Project Trips			670	13	37	50	33	22	55

#### Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]) and 820 (Shopping Center). Trip generation rates for the General Urban/Suburban setting were utilized due to the robust number of studies the trip rates are based on (versus limited data for the Dense Multi-Use Urban setting trip rates).
- 2) du = Dwelling units; ksf = Thousands of square feet of gross floor area.
- 3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower trip-generating component of the uses sharing trips with each other. For the proposed land uses, the shopping center is the lower-generating use; therefore, the internally captured trips are based on the baseline shopping center trip estimates and then balanced with the higher trip-generating residential use.
- 4) Consistent with current LADOT *Transportation Impact Study Guidelines*, a 15 percent transit/walk adjustment has been assumed for the proposed land uses (given that the Project is located within an approximate one-quarter mile walking distance of Metro rapid bus service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
- 5) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines*, appropriate pass-by trip adjustments have been applied for the proposed commercial retail (Shopping Center) and existing quality restaurant land use categories.
- 6) Peak-hour trips were determined from the inbound and outbound turning movements observed for the site driveway north leg at the intersection of Park Avenue & Sunset Boulevard during the June 4, 2019 traffic counts. These trips were distributed proportionally between the two existing land uses, based on their relative ITE rate-based peak-hour trip generations. Daily traffic volumes were calculated by applying a daily-to-peak hour (AM + PM) trip-rate factor, based on the ITE rates above, to the combined AM + PM peak-hour volumes observed during the traffic counts.

and egress. The additional Project pass-by traffic volumes at the Project driveways and appropriate site-adjacent intersections were also calculated. These calculations indicate that approximately 162 net pass-by trips per day, with 4 net pass-by trips during the AM peak hour and 17 net pass-by trips during the PM peak hour, would access the Project driveway. These pass-by traffic volumes were added to the net traffic volumes in order to estimate Project transportation impacts at the site-adjacent study intersection of Park Avenue & Sunset Boulevard.

#### **Project Trip Distribution and Assignment**

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The primary factors affecting the trip distribution patterns are the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. The Project trip distribution patterns were developed for two aggregate land-use categories -- residential and commercial -- in order to reflect better the differences in trip directionality, origin/destination land uses, and Project access/egress between these categories.

Based on the abovementioned factors, the overall project trip distribution percentages were determined separately for the residential and commercial components of the Project, and are summarized in Table 6. The LADOT approved these trip distribution assumptions in an MOU signed on July 3, 2019 and included as Appendix D.

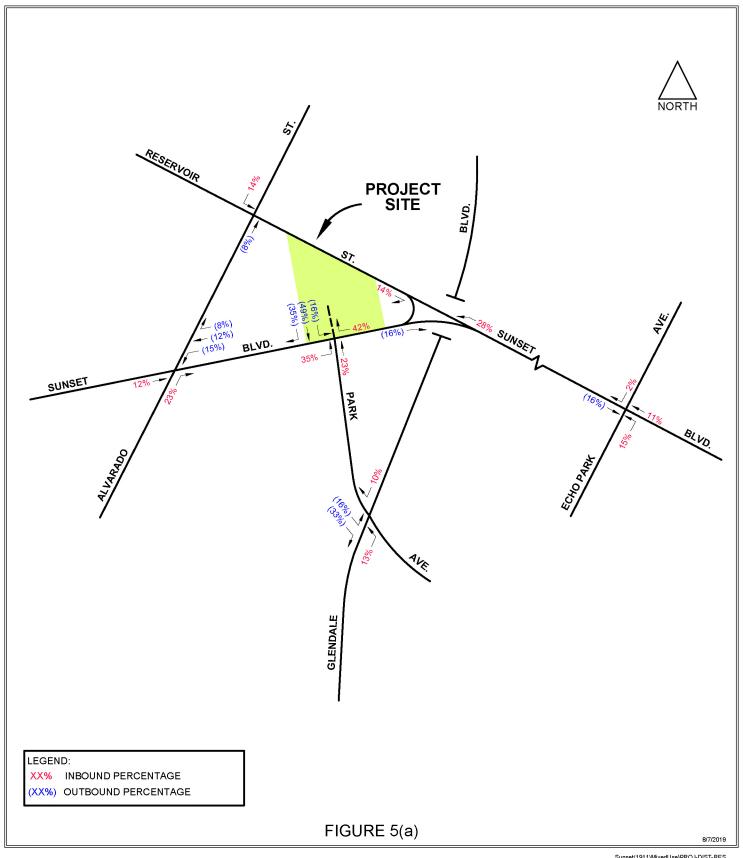
Table 6
Project Directional Trip Distribution Percentages

L	.a	n	d	U	se

Direction	Residential	Commercial	
North	33%	20%	
South	23%	30%	
East	23%	15%	
West	<u>21%</u>	<u>35%</u>	
Total	100%	100%	

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections that are expected to be used for Project access/egress. The estimated Project trip assignment percentages for the proposed residential and commercial uses at the study intersections were reviewed and approved by LADOT staff in an MOU signed on July 3, 2019 and included as Appendix D. The Project's proposed residential and commercial trip distribution percentages are presented in Figures 5(a) and 5(b), respectively.

Applying these inbound and outbound percentages to the proposed Project trip generation, the traffic volumes for the proposed Project were determined for the five study intersections. Given that the existing land use trip estimates were determined based on empirical observations, these existing use trips were distributed from the intersection of Park Avenue & Sunset Boulevard in proportion with the approved commercial land use trip distribution percentages. The existing land use AM and PM peak-hour traffic volumes are shown in Figures 6(a) and 6(b), respectively. As described previously and per LADOT policy, existing and proposed Project pass-by trips have been included only at the site-adjacent intersection of Park Avenue & Sunset Boulevard. Deducting existing use trips from the proposed Project trips, the net Project AM and PM peak-hour traffic volumes were calculated and are depicted in Figures 7(a) and 7(b), respectively.

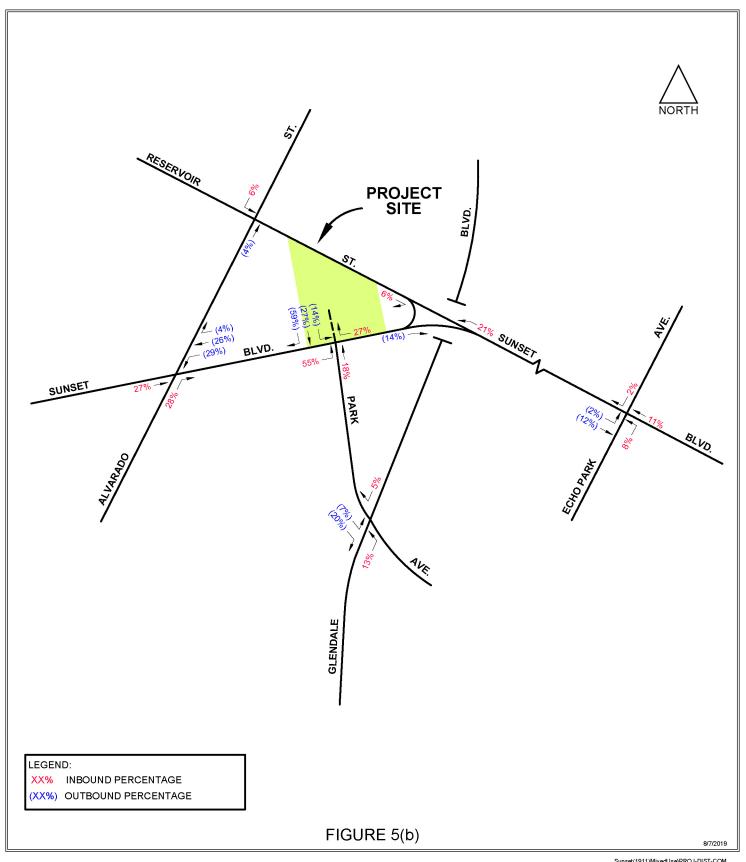


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## PROJECT TRIP DISTRIBUTION PERCENTAGES PROPOSED RESIDENTIAL USES



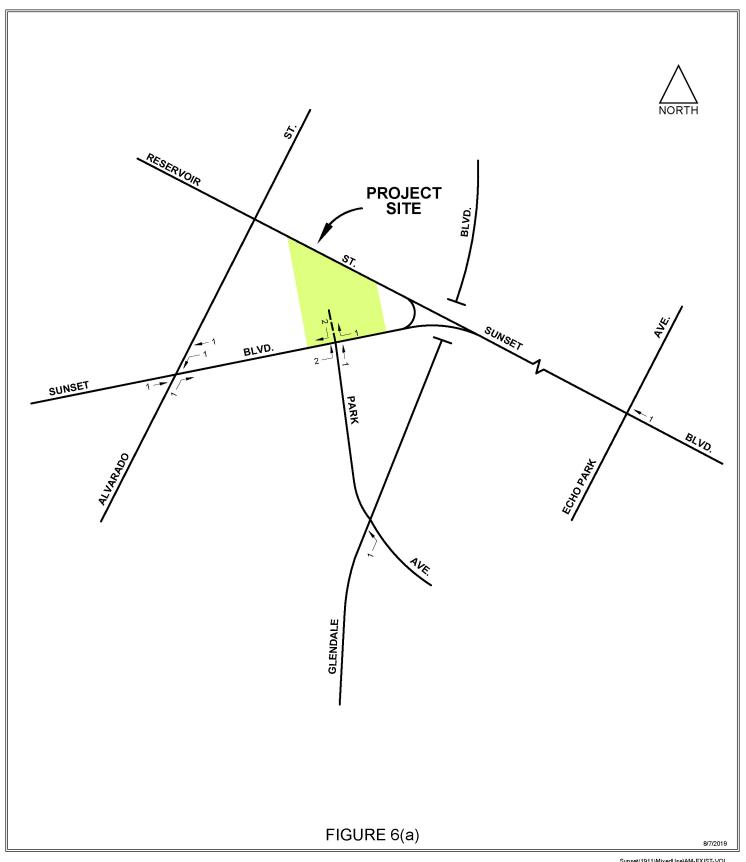
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PROPOSED PROJECT TRIP DISTRIBUTION PERCENTAGES **COMMERCIAL USES** 

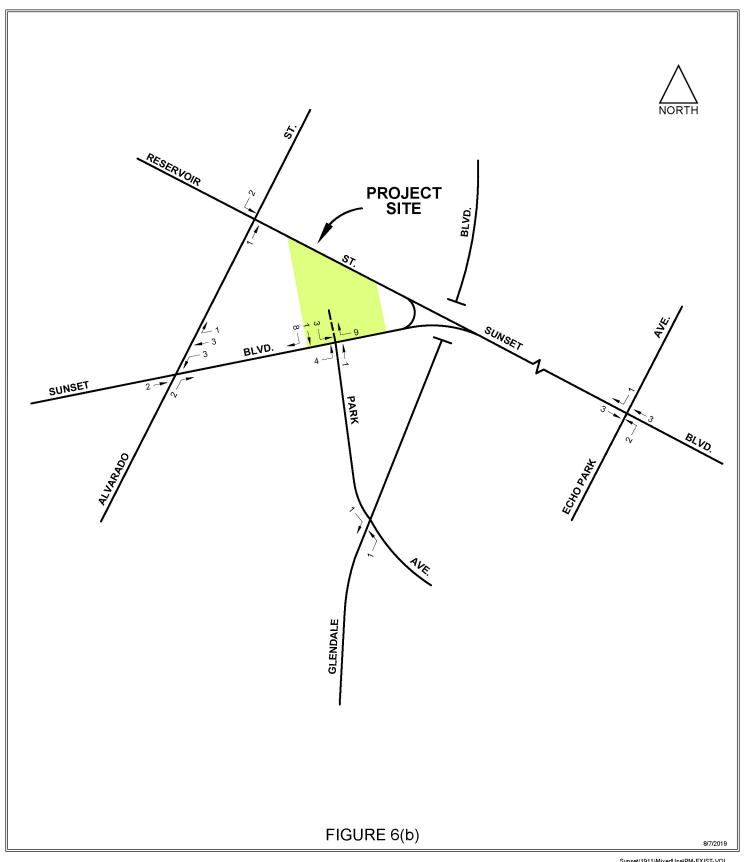




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**EXISTING PROJECT TRAFFIC VOLUMES** AM PEAK HOUR

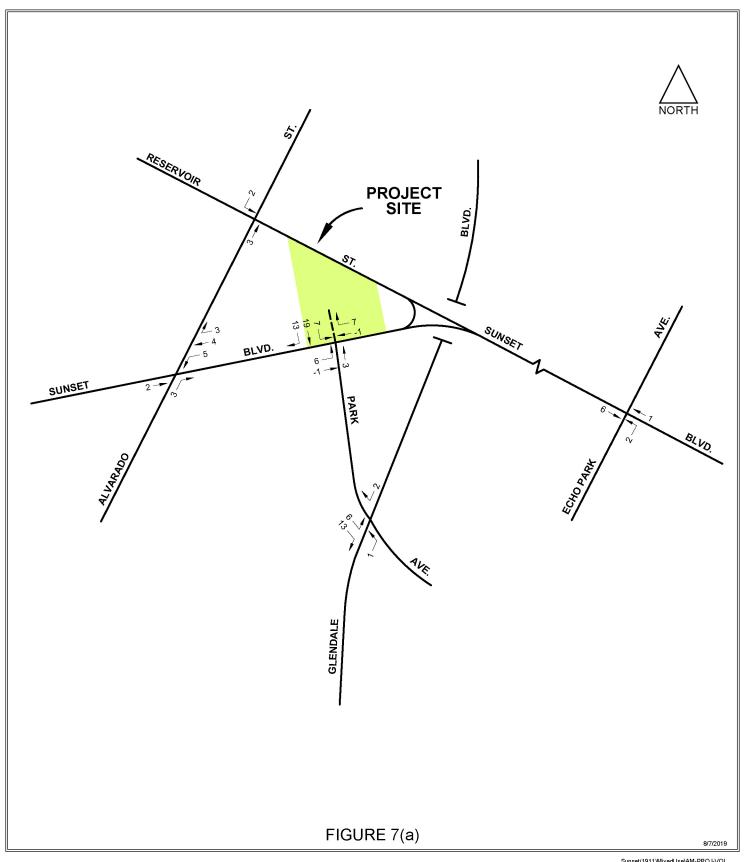




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**EXISTING PROJECT TRAFFIC VOLUMES** PM PEAK HOUR

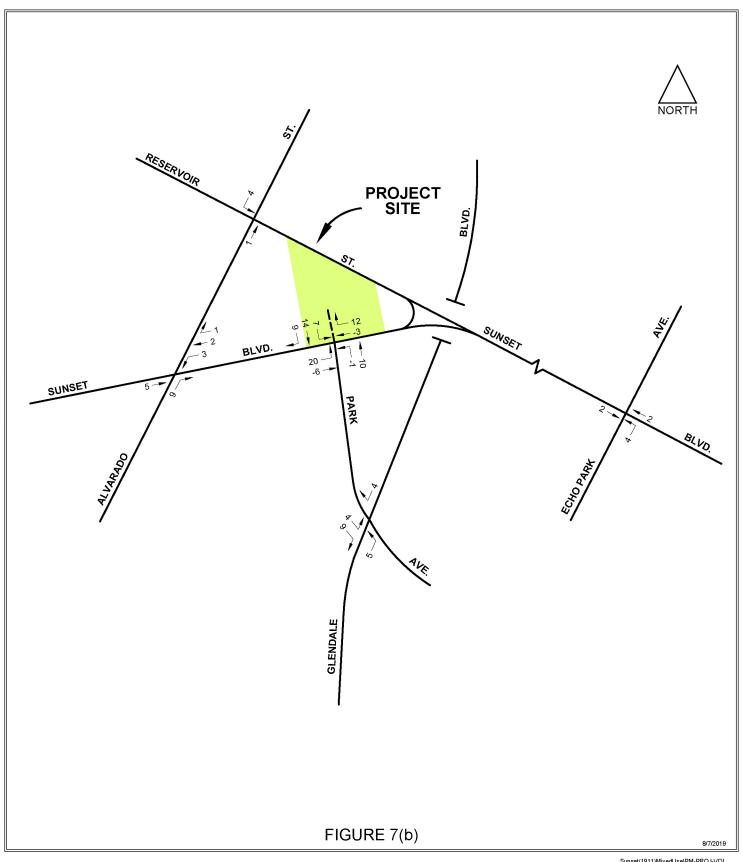




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**NET PROJECT TRAFFIC VOLUMES** AM PEAK HOUR





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**NET PROJECT TRAFFIC VOLUMES** PM PEAK HOUR



# **Project Parking and Access**

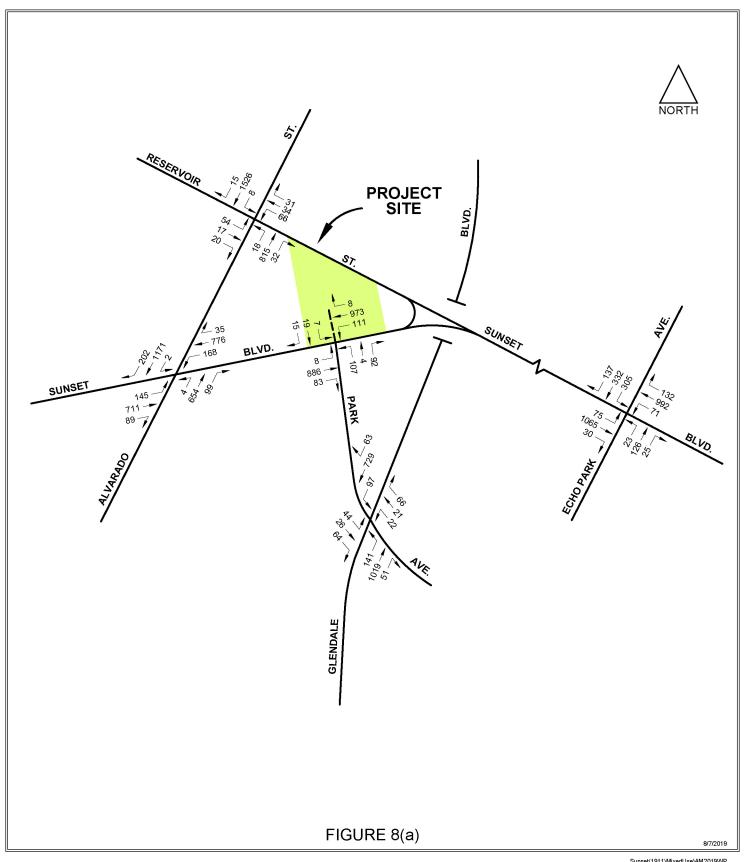
Parking for the Project would be provided in accordance with the requirements of the Los Angeles State Enterprise Zone and consistent with TOC standards. The Project would provide on-site parking on the ground floor and within two subterranean parking levels. All Project vehicular access/egress would be via the existing driveway that serves the site and functions as the north leg of the signalized intersection of Park Avenue & Sunset Boulevard. As part of the Project, the existing site driveway intersecting the south side of Reservoir Street, just west of Liberty Street, would be eliminated (the driveway is currently non-functional). The conceptual Project site plan was shown previously in Figure 2.

Based on the Project's proposed mix of uses, City parking regulations, and the Los Angeles City Bicycle Parking Ordinance, adequate parking would be provided for the Project. Approximately 193 parking spaces would be provided within the two subterranean parking levels of the Project, primarily for the proposed residential uses. In addition, 27 parking spaces would be provided at the ground level, primarily for the proposed commercial retail uses. Therefore, the overall parking provided on-site would total 220 parking spaces. This parking supply would meet the requirements of the Los Angeles State Enterprise Zone and be consistent with TOC standards. Appropriate Americans with Disabilities Act (ADA) accessible parking would also be provided between the ground level and first subterranean parking level. The Project would also provide 132 bicycle parking spaces (16 short-term and 116 long-term) to meet Municipal Code bicycle parking requirements. No off-site parking impacts are anticipated as a result of this Project.

#### **EXISTING PLUS PROJECT TRAFFIC CONDITIONS**

Based on the December 16, 2010 decision of the California Sixth District Court of Appeal in the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case, an additional traffic impact analysis has been performed for the Project. In the *Sunnyvale* case, the Court of Appeal found, based on the facts of that case, the impacts of a project must be compared "against current, existing physical conditions." While the facts of the *Sunnyvale* case may be distinguishable from this case, in the interest of fullest disclosure an analysis of Existing (2019) Plus Project AM and PM peak-hour conditions was performed.

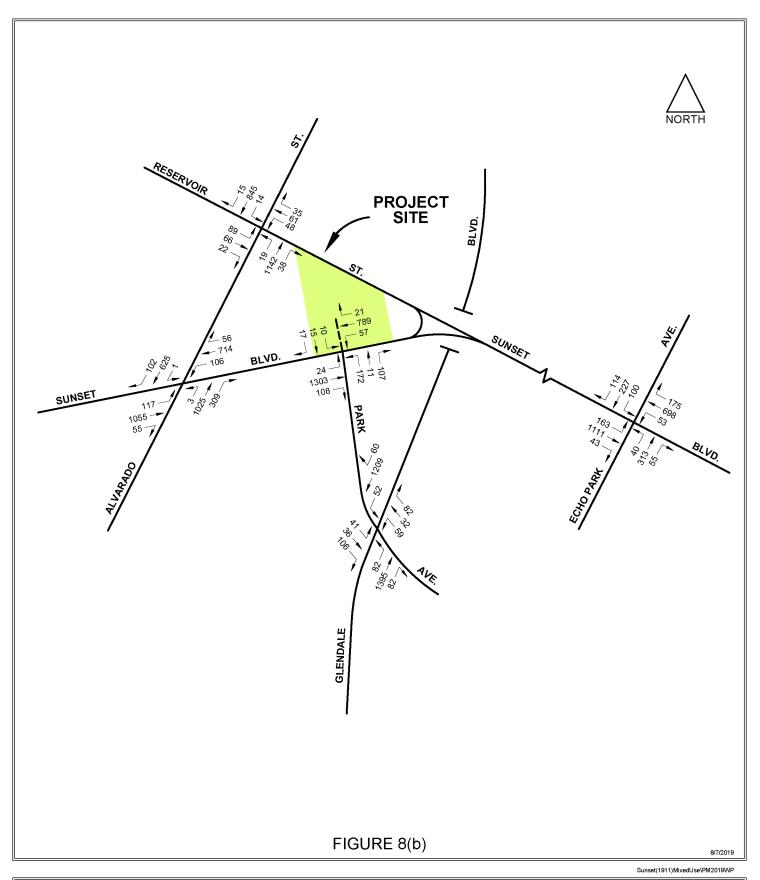
The Existing (2019) Plus Project traffic volumes were determined by superimposing the Project-only traffic volumes onto the Existing (2019) traffic volumes. The Existing (2019) Plus Project traffic volumes at the study intersections are shown in Figures 8(a) and 8(b) for the AM and PM peak hours, respectively. The analysis of Existing (2019) Plus Project traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. The results of the analysis of Existing (2019) Plus Project traffic conditions at the study intersections are summarized in Table 8 of the following section and are discussed therein.



Sunset(1911)MixedUse\AM2019WP

**EXISTING (2019) TRAFFIC VOLUMES** PLUS PROJECT AM PEAK HOUR





**EXISTING (2019) TRAFFIC VOLUMES** PLUS PROJECT PM PEAK HOUR



#### **FUTURE TRAFFIC CONDITIONS**

There are a number of other projects either under construction or planned for development in the surrounding area that may contribute future traffic to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by those other projects. In order to evaluate future traffic conditions in the Project area, an analysis of Existing (2019) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year, compounded annually, was applied to these existing volumes at the five study intersections to develop future year (2023) baseline traffic volumes. Given that the Project is currently estimated to be fully constructed in mid to late 2022, 2023 was conservatively selected as the future study year when the Project would be occupied.

The inclusion of the annual growth factor generally accounts for area-wide traffic increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic generated by "related projects" in the study area was also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2023) Without Project condition. Finally, the traffic expected to be generated by the Project was analyzed as an incremental addition to the Future (2023) Without Project condition, resulting in the Future (2023) With Project condition.

#### Ambient Traffic Growth

Based on an analysis of traffic growth projections for the Silver Lake - Echo Park - Elysian Valley Community Plan area, the LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year for future traffic growth. This growth factor was used to account for increases in traffic due to potential development projects

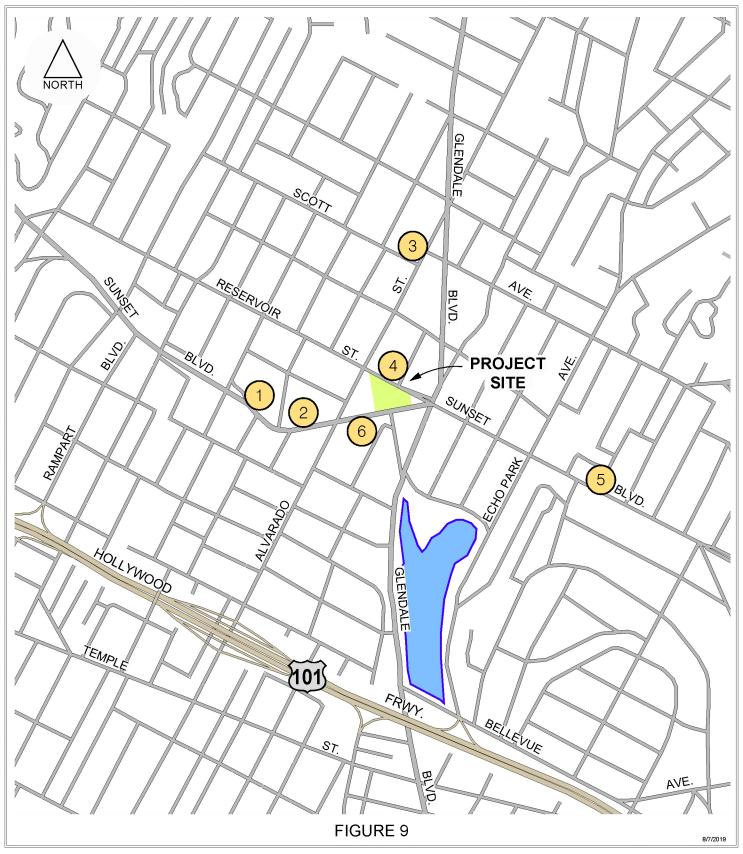
not yet proposed or outside the study area. Compounded annually, the ambient traffic growth factor was applied to the existing (2019) traffic volumes to develop the estimated baseline volumes for the future study year (2023).

#### Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from the LADOT and City of Los Angeles Department of City Planning. Recently published transportation impact studies and environmental reports for development projects in the area were also reviewed. Per a November 28, 2018 update to the related project selection criteria in the LADOT *Transportation Impact Study Guidelines*, related projects from these sources and within an approximate 0.5-mile radius of the Project site were included. Refinement of the information resulted in a total of six related projects in the surrounding area that could add traffic to the study intersections.

The locations of the related projects are shown in Figure 9, Related Project Location Map. The related project locations, descriptions, and trip generation estimates are summarized in Table 7. The number of trips expected to be generated by the related projects was obtained from information provided by public agencies, transportation impact analyses, and environmental reports, to the extent available. For related projects with incomplete trip generation and/or directional peak-hour (inbound/outbound) distribution information, estimates were determined by applying the appropriate trip rates and/or directional splits from the ITE Trip Generation Manual (10th Edition, 2017).

For the analysis of Future (2023) Without Project traffic conditions, each related project's generated trips were distributed and assigned to the study area circulation



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RELATED PROJECT LOCATION MAP



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Table 7
Related Project Locations, Descriptions, and Trip Generations

					AM I	PEAK HO	DUR	PM I	PEAK HO	DUR
NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	IN	OUT	TOTAL	IN	OUT	TOTAL
1.	2225 W Sunset Boulevard		Sunset Flats <sup>1</sup>	1,283	44	56	100	65	42	107
		65 du	Condominium							
		7,775 sf	Retail							
		7,775 sf	Restaurant							
2.	2139 W Sunset Boulevard <sup>1</sup>	5,979 sf	Restaurant	538	4	1	5	30	15	45
3.	1455 N Alvarado Street <sup>1</sup>	<b>2,984</b> sf	Retail	790	33	29	62	33	26	59
		5,050 sf	Restaurant							
4.	2001 W Reservoir Street		Liberty Residential <sup>2</sup>	267	5	13	18	13	9	22
		49 du	Multifamily Housing							
5.	1497 W Sunset Boulevard <sup>3</sup>	12,457 sf	Restaurant	950	46	38	84	52	31	83
6.	2014 W Sunset Boulevard <sup>4</sup>	36 du	Multifamily Housing	167	3	8	11	8	6	14

#### Notes:

du = Dwelling Units; sf = Square Feet.

<sup>&</sup>lt;sup>1</sup> Net trip generation and peak-hour directional distribution provided by the LADOT database.

<sup>&</sup>lt;sup>2</sup> Trip Generation Assessment for the Liberty Residential Project (Crain & Associates, June 2019).

<sup>&</sup>lt;sup>3</sup> Project description provided by the Department of City Planning. Trip generation and peak-hour directional distribution of trips based on ITE Land Use Code 932 (High-Turnover Restaurant), with conservative transit and pass-by adjustments.

<sup>&</sup>lt;sup>4</sup> Project description provided by the Department of City Planning. Trip generation and peak-hour directional distribution of trips based on ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]), with conservative transit adjustments.

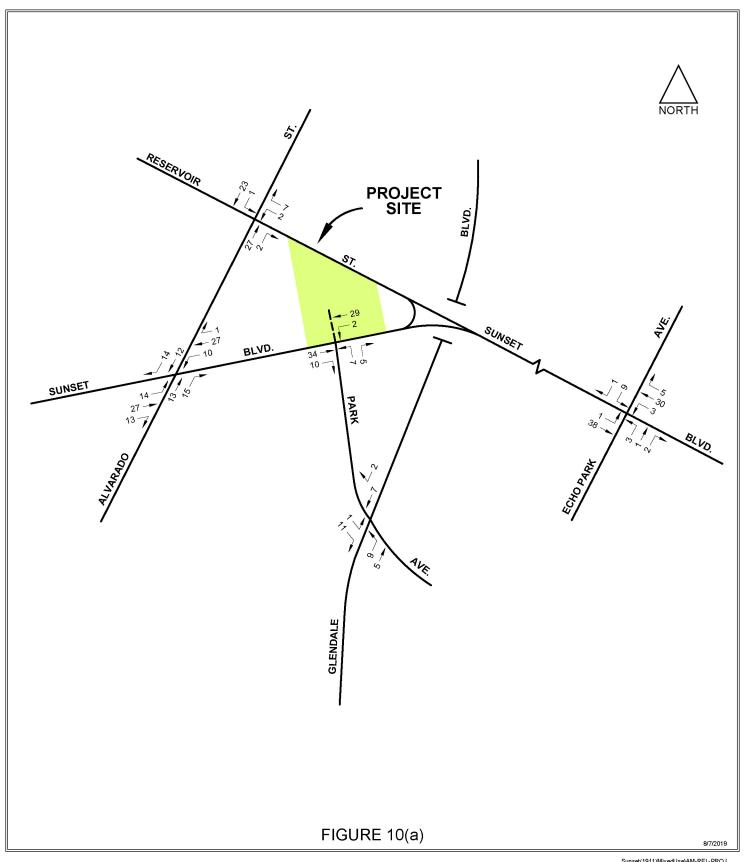
system, using methodologies similar to those previously described for the Project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

It should be noted that the inclusion of these related projects, as described, results in future (2023) traffic condition forecasts that are conservative for the purposes of impact analysis. As stated previously, the 1.0 percent ambient traffic growth factor, approved by the LADOT, accounts for the general traffic growth expected throughout the study area. The overlay of traffic volumes resulting from the six identified related projects represents a conservative projection of future traffic volumes. It is likely that some of the identified projects will not be approved or constructed as described. It is also probable that some of these projects will be delayed in their construction beyond the future (buildout) study year of the Project (2023). In addition, none of the mitigation measures proposed in the traffic analyses performed for these related projects have been assumed under future conditions. Therefore, the future condition of the study area roadway infrastructure has also been forecast conservatively.

#### **Highway System Improvements**

In order to better analyze future traffic conditions in the Project area, an investigation was conducted regarding relevant future transportation improvements to the roadway system infrastructure in the study area. No traffic improvements were identified as scheduled for implementation that would affect use of the existing street system.

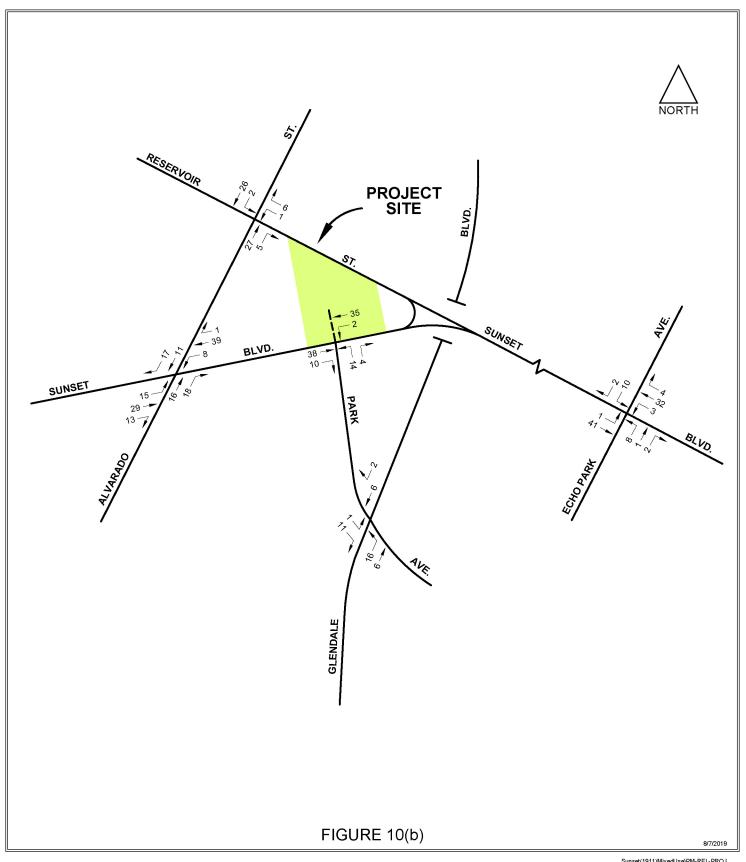
The goals and policies of the City's 2010 Bicycle Plan (City of Los Angeles Department of Planning, adopted March 1, 2011) have been folded into the Mobility Plan 2035. It is a Mobility Plan objective to complete the proposed bicycle paths, protected cycle tracks,



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TOTAL RELATED PROJECT TRAFFIC VOLUMES AM PEAK HOUR





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TOTAL RELATED PROJECT TRAFFIC VOLUMES PM PEAK HOUR



bicycle lanes, routes, and priority Neighborhood Enhanced Network roadway segments by 2035. While some of these improvements have already been realized, the following improvements are scheduled for implementation within the Project study area:

- Sunset Boulevard will add Tier 1 protected bicycle lanes between Virgil
  Avenue/Hillhurst Avenue and Figueroa Street. Striped bicycle lanes are already
  provided on Sunset Boulevard in the vicinity of the Project site, but the
  implementation of physically separated lanes would represent a facility upgrade.
   Vehicular lanes may have to be reconfigured to accommodate the upgrade.
- Glendale Boulevard will add Tier 1 protected bicycle lanes between Fletcher Drive and 2nd Street/Lucas Avenue. In the vicinity of the Project, striped bicycle lanes were installed north of Reservoir Street in 2017, but the implementation of the aforementioned physically separated lanes would represent an upgrade north of Reservoir Street and new lanes south of Reservoir Street. Vehicular lanes will likely be reconfigured to accommodate these bicycle lanes.
- Alvarado Street will add Tier 2 bicycle lanes between Glendale Boulevard and Hoover Street. Vehicular lanes will likely be reconfigured to accommodate these bicycle lanes.

Per information provided by LADOT staff, none of the abovementioned bicycle infrastructure improvements are expected to be designed or constructed between now and the Project buildout year of 2023. As such, no changes to the future (2023) study intersection geometrics and/or traffic control conditions due to bicycle facility improvements have been assumed in this traffic impact analysis.

A review of the LADOT Transportation Capital Improvement Projects and Bureau of Engineering Street Improvement Master Schedule revealed no projects that could affect operations at any of the study intersection locations. Therefore, the existing and future intersection geometrics and traffic control conditions are assumed to be the same, as illustrated in Appendix B.

## **Analysis of Future (2023) Traffic Conditions**

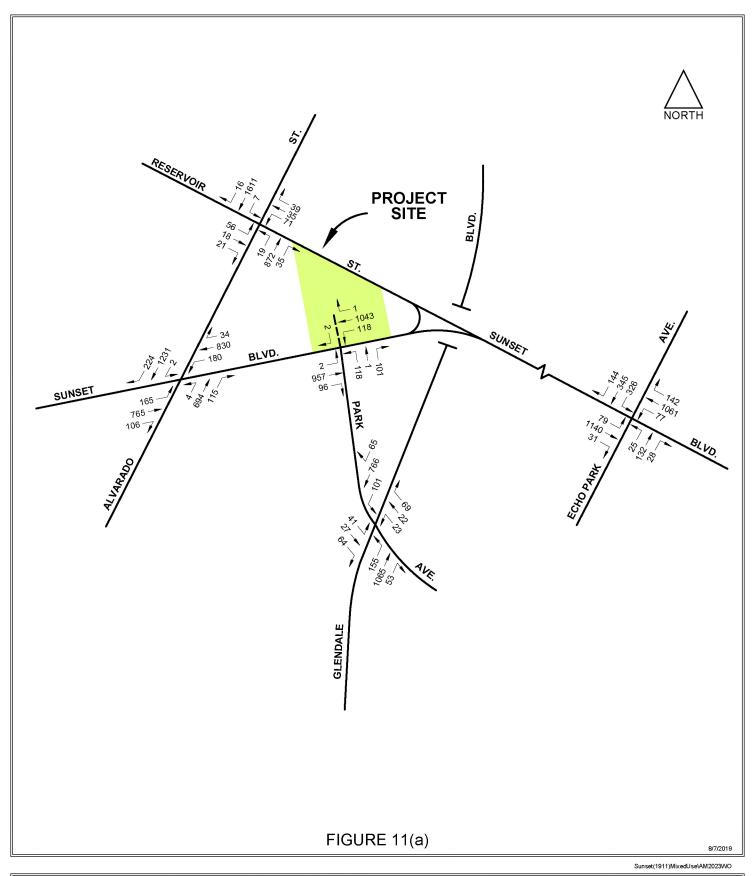
The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described in the previous section, all existing geometrics and/or traffic control conditions are assumed to prevail for the analysis of future area traffic conditions.

As described earlier, future (2023) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto the existing (2019) traffic volumes. The Future (2023) Without Project traffic volumes are depicted in Figures 11(a) and 11(b) for the AM and PM peak hours, respectively.

Net project volumes [Figures 7(a) and 7(b)], as determined earlier, were then added to the Future (2023) Without Project traffic volumes to develop the Future (2023) With Project traffic volumes. The Future (2023) With Project volumes were then used to determine traffic impacts directly attributable to the Project. The Future (2023) With Project AM and PM peak-hour traffic volumes are shown in Figures 12(a) and 12(b), respectively.

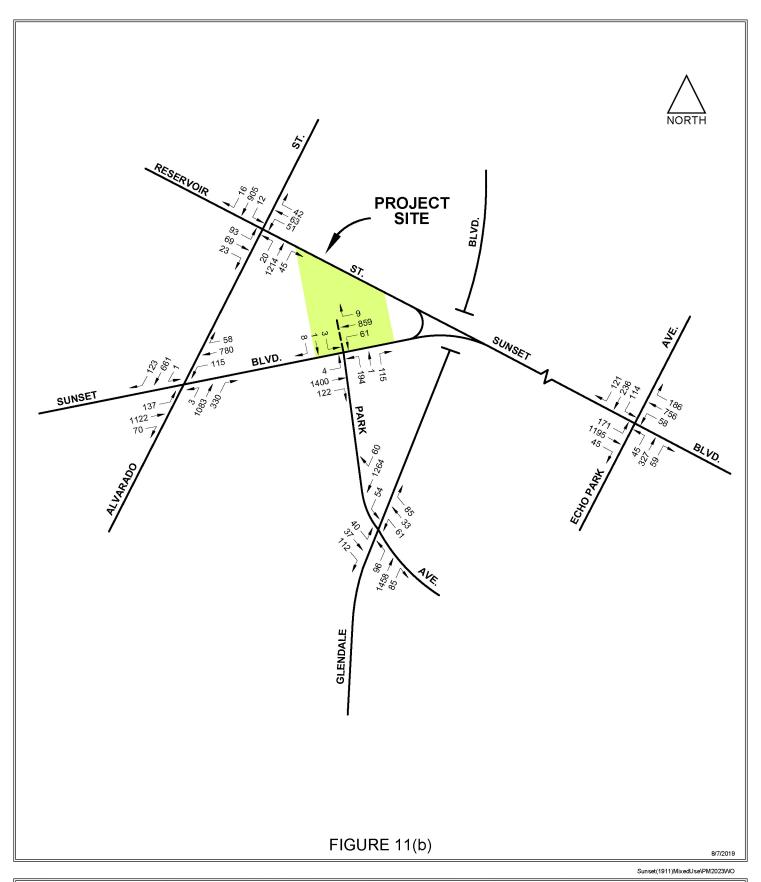
The results of the analysis of existing and future traffic conditions at the study intersections are summarized in Table 8. As shown in Table 8, following the addition of Project-related traffic to Existing traffic conditions, all intersections would maintain the same LOS during both peak hours. All five study intersections would continue to operate at LOS B or better during both peak hours.

As shown, under Future (2023) Without Project conditions, traffic operations are expected to degrade slightly when compared with existing conditions due to the ambient and related project traffic volume growth. Under Future (2023) Without Project conditions, four study intersections would operate at LOS B or better during both peak



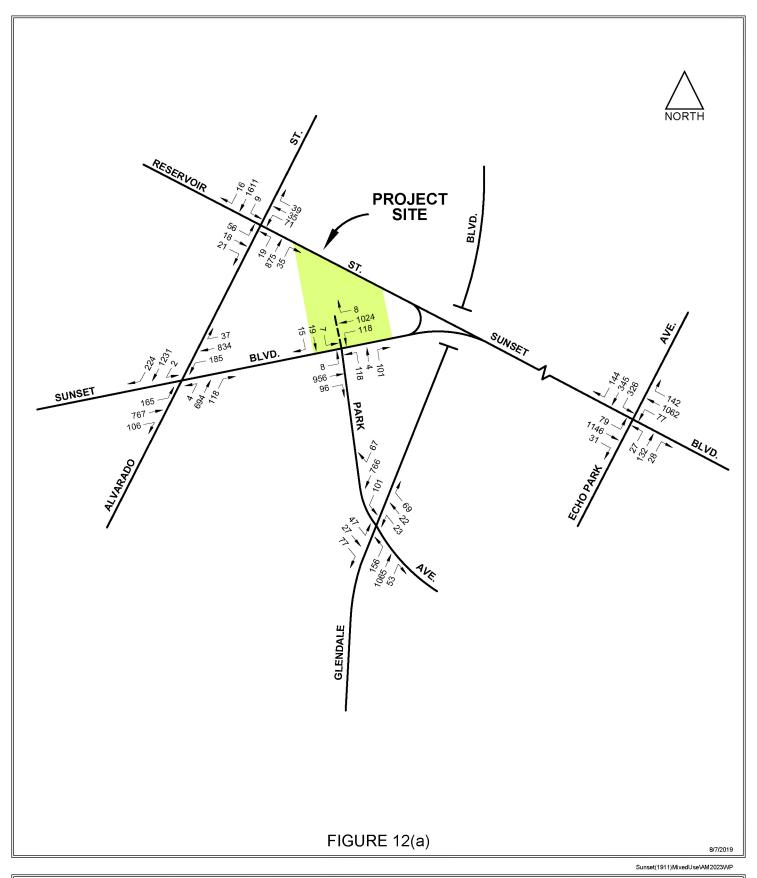
**FUTURE (2023) TRAFFIC VOLUMES** WITHOUT PROJECT AM PEAK HOUR





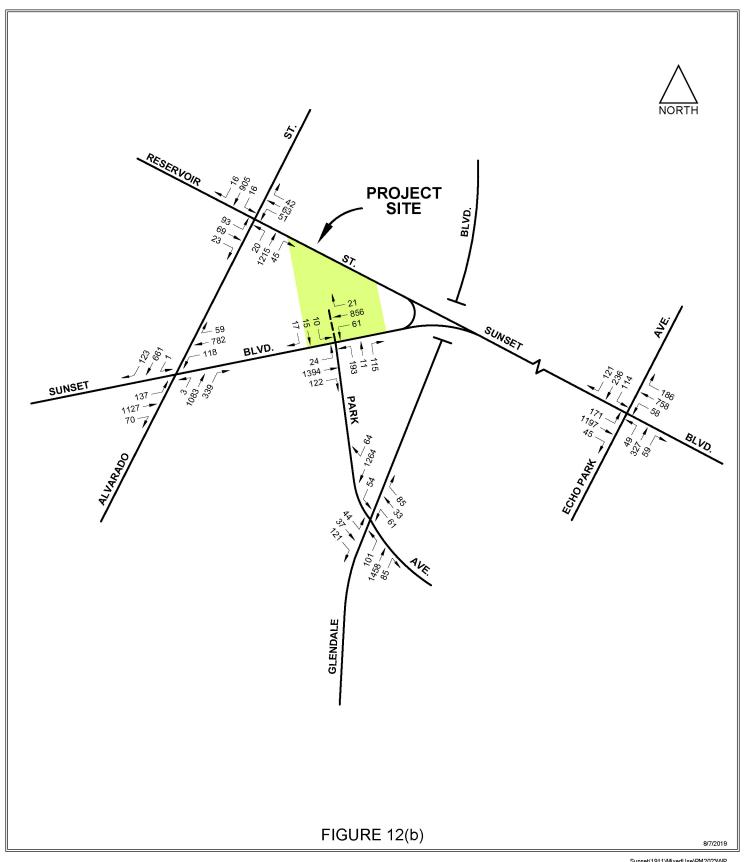
**FUTURE (2023) TRAFFIC VOLUMES** WITHOUT PROJECT PM PEAK HOUR





**FUTURE (2023) TRAFFIC VOLUMES** WITH PROJECT **AM PEAK HOUR** 





Sunset(1911)MixedUse\PM2023WP

**FUTURE (2023) TRAFFIC VOLUMES** WITH PROJECT PM PEAK HOUR



Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2019) and Future (2023) Traffic Conditions

				Existing	(2019) Co	nditions	<b>;</b>		Futu	ıre (2023)	Condition	ons	
		Peak	Exis	ting	Р	us Proje	ect	Without	Project		With F	Project	
No.	Intersection	<u> Hour</u>	V/C	LOS	V/C	LOS	Impact	V/C	LOS	V/C	LOS	Impact	Sig.?
1	Alvarado Street &	AM	0.369	Α	0.371	Α	0.002	0.397	Α	0.399	Α	0.002	No
	Reservoir Street	PM	0.373	Α	0.381	Α	0.008	0.407	Α	0.415	Α	0.008	No
2	Alvarado Street &	AM	0.598	Α	0.600	Α	0.002	0.652	В	0.654	В	0.002	No
	Sunset Boulevard	PM	0.654	В	0.661	В	0.007	0.708	С	0.715	С	0.007	No
3	Park Avenue &	AM	0.373	Α	0.398	Α	0.025	0.408	Α	0.433	Α	0.025	No
	Sunset Boulevard	PM	0.528	Α	0.545	Α	0.017	0.575	Α	0.592	Α	0.017	No
4	Glendale Boulevard &	AM	0.435	Α	0.439	Α	0.004	0.458	Α	0.462	Α	0.004	No
	Park Avenue	PM	0.558	Α	0.561	Α	0.003	0.586	Α	0.589	Α	0.003	No
5	Echo Park Avenue &	AM	0.629	В	0.629	В	0.000	0.678	В	0.678	В	0.000	No
	Sunset Boulevard	PM	0.617	В	0.618	В	0.001	0.671	В	0.671	В	0.000	No

hours. The intersection of Alvarado Street & Sunset Boulevard would operate at LOS B during the AM peak hour and LOS C during the PM peak hour.

Under Future (2023) With Project conditions, following the addition of Project-related traffic to Future (2023) Without Project conditions, all intersections would maintain the same LOS during both peak hours. Under Future (2023) With Project conditions, all five study intersections would operate at LOS C or better during both peak hours. The CMA/LOS calculation worksheets are included in Appendix C.

## Significant Traffic Impact Criteria

The LADOT defines a significant intersection traffic impact attributable to a project based on a "stepped scale," with intersections experiencing high V/C ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the V/C ratio, due to Project-related traffic under future buildout conditions, of 0.010 or more when the final (with Project) LOS is E or F, a V/C ratio increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized below in Table 9.

Table 9

LADOT Criteria for Significant Intersection Traffic Impacts

<u>LOS</u>	Final V/C Ratio	Project-Related Increase in V/C Ratio
С	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

These LADOT criteria were applied for the five study intersections. Based on these criteria and as shown previously in Table 8, the Project would not significantly impact any of the study intersections during either peak hour.

#### Congestion Management Program (CMP) Impact Analysis

The traffic impact guidelines of the current 2010 CMP for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations are to be analyzed where a project could add 150 or more trips in either direction during the peak hours.

The nearest CMP arterial monitoring location to the Project site is the intersection of Alvarado Street & Sunset Boulevard (a study intersection, approximately 0.1 miles southwest of the Project site). Based on a review of the net Project traffic volumes [shown in Figures 7(a) and 7(b)], the Project is expected to contribute traffic volumes to this CMP monitoring intersection below the 50-trip threshold during the weekday AM and PM peak hours (17 trips during the AM peak hour and 20 trips during the PM peak hour). Further, it is expected that Project traffic volume contributions to more distant CMP arterial monitoring locations would be even lower, given that Project traffic would disperse across an increasing number of roadways when farther from the Project site. With Project traffic contributions well below the 50-trip threshold, no significant Project impacts to CMP arterial monitoring locations are forecast and no additional arterial intersection analysis is necessary.

In terms of CMP freeway monitoring segment analysis, a review of the Project's trip generation indicates that the Project would not generate more than 37 net directional (inbound or outbound) trips during either peak hour. Therefore, the Project would contribute well below the 150 directional-trip threshold to all CMP freeway monitoring

segments, no significant Project impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary.

The local CMP also requires that all projects consider potential transit impacts. As shown in Table 5, transit adjustments were applied to the proposed residential and existing commercial uses only, since existing use trip estimates were based on observed vehicle trips at the site driveway. Although it is expected that some users of the existing quality restaurant and medical office utilized transit to access the site, they have been excluded in order to provide a more conservative transit impact analysis.

The transit impact review was undertaken per the 2010 CMP guidelines. As shown in Table 5, the Project trip generation reflects a transit adjustment of 15 percent for the proposed residential and commercial uses, which amounts to 197 net vehicles reduced by transit per day, with 11 AM peak-hour and 17 PM peak-hour trips reduced. Per the 2010 CMP guidelines, person transit trips can be estimated by multiplying the transit vehicle trip reductions by a conversion factor of 1.4. Therefore, the number of proposed Project person transit trips would be approximately 276 daily person transit trips, with 15 AM peak-hour and 24 PM peak-hour person transit trips.

Given that the capacity of one standard bus is 40 riders, there are seven bus lines (including rapid service) within a reasonable walking distance of the Project site, and there are more bus lines slightly outside the reasonable walking distance, these daily and peak-hour levels of Project transit ridership are anticipated to have minimal impact on the surrounding transit network. Therefore, it is expected that the incremental additions of Project person transit trips would not have a significant impact on transit service in the study area.

## Residential Street/Neighborhood Intrusion Impact Analysis

In order to address local residential neighborhood concerns, the LADOT requires the preparation of a residential street impact analysis if a development project meets certain conditions. These conditions include the proposed development project being non-residential and non-school in nature, with an anticipated significant traffic contribution to a congested arterial (with intersections operating at LOS E or F) in the presence of local residential street(s) that provide viable alternate route(s). The Project has proposed residential and commercial components, but the proposed commercial component measures only up to 13,000 square feet in floor area and generates minimal vehicle trips. Accounting for the removal of the existing commercial uses, the non-residential portion of the Project generates net negative vehicle trips during all analyzed time periods. Therefore, the Project is not expected to significantly impact local residential streets and no further analysis is required.

#### **Vehicle-Miles-Traveled Analysis**

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the transportation performance metric from automobile delay and LOS to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the proposed update to the CEQA guidelines, vehicle-miles-traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's Transportation Assessment Guidelines (TAG) in July 2019 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would cause substantial VMT.

Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a development project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a development project divided by the number of employees within the development. As outlined in the updated TAG, in order for a proposed development to have a less-than-significant VMT impact, two criteria must be met: (1) the development project's household VMT per capita must not exceed 15 percent below the average household VMT per capita, and (2) the development project's work VMT per employee must not exceed 15 percent below the average work VMT per employee. The thresholds corresponding to 15 percent below the average household VMT per capita and the average work VMT per capita were determined individually for each of the seven Area Planning Commission (APC) areas within the City and are shown in Table 10. The APC area in which a development project is located determines the appropriate thresholds that are to be applied.

Along with the updated TAG, LADOT developed the City of Los Angeles VMT Calculator Version 1.1 (the "VMT Calculator"), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for development projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated

with a development project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

Table 10
LADOT Thresholds for Significant VMT Impacts

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

The VMT Calculator also determines population and employment estimates for a development project based on rates developed from U.S. Census data for the City of Los Angeles. The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the development project's daily VMT, household VMT per capita, and work VMT per capita. The VMT Calculator also provides a menu of Transportation Demand Management (TDM) strategies that can be implemented for a development project, either as project features or mitigation measures, to reduce the daily vehicle trips and VMT of a development project. Further detail on the VMT Calculator can be found in the City of Los Angeles VMT Calculator Documentation (February 2019).

Although the Project transportation impact study MOU was approved based on the previous LADOT *Transportation Impact Study Guidelines* (December 2016) and therefore the Project is not required to perform a VMT analysis, a supplemental VMT

analysis has been performed per the new TAG in the event the Project does not receive its entitlements prior to July 1, 2020 (the State's official deadline for required VMT compliance for all development projects). The VMT Calculator was utilized to determine the daily vehicle trip generation of the Project. As shown in Appendix E, the Housing (Multi-Family) and Retail (General Retail) land use rates were applied to the corresponding Project uses. The Project proposes to incorporate a TDM strategy from the VMT Calculator as a Project feature: including bicycle parking per Municipal Code requirements. Using the aforementioned trip generation rates and Project feature TDM strategy, the VMT Calculator determined that the Project would generate the following baseline trip estimates: 1,126 daily vehicle trips and 6,472 daily VMT. The report outputs of the VMT Calculator have been included in Appendix E.

Based on the 6,472 daily VMT, the VMT Calculator determined that the Project would generate a daily household VMT per capita of 8.8 and a daily work VMT per employee of 7.3. Since the Project is located within the East Los Angeles APC area, the appropriate thresholds of significance with which to compare the Project's VMT estimates are 7.2 daily household VMT per capita and 12.7 daily work VMT per employee, as shown in Table 10. Therefore, the Project is expected to have a significant VMT impact based on its residential component only. Further TDM strategies will be evaluated in the following section to reduce this VMT impact to a less-than-significant level.

#### MITIGATION MEASURES

As indicated in the preceding transportation impact analysis, the proposed 1911 Sunset Boulevard mixed-use project is not expected to significantly impact any of the five study intersections, any CMP monitoring locations, public transit, or residential street facilities. Therefore, no transportation-related mitigation measures are required for the Project based on the analysis requirements of the approved transportation impact study MOU.

However, based on the supplemental VMT analysis, the Project is anticipated to have a significant impact based on its residential component (daily household VMT per capita). Thus, additional TDM strategies beyond the strategy included as a Project feature were explored to reduce the Project's daily household VMT per capita (8.8) below the East Los Angeles APC significance threshold for daily household VMT per capita (7.2). The Project proposes to: (1) reduce the Project parking supply from the City Municipal Code requirement of 300 parking spaces (per Municipal Code Section 12.21.A4) to 220 parking spaces, and (2) integrate unbundled parking as part of the development, thereby separating the cost of renting a residential dwelling unit from the cost to rent a parking space. Applying the reduced parking supply strategy and unbundled parking strategy (with an assumed monthly parking space cost of \$150), the VMT Calculator determined that the Project would generate the following with-mitigation trip estimates: 894 daily vehicle trips and 5,130 daily VMT. The report outputs of the VMT Calculator have been included in Appendix E.

Based on the 5,130 daily VMT, the VMT Calculator determined that the Project would generate 6.3 daily household VMT per capita. This value falls below the East Los Angeles APC area threshold of significance of 7.2 daily household VMT per capita. Therefore, the provision of a reduced parking supply and unbundled parking would reduce the Project's daily household VMT per capita to a less-than-significant level.

# APPENDIX A TRAFFIC COUNT DATA SHEETS

File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

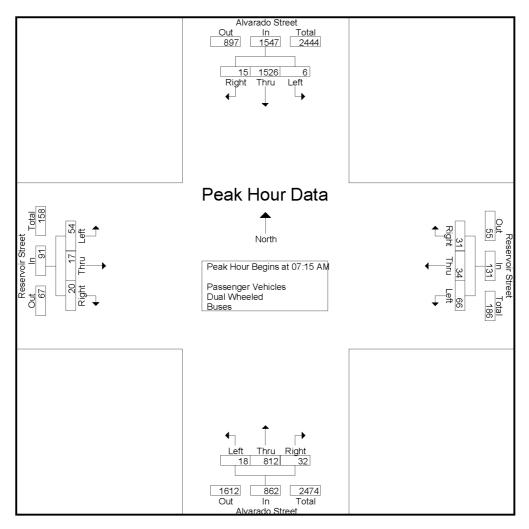
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

								nger veni	cies - L					_			
			do Stre	et			oir Stre	et			do Stre	et			oir Stre	et	
		South	hbound			West	bound			North	pbound				bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	326	5	331	6	4	5	15	2	192	5	199	2	1	3	6	551
07:15 AM	0	373	2	375	8	2	8	18	3	205	9	217	8	3	3	14	624
07:30 AM	2	391	5	398	18	8	3	29	6	241	11	258	14	5	6	25	710
07:45 AM	1	395	4	400	19	12	10	41	6	172	5	183	13	7	6	26	650
Total	3	1485	16	1504	51	26	26	103	17	810	30	857	37	16	18	71	2535
08:00 AM	3	367	4	374	21	12	10	43	3	194	7	204	19	2	5	26	647
08:15 AM	5	332	6	343	8	11	8	27	3	161	7	171	14	8	4	26	567
08:30 AM	0	353	2	355	14	8	10	32	1	191	6	198	18	11	1	30	615
08:45 AM	0	369	4	373	12	7	4	23	6	193	4	203	9	5	6	20	619
Total	8	1421	16	1445	55	38	32	125	13	739	24	776	60	26	16	102	2448
09:00 AM	3	333	2	338	6	6	5	17	4	192	8	204	10	2	2	14	573
09:15 AM	3	335	5	343	5	9	8	22	4	217	6	227	7	1	4	12	604
09:30 AM	1	350	2	353	6	7	10	23	5	183	9	197	13	2	10	25	598
09:45 AM	1	333	3	337	5	6	6	17	5	214	12	231	8	5	5	18	603
Total	8	1351	12	1371	22	28	29	79	18	806	35	859	38	10	21	69	2378
Grand Total	19	4257	44	4320	128	92	87	307	48	2355	89	2492	135	52	55	242	7361
Apprch %	0.4	98.5	1		41.7	30	28.3		1.9	94.5	3.6		55.8	21.5	22.7		
Total %	0.3	57.8	0.6	58.7	1.7	1.2	1.2	4.2	0.7	32	1.2	33.9	1.8	0.7	0.7	3.3	
Passenger Vehicles	17	4125	44	4186	125	90	81	296	45	2231	82	2358	133	52	54	239	7079
% Passenger Vehicles	89.5	96.9	100	96.9	97.7	97.8	93.1	96.4	93.8	94.7	92.1	94.6	98.5	100	98.2	98.8	96.2
Dual Wheeled	2	94	0	96	3	2	3	8	2	74	7	83	2	0	1	3	190
% Dual Wheeled	10.5	2.2	0	2.2	2.3	2.2	3.4	2.6	4.2	3.1	7.9	3.3	1.5	0	1.8	1.2	2.6
Buses	0	38	0	38	0	0	3	3	1	50	0	51	0	0	0	0	92
% Buses	Ō	0.9	Ō	0.9	0	0	3.4	1	2.1	2.1	Ō	2	0	Ō	Ō	0	1.2
	_			1												- 1	

		Alvarad	do Stree	et		Reserv	oir Stre	et		Alvarad	do Stree	et		Reserv	oir Stre	et	
		South	bound			West	bound			North	nbound			East	bound	l	
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 07:0	00 AM to	o 09:45 A	M - Pea	k 1 of 1									-		
Peak Hour for E	Entire In	tersecti	ion Beg	ins at 07:	15 AM												
07:15 AM	0	373	2	375	8	2	8	18	3	205	9	217	8	3	3	14	624
07:30 AM	2	391	5	398	18	8	3	29	6	241	11	258	14	5	6	25	710
07:45 AM	1	395	4	400	19	12	10	41	6	172	5	183	13	7	6	26	650
MA 00:80	3	367	4	374	21	12	10	43	3	194	7	204	19	2	5	26	647
Total Volume	6	1526	15	1547	66	34	31	131	18	812	32	862	54	17	20	91	2631
% App. Total	0.4	98.6	1		50.4	26	23.7		2.1	94.2	3.7		59.3	18.7	22		
PHF	500	966	750	967	786	708	775	762	750	842	727	835	711	607	833	875	926

File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417

Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I Cak Hour for	Lacit	(ppi daci	n begins	3 at.												
	07:15 AN	Л			07:45 AN	1			07:15 AN	Л			07:45 AN	1		
+0 mins.	0	373	2	375	19	12	10	41	3	205	9	217	13	7	6	26
+15 mins.	2	391	5	398	21	12	10	43	6	241	11	258	19	2	5	26
+30 mins.	1	395	4	400	8	11	8	27	6	172	5	183	14	8	4	26
+45 mins.	3	367	4	374	14	8	10	32	3	194	7	204	18	11	1	30
Total Volume	6	1526	15	1547	62	43	38	143	18	812	32	862	64	28	16	108
% App. Total	0.4	98.6	1		43.4	30.1	26.6		2.1	94.2	3.7		59.3	25.9	14.8	
PHF	.500	.966	.750	.967	.738	.896	.950	.831	.750	.842	.727	.835	.842	.636	.667	.900

File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

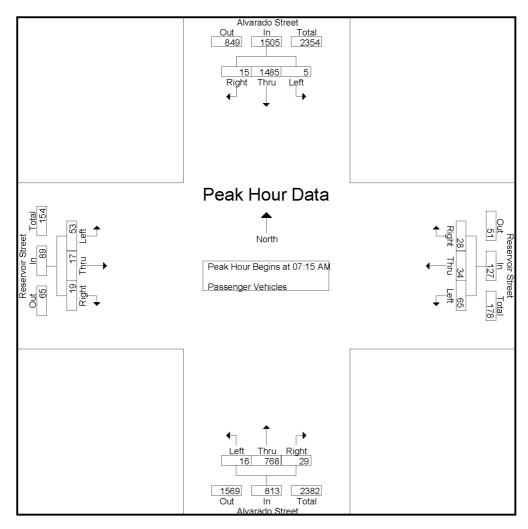
Groups Printed- Passenger Vehicles

						Gro	ups Prii	nted- Pas	senger	venici	es						
		Alvarad	do Stree	et		Reserv	oir Stre	et		Alvara	do Stre	et		Reserv	oir Stre	et	
		South	nbound			West	bound			North	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	319	5	324	6	4	3	13	2	183	5	190	2	1	3	6	533
07:15 AM	0	361	2	363	8	2	7	17	2	195	8	205	8	3	2	13	598
07:30 AM	2	382	5	389	18	8	3	29	6	228	9	243	13	5	6	24	685
07:45 AM	1	384	4	389	19	12	9	40	5	161	5	171	13	7	6	26	626
Total	3	1446	16	1465	51	26	22	99	15	767	27	809	36	16	17	69	2442
08:00 AM	2	358	4	364	20	12	9	41	3	184	7	194	19	2	5	26	625
08:15 AM	5	319	6	330	8	11	8	27	2	150	6	158	14	8	4	26	541
08:30 AM	0	345	2	347	14	8	10	32	1	181	6	188	18	11	1	30	597
08:45 AM	0	357	4	361	10	7	4	21	6	183	4	193	9	5	6	20	595
Total	7	1379	16	1402	52	38	31	121	12	698	23	733	60	26	16	102	2358
09:00 AM	2	321	2	325	6	6	5	17	4	184	7	195	10	2	2	14	551
09:15 AM	3	325	5	333	5	9	8	22	4	206	5	215	7	1	4	12	582
09:30 AM	1	333	2	336	6	5	9	20	5	174	8	187	12	2	10	24	567
09:45 AM	1	321	3	325	5	6	6	17	5	202	12	219	8	5	5	18	579
Total	7	1300	12	1319	22	26	28	76	18	766	32	816	37	10	21	68	2279
Grand Total	17	4125	44	4186	125	90	81	296	45	2231	82	2358	133	52	54	239	7079
Apprch %	0.4	98.5	1.1		42.2	30.4	27.4		1.9	94.6	3.5		55.6	21.8	22.6		
Total %	0.2	58.3	0.6	59.1	1.8	1.3	1.1	4.2	0.6	31.5	1.2	33.3	1.9	0.7	8.0	3.4	

		Alvarad	do Stree	t		Reserv	oir Stre	et		Alvarad	do Stree	et		Reserv	oir Stre	et	
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 07:1	15 AM to	08:00 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	ion Begi	ins at 07:	15 AM												
07:15 AM	0	361	2	363	8	2	7	17	2	195	8	205	8	3	2	13	598
07:30 AM	2	382	5	389	18	8	3	29	6	228	9	243	13	5	6	24	685
07:45 AM	1	384	4	389	19	12	9	40	5	161	5	171	13	7	6	26	626
08:00 AM	2	358	4	364	20	12	9	41	3	184	7	194	19	2	5	26	625
Total Volume	5	1485	15	1505	65	34	28	127	16	768	29	813	53	17	19	89	2534
% App. Total	0.3	98.7	1		51.2	26.8	22		2	94.5	3.6		59.6	19.1	21.3		
PHF	.625	.967	.750	.967	.813	.708	.778	.774	.667	.842	.806	.836	.697	.607	.792	.856	.925

File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417

Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

07:15 AM	1			07:15 AM	1			07:15 AM	1			07:15 AM	1		
0	361	2	363	8	2	7	17	2	195	8	205	8	3	2	13
2	382	5	389	18	8	3	29	6	228	9	243	13	5	6	24
1	384	4	389	19	12	9	40	5	161	5	171	13	7	6	26
2	358	4	364	20	12	9	41	3	184	7	194	19	2	5	26
5	1485	15	1505	65	34	28	127	16	768	29	813	53	17	19	89
0.3	98.7	1		51.2	26.8	22		2	94.5	3.6		59.6	19.1	21.3	
.625	.967	.750	.967	.813	.708	.778	.774	.667	.842	.806	.836	.697	.607	.792	.856
	0 <b>2</b> 1 2 5 0.3	2 382 1 384 2 358 5 1485 0.3 98.7	0 361 2 2 382 5 1 384 4 2 358 4 5 1485 15 0.3 98.7 1	0 361 2 363 2 382 5 389 1 384 4 389 2 358 4 364 5 1485 15 1505 0.3 98.7 1	0 361 2 363 8 2 382 5 389 18 1 384 4 389 19 2 358 4 364 20 5 1485 15 1505 65 0.3 98.7 1 51.2	0     361     2     363     8     2       2     382     5     389     18     8       1     384     4     389     19     12       2     358     4     364     20     12       5     1485     15     1505     65     34       0.3     98.7     1     51.2     26.8	0     361     2     363     8     2     7       2     382     5     389     18     8     3       1     384     4     389     19     12     9       2     358     4     364     20     12     9       5     1485     15     1505     65     34     28       0.3     98.7     1     51.2     26.8     22	0       361       2       363       8       2       7       17         2       382       5       389       18       8       3       29         1       384       4       389       19       12       9       40         2       358       4       364       20       12       9       41         5       1485       15       1505       65       34       28       127         0.3       98.7       1       51.2       26.8       22	0       361       2       363       8       2       7       17       2         2       382       5       389       18       8       3       29       6         1       384       4       389       19       12       9       40       5         2       358       4       364       20       12       9       41       3         5       1485       15       1505       65       34       28       127       16         0.3       98.7       1       51.2       26.8       22       2       2	0     361     2     363     8     2     7     17     2     195       2     382     5     389     18     8     3     29     6     228       1     384     4     389     19     12     9     40     5     161       2     358     4     364     20     12     9     41     3     184       5     1485     15     1505     65     34     28     127     16     768       0.3     98.7     1     51.2     26.8     22     2     94.5	0       361       2       363       8       2       7       17       2       195       8         2       382       5       389       18       8       3       29       6       228       9         1       384       4       389       19       12       9       40       5       161       5         2       358       4       364       20       12       9       41       3       184       7         5       1485       15       1505       65       34       28       127       16       768       29         0.3       98.7       1       51.2       26.8       22       2       94.5       3.6	0       361       2       363       8       2       7       17       2       195       8       205         2       382       5       389       18       8       3       29       6       228       9       243         1       384       4       389       19       12       9       40       5       161       5       171         2       358       4       364       20       12       9       41       3       184       7       194         5       1485       15       1505       65       34       28       127       16       768       29       813         0.3       98.7       1       51.2       26.8       22       2       94.5       3.6	0       361       2       363       8       2       7       17       2       195       8       205       8         2       382       5       389       18       8       3       29       6       228       9       243       13         1       384       4       389       19       12       9       40       5       161       5       171       13         2       358       4       364       20       12       9       41       3       184       7       194       19         5       1485       15       1505       65       34       28       127       16       768       29       813       53         0.3       98.7       1       51.2       26.8       22       2       94.5       3.6       59.6	0       361       2       363       8       2       7       17       2       195       8       205       8       3         2       382       5       389       18       8       3       29       6       228       9       243       13       5         1       384       4       389       19       12       9       40       5       161       5       171       13       7         2       358       4       364       20       12       9       41       3       184       7       194       19       2         5       1485       15       1505       65       34       28       127       16       768       29       813       53       17         0.3       98.7       1       51.2       26.8       22       2       94.5       3.6       59.6       19.1	0       361       2       363       8       2       7       17       2       195       8       205       8       3       2         2       382       5       389       18       8       3       29       6       228       9       243       13       5       6         1       384       4       389       19       12       9       40       5       161       5       171       13       7       6         2       358       4       364       20       12       9       41       3       184       7       194       19       2       5         5       1485       15       1505       65       34       28       127       16       768       29       813       53       17       19         0.3       98.7       1       51.2       26.8       22       2       94.5       3.6       59.6       19.1       21.3

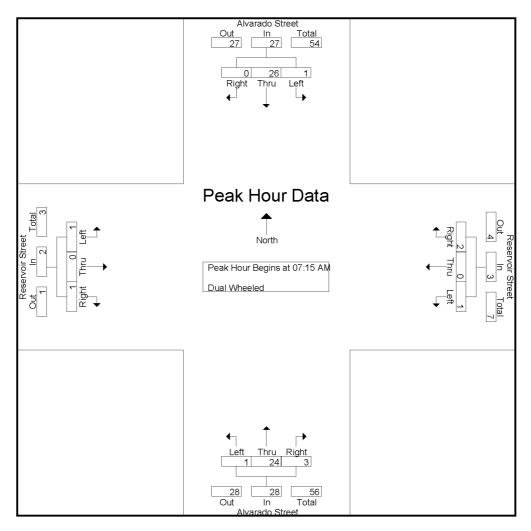
File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Dual Wheeled

								riiiileu- L									
		Alvarad	do Stre	et		Reservo	oir Stre	et		Alvara	do Stree	et		Reserv	oir Stre	et	
		South	nbound			West	bound			Nortl	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
07:15 AM	0	7	0	7	0	0	1	1	0	5	1	6	0	0	1	1	15
07:30 AM	0	6	0	6	0	0	0	0	0	6	2	8	1	0	0	1	15
07:45 AM	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	0	15
Total	0	24	0	24	0	0	1	1	1	21	3	25	1	0	1	2	52
	۱ .	_	_	- 1		_			•	_		_			_	_	ı 4=
08:00 AM	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0	15
08:15 AM	0	7	0	7	0	0	0	0	1	5	1	7	0	0	0	0	14
08:30 AM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
08:45 AM	0	10	0	10	2	0	0	2	0	5	0	5	0	0	0	0	17
Total	1	27	0	28	3	0	1	4	1	24	1	26	0	0	0	0	58
09:00 AM	1	11	0	12	0	0	0	0	0	6	1	7	0	0	0	0	19
09:00 AM	6	8	0	8	0	0	0	0	0	8	1	9	0	0	0	0	17
	_		0		_		4	3	0	0	1	9	0			1	
09:30 AM	0	14	_	14	0	2	1		0	/	1	0	1	0	0	1	26
09:45_AM	0	10	0	10	0	0	<u> </u>	0	0	8	0	8	0	0	0	0	18
Total	1	43	0	44	0	2	1	3	0	29	3	32	1	0	0	1	80
Grand Total	2	94	0	96	3	2	3	8	2	74	7	83	2	0	1	3	190
Apprch %	2.1	97.9	0	30	37.5	25	37.5	0	2.4	89.2	8.4	05	66.7	0	33.3	5	190
				-0-				4.0				40.7		-		4.0	
Total %	1.1	49.5	0	50.5	1.6	1.1	1.6	4.2	1.1	38.9	3.7	43.7	1.1	0	0.5	1.6	

		Alvarad	lo Stree	t		Reserv	oir Stre	et		Alvarad	do Stree	et		Reserv	oir Stre	et	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	ilysis Fr	om 07:1	5 AM to	08:00 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Begi	ns at 07:	15 AM												
07:15 AM	0	7	0	7	0	0	1	1	0	5	1	6	0	0	1	1	15
07:30 AM	0	6	0	6	0	0	0	0	0	6	2	8	1	0	0	1	15
07:45 AM	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	0	15
08:00 AM	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0	15_
Total Volume	1	26	0	27	1	0	2	3	1	24	3	28	1	0	1	2	60
% App. Total	3.7	96.3	0		33.3	0	66.7		3.6	85.7	10.7		50	0	50		
PHF	.250	.929	.000	.964	.250	.000	.500	.375	.250	.857	.375	.875	.250	.000	.250	.500	1.00

File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak Houl loi	Lacin	opioaci	i begins	al.												
	07:15 AM				07:15 AM	I			07:15 AN	Л			07:15 AM	l		
+0 mins.	0	7	0	7	0	0	1	1	0	5	1	6	0	0	1	1
+15 mins.	0	6	0	6	0	0	0	0	0	6	2	8	1	0	0	1
+30 mins.	0	7	0	7	0	0	0	0	1	7	0	8	0	0	0	0
+45 mins.	1	6	0	7	1	0	1	2	0	6	0	6	0	0	0	0
Total Volume	1	26	0	27	1	0	2	3	1	24	3	28	1	0	1	2
% App. Total	3.7	96.3	0		33.3	0	66.7		3.6	85.7	10.7		50	0	50	
PHF	.250	.929	.000	.964	.250	.000	.500	.375	.250	.857	.375	.875	.250	.000	.250	.500

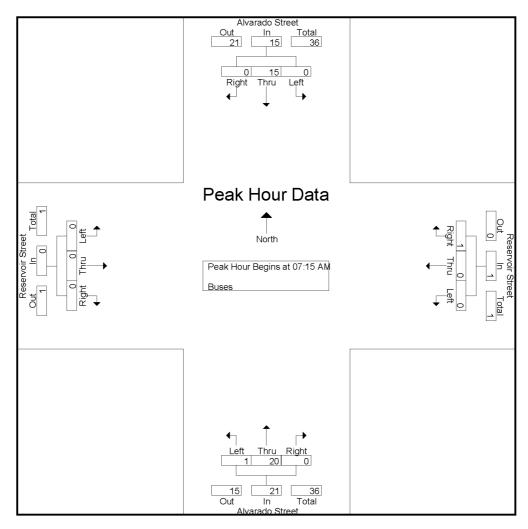
File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Buses

							Grou	ups Printe	a- buse	28							
		Alvarad	do Stree	et		Reserv	oir Stre	et		Alvara	do Stree	et		Reserv	oir Stre	et	
		South	nbound			West	bound			North	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	2	2	0	6	0	6	0	0	0	0	11
07:15 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	0	0	11
07:30 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
07:45 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
Total	0	15	0	15	0	0	3	3	1	22	0	23	0	0	0	0	41
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
08:15 AM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
08:30 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:45 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
Total	0	15	0	15	0	0	0	0	0	17	0	17	0	0	0	0	32
09:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
09:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
09:45 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total	0	8	0	8	0	0	0	0	0	11	0	11	0	0	0	0	19
Grand Total	0	38	0	38	0	0	3	3	1	50	0	51	0	0	0	0	92
Apprch %	0	100	0		0	0	100		2	98	0		0	0	0		
Total %	0	41.3	0	41.3	0	0	3.3	3.3	1.1	54.3	0	55.4	0	0	0	0	

		Alvarac	lo Stree	et		Reserv	oir Stree	et		Alvarad	do Stree	et		Reserv	oir Stre	et	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 07:1	5 AM to	o 08:00 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07:	15 AM												
07:15 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	0	0	11
07:30 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
07:45 AM	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0	9
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Total Volume	0	15	0	15	0	0	1	1	1	20	0	21	0	0	0	0	37
% App. Total	0	100	0		0	0	100		4.8	95.2	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.250	.714	.000	.750	.000	.000	.000	.000	.841

File Name : 01\_LAC\_Reservoir\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I cak i loui loi	Lacit	pprodoi	1 Degin	5 at.												
	07:15 AM	I			07:15 AN	1			07:15 AN	Л			07:15 AN	1		
+0 mins.	0	5	0	5	0	0	0	0	1	5	0	6	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	4	0	4	0	0	1	1	0	4	0	4	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	15	0	15	0	0	1	1	1	20	0	21	0	0	0	0
% App. Total	0	100	0		0	0	100		4.8	95.2	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.250	.250	.250	.714	.000	.750	.000	.000	.000	.000

File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

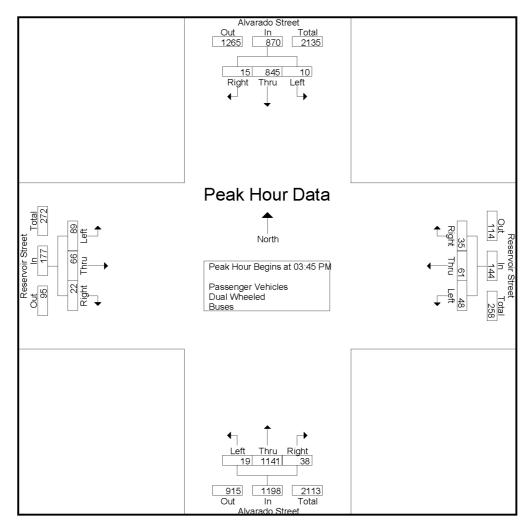
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

		A l	do Stree					iger veril	oles - L					D	oir Stre	_+	
				١			oir Stre	et			do Stre	eι				eı	
			nbound				bound				nbound				tbound		
Start Time	Left	Thru		App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right		Int. Total
03:00 PM	3	210	5	218	5	9	11	25	4	255	6	265	25	8	5	38	546
03:15 PM	3	191	0	194	7	10	12	29	4	235	9	248	24	15	3	42	513
03:30 PM	2	198	1	201	10	13	14	37	5	285	7	297	35	11	5	51	586
03:45 PM	2	221	3	226	9	14	10	33	6	271	10	287	10	15	6	31	577
Total	10	820	9	839	31	46	47	124	19	1046	32	1097	94	49	19	162	2222
04:00 PM	3	211	5	219	12	22	5	39	4	283	8	295	22	15	7	44	597
04:15 PM	2	205	3	210	13	7	8	28	5	290	12	307	31	15	6	52	597
04:30 PM	3	208	4	215	14	18	12	44	4	297	8	309	26	21	3	50	618
04:45 PM	2	189	5	196	10	15	5	30	11	257	17	285	21	24	9	54	565
Total	10	813	17	840	49	62	30	141	24	1127	45	1196	100	75	25	200	2377
								,				,					
05:00 PM	2	221	6	229	10	21	11	42	5	270	9	284	11	19	6	36	591
05:15 PM	3	209	3	215	12	12	7	31	8	252	12	272	22	24	5	51	569
05:30 PM	3	234	7	244	9	21	7	37	7	276	19	302	19	26	8	53	636
05:45 PM	1	236	3	240	13	16	6	35	3	215	8	226	14	18	5	37	538
Total	9	900	19	928	44	70	31	145	23	1013	48	1084	66	87	24	177	2334
				'				'				'					
Grand Total	29	2533	45	2607	124	178	108	410	66	3186	125	3377	260	211	68	539	6933
Apprch %	1.1	97.2	1.7		30.2	43.4	26.3		2	94.3	3.7		48.2	39.1	12.6		
Total %	0.4	36.5	0.6	37.6	1.8	2.6	1.6	5.9	1	46	1.8	48.7	3.8	3	1	7.8	
Passenger Vehicles	29	2454	44	2527	122	178	107	407	66	3094	124	3284	257	210	68	535	6753
% Passenger Vehicles	100	96.9	97.8	96.9	98.4	100	99.1	99.3	100	97.1	99.2	97.2	98.8	99.5	100	99.3	97.4
Dual Wheeled	0	39	1	40	2	0	1	3	0	40	1	41	3	1	0	4	88
% Dual Wheeled	ō	1.5	2.2	1.5	1.6	Ō	0.9	0.7	Ō	1.3	0.8	1.2	1.2	0.5	Ō	0.7	1.3
Buses	0	40	0	40	0	0	0	0	0	52	0	52	0	0	0	0	92
% Buses	0	1.6	Ō	1.5	Ō	0	Ō	ō	Ō	1.6	Ō	1.5	0	0	0	0	1.3

			lo Stree	et			oir Stre	et			do Stree	et			oir Stre	et	
		South	bound			VVes	bound			North	nbound			⊨ast	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 03:0	00 PM to	o 05:45 P	M - Pea	k 1 of 1	l -				_				-		
Peak Hour for I	Entire In	itersecti	on Beg	ins at 03:	45 PM												
03:45 PM	2	221	3	226	9	14	10	33	6	271	10	287	10	15	6	31	577
04:00 PM	3	211	5	219	12	22	5	39	4	283	8	295	22	15	7	44	597
04:15 PM	2	205	3	210	13	7	8	28	5	290	12	307	31	15	6	52	597
04:30 PM	3	208	4	215	14	18	12	44	4	297	8	309	26	21	3	50	618
Total Volume	10	845	15	870	48	61	35	144	19	1141	38	1198	89	66	22	177	2389
_ % App. Total	1.1	97.1	1.7		33.3	42.4	24.3		1.6	95.2	3.2		50.3	37.3	12.4		
PHF	833	956	750	962	857	693	729	818	792	960	792	969	718	786	786	851	966

File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417

Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak Houl loi	Lacii	pproaci	i begini	5 al.												
	05:00 PM	1			04:30 PM	1			03:45 PN	И			04:00 PM	l		
+0 mins.	2	221	6	229	14	18	12	44	6	271	10	287	22	15	7	44
+15 mins.	3	209	3	215	10	15	5	30	4	283	8	295	31	15	6	52
+30 mins.	3	234	7	244	10	21	11	42	5	290	12	307	26	21	3	50
+45 mins.	1	236	3	240	12	12	7	31	4	297	8	309	21	24	9	54
Total Volume	9	900	19	928	46	66	35	147	19	1141	38	1198	100	75	25	200
% App. Total	1	97	2		31.3	44.9	23.8		1.6	95.2	3.2		50	37.5	12.5	
PHF	.750	.953	.679	.951	.821	.786	.729	.835	.792	.960	.792	.969	.806	.781	.694	.926

File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

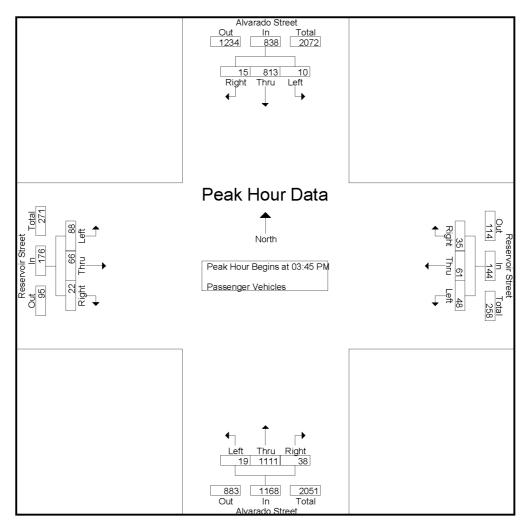
Groups Printed- Passenger Vehicles

						GIO	ups en	ntea- Pas	senger	venici	es						
		Alvarad	do Stree	et		Reserv	oir Stre	et		Alvara	do Stre	et		Reserv	oir Stre	et	
		South	nbound			West	tbound			Nortl	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	205	5	213	5	9	11	25	4	244	6	254	25	7	5	37	529
03:15 PM	3	177	0	180	7	10	11	28	4	229	9	242	24	15	3	42	492
03:30 PM	2	195	1	198	10	13	14	37	5	277	7	289	33	11	5	49	573
03:45 PM	2	211	3	216	9	14	10	33	6	263	10	279	10	15	6	31	559
Total	10	788	9	807	31	46	46	123	19	1013	32	1064	92	48	19	159	2153
04:00 PM	3	201	5	209	12	22	5	39	4	275	8	287	21	15	7	43	578
04:15 PM	2	199	3	204	13	7	8	28	5	283	12	300	31	15	6	52	584
04:30 PM	3	202	4	209	14	18	12	44	4	290	8	302	26	21	3	50	605
04:45 PM	2	182	5	189	10	15	5	30	11	250	17	278	21	24	9	54	551
Total	10	784	17	811	49	62	30	141	24	1098	45	1167	99	75	25	199	2318
05:00 PM	2	216	6	224	10	21	11	42	5	259	8	272	11	19	6	36	574
05:15 PM	3	205	3	211	12	12	7	31	8	246	12	266	22	24	5	51	559
05:30 PM	3	228	6	237	9	21	7	37	7	268	19	294	19	26	8	53	621
05:45 PM	1	233	3	237	11	16	6	33	3	210	8	221	14	18	5	37	528
Total	9	882	18	909	42	70	31	143	23	983	47	1053	66	87	24	177	2282
Grand Total	29	2454	44	2527	122	178	107	407	66	3094	124	3284	257	210	68	535	6753
Apprch %	1.1	97.1	1.7		30	43.7	26.3		2	94.2	3.8		48	39.3	12.7		
Total %	0.4	36.3	0.7	37.4	1.8	2.6	1.6	6	1	45.8	1.8	48.6	3.8	3.1	1	7.9	

		Alvarac	lo Stree	et		Reserv	oir Stree	et		Alvara	do Stree	et		Reserv	oir Stre	et	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 03:4	15 PM to	o 04:30 P	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Beg	ins at 03:	45 PM												
03:45 PM	2	211	3	216	9	14	10	33	6	263	10	279	10	15	6	31	559
04:00 PM	3	201	5	209	12	22	5	39	4	275	8	287	21	15	7	43	578
04:15 PM	2	199	3	204	13	7	8	28	5	283	12	300	31	15	6	52	584
04:30 PM	3	202	4	209	14	18	12	44	4	290	8	302	26	21	3	50	605
Total Volume	10	813	15	838	48	61	35	144	19	1111	38	1168	88	66	22	176	2326
% App. Total	1.2	97	1.8		33.3	42.4	24.3		1.6	95.1	3.3		50	37.5	12.5		
PHF	.833	.963	.750	.970	.857	.693	.729	.818	.792	.958	.792	.967	.710	.786	.786	.846	.961

File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417

Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	03:45 PM				03:45 PM	l			03:45 PN	Л			03:45 PM	1		
+0 mins.	2	211	3	216	9	14	10	33	6	263	10	279	10	15	6	31
+15 mins.	3	201	5	209	12	22	5	39	4	275	8	287	21	15	7	43
+30 mins.	2	199	3	204	13	7	8	28	5	283	12	300	31	15	6	52
+45 mins.	3	202	4	209	14	18	12	44	4	290	8	302	26	21	3	50
Total Volume	10	813	15	838	48	61	35	144	19	1111	38	1168	88	66	22	176
% App. Total	1.2	97	1.8		33.3	42.4	24.3		1.6	95.1	3.3		50	37.5	12.5	
PHF	.833	.963	.750	.970	.857	.693	.729	.818	.792	.958	.792	.967	.710	.786	.786	.846

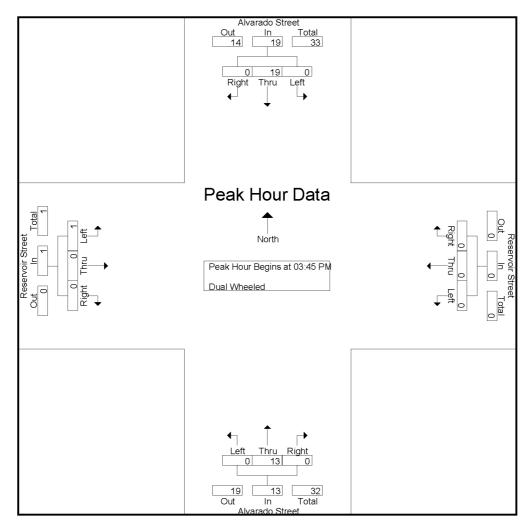
File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Dual Wheeled

								Printea- L									ī
		Alvarad	do Stree	et		Reservo	oir Stre	et		Alvara	do Stre	et		Reserv	oir Stre	et	
		South	bound			West	bound			Nortl	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	1	0	1	10
03:15 PM	0	8	0	8	0	0	1	1	0	3	0	3	0	0	0	0	12
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
03:45 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Total	0	17	0	17	0	0	1	1	0	14	0	14	2	1	0	3	35
04:00 PM	0	7	0	7	0	0	0	0	0	4	0	4	1	0	0	1	12
04:15 PM	ō	4	ō	4	Ō	Ō	ō	ō	ō	2	ō	2	Ó	ō	Ō	Ó	6
04:30 PM	Ō	2	Ō	2	Ō	0	ō	ō	ō	3	Ō	3	Ō	ō	0	Ō	5
04:45 PM	Ö	3	Ö	3	Ö	Ö	Ō	ō	Ō	3	Ö	3	Ö	Ō	Ō	Ö	6
Total	0	16	0	16	0	0	0	0	0	12	0	12	1	0	0	1	29
05:00 PM	0	2	0	2	0	0	0	0	0	5	1	6	0	0	0	0	8
05:15 PM	Ō	0	Ō	0	Ō	Ō	Ō	ō	Ō	2	Ó	2	0	Ō	0	Ō	2
05:30 PM	Ō	2	1	3	Ō	0	Ō	ō	Ō	4	0	4	Ō	Ō	Ō	0	7
05:45 PM	0	2	0	2	2	0	0	2	0	3	0	3	0	0	0	0	7
Total	0	6	1	7	2	0	0	2	0	14	1	15	0	0	0	0	24
Grand Total	0	39	1	40	2	0	1	3	0	40	1	41	3	1	0	4	88
Apprch %	Ö	97.5	2.5		66.7	0	33.3		Ô	97.6	2.4		75	25	Ö		
Total %	Ö	44.3	1.1	45.5	2.3	Ö	1.1	3.4	Ö	45.5	1.1	46.6	3.4	1.1	Ö	4.5	

		Alvarac	lo Stree	t		Reserv	oir Stree	et		Alvara	do Stree	et		Reserv	oir Stre	et	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	ilysis Fro	om 03:4	5 PM to	04:30 P	M - Pea	k 1 of 1	Ī				-				-		
Peak Hour for I	Entire In	tersecti	on Begi	ns at 03:	45 PM												
03:45 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
04:00 PM	0	7	0	7	0	0	0	0	0	4	0	4	1	0	0	1	12
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	19	0	19	0	0	0	0	0	13	0	13	1	0	0	1	33
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.813	.000	.813	.250	.000	.000	.250	.688

File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I cak i loui loi	Lacit	pprodoi	1 Degin	. at.												
	03:45 PM	I			03:45 PM	1			03:45 PN	Л			03:45 PM	1		
+0 mins.	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	4	0	4	1	0	0	1
+30 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	19	0	19	0	0	0	0	0	13	0	13	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.813	.000	.813	.250	.000	.000	.250

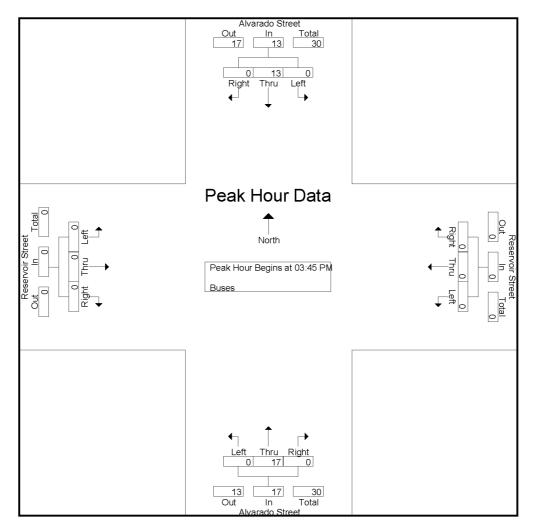
File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Buses

						_		ups Printe						_			ī
			do Stree				oir Stre	et			do Stre	et			oir Stre	et	
		South	nbound			West	bound			Nortl	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
03:15 PM	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
03:30 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
03:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0	34
1																	ı
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
04:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0	30
05:00 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
05:15 PM	Ö	4	0	4	Ö	Ö	Ô	0	0	4	ő	4	0	Ö	0	Ö	8
05:30 PM	Ö	4	Ö	4	Ö	Ö	Ö	ő	Ö	4	Ö	4	Ö	Ö	Ö	Õ	8
05:45 PM	Ō	1	Ō	1	Ō	Ō	Ō	ō	Ō	2	Ō	2	Ō	Ō	0	Ō	3
Total	0	12	0	12	0	0	0	0	0	16	0	16	0	0	0	0	28
	_	40	_	40	_	_	_		_	<b>5</b> 0	_	<b>5</b> 0	_	_	_	_	00
Grand Total	0	40	0	40	0	0	0	0	0	52	0	52	0	0	0	0	92
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	43.5	0	43.5	0	0	0	0	0	56.5	0	56.5	0	0	0	0	

		Alvarac	lo Street	t		Reservoir Street				Alvara	do Stree	et	Reservoir Street				
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 03:4	5 PM to	04:30 P	M - Pea	k 1 of 1					_				<del>-</del>		
Peak Hour for I	Entire In	tersecti	on Begii	ns at 03:	45 PM												
03:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:15 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
04:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
Total Volume	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0	30
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.938

File Name : 01\_LAC\_Reservoir\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I cak i loui loi	Lacity	pprodoi	Localin	. at.												
	03:45 PM	l			03:45 PM	1			03:45 PN	Л			03:45 PM	1		
+0 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000

STREET:

North/South Alvarado Street East/West Reservoir Street Day: Tuesday Date: June 4, 2019 Weather: **CLEAR** 7-10AM 3-6PM Hours: Staff: CUI School Day: YES District: Hollywood I/S CODE 0 N/B S/B E/B W/B DUAL-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AMPK 15 MIN 7.30 400 7.45 8.30 8.00 PMPK 15 MIN 4.30 5.30 4.45 4.30 AM PK HOUR 7.15 7.45 7.45 7.15 PM PK HOUR 1198 3.45 928 5.00 4.00 4.30 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Total Hours Rt Total N-S Ped Sch Ped Sch Lt Th Rt Lt Th 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach WESTBOUND Approach TOTAL** XING W/L XING E/L Total Rt Total E-W Sch Sch Hours Lt Th Rt Hours Lt Th Ped Ped 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL 

(Rev Oct 06)

## City of Los Angeles

#### Department of Transportation

### **BICYCLE COUNT SUMMARY**

STREET:

North/South: Alvarado Street

East/West: Reservoir Street

Day: Tuesday Date: 6/4/2019 Weather: CLEAR
School Day: Weather: Use Not School Day: District Weather: CLEAR

School Day:YesDistrict:HollywoodI/S Code:OHours:7-10 AM, 3-6 PMStaff:CUI

### **NORTHBOUND Approach**

### **SOUTHBOUND Approach**

TOTAL

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	7-8	0	0	0	0	0
8-9	2	0	1	3	8-9	0	1	0	1	4
9-10	0	0	0	0	9-10	0	0	0	0	0
3-4	1	0	0	1	3-4	0	0	0	0	1
4-5	1	0	0	1	4-5	0	1	1	2	3
5-6	0	1	0	1	5-6	0	0	0	0	1
TOTAL	4	1	1	6	TOTAL	0	2	1	3	9

### **EASTBOUND Approach**

### **WESTBOUND Approach**

TOTAL

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W
7-8	0	2	0	2	7-8	1	0	0	1	3
8-9	0	2	0	2	8-9	0	1	0	1	3
9-10	0	0	0	0	9-10	0	1	0	1	1
3-4	0	2	0	2	3-4	1	2	0	3	5
4-5	0	1	0	1	4-5	0	4	0	4	5
5-6	0	2	2	4	5-6	0	4	0	4	8
TOTAL	0	9	2	11	TOTAL	2	12	0	14	25

## REMARKS (6 hour total):

NB	SB	EB	WB	TOTAL

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

0	0	0	0	0
0	2	9	16	27
1	2	7	11	21
0	2	3	6	11

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI LADOT 2015 CMP

### Department of Transportation

## PEDESTRIAN COUNT SUMMARY

ĸ		

North/South: Alvarado Street East/West: Reservoir Street Date: June 4, 2019 CLEAR Tuesday Weather: Day: School Day: YES District: Hollywood I/S Code: 0

Hours: 7-1

7-10 AM, 3-6 PM Staff: CUI

## AM PEAK PERIOD PM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	2	11	5	5	23
7:15-7:30	1	3	5	7	16
7:30-7:45	0	5	15	3	23
7:45-8:00	1	1	5	6	13
8:00-8:15	1	3	11	7	22
8:15-8:30	2	2	4	4	12
8:30-8:45	2	4	8	5	19
8:45-9:00	1	3	8	3	15
9:00-9:15	3	4	8	8	23
9:15-9:30	6	3	10	1	20
9:30-9:45	3	4	13	7	27
9:45-10:00	0	2	9	5	16

15 Min. Interval 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00

	PIV	I PEAK PER	KIOD	
N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	26	18	20	65
5	2	22	8	37
9	22	26	24	81
5	10	30	10	55
3	14	20	10	47
7	6	20	16	49
4	16	20	30	70
4	4	24	16	48
6	18	34	20	78
5	4	20	28	57
6	4	36	26	72
6	14	20	14	54

Hours	
7 - 8	
8 - 9	
9 - 10	

TOTAL

4	20	30	21	75
6	12	31	19	68
12	13	40	21	86
22	45	101	61	229

Hours 3 - 4

4 - 5 5 - 6

20	60	96	62	238
18	40	84	72	214
23	40	110	88	261
61	140	290	222	713

# REMARKS (6 hour total):

IN-LEG	2-FEG	E-LEG	W-LEG	IUIAL

- Wheelchair/special needs assistance

- Skateboard/scooter

0	2	0	0	2
0	5	0	3	8

N: North, S: South, E: East, W: West, I/S: Intersection

Source: LADOT 2015 CMP

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

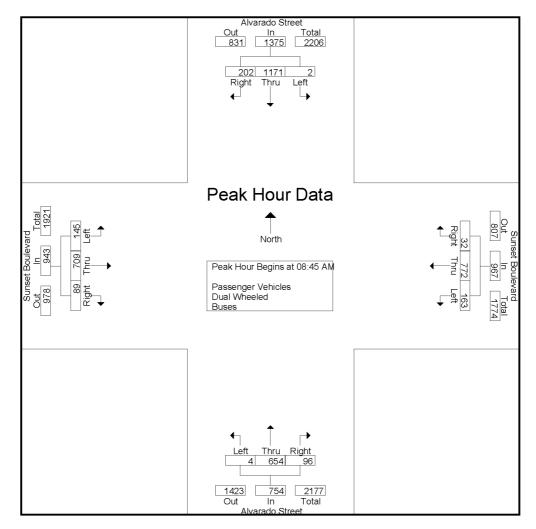
								nger veni									
		Alvarad	do Stree	et	5	Sunset	Bouleva	ard		Alvara	do Stre	et	5	Sunset	Bouleva	ard	
		South	nbound			Wes	tbound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	271	20	291	34	212	4	250	1	162	25	188	28	129	17	174	903
07:15 AM	1	291	15	307	22	251	7	280	0	149	23	172	44	165	10	219	978
07:30 AM	0	307	26	333	30	220	5	255	0	186	25	211	43	194	14	251	1050
07:45 AM	0	293	38	331	36	190	5	231	0	129	24	153	35	190	24	249	964
Total	1	1162	99	1262	122	873	21	1016	1	626	97	724	150	678	65	893	3895
08:00 AM	1	288	34	323	48	177	5	230	0	143	30	173	33	173	27	233	959
08:15 AM	0	266	49	315	38	178	1	217	0	129	30	159	31	188	14	233	924
08:30 AM	0	271	62	333	40	171	6	217	0	150	29	179	34	189	16	239	968
08:45 AM	0	307	61	368	38	182	6	226	0	155	23	178	38	213	24	275	1047
Total	1	1132	206	1339	164	708	18	890	0	577	112	689	136	763	81	980	3898
09:00 AM	2	278	63	343	33	179	11	223	0	168	19	187	39	135	21	195	948
09:15 AM	0	274	45	319	49	200	9	258	1	176	27	204	35	179	19	233	1014
09:30 AM	0	312	33	345	43	211	6	260	3	155	27	185	33	182	25	240	1030
09:45 AM	0	294	49	343	24	208	12	244	0	171	37	208	45	142	22	209	1004
Total	2	1158	190	1350	149	798	38	985	4	670	110	784	152	638	87	877	3996
Grand Total	4	3452	495	3951	435	2379	77	2891	5	1873	319	2197	438	2079	233	2750	11789
Apprch %	0.1	87.4	12.5		15	82.3	2.7		0.2	85.3	14.5		15.9	75.6	8.5		
Total %	0	29.3	4.2	33.5	3.7	20.2	0.7	24.5	0	15.9	2.7	18.6	3.7	17.6	2	23.3	
Passenger Vehicles	4	3333	466	3803	422	2219	71	2712	5	1771	309	2085	396	1982	218	2596	11196
% Passenger Vehicles	100	96.6	94.1	96.3	97	93.3	92.2	93.8	100	94.6	96.9	94.9	90.4	95.3	93.6	94.4	95
Dual Wheeled	0	96	15	111	12	95	4	111	0	74	8	82	18	57	12	87	391
% Dual Wheeled	0	2.8	3	2.8	2.8	4	5.2	3.8	0	4	2.5	3.7	4.1	2.7	5.2	3.2	3.3
Buses	0	23	14	37	1	65	2	68	0	28	2	30	24	40	3	67	202
% Buses	0	0.7	2.8	0.9	0.2	2.7	2.6	2.4	0	1.5	0.6	1.4	5.5	1.9	1.3	2.4	1.7

		Alvarad	lo Stree	et	5	Sunset l	Bouleva	ırd		Alvarad	do Stree	et		Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for I	Entire In	ntersecti	on Beg	ins at 08:	45 AM												
08:45 AM	0	307	61	368	38	182	6	226	0	155	23	178	38	213	24	275	1047
09:00 AM	2	278	63	343	33	179	11	223	0	168	19	187	39	135	21	195	948
09:15 AM	0	274	45	319	49	200	9	258	1	176	27	204	35	179	19	233	1014
09:30 AM	0	312	33	345	43	211	6	260	3	155	27	185	33	182	25	240	1030
Total Volume	2	1171	202	1375	163	772	32	967	4	654	96	754	145	709	89	943	4039
% App. Total	0.1	85.2	14.7		16.9	79.8	3.3		0.5	86.7	12.7		15.4	75.2	9.4		
PHF	.250	.938	.802	.934	.832	.915	.727	.930	.333	.929	.889	.924	.929	.832	.890	.857	.964

City of Los Angeles N/S: Alvarado Street E/W: Sunset Boulevard Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417

Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

233	07		08:00 AM								I				1				
	^-					1	09:00 AM			1	07:00 AM		+0 mins 0 307 61 <b>36</b>						
	27	173	33	187	19	168	0	250	4	212	34	368	61	307	0	+0 mins.			
233	14	188	31	204	27	176	1	280	7	251	22	343	63	278	2	+15 mins.			
239	16	189	34	185	27	155	3	255	5	220	30	319	45	274	0	+30 mins.			
275	24	213	38	208	37	171	0	231	5	190	36	345	33	312	0	+45 mins.			
980	81	763	136	784	110	670	4	1016	21	873	122	1375	202	1171	2	Total Volume			
	8.3	77.9	13.9		14	85.5	0.5		2.1	85.9	12		14.7	85.2	0.1	% App. Total			
.891	.750	.896	.895	.942	.743	.952	.333	.907	.750	.870	.847	.934	.802	.938	.250	PHF			
-	24 81 8.3	<b>213</b> 763 77.9	38 136 13.9	<b>208</b> 784	<b>37</b> 110 14	171 670 85.5	0 4 0.5	231 1016	5 21 2.1	190 873 85.9	36 122 12	345 1375	33 202 14.7	<b>312</b> 1171 85.2		+45 mins. Total Volume % App. Total			

City of Los Angeles N/S: Alvarado Street E/W: Sunset Boulevard Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

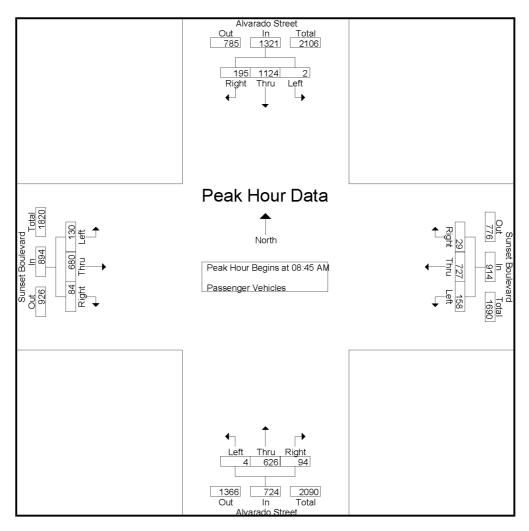
Groups Printed- Passenger Vehicles

Alvarado Street Sunset Boulevard Alvarado Street Sunset Boulevard Southbound Westbound Northbound Eastbound	
Southbound Westbound Northbound Eastbound	
Oddilbodild Westbodild Northbodild Eastbodild	
Start Time   Left   Thru   Right   App. Total   Lef	Int. Total
07:00 AM 0 263 18 281 34 199 4 237 1 158 24 183 24 119 14 15	858
07:15 AM   1 280 14 295   22 230 7 259   0 140 23 163   41 159 10 210	927
07:30 AM   0 298 24 322   27 208 4 239   0 174 24 198   38 181 14 23:	992
07:45 AM 0 283 35 318 36 174 4 214 0 119 24 143 33 183 22 23	913
Total 1 1124 91 1216 119 811 19 949 1 591 95 687 136 642 60 83	3690
08:00 AM   1 280 32 313   46 167 5 218   0 133 27 160   30 169 26 22	916
08:15 AM   0 260 43 303   37 171 1 209   0 119 28 147   26 174 14 21	873
08:30 AM   0 267 58 325   39 158 6 203   0 142 29 171   31 183 16 23	929
08:45 AM 0 295 59 354 36 170 6 212 0 150 23 173 33 207 23 26	1002
Total 1 1102 192 1295 158 666 18 842 0 544 107 651 120 733 79 93:	3720
09:00 AM   2 267 61 330   32 167 11 210   0 160 19 179   34 127 19 18	899
09:15 AM   0 264 43 307   48 190 7 245   1 168 25 194   32 171 18 22	967
09:30 AM   0 298 32 330   42 200 5 247   3 148 27 178   31 175 24 236	985
<u>09:45 AM 0 278 47 325 23 185 11 219 0 160 36 196 43 134 18 19</u>	935
Total 2 1107 183 1292 145 742 34 921 4 636 107 747 140 607 79 82	3786
Grand Total 4 3333 466 3803 422 2219 71 2712 5 1771 309 2085 396 1982 218 259	11196
Apprch % 0.1 87.6 12.3   15.6 81.8 2.6   0.2 84.9 14.8   15.3 76.3 8.4	
Total % 0 29.8 4.2 34 3.8 19.8 0.6 24.2 0 15.8 2.8 18.6 3.5 17.7 1.9 23.3	

		Alvarad	lo Stree	et	9	Sunset Boulevard				Alvarad	do Stree	et	5	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for I	Entire In	itersecti	on Beg	ins at 08:	45 AM												
08:45 AM	0	295	59	354	36	170	6	212	0	150	23	173	33	207	23	263	1002
09:00 AM	2	267	61	330	32	167	11	210	0	160	19	179	34	127	19	180	899
09:15 AM	0	264	43	307	48	190	7	245	1	168	25	194	32	171	18	221	967
09:30 AM	0	298	32	330	42	200	5	247	3	148	27	178	31	175	24	230	985
Total Volume	2	1124	195	1321	158	727	29	914	4	626	94	724	130	680	84	894	3853
% App. Total	0.2	85.1	14.8		17.3	79.5	3.2		0.6	86.5	13		14.5	76.1	9.4		
PHF	.250	.943	.799	.933	.823	.909	.659	.925	.333	.932	.870	.933	.956	.821	.875	.850	.961

Weather: Clear

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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak noul loi	Each	pproaci	n begins	s al.												
	08:45 AN	Л			08:45 AM	1			08:45 AN	Л			08:45 AM	1		
+0 mins.	0	295	59	354	36	170	6	212	0	150	23	173	33	207	23	263
+15 mins.	2	267	61	330	32	167	11	210	0	160	19	179	34	127	19	180
+30 mins.	0	264	43	307	48	190	7	245	1	168	25	194	32	171	18	221
+45 mins.	0	298	32	330	42	200	5	247	3	148	27	178	31	175	24	230
Total Volume	2	1124	195	1321	158	727	29	914	4	626	94	724	130	680	84	894
% App. Total	0.2	85.1	14.8		17.3	79.5	3.2		0.6	86.5	13		14.5	76.1	9.4	
PHF	.250	.943	.799	.933	.823	.909	.659	.925	.333	.932	.870	.933	.956	.821	.875	.850

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

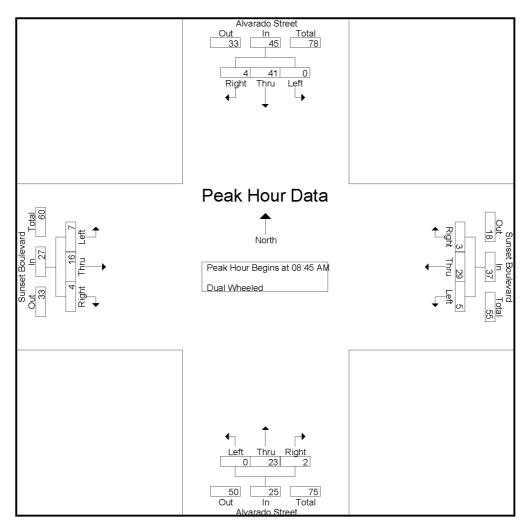
Groups Printed- Dual Wheeled

		Alvarad	lo Stree	et	S		Bouleva	ard			do Stree	t	5	Sunset	Bouleva	ard	
		South	bound			West	bound				hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	1	7	0	4	0	4	0	0	1	1	1	4	3	8	20
07:15 AM	0	8	0	8	0	12	0	12	0	7	0	7	0	4	0	4	31
07:30 AM	0	7	0	7	3	4	0	7	0	9	1	10	2	10	0	12	36
07:45 AM	0	8	2	10	0	11	0	11	0	8	0	8	1	2	2	5	34
Total	0	29	3	32	3	31	0	34	0	24	2	26	4	20	5	29	121
08:00 AM	0	5	1	6	1	5	0	6	0	7	1	8	2	3	1	6	26
08:15 AM	0	4	3	7	1	2	0	3	0	6	2	8	2	10	0	12	30
08:30 AM	0	1	3	4	1	10	0	11	0	6	0	6	2	4	0	6	27
08:45 AM	0	11	1	12	2	5	0	7	0	3	0	3	2	3	0	5	27
Total	0	21	8	29	5	22	0	27	0	22	3	25	8	20	1	29	110
09:00 AM	0	9	2	11	1	9	0	10	0	7	0	7	3	3	2	8	36
09:15 AM	0	9	1	10	1	6	2	9	0	7	2	9	1	5	1	7	35
09:30 AM	0	12	0	12	1	9	1	11	0	6	0	6	1	5	1	7	36
09:45 AM	0	16	1_	17	1_	18	1	20	0	8	1	9	1_	4	2	7_	53_
Total	0	46	4	50	4	42	4	50	0	28	3	31	6	17	6	29	160
Grand Total	0	96	15	111	12	95	4	111	0	74	8	82	18	57	12	87	391
Apprch %	0	86.5	13.5		10.8	85.6	3.6		0	90.2	9.8		20.7	65.5	13.8		
Total %	0	24.6	3.8	28.4	3.1	24.3	1	28.4	0	18.9	2	21	4.6	14.6	3.1	22.3	

		Alvarac		t	5		Bouleva	ırd			do Stree	et	5		Bouleva	ırd	
		South	bound			West	tbound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1															-		
Peak Hour for I	Entire In	tersecti	on Begi	ins at 08:	45 AM												
08:45 AM	0	11	1	12	2	5	0	7	0	3	0	3	2	3	0	5	27
09:00 AM	0	9	2	11	1	9	0	10	0	7	0	7	3	3	2	8	36
09:15 AM	0	9	1	10	1	6	2	9	0	7	2	9	1	5	1	7	35
09:30 AM	0	12	0	12	1	9	1	11	0	6	0	6	1	5	1	7	36
Total Volume	0	41	4	45	5	29	3	37	0	23	2	25	7	16	4	27	134
% App. Total	0	91.1	8.9		13.5	78.4	8.1		0	92	8		25.9	59.3	14.8		
PHF	.000	.854	.500	.938	.625	.806	.375	.841	.000	.821	.250	.694	.583	.800	.500	.844	.931

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

:45 AM				08:45 AM				08:45 AN	1			08:45 AN	l		
0	11	1	12	2	5	0	7	0	3	0	3	2	3	0	5
0	9	2	11	1	9	0	10	0	7	0	7	3	3	2	8
0	9	1	10	1	6	2	9	0	7	2	9	1	5	1	7
0	12	0	12	1	9	1	11	0	6	0	6	1	5	1	7
0	41	4	45	5	29	3	37	0	23	2	25	7	16	4	27
0	91.1	8.9		13.5	78.4	8.1		0	92	8		25.9	59.3	14.8	
000	.854	.500	.938	.625	.806	.375	.841	.000	.821	.250	.694	.583	.800	.500	.844
	0 0 0 0	0 11 0 9 0 9 0 <b>12</b> 0 41 0 91.1	0 11 1 0 9 <b>2</b> 0 9 1 0 <b>12</b> 0 0 41 4 0 91.1 8.9	0 11 1 12 0 9 2 11 0 9 1 10 0 12 0 12 0 41 4 45 0 91.1 8.9	0       11       1       12       2         0       9       2       11       1         0       9       1       10       1         0       12       0       12       1         0       41       4       45       5         0       91.1       8.9       13.5	0       11       1       12       2       5         0       9       2       11       1       9         0       9       1       10       1       6         0       12       0       12       1       9         0       41       4       45       5       29         0       91.1       8.9       13.5       78.4	0       11       1       12       2       5       0         0       9       2       11       1       9       0         0       9       1       10       1       6       2         0       12       0       12       1       9       1         0       41       4       45       5       29       3         0       91.1       8.9       13.5       78.4       8.1	0       11       1       12       2       5       0       7         0       9       2       11       1       9       0       10         0       9       1       10       1       6       2       9         0       12       0       12       1       9       1       11         0       41       4       45       5       29       3       37         0       91.1       8.9       13.5       78.4       8.1	0       11       1       12       2       5       0       7       0         0       9       2       11       1       9       0       10       0         0       9       1       10       1       6       2       9       0         0       12       0       12       1       9       1       11       0         0       41       4       45       5       29       3       37       0         0       91.1       8.9       13.5       78.4       8.1       0	0       11       1       12       2       5       0       7       0       3         0       9       2       11       1       9       0       10       0       7         0       9       1       10       1       6       2       9       0       7         0       12       0       12       1       9       1       11       0       6         0       41       4       45       5       29       3       37       0       23         0       91.1       8.9       13.5       78.4       8.1       0       92	0       11       1       12       2       5       0       7       0       3       0         0       9       2       11       1       9       0       10       0       7       0         0       9       1       10       1       6       2       9       0       7       2         0       12       0       12       1       9       1       11       0       6       0         0       41       4       45       5       29       3       37       0       23       2         0       91.1       8.9       13.5       78.4       8.1       0       92       8	0       11       1       12       2       5       0       7       0       3       0       3         0       9       2       11       1       9       0       10       0       7       0       7         0       9       1       10       1       6       2       9       0       7       2       9         0       12       0       12       1       9       1       11       0       6       0       6         0       41       4       45       5       29       3       37       0       23       2       25         0       91.1       8.9       13.5       78.4       8.1       0       92       8	0       11       1       12       2       5       0       7       0       3       0       3       2         0       9       2       11       1       9       0       10       0       7       0       7       3         0       9       1       10       1       6       2       9       0       7       2       9       1         0       12       0       12       1       9       1       11       0       6       0       6       1         0       41       4       45       5       29       3       37       0       23       2       25       7         0       91.1       8.9       13.5       78.4       8.1       0       92       8       25.9	0       11       1       12       2       5       0       7       0       3       0       3       2       3         0       9       2       11       1       9       0       10       0       7       0       7       3       3         0       9       1       10       1       6       2       9       0       7       2       9       1       5         0       12       0       12       1       9       1       11       0       6       0       6       1       5         0       41       4       45       5       29       3       37       0       23       2       25       7       16         0       91.1       8.9       13.5       78.4       8.1       0       92       8       25.9       59.3	0       11       1       12       2       5       0       7       0       3       0       3       2       3       0         0       9       2       11       1       9       0       10       0       7       0       7       3       3       2         0       9       1       10       1       6       2       9       0       7       2       9       1       5       1         0       12       0       12       1       9       1       11       0       6       0       6       1       5       1         0       41       4       45       5       29       3       37       0       23       2       25       7       16       4         0       91.1       8.9       13.5       78.4       8.1       0       92       8       25.9       59.3       14.8

Groups Printed- Buses

City of Los Angeles N/S: Alvarado Street E/W: Sunset Boulevard

Weather: Clear

Start Time 07:00 AM 07:15 AM 07:30 AM 07:45 AM Total

08:00 AM

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

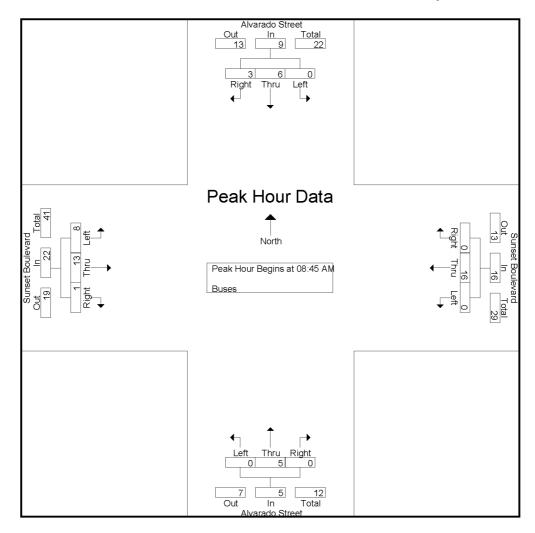
						0100	apo i inice	<u>, a Daoi</u>								
	Alvarad	do Stree	et	5	Sunset	Bouleva	ard		Alvarad	do Stre	et	5	Sunset l	Bouleva	ard	
	South	nbound			West	tbound			North	nbound			East	bound		
Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
0	2	1	3	0	9	0	9	0	4	0	4	3	6	0	9	25
0	3	1	4	0	9	0	9	0	2	0	2	3	2	0	5	20
0	2	2	4	0	8	1	9	0	3	0	3	3	3	0	6	22
0	2	1	3	0	5	1	6	0	2	0	2	1	5	0	6	17_
0	9	5	14	0	31	2	33	0	11	0	11	10	16	0	26	84
0	3	1	4	1	5	0	6	0	3	2	5	1	1	0	2	17
0	2	3	5	0	5	0	5	0	4	0	4	3	4	0	7	21

08:15 AM	0	2	3	5	0	5	0	5	0	4	0	4	3	4	0	7	21
08:30 AM	0	3	1	4	0	3	0	3	0	2	0	2	1	2	0	3	12
08:45 AM	0	1	1	2	0	7	0	7	0	2	0	2	3	3	1	7	18
Total	0	9	6	15	1	20	0	21	0	11	2	13	8	10	1	19	68
00:00 484	•	0	•	0	•	2	0	2		4	•	4	2	_	0	<b>-</b>	40
09:00 AM	0	2	0	2	0	3	U	3	0	1	U	1	2	5	0	/	13
09:15 AM	0	1	1	2	0	4	0	4	0	1	0	1	2	3	0	5	12
09:30 AM	0	2	1	3	0	2	0	2	0	1	0	1	1	2	0	3	9
09:45 AM	0	0	1	1	0	5	0	5	0	3	0	3	1	4	2	7	16
Total	0	5	3	8	0	14	0	14	0	6	0	6	6	14	2	22	50
Grand Total	0	23	14	37	1	65	2	68	0	28	2	30	24	40	3	67	202
Apprch %	0	62.2	37.8		1.5	95.6	2.9		0	93.3	6.7		35.8	59.7	4.5		
Total %	0	11.4	6.9	18.3	0.5	32.2	1	33.7	0	13.9	1	14.9	11.9	19.8	1.5	33.2	

		Alvarac	lo Stree	et	9	Sunset	Bouleva	rd		Alvarad	do Stree	et	9	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 08:4	5 AM to	o 09:30 A	M - Pea	k 1 of 1					<del>-</del>						
Peak Hour for I	Entire In	itersecti	on Begi	ins at 08:	45 AM												
08:45 AM	0	1	1	2	0	7	0	7	0	2	0	2	3	3	1	7	18
09:00 AM	0	2	0	2	0	3	0	3	0	1	0	1	2	5	0	7	13
09:15 AM	0	1	1	2	0	4	0	4	0	1	0	1	2	3	0	5	12
09:30 AM	0	2	1	3	0	2	0	2	0	1	0	1	1	2	0	3	9
Total Volume	0	6	3	9	0	16	0	16	0	5	0	5	8	13	1	22	52
% App. Total	0	66.7	33.3		0	100	0		0	100	0		36.4	59.1	4.5		
PHF	.000	.750	.750	.750	.000	.571	.000	.571	.000	.625	.000	.625	.667	.650	.250	.786	.722

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM	1			08:45 AN	I			08:45 AN	1			08:45 AN	1		
+0 mins.	0	1	1	2	0	7	0	7	0	2	0	2	3	3	1	7
+15 mins.	0	2	0	2	0	3	0	3	0	1	0	1	2	5	0	7
+30 mins.	0	1	1	2	0	4	0	4	0	1	0	1	2	3	0	5
+45 mins.	0	2	1	3	0	2	0	2	0	1	0	1	1	2	0	3
Total Volume	0	6	3	9	0	16	0	16	0	5	0	5	8	13	1	22
% App. Total	0	66.7	33.3		0	100	0		0	100	0		36.4	59.1	4.5	
PHF	.000	.750	.750	.750	.000	.571	.000	.571	.000	.625	.000	.625	.667	.650	.250	.786

City of Los Angeles N/S: Alvarado Street E/W: Sunset Boulevard Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

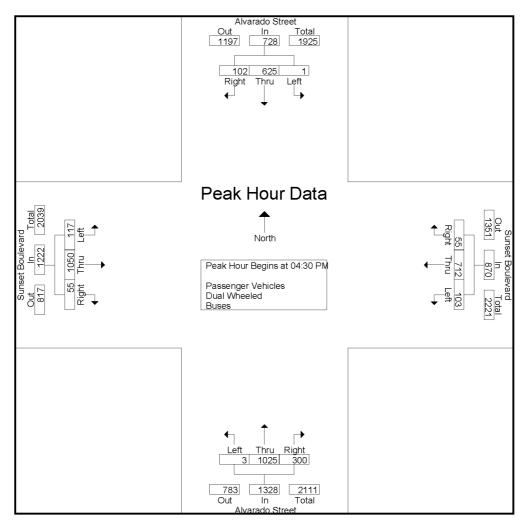
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

								iger venic									
			do Stree	et	5		Bouleva	ard			do Stre	et	5		Bouleva	ard	
			nbound				tbound				<u>nbound</u>				bound		
Start Time	Left	Thru	Right		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	179	34	213	35	168	11	214	1	216	39	256	43	217	23	283	966
03:15 PM	0	166	19	185	34	197	11	242	0	211	26	237	34	150	18	202	866
03:30 PM	0	167	37	204	41	184	15	240	0	262	38	300	53	249	18	320	1064
03:45 PM	0	176	39	215	36	198	10	244	1	251	33	285	50	235	16	301	1045
Total	0	688	129	817	146	747	47	940	2	940	136	1078	180	851	75	1106	3941
04:00 PM	1	194	22	217	23	192	14	229	1	260	33	294	39	269	30	338	1078
04:15 PM	0	136	33	169	37	142	17	196	1	227	50	278	32	247	15	294	937
04:30 PM	1	168	21	190	35	168	8	211	0	265	55	320	34	259	16	309	1030
04:45 PM	0	124	23	147	30	174	16	220	2	261	79	342	30	248	17	295	1004
Total	2	622	99	723	125	676	55	856	4	1013	217	1234	135	1023	78	1236	4049
05:00 PM	0	175	29	204	21	210	13	244	0	256	81	337	20	252	7	279	1064
05:15 PM	0	158	29	187	17	160	18	195	1	243	85	329	33	291	15	339	1050
05:30 PM	0	167	25	192	36	196	12	244	0	234	70	304	28	209	7	244	984
05:45 PM	0	195	37	232	32	172	5	209	0	204	57	261	29	228	29	286	988
Total	0	695	120	815	106	738	48	892	1	937	293	1231	110	980	58	1148	4086
Grand Total	2	2005	348	2355	377	2161	150	2688	7	2890	646	3543	425	2854	211	3490	12076
Apprch %	0.1	85.1	14.8		14	80.4	5.6		0.2	81.6	18.2		12.2	81.8	6		
Total %	0	16.6	2.9	19.5	3.1	17.9	1.2	22.3	0.1	23.9	5.3	29.3	3.5	23.6	1.7	28.9	
Passenger Vehicles	2	1935	323	2260	364	2106	149	2619	7	2822	640	3469	390	2731	199	3320	11668
% Passenger Vehicles	100	96.5	92.8	96	96.6	97.5	99.3	97.4	100	97.6	99.1	97.9	91.8	95.7	94.3	95.1	96.6
Dual Wheeled	0	43	10	53	10	14	1	25	0	43	5	48	9	71	12	92	218
% Dual Wheeled	0	2.1	2.9	2.3	2.7	0.6	0.7	0.9	0	1.5	0.8	1.4	2.1	2.5	5.7	2.6	1.8
Buses	0	27	15	42	3	41	0	44	0	25	1	26	26	52	0	78	190
% Buses	0	1.3	4.3	1.8	0.8	1.9	0	1.6	0	0.9	0.2	0.7	6.1	1.8	0	2.2	1.6
	•																

		Alvarad		et	5		Bouleva	ırd			do Stree	et	9		Bouleva	ırd	
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 03:0	00 PM to	o 05:45 P	M - Pea	ık 1 of 1	l -										
Peak Hour for I	Entire In	itersecti	on Beg	ins at 04:	30 PM												
04:30 PM	1	168	21	190	35	168	8	211	0	265	55	320	34	259	16	309	1030
04:45 PM	0	124	23	147	30	174	16	220	2	261	79	342	30	248	17	295	1004
05:00 PM	0	175	29	204	21	210	13	244	0	256	81	337	20	252	7	279	1064
05:15 PM	0	158	29	187	17	160	18	195	1	243	85	329	33	291	15	339	1050
Total Volume	1	625	102	728	103	712	55	870	3	1025	300	1328	117	1050	55	1222	4148
_ % App. Total	0.1	85.9	14		11.8	81.8	6.3		0.2	77.2	22.6		9.6	85.9	4.5		
PHF	250	893	879	892	736	848	764	891	375	967	882	971	860	902	809	901	975

City of Los Angeles N/S: Alvarado Street E/W: Sunset Boulevard Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak Houl loi	Lacii	pproaci	i begini	s al.												
	03:15 PM	1			03:15 PM	1			04:30 PN	И			03:30 PN	Л		
+0 mins.	0	166	19	185	34	197	11	242	0	265	55	320	53	249	18	320
+15 mins.	0	167	37	204	41	184	15	240	2	261	79	342	50	235	16	301
+30 mins.	0	176	39	215	36	198	10	244	0	256	81	337	39	269	30	338
+45 mins.	1	194	22	217	23	192	14	229	1	243	85	329	32	247	15	294
Total Volume	1	703	117	821	134	771	50	955	3	1025	300	1328	174	1000	79	1253
% App. Total	0.1	85.6	14.3		14	80.7	5.2		0.2	77.2	22.6		13.9	79.8	6.3	
PHF	.250	.906	.750	.946	.817	.973	.833	.978	.375	.967	.882	.971	.821	.929	.658	.927

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

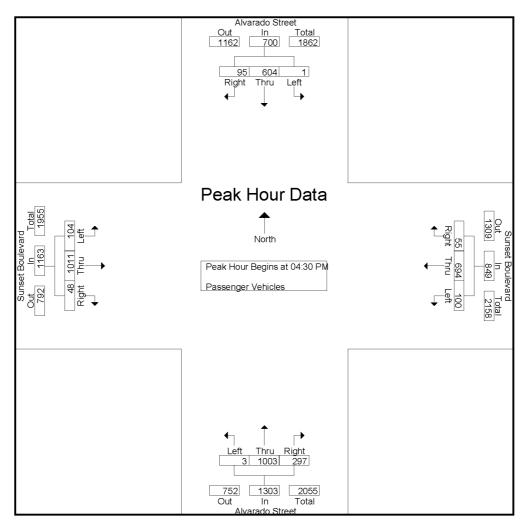
Groups Printed-Passenger Vehicles

		Alvarad	do Stree	et	S		Bouleva	ard		Alvara	do Stre	et	5	Sunset	Bouleva	ard	
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	173	32	205	34	164	10	208	1	211	39	251	40	208	22	270	934
03:15 PM	0	159	15	174	30	194	11	235	0	207	26	233	32	135	18	185	827
03:30 PM	0	163	36	199	40	176	15	231	0	259	38	297	47	237	17	301	1028
03:45 PM	0	168	37	205	36	192	10	238	1	243	32	276	47	222	15	284	1003
Total	0	663	120	783	140	726	46	912	2	920	135	1057	166	802	72	1040	3792
,	1																ı
04:00 PM	1	184	21	206	21	189	14	224	1	252	32	285	36	264	30	330	1045
04:15 PM	0	131	32	163	35	136	17	188	1	221	50	272	30	240	15	285	908
04:30 PM	1	160	19	180	33	165	8	206	0	260	54	314	32	248	12	292	992
04:45 PM	0	119	22	141	30	169	16	215	2	256	78	336	27	241	17	285	977
Total	2	594	94	690	119	659	55	833	4	989	214	1207	125	993	74	1192	3922
	1																ı
05:00 PM	0	170	26	196	20	204	13	237	0	248	81	329	16	242	6	264	1026
05:15 PM	0	155	28	183	17	156	18	191	1	239	84	324	29	280	13	322	1020
05:30 PM	0	163	24	187	36	193	12	241	0	226	69	295	27	203	7	237	960
05:45 PM	0	190	31	221	32	168	5	205	0	200	57	257	27	211	27	265	948
Total	0	678	109	787	105	721	48	874	1	913	291	1205	99	936	53	1088	3954
	ı																ı
Grand Total	2	1935	323	2260	364	2106	149	2619	7	2822	640	3469	390	2731	199	3320	11668
Apprch %	0.1	85.6	14.3		13.9	80.4	5.7		0.2	81.3	18.4		11.7	82.3	6		
Total %	0	16.6	2.8	19.4	3.1	18	1.3	22.4	0.1	24.2	5.5	29.7	3.3	23.4	1.7	28.5	

		Alvarac	lo Stree	et	5		Bouleva	ırd			do Stree	et	5	Sunset	Bouleva	ırd	
		South	bound			West	tbound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	ilysis Fro	om 04:3	30 PM to	o 05:15 P	M - Pea	k 1 of 1	1				-				-		
Peak Hour for I	Entire In	tersecti	on Begi	ins at 04:	30 PM												
04:30 PM	1	160	19	180	33	165	8	206	0	260	54	314	32	248	12	292	992
04:45 PM	0	119	22	141	30	169	16	215	2	256	78	336	27	241	17	285	977
05:00 PM	0	170	26	196	20	204	13	237	0	248	81	329	16	242	6	264	1026
05:15 PM	0	155	28	183	17	156	18	191	1	239	84	324	29	280	13	322	1020
Total Volume	1	604	95	700	100	694	55	849	3	1003	297	1303	104	1011	48	1163	4015
% App. Total	0.1	86.3	13.6		11.8	81.7	6.5		0.2	77	22.8		8.9	86.9	4.1		
PHF	.250	.888	.848	.893	.758	.850	.764	.896	.375	.964	.884	.969	.813	.903	.706	.903	.978

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	04:30 PM	1			04:30 PM	1			04:30 PN	Л			04:30 PN	1		
+0 mins.	1	160	19	180	33	165	8	206	0	260	54	314	32	248	12	292
+15 mins.	0	119	22	141	30	169	16	215	2	256	78	336	27	241	17	285
+30 mins.	0	170	26	196	20	204	13	237	0	248	81	329	16	242	6	264
+45 mins.	0	155	28	183	17	156	18	191	1	239	84	324	29	280	13	322
Total Volume	1	604	95	700	100	694	55	849	3	1003	297	1303	104	1011	48	1163
% App. Total	0.1	86.3	13.6		11.8	81.7	6.5		0.2	77	22.8		8.9	86.9	4.1	
PHF	.250	.888	.848	.893	.758	.850	.764	.896	.375	.964	.884	.969	.813	.903	.706	.903

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

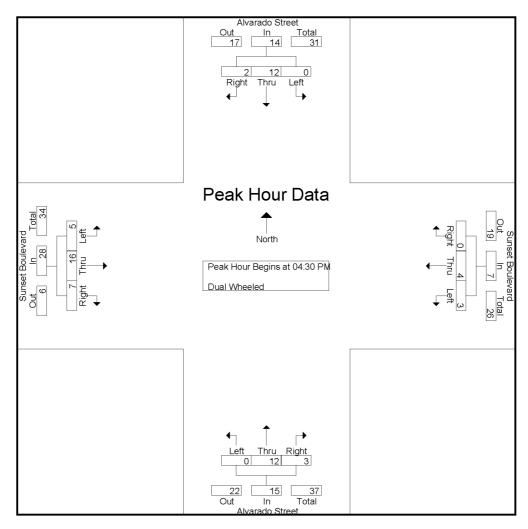
Groups Printed- Dual Wheeled

								riiiileu- L									ſ
		Alvarad	to Stre	et	S	Sunset I	Bouleva	ard		Alvara	do Stre	et	5	Sunset	Bouleva	ard	
		South	nbound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	5	1	6	1	0	1	2	0	3	0	3	1	5	1	7	18
03:15 PM	0	3	2	5	3	0	0	3	0	2	0	2	1	12	0	13	23
03:30 PM	0	1	0	1	1	5	0	6	0	2	0	2	0	8	1	9	18
03:45 PM	0	6	1	7	0	3	0	3	0	6	1	7	1	6	1	8	25
Total	0	15	4	19	5	8	1	14	0	13	1	14	3	31	3	37	84
04:00 PM	0	7	0	7	2	1	0	3	0	7	0	7	0	3	0	3	20
04:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	5	0	5	12
04:30 PM	0	5	1	6	2	1	0	3	0	3	1	4	0	4	4	8	21
04:45 PM	0	3	0	3	0	0	0	0	0	3	1	4	1	5	0	6	13
Total	0	19	1	20	4	2	0	6	0	16	2	18	1	17	4	22	66
																	ı
05:00 PM	0	3	1	4	1	2	0	3	0	4	0	4	2	4	1	7	18
05:15 PM	0	1	0	1	0	1	0	1	0	2	1	3	2	3	2	7	12
05:30 PM	0	1	0	1	0	0	0	0	0	4	1	5	0	3	0	3	9
05:45 PM	0	4	4	8	0	1	0	1	0	4	0	4	1	13	2	16	29
Total	0	9	5	14	1	4	0	5	0	14	2	16	5	23	5	33	68
Grand Total	0	43	10	53	10	14	1	25	0	43	5	48	9	71	12	92	218
Apprch %	0	81.1	18.9		40	56	4		0	89.6	10.4		9.8	77.2	13		
Total %	0	19.7	4.6	24.3	4.6	6.4	0.5	11.5	0	19.7	2.3	22	4.1	32.6	5.5	42.2	

		Alvarad	do Stree	et	5	Sunset Boulevard				Alvara	do Stree	et	5	Sunset	Bouleva	ırd	
		South	nbound			Westbound				North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 04:3	30 PM to	o 05:15 P	M - Pea	ık 1 of 1											
Peak Hour for I	Entire In	tersect	ion Beg	ins at 04:	30 PM												
04:30 PM	0	5	1	6	2	1	0	3	0	3	1	4	0	4	4	8	21
04:45 PM	0	3	0	3	0	0	0	0	0	3	1	4	1	5	0	6	13
05:00 PM	0	3	1	4	1	2	0	3	0	4	0	4	2	4	1	7	18
05:15 PM	0	1	0	1	0	1	0	1	0	2	1	3	2	3	2	7	12
Total Volume	0	12	2	14	3	4	0	7	0	12	3	15	5	16	7	28	64
% App. Total	0	85.7	14.3		42.9	57.1	0		0	80	20		17.9	57.1	25		
PHF	.000	.600	.500	.583	.375	.500	.000	.583	.000	.750	.750	.938	.625	.800	.438	.875	.762

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	04:30 PM		-		04:30 PM	I			04:30 PN	Л			04:30 PM	1		
+0 mins.	0	5	1	6	2	1	0	3	0	3	1	4	0	4	4	8
+15 mins.	0	3	0	3	0	0	0	0	0	3	1	4	1	5	0	6
+30 mins.	0	3	1	4	1	2	0	3	0	4	0	4	2	4	1	7
+45 mins.	0	1	0	1	0	1	0	1	0	2	1	3	2	3	2	7
Total Volume	0	12	2	14	3	4	0	7	0	12	3	15	5	16	7	28
% App. Total	0	85.7	14.3		42.9	57.1	0		0	80	20		17.9	57.1	25	
PHF	.000	.600	.500	.583	.375	.500	.000	.583	.000	.750	.750	.938	.625	.800	.438	.875

Groups Printed-Buses

City of Los Angeles N/S: Alvarado Street E/W: Sunset Boulevard

0

0

0

Total

**Grand Total** 

Apprch %

Total %

8

27

64.3

14.2

6

15

35.7

7.9

14

42

22.1

0

3

6.8

1.6

13

41

93.2

21.6

0

0

0

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417

Start Date : 6/4/2019 Page No : 1

г							_											
				do Stree	et	5		Bouleva	ard			do Stre	et	5		Bouleva	ard	
			South	nbound			Wes	tbound			North	nbound			East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	03:00 PM	0	1	1	2	0	4	0	4	0	2	0	2	2	4	0	6	14
	03:15 PM	0	4	2	6	1	3	0	4	0	2	0	2	1	3	0	4	16
	03:30 PM	0	3	1	4	0	3	0	3	0	1	0	1	6	4	0	10	18
	03:45 PM	0	2	1	3	0	3	0	3	0	2	0	2	2	7	0	9	17
	Total	0	10	5	15	1	13	0	14	0	7	0	7	11	18	0	29	65
	04:00 PM	0	3	1	4	0	2	0	2	0	1	1	2	3	2	0	5	13
	04:15 PM	0	1	1	2	2	6	0	8	0	3	0	3	2	2	0	4	17
	04:30 PM	0	3	1	4	0	2	0	2	0	2	0	2	2	7	0	9	17
	04:45 PM	0	2	1	3	0	5	0	5	0	2	0	2	2	2	0	4	14
	Total	0	9	4	13	2	15	0	17	0	8	1	9	9	13	0	22	61
	05:00 PM	0	2	2	4	0	4	0	4	0	4	0	4	2	6	0	8	20
	05:15 PM	0	2	1	3	0	3	0	3	0	2	0	2	2	8	0	10	18
	05:30 PM	0	3	1	4	0	3	0	3	0	4	0	4	1	3	0	4	15
	05:45 PM	0	1	2	3	0	3	0	3	0	0	0	0	1	4	0	5	11

13

44

23.2

0

0

0

0

10

25

96.2

13.2

0

1

3.8

0.5

10

26

13.7 | 13.7

6

26

33.3

21

52 66.7

27.4

0

0

0

27

78

41.1

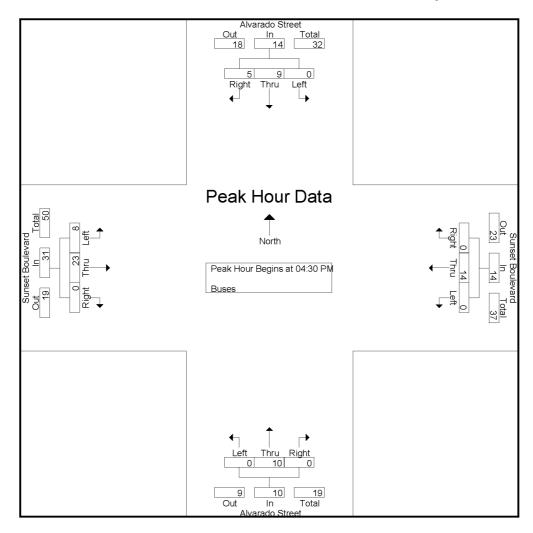
64

190

		Alvarac	lo Stree	et	5	Sunset Boulevard				Alvarad	do Stree	t	5	Sunset	Bouleva	ırd	
		South	bound			Westbound				North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 04:3	0 PM to	o 05:15 P	M - Pea	k 1 of 1									-		
Peak Hour for E	Entire In	tersecti	on Beg	ins at 04:	30 PM												
04:30 PM	0	3	1	4	0	2	0	2	0	2	0	2	2	7	0	9	17
04:45 PM	0	2	1	3	0	5	0	5	0	2	0	2	2	2	0	4	14
05:00 PM	0	2	2	4	0	4	0	4	0	4	0	4	2	6	0	8	20
05:15 PM	0	2	1_	3	0	3	0	3	0	2	0	2	2	8	0	10	18
Total Volume	0	9	5	14	0	14	0	14	0	10	0	10	8	23	0	31	69
% App. Total	0	64.3	35.7		0	100	0		0	100	0		25.8	74.2	0		
PHF	.000	.750	625	.875	.000	.700	.000	.700	.000	.625	.000	.625	1.00	.719	.000	.775	.863

Weather: Clear

File Name : 02\_LAC\_Alvarado\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM	1			04:30 PM	l			04:30 PN	1			04:30 PM	1		
+0 mins.	0	3	1	4	0	2	0	2	0	2	0	2	2	7	0	9
+15 mins.	0	2	1	3	0	5	0	5	0	2	0	2	2	2	0	4
+30 mins.	0	2	2	4	0	4	0	4	0	4	0	4	2	6	0	8
+45 mins.	0	2	1	3	0	3	0	3	0	2	0	2	2	8	0	10
Total Volume	0	9	5	14	0	14	0	14	0	10	0	10	8	23	0	31
_ % App. Total	0	64.3	35.7		0	100	0		0	100	0		25.8	74.2	0	
PHF	.000	.750	.625	.875	.000	.700	.000	.700	.000	.625	.000	.625	1.000	.719	.000	.775



STREET:

North/South Alvarado Street East/West Sunset Boulevard Day: Tuesday Date: June 4, 2019 Weather: **CLEAR** 7-10AM 3-6PM Hours: Staff: CUI School Day: YES District: Hollywood I/S CODE 44315 N/B S/B E/B W/B DUAL-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AMPK 15 MIN 7.30 368 8.45 8.45 7.15 PMPK 15 MIN 5.45 4.45 5.15 3.45 AM PK HOUR 9.00 1375 8.45 8.00 7.00 PM PK HOUR 4.30 821 3.15 3.30 3.15 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Total Hours Rt Total N-S Ped Sch Ped Sch Lt Th Rt Lt Th 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach WESTBOUND Approach TOTAL** XING W/L XING E/L Total Rt Total E-W Sch Sch Hours Lt Th Rt Hours Lt Th Ped Ped 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL 

(Rev Oct 06)

## City of Los Angeles

#### Department of Transportation

### **BICYCLE COUNT SUMMARY**

STREET:

North/South: Alvarado Street

East/West: Sunset Boulevard

Day:TuesdayDate:6/4/2019Weather:CLEARSchool Day:YesDistrict:HollywoodI/S Code:44315

Hours: 7-10 AM, 3-6 PM Staff: CUI

### **NORTHBOUND Approach**

### **SOUTHBOUND Approach**

TOTAL

Hours	Lt	Th	Rt	Total
7-8	0	8	0	8
8-9 9-10	0	12	0	12
9-10	0	8	0	8
3-4 4-5 5-6	0	13	0	13
4-5	1	16	1	18
5-6	0	37	0	37

Hours 7-8 8-9 9-10 3-4 4-5 5-6

	Lt	Th	Rt	Total
I	0	17	0	17
I	1	13	0	14
I	1	14	0	15
	3	10	0	13
	0	18	0	18
	1	12	1	14
- [				

N-S	
25	
26	
23	
26	
36	
51	

TOTAL

1	94	1	96

TOTAL

6	84	1	91

187

### **EASTBOUND Approach**

WESTBOUND	Approach
-----------	----------

TOTAL

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	1	1	2
9-10	0	1	0	1
3-4 4-5 5-6	2	0	0	2
4-5	2	4	0	6
5-6	0	2	0	2
•				
TOTAL	4	9	1	14

Hours
7-8
8-9
9-10
3-4
4-5
5-6

TOTAL

	Lt	Th	Rt	Total
	0	2	0	2
	0	0	2	2
	0	0	1	1
	0	1	0	1
	0	1	2	3
	4	2	0	6
ı		_	_	4.5

E-W	
 3	
 4	
 2	
 3	••••
 9	
 8	

29

REMARKS (6 hour total):

NB	SB	EB	WB	TOTAL

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

6	2	1	2	11
38	39	11	8	96
8	9	9	5	31
5	9	2	2	18

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI LADOT 2015 CMP

# PEDESTRIAN COUNT SUMMARY

ST	RE	EΤ	:
----	----	----	---

North/South:	Alvarado Street						
East/West:	Sunset Boulevard	Sunset Boulevard					
Day:	Tuesday	Date:	June 4, 2019	Weather:	CLEAR		
School Day:	YES	District:	Hollywood	I/S Code:	44315		
Hours:	7-10 AM, 3-6 PM	Staff:	CUI	_			

$\Delta M$	PEAK	( PFI	RIOD

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
30	7	8	16	61
37	15	13	17	82
20	21	22	8	71
29	27	17	21	94
25	33	11	30	99
19	10	15	10	54
18	13	13	13	57
30	18	9	22	79
21	16	9	11	57
21	12	7	8	48
15	14	9	9	47
31	12	13	21	77
	30 37 20 29 25 19 18 30 21 21	30     7       37     15       20     21       29     27       25     33       19     10       18     13       30     18       21     16       21     12       15     14	30         7         8           37         15         13           20         21         22           29         27         17           25         33         11           19         10         15           18         13         13           30         18         9           21         16         9           21         12         7           15         14         9	30         7         8         16           37         15         13         17           20         21         22         8           29         27         17         21           25         33         11         30           19         10         15         10           18         13         13         13           30         18         9         22           21         16         9         11           21         12         7         8           15         14         9         9

15 Min. Interval
3:00-3:15
3:15-3:30
3:30-3:45
3:45-4:00
4:00-4:15
4:15-4:30
4:30-4:45
4:45-5:00
5:00-5:15
5:15-5:30
5:30-5:45
5:45-6:00

PM PEAK PERIOD							
N-LEG	N-LEG S-LEG E-LEG W-LEG						
45	56	60	62	223			
49	48	52	38	187			
31	56	56	34	177			
43	54	42	56	195			
38	102	34	46	220			
29	60	30	82	201			
39	46	44	58	187			
44	38	44	40	166			
43	36	38	52	169			
33	38	38	76	185			
55	46	18	26	145			
48	12	30	40	130			

IIOUIS			
7 - 8			
8 - 9			
9 - 10			

TOTAL

d					
	116	70	60	62	308
	92	74	48	75	289
	88	54	38	49	229
	296	198	146	186	826

Hours
-------

3	-	4	
4		5	
5	-	6	

168	214	210	190	782
150	246	152	226	774
179	132	124	194	629
407	FO2	40 <i>C</i>	C10	2105

# REMARKS (6 hour total):

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL

- Wheelchair/special needs assistance

- Skateboard/scooter

1	0	7	0	8
4	6	16	27	53

N: North, S: South, E: East, W: West, I/S: Intersection

Source: LADOT 2015 CMP

City of Los Angeles N/S: Park Avenue E/W: Sunset Boulevard

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

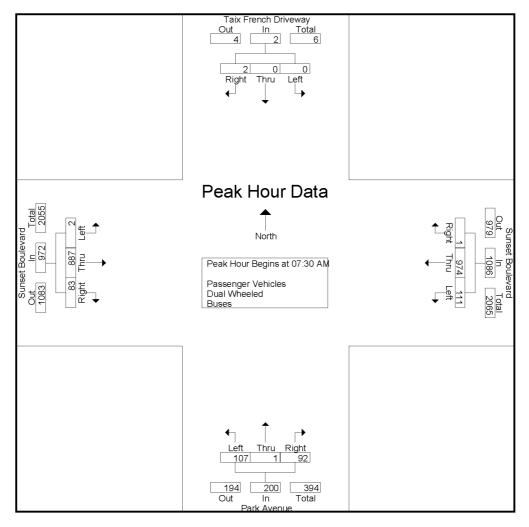
	Groups Printed- Passenger Vehicles - Dual Wheeled - Buses Taix French Driveway Sunset Boulevard Park Avenue Sunset Boulevard																
	Tai	x Frenc	h Drive				Bouleva				Avenue		9	Sunset	Bouleva	ard	
		South	bound	-		Wes	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	8	269	2	279	22	0	7	29	0	157	11	168	477
07:15 AM	0	0	0	0	14	285	0	299	22	0	13	35	0	190	18	208	542
07:30 AM	0	0	0	0	26	271	0	297	36	0	19	55	1	227	17	245	597
07:45 AM	0	0	1	1	22	225	0	247	35	0	34	69	1	226	20	247	564
Total	1	0	1	2	70	1050	2	1122	115	0	73	188	2	800	66	868	2180
	ı																I.
08:00 AM	0	0	1	1	21	256	0	277	24	1	16	41	0	196	25	221	540
08:15 AM	0	0	0	0	42	222	1	265	12	0	23	35	0	238	21	259	559
08:30 AM	0	0	0	0	9	202	2	213	20	0	19	39	0	207	22	229	481
08:45 AM	0	0	1_	1	15	215	1	231	33	0	19	52	1	224	23	248	532
Total	0	0	2	2	87	895	4	986	89	1	77	167	1	865	91	957	2112
		_	_					240		_	4.0	<b>50</b>		400		400	
09:00 AM	2	0	0	2	10	201	1	212	33	0	19	52	2	160	18	180	446
09:15 AM	0	0	0	0	8	241	0	249	22	0	14	36	2	196	21	219	504
09:30 AM	0	0	1	1	7	251	0	258	23	0	16	39	0	203	18	221	519
09:45_AM	0	0	0	0	16	223	0	239	38	1_	18	57	2	171	19	192	488
Total	2	0	1	3	41	916	1	958	116	1	67	184	6	730	76	812	1957
Grand Total	3	0	4	7	198	2861	7	3066	320	2	217	539	9	2395	233	2637	6249
Apprch %	42.9	0	4 57.1	1	6.5	93.3	02	3000	3∠0 59.4	0.4	40.3	559	0.3	2393 90.8	∠აა 8.8	2037	0249
Total %	42.9	0	0.1	0.1	3.2	45.8	0.2	49.1	59.4 5.1	0.4	3.5	8.6	0.3	38.3	3.7	42.2	
	3	0	<u> </u>	7	193	2702	7	2902	307	2	213	522	9	2303	232	2544	5975
Passenger Vehicles	100	0	100	100	97.5	94.4	100	94.7	95.9	100	98.2	96.8	100	96.2	99.6	96.5	95.6
% Passenger Vehicles Dual Wheeled	100	0	100	100	97.5 5	94.4 96	100	101	95.9 11	0	30.2	14	100	90.2 50	<u>99.6</u> 1	<u>96.5</u> 51	166
% Dual Wheeled	0	0	0	0	2.5	3.4	0	3.3	3.4	0	1.4	2.6	0	2.1	0.4	1.9	2.7
Buses	0	0	0	0	2.5	<u>3.4</u> 63	0	63	2	0	1.4	2.0	0	42	0.4	42	108
% Buses	0	0	0	0	0	2.2	0	2.1	0.6	0	0.5	0.6	0	1.8	0	1.6	1.7
70 Duses	ı U	U	U	U	U	2.2	U	۷.۱	0.0	U	0.5	0.0	U	1.0	U	1.0	1.7

	Tai	ix Frenc	h Drive	way	5	Sunset I	Bouleva	ırd		Park	Avenue		5	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	ilysis Fr	om 07:0	00 AM to	09:45 A	M - Pea	ık 1 of 1									-		
Peak Hour for I	Entire In	tersecti	on Begi	ins at 07:	30 AM												
07:30 AM	0	0	0	0	26	271	0	297	36	0	19	55	1	227	17	245	597
07:45 AM	0	0	1	1	22	225	0	247	35	0	34	69	1	226	20	247	564
08:00 AM	0	0	1	1	21	256	0	277	24	1	16	41	0	196	25	221	540
08:15 AM	0	0	0	0	42	222	1	265	12	0	23	35	0	238	21	259	559
Total Volume	0	0	2	2	111	974	1	1086	107	1	92	200	2	887	83	972	2260
% App. Total	0	0	100		10.2	89.7	0.1		53.5	0.5	46		0.2	91.3	8.5		
PHF	.000	.000	.500	.500	.661	.899	.250	.914	.743	.250	.676	.725	.500	.932	.830	.938	.946

City of Los Angeles N/S: Park Avenue E/W: Sunset Boulevard

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at.																	
	08:45 AM				07:00 AN	Л			07:15 AN	1			07:30 AM				
+0 mins.	0	0	1	1	8	269	2	279	22	0	13	35	1	227	17	245	
+15 mins.	2	0	0	2	14	285	0	299	36	0	19	55	1	226	20	247	
+30 mins.	0	0	0	0	26	271	0	297	35	0	34	69	0	196	25	221	
+45 mins.	0	0	1	1	22	225	0	247	24	1	16	41	0	238	21	259	
Total Volume	2	0	2	4	70	1050	2	1122	117	1	82	200	2	887	83	972	
% App. Total	50	0	50		6.2	93.6	0.2		58.5	0.5	41		0.2	91.3	8.5		
PHF	.250	.000	.500	.500	.673	.921	.250	.938	.813	.250	.603	.725	.500	.932	.830	.938	

City of Los Angeles N/S: Park Avenue E/W: Sunset Boulevard

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

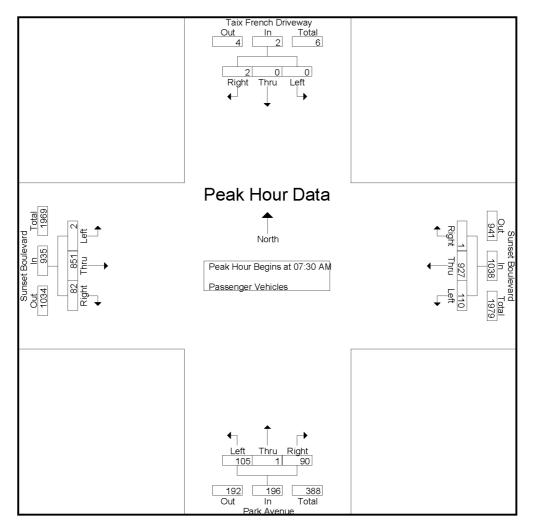
Groups Printed- Passenger Vehicles

Taix French Driveway Sunset Boulevard Park Avenue Sunset Boulevard																	
	Tai	x Frenc	h Drive	eway	5	Sunset	Bouleva	ard		Park	Avenue		5				
		South	bound			Wes	tbound			Nortl	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	7	253	2	262	20	0	7	27	0	148	11	159	449
07:15 AM	0	0	0	0	14	267	0	281	21	0	13	34	0	185	18	203	518
07:30 AM	0	0	0	0	25	259	0	284	35	0	19	54	1	217	17	235	573
07:45 AM	0	0	1	1	22	211	0	233	34	0	33	67	1	220	20	241	542
Total	1	0	1	2	68	990	2	1060	110	0	72	182	2	770	66	838	2082
08:00 AM	0	0	1	1	21	245	0	266	24	1	16	41	0	190	24	214	522
08:15 AM	ő	ő	Ó	o l	42	212	1	255	12	Ó	22	34	0	224	21	245	534
08:30 AM	0	0	0		8	192	1	202	19	0	19	38	0	201	22	223	463
	_		0	0						-			0				
08:45_AM	0	0	1_	1	15	204	1	220	32	0	19	51	1	216	23	240	512
Total	0	0	2	2	86	853	4	943	87	1	76	164	1	831	90	922	2031
09:00 AM	2	0	0	2	10	190	1	201	32	0	18	50	2	152	18	172	425
09:15 AM	0	0	0	0	8	230	0	238	20	0	14	34	2	188	21	211	483
09:30 AM	0	0	1	1	6	240	0	246	21	0	16	37	0	198	18	216	500
09:45 AM	0	0	0	0	15	199	0	214	37	1	17	55	2	164	19	185	454
Total	2	0	1	3	39	859	1	899	110	1	65	176	6	702	76	784	1862
Grand Total	3	0	4	7	193	2702	7	2902	307	2	213	522	9	2303	232	2544	5975
Apprch %	42.9	ő	57.1	'	6.7	93.1	0.2	2302	58.8	0.4	40.8	022	0.4	90.5	9.1	2077	0310
	0.1	0	0.1	0.1	3.2	45.2	0.2	106	5.1	0.4	3.6	8.7	0.4	38.5	3.9	42.6	
Total %	0.1	U	U. I	0.1	ა.∠	45.2	0.1	48.6	J. I	U	3.0	0.7	0.2	JO.5	3.9	4∠.0	

	Та	ix Frenc	h Drive	way	Sunset Boulevard					Park .	Avenue		5	ırd			
		South	bound			West	bound			North	nbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 07:3	O AM to	08:15 A	M - Pea	k 1 of 1					-						
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07:	30 AM												
07:30 AM	0	0	0	0	25	259	0	284	35	0	19	54	1	217	17	235	573
07:45 AM	0	0	1	1	22	211	0	233	34	0	33	67	1	220	20	241	542
08:00 AM	0	0	1	1	21	245	0	266	24	1	16	41	0	190	24	214	522
08:15 AM	0	0	0	0	42	212	1	255	12	0	22	34	0	224	21	245	534
Total Volume	0	0	2	2	110	927	1	1038	105	1	90	196	2	851	82	935	2171
% App. Total	0	0	100		10.6	89.3	0.1		53.6	0.5	45.9		0.2	91	8.8		
PHF	.000	.000	.500	.500	.655	.895	.250	.914	.750	.250	.682	.731	.500	.950	.854	.954	.947

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

07:30 AM				07:30 AM	1			07:30 AM	1			07:30 AM			
0	0	0	0	25	259	0	284	35	0	19	54	1	217	17	235
0	0	1	1	22	211	0	233	34	0	33	67	1	220	20	241
0	0	1	1	21	245	0	266	24	1	16	41	0	190	24	214
0	0	0	0	42	212	1	255	12	0	22	34	0	224	21	245
0	0	2	2	110	927	1	1038	105	1	90	196	2	851	82	935
0	0	100		10.6	89.3	0.1		53.6	0.5	45.9		0.2	91	8.8	
.000	.000	.500	.500	.655	.895	.250	.914	.750	.250	.682	.731	.500	.950	.854	.954
	0 0 0 0	07:30 AM	0 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0 2 0 0 100	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0     0     0     0     25       0     0     1     1     22       0     0     1     1     21       0     0     0     42       0     0     2     2     110       0     0     100     10.6	0     0     0     0     25     259       0     0     1     1     22     211       0     0     1     1     21     245       0     0     0     42     212       0     0     2     2     110     927       0     0     10.6     89.3	0       0       0       25       259       0         0       0       1       1       22       211       0         0       0       1       1       21       245       0         0       0       0       42       212       1         0       0       2       2       110       927       1         0       0       10.6       89.3       0.1	0       0       0       0       25       259       0       284         0       0       1       1       22       211       0       233         0       0       1       1       21       245       0       266         0       0       0       42       212       1       255         0       0       2       2       110       927       1       1038         0       0       10.6       89.3       0.1	0       0       0       0       25       259       0       284       35         0       0       1       1       22       211       0       233       34         0       0       1       1       21       245       0       266       24         0       0       0       42       212       1       255       12         0       0       2       2       110       927       1       1038       105         0       0       100       10.6       89.3       0.1       53.6	0       0       0       0       25       259       0       284       35       0         0       0       1       1       22       211       0       233       34       0         0       0       1       1       21       245       0       266       24       1         0       0       0       0       42       212       1       255       12       0         0       0       2       2       110       927       1       1038       105       1         0       0       100       10.6       89.3       0.1       53.6       0.5	0       0       0       0       25       259       0       284       35       0       19         0       0       1       1       22       211       0       233       34       0       33         0       0       1       1       21       245       0       266       24       1       16         0       0       0       42       212       1       255       12       0       22         0       0       2       2       110       927       1       1038       105       1       90         0       0       100       10.6       89.3       0.1       53.6       0.5       45.9	0       0       0       0       25       259       0       284       35       0       19       54         0       0       1       1       22       211       0       233       34       0       33       67         0       0       1       1       21       245       0       266       24       1       16       41         0       0       0       42       212       1       255       12       0       22       34         0       0       2       2       110       927       1       1038       105       1       90       196         0       0       100       10.6       89.3       0.1       53.6       0.5       45.9	0       0       0       0       25       259       0       284       35       0       19       54       1         0       0       1       1       22       211       0       233       34       0       33       67       1         0       0       1       1       21       245       0       266       24       1       16       41       0         0       0       0       0       1       255       12       0       22       34       0         0       0       2       2       110       927       1       1038       105       1       90       196       2         0       0       100       10.6       89.3       0.1       53.6       0.5       45.9       0.2	0       0       0       0       25       259       0       284       35       0       19       54       1       217         0       0       1       1       22       211       0       233       34       0       33       67       1       220         0       0       1       1       21       245       0       266       24       1       16       41       0       190         0       0       0       42       212       1       255       12       0       22       34       0       224         0       0       2       2       110       927       1       1038       105       1       90       196       2       851         0       0       100       10.6       89.3       0.1       53.6       0.5       45.9       0.2       91	0       0       0       0       25       259       0       284       35       0       19       54       1       217       17         0       0       1       1       22       211       0       233       34       0       33       67       1       220       20         0       0       1       1       21       245       0       266       24       1       16       41       0       190       24         0       0       0       42       212       1       255       12       0       22       34       0       224       21         0       0       2       2       110       927       1       1038       105       1       90       196       2       851       82         0       0       100       10.6       89.3       0.1       53.6       0.5       45.9       0.2       91       8.8

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

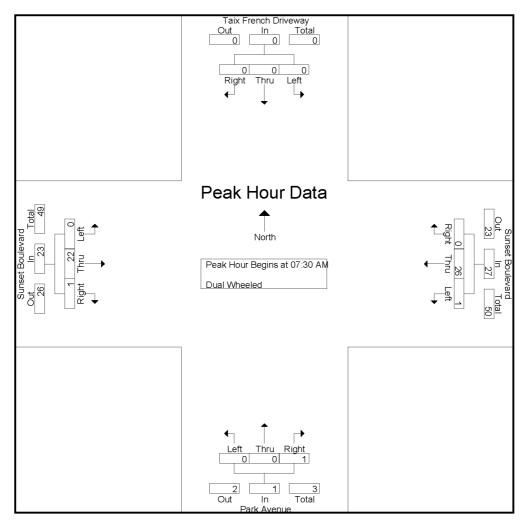
Groups Printed- Dual Wheeled

		_						riiiileu- L	Juai VVI								
	Iai	x Frenc		eway	٤		Bouleva	ard			Avenue	•	5		Bouleva	ird	
		South	nbound			Wes	tbound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	7	0	8	2	0	0	2	0	4	0	4	14
07:15 AM	0	0	0	0	0	8	0	8	1	0	0	1	0	3	0	3	12
07:30 AM	0	0	0	0	1	7	0	8	0	0	0	0	0	7	0	7	15
07:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11_
Total	0	0	0	0	2	31	0	33	3	0	0	3	0	16	0	16	52
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
08:15 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11	17
08:30 AM	0	0	0	0	1	5	0	6	1	0	0	1	0	4	0	4	11
08:45 AM	0	0	0	0	0	6	0	6	1	0	0	1	0	3	0	3	10
Total	0	0	0	0	1	21	0	22	2	0	1	3	0	20	1	21	46
09:00 AM	0	0	0	0	0	8	0	8	1	0	1	2	0	3	0	3	13
09:15 AM	0	0	0	0	0	7	0	7	2	0	0	2	0	5	0	5	14
09:30 AM	0	0	0	0	1	9	0	10	2	0	0	2	0	3	0	3	15
09:45 AM	0	0	0	0	1	20	0	21	1	0	1	2	0	3	0	3	26
Total	0	0	0	0	2	44	0	46	6	0	2	8	0	14	0	14	68
Grand Total	0	0	0	0	5	96	0	101	11	0	3	14	0	50	1	51	166
Apprch %	0	0	0		5	95	0		78.6	0	21.4		0	98	2		
Total %	0	0	0	0	3	57.8	0	60.8	6.6	0	1.8	8.4	0	30.1	0.6	30.7	

	Tai	ix Frenc	h Drive	way	9	Sunset	Bouleva	rd		Park	Avenue		5	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 07:3	0 AM to	08:15 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07:	30 AM												
07:30 AM	0	0	0	0	1	7	0	8	0	0	0	0	0	7	0	7	15
07:45 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3	8
08:15 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11	17
Total Volume	0	0	0	0	1	26	0	27	0	0	1	1	0	22	1	23	51
% App. Total	0	0	0		3.7	96.3	0		0	0	100		0	95.7	4.3		
PHF	.000	.000	.000	.000	.250	.722	.000	.750	.000	.000	.250	.250	.000	.500	.250	.523	.750

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each	Approach	Begins at:

I Cak Hour for	Lacity	pprodoi	1 Degin	5 at.												
	07:30 AM	1			07:30 AN	Л			07:30 AN	Л			07:30 AN	1		
+0 mins.	0	0	0	0	1	7	0	8	0	0	0	0	0	7	0	7
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	11	0	11
Total Volume	0	0	0	0	1	26	0	27	0	0	1	1	0	22	1	23
% App. Total	0	0	0		3.7	96.3	0		0	0	100		0	95.7	4.3	
PHF	.000	.000	.000	.000	.250	.722	.000	.750	.000	.000	.250	.250	.000	.500	.250	.523

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

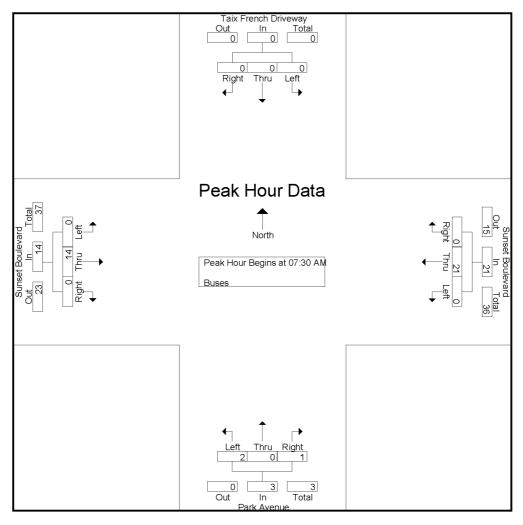
Groups Printed- Buses

r									aps Filling	u- Duse								r
		Tai	x Frenc	ch Drive	eway	S	Sunset l	Bouleva	ard		Park	Avenue		5	Sunset	Bouleva	rd	
			South	nbound	-		West	bound			Nortl	nbound			East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
	07:15 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	2	12
	07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
	07:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4	11
	Total	0	0	0	0	0	29	0	29	2	0	1	3	0	14	0	14	46
	08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
	08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
	08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
	08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
	Total	0	0	0	0	0	21	0	21	0	0	0	0	0	14	0	14	35
	09:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
	09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
	09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
	09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
	Total	0	0	0	0	0	13	0	13	0	0	0	0	0	14	0	14	27
	Grand Total	0	0	0	0	0	63	0	63	2	0	1	3	0	42	0	42	108
	Apprch %	0	0	0		0	100	0		66.7	0	33.3		0	100	0		
	Total %	0	0	0	0	0	58.3	0	58.3	1.9	0	0.9	2.8	0	38.9	0	38.9	

	Tai	x Frenc	ch Drive	way	5	Sunset l	Bouleva	ard		Park .	Avenue		5	Sunset	Bouleva	ırd	
		South	bound	-		West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	ilysis Fro	om 07:3	30 AM to	08:15 A	M - Pea	k 1 of 1					_				-		
Peak Hour for I	Entire In	tersecti	on Begi	ns at 07:	30 AM												
07:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
07:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4	11
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	21	0	21	2	0	1	3	0	14	0	14	38
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.500	.000	.250	.375	.000	.875	.000	.875	.864

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I Cak Hoar for	Lacity	pprodoi	1 Degini	. at.												
	07:30 AM				07:30 AM	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3
+15 mins.	0	0	0	0	0	5	0	5	1	0	1	2	0	4	0	4
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	21	0	21	2	0	1	3	0	14	0	14
_ % App. Total	0	0	0		0	100	0		66.7	0	33.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.500	.000	.250	.375	.000	.875	.000	.875

Weather: Clear

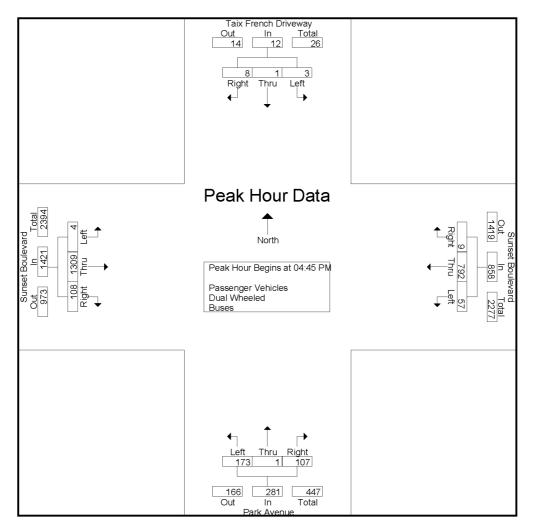
File Name : 03\_LAC\_Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

				G	roups F	rinted-	Passer	nger Vehic	cles - D	ual Wh	eeled -	Buses					
	Tai	x Frenc	h Drive	eway		Sunset	Bouleva	ard		Park .	Avenue		9	Sunset	Bouleva	ard	
		South	bound			Wes	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	2	2	9	201	0	210	24	1	10	35	1	240	27	268	515
03:15 PM	0	0	2	2	19	194	0	213	32	1	28	61	0	182	20	202	478
03:30 PM	0	0	1	1	19	221	0	240	26	0	19	45	2	271	28	301	587
03:45 PM	1	0	0	1	16	232	0	248	34	0	27	61	0	268	29	297	607
Total	1	0	5	6	63	848	0	911	116	2	84	202	3	961	104	1068	2187
1	ı																
04:00 PM	1	0	0	1	11	205	1	217	35	0	29	64	0	285	33	318	600
04:15 PM	0	0	3	3	19	165	0	184	23	0	24	47	1	274	34	309	543
04:30 PM	0	0	1	1	13	193	0	206	24	2	32	58	0	319	28	347	612
04:45 PM	0	0	1_	1	15	184	2	201	40	0	30	70	1_	328	32	361	633
Total	1	0	5	6	58	747	3	808	122	2	115	239	2	1206	127	1335	2388
05.00.014			_	_	•		_	222				25	_				
05:00 PM	2	1	2	5	8	226	2	236	42	1	22	65	0	334	28	362	668
05:15 PM	1	0	4	5	18	166	4	188	34	0	30	64	0	360	22	382	639
05:30 PM	0	0	1	1	16	216	1	233	57	0	25	82	3	287	26	316	632
05:45 PM	0	0	0 7	0	17	171	1_	189	45	0	20	65	5	288	26	319	573
Total	3	1	1	11	59	779	8	846	178	1	97	276	8	1269	102	1379	2512
Grand Total	5	1	17	23	180	2374	11	2565	416	5	296	717	13	3436	333	3782	7087
Apprch %	21.7	4.3	73.9		7	92.6	0.4	2000	58	0.7	41.3		0.3	90.9	8.8	0.02	1001
Total %	0.1	0	0.2	0.3	2.5	33.5	0.2	36.2	5.9	0.1	4.2	10.1	0.2	48.5	4.7	53.4	
Passenger Vehicles	5	1	17	23	179	2313	11	2503	412	5	293	710	13	3324	328	3665	6901
% Passenger Vehicles	100	100	100	100	99.4	97.4	100	97.6	99	100	99	99	100	96.7	98.5	96.9	97.4
Dual Wheeled	0	0	0	0	1	16	0	17	3	0	1	4	0	61	3	64	85
% Dual Wheeled	0	0	0	0	0.6	0.7	0	0.7	0.7	0	0.3	0.6	0	1.8	0.9	1.7	1.2
Buses	0	0	0	0	0	45	0	45	1	0	2	3	0	51	2	53	101
% Buses	0	0	0	0	0	1.9	0	1.8	0.2	0	0.7	0.4	0	1.5	0.6	1.4	1.4

	Tai	x Frenc	h Drive	way	5	Sunset	Bouleva	ard		Park	Avenue		9	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fro	om 03:0	00 PM to	05:45 P	M - Pea	ık 1 of 1									-		
Peak Hour for I	Entire In	tersecti	on Begi	ins at 04:	45 PM												
04:45 PM	0	0	1	1	15	184	2	201	40	0	30	70	1	328	32	361	633
05:00 PM	2	1	2	5	8	226	2	236	42	1	22	65	0	334	28	362	668
05:15 PM	1	0	4	5	18	166	4	188	34	0	30	64	0	360	22	382	639
05:30 PM	0	0	1	1	16	216	1	233	57	0	25	82	3	287	26	316	632
Total Volume	3	1	8	12	57	792	9	858	173	1	107	281	4	1309	108	1421	2572
% App. Total	25	8.3	66.7		6.6	92.3	1		61.6	0.4	38.1		0.3	92.1	7.6		
PHF	.375	.250	.500	.600	.792	.876	.563	.909	.759	.250	.892	.857	.333	.909	.844	.930	.963

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for	Each Ap	proaci	n Begins	s at:												
	04:30 PM				03:15 PM	I			04:45 PN	1			04:30 PN	1		
+0 mins.	0	0	1	1	19	194	0	213	40	0	30	70	0	319	28	347
+15 mins.	0	0	1	1	19	221	0	240	42	1	22	65	1	328	32	361
+30 mins.	2	1	2	5	16	232	0	248	34	0	30	64	0	334	28	362
+45 mins.	1	0	4	5	11	205	1	217	57	0	25	82	0	360	22	382
Total Volume	3	1	8	12	65	852	1	918	173	1	107	281	1	1341	110	1452
% App. Total	25	8.3	66.7		7.1	92.8	0.1		61.6	0.4	38.1		0.1	92.4	7.6	
PHF	.375	.250	.500	.600	.855	.918	.250	.925	.759	.250	.892	.857	.250	.931	.859	.950

Weather: Clear

File Name : 03\_LAC\_Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

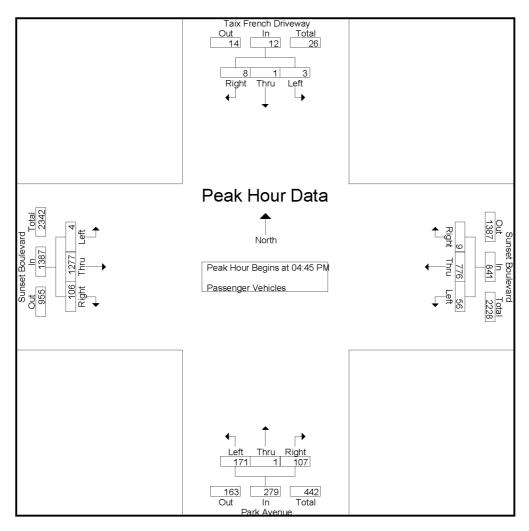
Groups Printed- Passenger Vehicles

	Tai	x Frenc	h Drive	way	5		Bouleva	ard	0011901		Avenue		5	Sunset	Bouleva	ard	
		South	bound	-		Wes	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	2	2	9	194	0	203	24	1	10	35	1	231	27	259	499
03:15 PM	0	0	2	2	19	189	0	208	31	1	27	59	0	167	20	187	456
03:30 PM	0	0	1	1	19	211	0	230	26	0	18	44	2	261	26	289	564
03:45 PM	1	0	0	1	16	225	0	241	34	0	27	61	0	255	29	284	587
Total	1	0	5	6	63	819	0	882	115	2	82	199	3	914	102	1019	2106
04:00 PM	1	0	0	1	11	200	1	212	35	0	29	64	0	278	33	311	588
04:15 PM	0	0	3	3	19	158	0	177	23	0	23	46	1	268	34	303	529
04:30 PM	0	0	1	1	13	191	0	204	23	2	32	57	0	310	28	338	600
04:45 PM	0	0	1	1	15	178	2	195	40	0	30	70	1	322	32	355	621
Total	1	0	5	6	58	727	3	788	121	2	114	237	2	1178	127	1307	2338
05:00 PM	2	1	2	5	8	222	2	232	41	1	22	64	0	325	27	352	653
05:15 PM	1	0	4	5	17	163	4	184	33	0	30	63	0	348	22	370	622
05:30 PM	0	0	1	1	16	213	1	230	57	0	25	82	3	282	25	310	623
05:45 PM	0	0	0	0	17_	169	1_	187	45	0	20	65	5	277	25	307	559
Total	3	1	7	11	58	767	8	833	176	1	97	274	8	1232	99	1339	2457
Grand Total	5	1	17	23	179	2313	11	2503	412	5	293	710	13	3324	328	3665	6901
Apprch %	21.7	4.3	73.9		7.2	92.4	0.4		58	0.7	41.3		0.4	90.7	8.9		
Total %	0.1	0	0.2	0.3	2.6	33.5	0.2	36.3	6	0.1	4.2	10.3	0.2	48.2	4.8	53.1	

	Tai	ix Frenc	h Drive	way	5	Sunset	Bouleva	ırd		Park	Avenue			Sunset	Bouleva	ırd	
		South	bound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:4	5 PM t	o 05:30 P	M - Pea	k 1 of 1									<u>-</u>		
Peak Hour for I	Entire In	tersecti	on Beg	ins at 04:	45 PM												
04:45 PM	0	0	1	1	15	178	2	195	40	0	30	70	1	322	32	355	621
05:00 PM	2	1	2	5	8	222	2	232	41	1	22	64	0	325	27	352	653
05:15 PM	1	0	4	5	17	163	4	184	33	0	30	63	0	348	22	370	622
05:30 PM	0	0	1	1	16	213	1	230	57	0	25	82	3	282	25	310	623
Total Volume	3	1	8	12	56	776	9	841	171	1	107	279	4	1277	106	1387	2519
% App. Total	25	8.3	66.7		6.7	92.3	1.1		61.3	0.4	38.4		0.3	92.1	7.6		
PHF	.375	.250	.500	.600	.824	.874	.563	.906	.750	.250	.892	.851	.333	.917	.828	.937	.964

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak noul loi	_⊏acn Aµ	proaci	ı begini	s al.												
	04:45 PM				04:45 PM	I			04:45 PM	1			04:45 PN	1		
+0 mins.	0	0	1	1	15	178	2	195	40	0	30	70	1	322	32	355
+15 mins.	2	1	2	5	8	222	2	232	41	1	22	64	0	325	27	352
+30 mins.	1	0	4	5	17	163	4	184	33	0	30	63	0	348	22	370
+45 mins.	0	0	1	1	16	213	1	230	57	0	25	82	3	282	25	310
Total Volume	3	1	8	12	56	776	9	841	171	1	107	279	4	1277	106	1387
% App. Total	25	8.3	66.7		6.7	92.3	1.1		61.3	0.4	38.4		0.3	92.1	7.6	
PHF	.375	.250	.500	.600	.824	.874	.563	.906	.750	.250	.892	.851	.333	.917	.828	.937

Weather: Clear

File Name : 03\_LAC\_Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

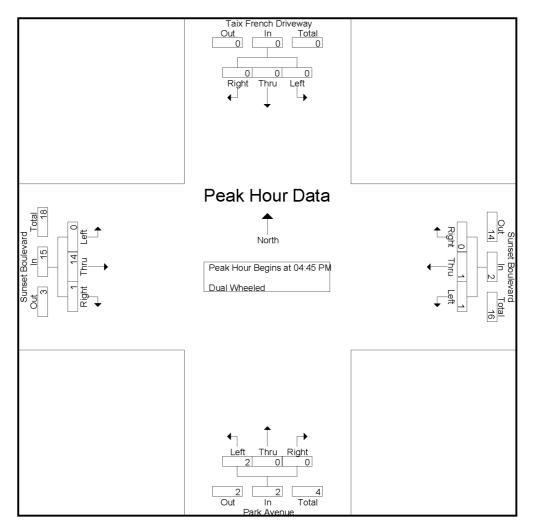
Groups Printed- Dual Wheeled

								i illitea- L	Juai VVI	leeleu							T
	Tai	x Frenc	ch Drive	eway	5	Sunset l	Bouleva	ard		Park	Avenue	•	8	Sunset	Bouleva	ırd	
		South	nbound			West	bound			Nortl	hbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	11	0	11	12
03:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	1	8	14
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	30	1	31	43
04:00 PM	0	0	0	0	0	1	0	4	^	0	0	0		1	0	1	5
	_	_	-		_	1	0		Ü	0	0	0	Ü	4	0	4	5
04:15 PM	0	0	0	0	0	Ų	0	0	Ü	0	1	1	0	4	0	4	5
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4_
Total	0	0	0	0	0	2	0	2	1	0	1	2	0	14	0	14	18
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	l 0	4	0	4	6
05:15 PM	ő	Ö	Ö	ő	1	'n	ñ	1	1	n	Ö	1	n	4	n	4	6
05:30 PM	0	Ö	0	Ö	Ö	0	Ô	ò	ò	0	Ö	Ċ	o o	2	1	3	3
05:45 PM	Ö	Ö	Ö	Ö	Ö	1	Ô	1	Ô	Ö	0	Õ	0	7	1	8	9
Total	0	0	0	0	1	2	0	3	2	0	0	2	0	17	2	19	24
Grand Total	0	0	0	0	1	16	0	17	3	0	1	4	0	61	3	64	85
Apprch %	0	0	0		5.9	94.1	0		75	0	25		0	95.3	4.7		
Total %	0	0	0	0	1.2	18.8	0	20	3.5	0	1.2	4.7	0	71.8	3.5	75.3	

	Та	ix Frenc		way	S		Bouleva	ırd			Avenue		5		Bouleva	ard	
		South	bound			Wes	tbound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 04:4	5 PM to	05:30 P	M - Pea	k 1 of 1	1				_				-		
Peak Hour for I	Entire In	tersecti	on Begi	ns at 04:	45 PM												ı
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3_
Total Volume	0	0	0	0	1	1	0	2	2	0	0	2	0	14	1	15	19
% App. Total	0	0	0		50	50	0		100	0	0		0	93.3	6.7		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.500	.000	.000	.500	.000	.875	.250	.938	.792

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak noul loi	_⊏acn Aµ	proaci	i begins	s al.												
	04:45 PM				04:45 PN	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4
+30 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	4	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
Total Volume	0	0	0	0	1	1	0	2	2	0	0	2	0	14	1	15
% App. Total	0	0	0		50	50	0		100	0	0		0	93.3	6.7	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.500	.000	.000	.500	.000	.875	.250	.938

Weather: Clear

File Name : 03\_LAC\_Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

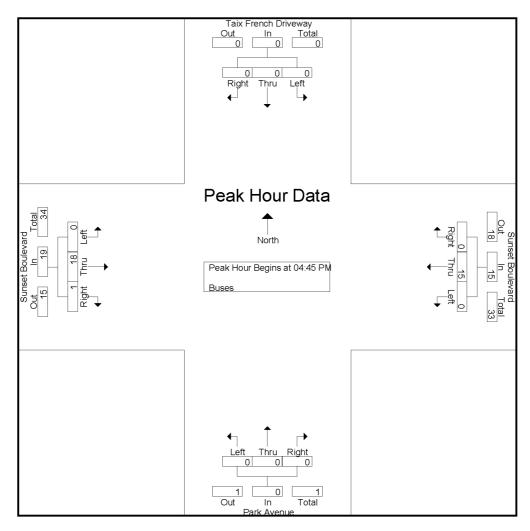
Groups Printed- Buses

								apa i iiile	u- Dusi								
	Tai	x Frenc	ch Drive	eway	8	Sunset	Bouleva	ard		Park	Avenue	)	9	Sunset	Bouleva	ırd	
		South	nbound			West	tbound			Nortl	hbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
03:15 PM	0	0	0	0	0	4	0	4	1	0	1	2	0	4	0	4	10
03:30 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	3	1	4	9
03:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	0	17	0	17	1	0	2	3	0	17	1	18	38
04:00 PM	0	0	0	0	l о	4	٥	4	_	0	0	0	۱ ،	3	0	3	7
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	,	2	0	2	,
	_	-	-	- 1	_	1	0	1	0	0		0	0	_	0		9
04:30 PM	0	0	0	0	0	1	U	1	U	U	0	U	U	/	U	/	8
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	14	0	14	32
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	20	1	21	31
Grand Total	0	0	0	0	l 0	45	0	45	1	0	2	3	0	51	2	53	101
Apprch %	0	0	0	U	0	100	0	43	33.3	0	66.7	3	0	96.2	3.8	55	101
	_		_		_		0	440	33.3	_		_	_			<b>50 5</b>	
Total %	0	0	0	0	0	44.6	Ü	44.6	1	0	2	3	0	50.5	2	52.5	

	Tai	ix Frenc	h Drive	way	S	Sunset l	Bouleva	rd		Park	Avenue		5	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 04:4	5 PM to	05:30 P	M - Pea	k 1 of 1					<del>-</del>						
Peak Hour for I	Entire In	tersecti	on Beg	ins at 04:	45 PM												
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	18	1	19	34
% App. Total	0	0	0		0	100	0		0	0	0		0	94.7	5.3		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.250	.594	.773

Weather: Clear

File Name: 03\_LAC\_Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	04:45 PM	1	-		04:45 PM	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	18	1	19
% App. Total	0	0	0		0	100	0		0	0	0		0	94.7	5.3	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.250	.594

# STREET:

**School Day:** 

**BUSES** 

YES

North/South Park Avenue

East/West Sunset Boulevard

**Day:** Tuesday **Date:** June 4, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM Staff: CUI

District:

	N/B	S/B	E/B	W/B
DUAL-				
WHEELED	18	0	115	118
BIKES	15	6	106	78

0

Hollywood

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	69	7.45	2	9.00	259	8.15	299	7.15
PMPK 15 MIN	82	5.30	5	5.00	382	5.15	248	3.45
AMPKHOUR	200	7.15	4	8.45	972	7.30	1122	7.00
PMPKHOUR	281	4.45	12	4.30	1452	4.30	918	3.15

NORTHBOUND Approach	SOUTHBOUND Approach	TOTAL	XING S/L	XING N/L

I/S CODE 19340

108

95

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch		Ped	Sch
7-8	115	0	73	188	7-8	1	0	1	2	190	23	15	[	11	18
8-9	89	1	77	167	8-9	0	0	2	2	169	36	5		19	13
9-10	116	1	67	184	9-10	2	0	1	3	187	40	8		21	9
3-4	116	2	84	202	3-4	1	0	5	6	208	61	21		29	32
4-5	122	2	115	239	4-5	1	0	5	6	245	60	17		37	27
5-6	178	1	97	276	5-6	3	1	7	11	287	59	10		41	18
TOTAL	736	7	513	1256	TOTAL	8	1	21	30	1286	279	76	[	158	117

# EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L

Hours 7-8 8-9	Lt 2 1	Th 800 865	Rt 66 91	Total 868 957	Hours 7-8 8-9	Lt 70 87	Th 1050 895	Rt 2 4	Total 1122 986		E-W 1990 1943	Ped 9 12	Sch 7 2	E	Ped 4 7	Sch 8 6
9-10	6	730	76	812	9-10	41	916	1	958		1770	14	2		9	14
3-4	3	961	104	1068	3-4	63	848	0	911		1979	23	12		18	12
4-5	2	1206	127	1335	4-5	58	747	3	808		2143	26	14		14	3
5-6	8	1269	102	1379	5-6	59	779	8	846	[	2225	40	4		11	4
TOTAL	22	5831	566	6419	TOTAL	378	5235	18	5631	[	12050	124	41		63	47

(Rev Oct 06)

#### City of Los Angeles

#### Department of Transportation

#### **BICYCLE COUNT SUMMARY**

STREET:

North/South: Park Avenue

East/West: Sunset Boulevard

Day: Tuesday

School Day: Yes

6/4/2019 Date: Hollywood District:

Weather: I/S Code:

CLEAR

Hours:

7-10 AM, 3-6 PM

Staff:

CUI

19340

### **NORTHBOUND Approach**

Lt	Th	Rt	Total
1	0	1	2
0	0	1	1
1	0	2	3
0	1	1	2
0	3	0	3
2	2	0	4

SOUTH	BOU	ND Ap	pro	acl
SOUTH	BOU	ND Ap	pro	ac

Lt	Th	Rt	Total
0	0	0	0
0	1	0	1
0	2	0	2
0	0	0	0
1	0	0	1
0	2	0	2
1	5	0	6

N-S	
2	Ī
2	
5	
 2	
4	••••
 6	""

**TOTAL** 

TOTAL

Hours

7-8

8-9

9-10

3-4

4-5

5-6

Hours

7-8

8-9

9-10

3-4

4-5

5-6

4	6	5	15

TOTAL

Hours

7-8

8-9

9-10

3-4

4-5

5-6

Hours

7-8

8-9

3-4

4-5

5-6

9-10

1	5	0	6	

21	

**TOTAL** 

#### **EASTBOUND Approach**

Lt	Th	Rt	Total
0	13	3	16
0	16	3	19
0	9	4	13
0	9	0	9
0	18	8	26
0	22	1	23

## **WESTBOUND Approach**

Lt	Th	Rt	Total
0	7	0	7
0	8	0	8
0	7	0	7
1	10	0	11
1	14	0	15
0	30	0	30

2

E-W				
23				
27				
20				
20				

TOTAL

0	87	19	106

Т	7	ΓΔ	ı.	

76	0	78	

184

## REMARKS (6 hour total):

NB	SB	EB	WB	TOTAL

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

0	1	1	0	2
7	3	10	12	32
6	4	8	8	26
5	3	4	5	17

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI LADOT 2015 CMP

## PEDESTRIAN COUNT SUMMARY

STREET:

North/South: Park Avenue

East/West: Sunset Boulevard Tuesday Day:

School Day: YES

Hours: 7-10 AM, 3-6 PM Staff:

Hollywood

Weather: CLEAR I/S Code:

19340

CUI

Date:

District:

AM PEAK PERIOD

DA4	DEAK	DEDIOD

	7 WITT EXILITE ENGE				
15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	4	5	0	1	10
7:15-7:30	7	4	3	4	18
7:30-7:45	10	6	4	7	27
7:45-8:00	8	23	5	4	40
8:00-8:15	8	17	3	5	33
8:15-8:30	6	8	2	4	20
8:30-8:45	9	5	1	1	16
8:45-9:00	9	11	7	4	31
9:00-9:15	8	5	3	2	18
9:15-9:30	7	12	9	5	33
9:30-9:45	9	14	7	5	35
9:45-10:00	6	17	4	4	31

15 Min. Interval 3:00-3:15 3:15-3:30 3:30-3:45 3:45-4:00 4:00-4:15 4:15-4:30 4:30-4:45 4:45-5:00 5:00-5:15 5:15-5:30 5:30-5:45 5:45-6:00

June 4, 2019

	PM PEAK PERIOD					
	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL	
I	26	38	12	12	88	
I	8	26	6	6	46	
I	14	28	10	10	62	
I	13	30	8	18	69	
I	18	52	4	22	96	
I	15	24	8	14	61	
	14	26	14	8	62	
	17	18	2	8	45	
I	18	22	8	24	72	
	5	32	8	14	59	
	20	38	6	18	82	
	16	26	0	24	66	

Hours 7 - 8 8 - 9

9 - 10

TOTAL

29	38	12	16	95
32	41	13	14	100
30	48	23	16	117
91	127	/18	46	312

Hours 3 - 4

4 - 5 5 - 6

61	122	36	46	265
64	120	28	52	264
59	118	22	80	279
184	360	86	178	808

REMARKS (6 hour total):

N-LEG	S-LEG	F-LEG	W-LEG	TOTAL

- Wheelchair/special needs assistance
- Skateboard/scooter

0	0	0	0	0
9	16	0	12	37

N: North, S: South, E: East, W: West, I/S: Intersection

LADOT 2015 CMP Source:

File Name: 04\_LAC\_Glendale\_Park AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

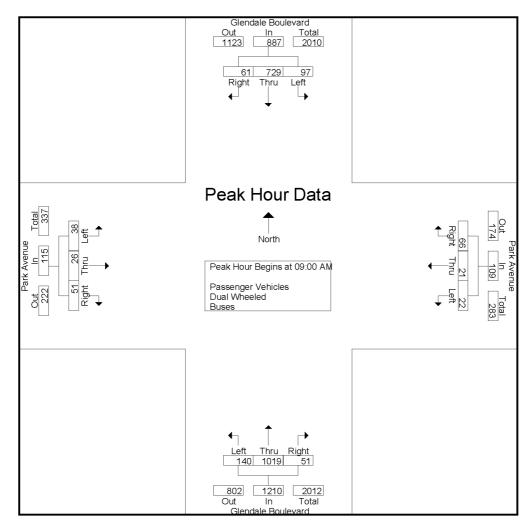
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	_				roups P			iger veni									
	G		Boulev	ard			Avenue		GI		Boule	/ard			Avenue	)	
			nbound				bound				<u>pbound</u>				tbound		
Start Time	Left	Thru	Right		Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	110	7	135	3	2	6	11	37	280	3	320	3	1	8	12	478
07:15 AM	22	149	6	177	2	2	18	22	47	265	11	323	3	1	6	10	532
07:30 AM	30	166	11	207	3	6	13	22	88	220	20	328	5	7	14	26	583
07:45 AM	27	196	19	242	6	6	11	23	69	197	25	291	5	3	17	25	581
Total	97	621	43	761	14	16	48	78	241	962	59	1262	16	12	45	73	2174
08:00 AM	17	147	19	183	7	11	11	29	51	180	19	250	10	8	11	29	491
08:15 AM	16	145	12	173	2	7	13	22	49	205	25	279	2	2	12	16	490
08:30 AM	16	161	12	189	3	8	14	25	48	252	20	320	4	1	12	17	551
08:45 AM	21	165	19	205	3	2	12	17	62	246	17	325	6	9	12	27	574
Total	70	618	62	750	15	28	50	93	210	883	81	1174	22	20	47	89	2106
	'											,					
09:00 AM	20	145	12	177	5	5	12	22	59	221	25	305	7	7	11	25	529
09:15 AM	24	218	12	254	4	6	12	22	29	260	7	296	5	5	12	22	594
09:30 AM	18	213	16	247	7	7	16	30	25	275	7	307	13	6	9	28	612
09:45 AM	35	153	21	209	6	3	26	35	27	263	12	302	13	8	19	40	586
Total	97	729	61	887	22	21	66	109	140	1019	51	1210	38	26	51	115	2321
				'				'				'					
Grand Total	264	1968	166	2398	51	65	164	280	591	2864	191	3646	76	58	143	277	6601
Apprch %	11	82.1	6.9		18.2	23.2	58.6		16.2	78.6	5.2		27.4	20.9	51.6		
'total %	4	29.8	2.5	36.3	0.8	1	2.5	4.2	9	43.4	2.9	55.2	1.2	0.9	2.2	4.2	
Passenger Vehicles	251	1867	165	2283	51	65	161	277	585	2700	190	3475	74	56	139	269	6304
% Passenger Vehicles	95.1	94.9	99.4	95.2	100	100	98.2	98.9	99	94.3	99.5	95.3	97.4	96.6	97.2	97.1	95.5
Dual Wheeled	10	87	1	98	0	0	3	3	6	144	1	151	2	2	3	7	259
% Dual Wheeled	3.8	4.4	0.6	4.1	Ö	Ö	1.8	1.1	1	5	0.5	4.1	2.6	3.4	2.1	2.5	3.9
Buses	3	14	0.0	17	0	0	0	0	Ö	20	0.0	20	0	0.1	1	1	38
% Buses	1.1	0.7	0	0.7	0	0	0	ő	Ô	0.7	0	0.5	0	Ö	0.7	0.4	0.6
,		0.7	-	0.7		5	3	0	5	0.7	J	5.0	5	J	0.7	<b>∪</b> .¬	5.5

		ll - l -	Dander	1		Davida	Λ		_	La sa alada	Davilari			Donale	A		
	G	iendale	Boulev	ard		Park /	4venue		G	iendale	Boulev	ard		Park	Avenue		
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 07:0	00 AM to	o 09:45 A	M - Pea	k 1 of 1	_				_				-		
Peak Hour for !	Entire In	tersect	ion Beg	ins at 09:	MA 00												
09:00 AM	20	145	12	177	5	5	12	22	59	221	25	305	7	7	11	25	529
09:15 AM	24	218	12	254	4	6	12	22	29	260	7	296	5	5	12	22	594
09:30 AM	18	213	16	247	7	7	16	30	25	275	7	307	13	6	9	28	612
09:45 AM	35	153	21	209	6	3	26	35	27	263	12	302	13	8	19	40	586
Total Volume	97	729	61	887	22	21	66	109	140	1019	51	1210	38	26	51	115	2321
% App. Total	10.9	82.2	6.9		20.2	19.3	60.6		11.6	84.2	4.2		33	22.6	44.3		
PHF	693	836	726	873	786	750	635	779	593	926	510	985	731	813	671	719	948

File Name: 04\_LAC\_Glendale\_Park AM Site Code: 16619417

Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	09:00 AM	_	-		09:00 AM	l			07:00 AM	1			09:00 AN	1		
+0 mins.	20	145	12	177	5	5	12	22	37	280	3	320	7	7	11	25
+15 mins.	24	218	12	254	4	6	12	22	47	265	11	323	5	5	12	22
+30 mins.	18	213	16	247	7	7	16	30	88	220	20	328	13	6	9	28
+45 mins.	35	153	21	209	6	3	26	35	69	197	25	291	13	8	19	40
Total Volume	97	729	61	887	22	21	66	109	241	962	59	1262	38	26	51	115
% App. Total	10.9	82.2	6.9		20.2	19.3	60.6		19.1	76.2	4.7		33	22.6	44.3	
PHF	.693	.836	.726	.873	.786	.750	.635	.779	.685	.859	.590	.962	.731	.813	.671	.719

File Name: 04\_LAC\_Glendale\_Park AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

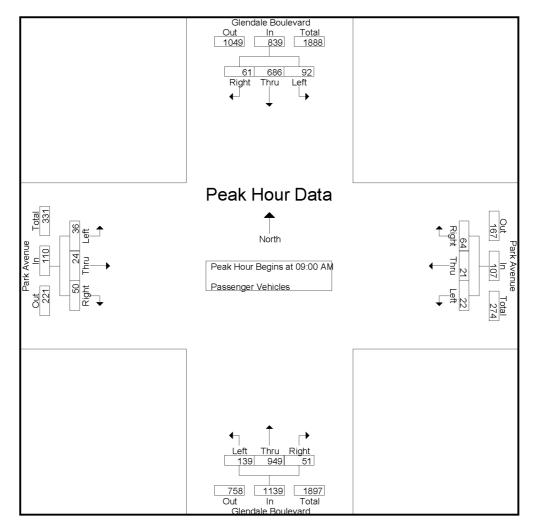
Groups Printed- Passenger Vehicles

						GIO	ups Prii	ntea- Pas	senger	venici	<del>es</del>						
	G	lendale	Boulev	/ard		Park /	Avenue		G	lendale	Boulev	ard ard		Park .	Avenue	)	
		South	nbound			West	bound			Nortl	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	104	7	127	3	2	6	11	35	265	3	303	3	1	8	12	453
07:15 AM	22	147	6	175	2	2	18	22	47	255	11	313	3	1	4	8	518
07:30 AM	28	161	11	200	3	6	13	22	87	214	20	321	5	7	13	25	568
07:45 AM	26	193	18	237	6	6	11	23	69	192	25	286	5	3	17	25	571
Total	92	605	42	739	14	16	48	78	238	926	59	1223	16	12	42	70	2110
08:00 AM	17	139	19	175	7	11	10	28	51	169	19	239	10	8	11	29	471
08:15 AM	16	132	12	160	2	7	13	22	49	193	24	266	2	2	12	16	464
08:30 AM	14	151	12	177	3	8	14	25	47	234	20	301	4	1	12	17	520
08:45 AM	20	154	19	193	3	2	12	17	61	229	17	307	6	9	12	27	544
Total	67	576	62	705	15	28	49	92	208	825	80	1113	22	20	47	89	1999
				1	_	_							_	_			
09:00 AM	20	137	12	169	5	5	12	22	58	200	25	283	7	6	11	24	498
09:15 AM	21	205	12	238	4	6	12	22	29	248	7	284	4	5	12	21	565
09:30 AM	17	201	16	234	7	7	15	29	25	260	7	292	13	6	9	28	583
09:45 AM	34	143	21	198	6	3	25	34	27	241	12	280	12	7	18	37	549
Total	92	686	61	839	22	21	64	107	139	949	51	1139	36	24	50	110	2195
Orand Tatal	054	1067	165	2202	E4	ee.	161	277	E0E	2700	100	2475	74	EC	120	260	6204
Grand Total	251	1867	165	2283	51	65	161	277	585	2700	190	3475	74	56	139	269	6304
Apprch %	11	81.8	7.2		18.4	23.5	58.1		16.8	77.7	5.5		27.5	20.8	51.7		
Total %	4	29.6	2.6	36.2	8.0	1	2.6	4.4	9.3	42.8	3	55.1	1.2	0.9	2.2	4.3	

	G	lendale	Boulev	ard		Park /	Avenue		G	lendale	Boulev	ard		Park	Avenue		
		South	nbound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 09:0	00 AM to	o 09:45 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	ion Beg	ins at 09:	00 AM												
09:00 AM	20	137	12	169	5	5	12	22	58	200	25	283	7	6	11	24	498
09:15 AM	21	205	12	238	4	6	12	22	29	248	7	284	4	5	12	21	565
09:30 AM	17	201	16	234	7	7	15	29	25	260	7	292	13	6	9	28	583
09:45 AM	34	143	21	198	6	3	25	34	27	241	12	280	12	7	18	37	549
Total Volume	92	686	61	839	22	21	64	107	139	949	51	1139	36	24	50	110	2195
% App. Total	11	81.8	7.3		20.6	19.6	59.8		12.2	83.3	4.5		32.7	21.8	45.5		
PHF	.676	.837	.726	.881	.786	.750	.640	.787	.599	.913	.510	.975	.692	.857	694	.743	941

File Name: 04\_LAC\_Glendale\_Park AM Site Code: 16619417

Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	09:00 AN	1	-		09:00 AN	l			09:00 AN	1			09:00 AM	1		
+0 mins.	20	137	12	169	5	5	12	22	58	200	25	283	7	6	11	24
+15 mins.	21	205	12	238	4	6	12	22	29	248	7	284	4	5	12	21
+30 mins.	17	201	16	234	7	7	15	29	25	260	7	292	13	6	9	28
+45 mins.	34	143	21	198	6	3	25	34	27	241	12	280	12	7	18	37
Total Volume	92	686	61	839	22	21	64	107	139	949	51	1139	36	24	50	110
% App. Total	11	81.8	7.3		20.6	19.6	59.8		12.2	83.3	4.5		32.7	21.8	45.5	
PHF	.676	.837	.726	.881	.786	.750	.640	.787	.599	.913	.510	.975	.692	.857	.694	.743

City of Los Angeles N/S: Glendale Boulevard E/W: Park Avenue

Weather: Clear

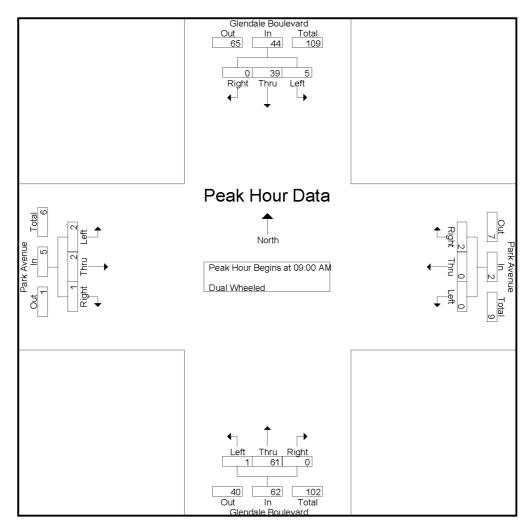
File Name: 04\_LAC\_Glendale\_Park AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

Groups Printed- Dual Wheeled

				-			попро		- CICK! * * * !								r
	G	lendale	Boulev	/ard		Park /	Avenue		G	endale	Boulev	/ard		Park	Avenue		
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	4	0	6	0	0	0	0	2	12	0	14	0	0	0	0	20
07:15 AM	0	1	0	1	0	0	0	0	0	9	0	9	0	0	1	1	11
07:30 AM	0	5	0	5	0	0	0	0	1	5	0	6	0	0	1	1	12
07:45 AM	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
Total	2	12	1	15	0	0	0	0	3	31	0	34	0	0	2	2	51
08:00 AM	0	7	0	7	0	0	1	1	0	10	0	10	0	0	0	0	18
08:15 AM	0	9	0	9	0	0	0	0	0	10	1	11	0	0	0	0	20
08:30 AM	2	10	0	12	0	0	0	0	1	17	0	18	0	0	0	0	30
08:45 AM	1	10	0	11	0	0	0	0	1	15	0	16	0	0	0	0	27
Total	3	36	0	39	0	0	1	1	2	52	1	55	0	0	0	0	95
09:00 AM	0	8	0	8	0	0	0	0	1	21	0	22	0	1	0	1	31
09:15 AM	3	10	0	13	0	0	0	0	0	9	0	9	1	0	0	1	23
09:30 AM	1	11	0	12	0	0	1	1	0	12	0	12	0	0	0	0	25
09:45 AM	1	10	0	11	0	0	1	1	0	19	0	19	1	1	1	3	34
Total	5	39	0	44	0	0	2	2	1	61	0	62	2	2	1	5	113
	•																
Grand Total	10	87	1	98	0	0	3	3	6	144	1	151	2	2	3	7	259
Apprch %	10.2	88.8	1		0	0	100		4	95.4	0.7		28.6	28.6	42.9		
Total %	3.9	33.6	0.4	37.8	0	0	1.2	1.2	2.3	55.6	0.4	58.3	0.8	0.8	1.2	2.7	
	07:00 AM 07:15 AM 07:30 AM 07:45 AM Total  08:00 AM 08:15 AM 08:30 AM 08:45 AM Total  09:00 AM 09:15 AM 09:30 AM 09:45 AM Total  Grand Total Apprch %	Start Time         Left           07:00 AM         2           07:15 AM         0           07:30 AM         0           07:45 AM         0           Total         2           08:00 AM         0           08:15 AM         0           08:30 AM         2           08:45 AM         1           Total         3           09:00 AM         0           09:15 AM         3           09:30 AM         1           09:45 AM         1           Total         5	South   Start Time	Start Time         Left         Thru         Right           07:00 AM         2         4         0           07:15 AM         0         1         0           07:30 AM         0         5         0           07:45 AM         0         2         1           Total         2         12         1           08:00 AM         0         7         0           08:15 AM         0         9         0           08:30 AM         2         10         0           08:45 AM         1         10         0           Total         3         36         0           09:00 AM         0         8         0           09:15 AM         3         10         0           09:30 AM         1         11         0           09:45 AM         1         10         0           Total         5         39         0    Grand Total  Apprich % 10.2 88.8 1	07:00 AM         2         4         0         6           07:15 AM         0         1         0         1           07:30 AM         0         5         0         5           07:45 AM         0         2         1         3           Total         2         12         1         15           08:00 AM         0         7         0         7           08:15 AM         0         9         0         9           08:30 AM         2         10         0         12           08:45 AM         1         10         0         11           Total         3         36         0         39           09:00 AM         0         8         0         8           09:15 AM         3         10         0         13           09:30 AM         1         11         0         12           09:45 AM         1         10         0         11           Total         5         39         0         44           Grand Total         10         87         1         98           Grand Total         10.2         88.8         1	Southbound   Start Time   Left   Thru   Right   App. Total   Left	Start Time	Start Time   Left   Thru   Right   App. Total   Left   Thru   Right   App. Total   Left   Thru   Right   App. Total   Left   Thru   Right   O7:00 AM   2   4   0   6   0   0   0   0   0   0   0   0	Start Time	Start Time	Southbound   Westbound   North   Start Time   Left   Thru   Right   App. Total   Left   Thru   O7:00 AM   2	Glendale Boulevard Southbound         Park Avenue Westbound         Glendale Boulevard Northbound           Start Time         Left         Thru         Right         App. Total         Left         Thru         Right         App. Total         Left         Thru         Right         App. Total         Left         Thru         Right           07:00 AM         0         1         0         0         0         0         2         12         0           07:30 AM         0         5         0         5         0         0         0         0         9         0           07:45 AM         0         2         1         3         0         0         0         0         5         0           08:00 AM         0         7         0         7         0         0         1         1         0         10         0           08:00 AM         0         7         0         7         0         0         0         0         1         17         0           08:30 AM         2         1	Start Time   Left   Thru   Right   App. Total   O7:00 AM   O	Start Time   Left   Thru   Right   App. Total   L	Start Time   Left   Thru   Right   App. Total   L	Start Time   Left   Thru   Right   App. Total   Left   Thru   Right   Right   App. Total   Left   Thru   Right   App. Total   Right   Right   Right   App. Total   Right   Right	Start Time

	G	lendale	Boulev	ard		Park	Avenue		G	lendale	Boulev	ard		Park	Avenue		
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 09:0	00 AM to	o 09:45 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Begi	ins at 09:	MA 00												
09:00 AM	0	8	0	8	0	0	0	0	1	21	0	22	0	1	0	1	31
09:15 AM	3	10	0	13	0	0	0	0	0	9	0	9	1	0	0	1	23
09:30 AM	1	11	0	12	0	0	1	1	0	12	0	12	0	0	0	0	25
09:45 AM	1	10	0	11	0	0	1	1	0	19	0	19	1_	1	1	3	34
Total Volume	5	39	0	44	0	0	2	2	1	61	0	62	2	2	1	5	113
% App. Total	11.4	88.6	0		0	0	100		1.6	98.4	0		40	40	20		
PHF	.417	.886	.000	.846	.000	.000	.500	.500	.250	.726	.000	.705	.500	.500	.250	.417	.831

File Name : 04\_LAC\_Glendale\_Park AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	09:00 AM		<del>-</del>		09:00 AN				09:00 AN	Л			09:00 AM			
+0 mins.	0	8	0	8	0	0	0	0	1	21	0	22	0	1	0	1
+15 mins.	3	10	0	13	0	0	0	0	0	9	0	9	1	0	0	1
+30 mins.	1	11	0	12	0	0	1	1	0	12	0	12	0	0	0	0
+45 mins.	1	10	0	11	0	0	1	1	0	19	0	19	1	1	1	3
Total Volume	5	39	0	44	0	0	2	2	1	61	0	62	2	2	1	5
% App. Total	11.4	88.6	0		0	0	100		1.6	98.4	0		40	40	20	
PHF	.417	.886	.000	.846	.000	.000	.500	.500	.250	.726	.000	.705	.500	.500	.250	.417

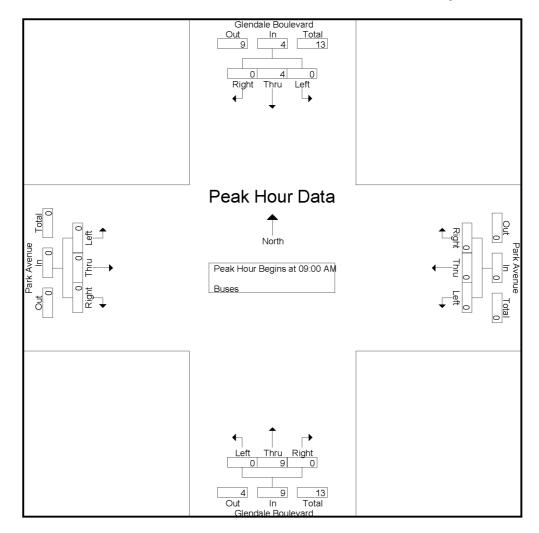
File Name: 04\_LAC\_Glendale\_Park AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

Groups Printed- Buses

								apa i iiile									T
	G	lendale	Boulev	ard		Park .	Avenue		G	lendale	Boule	/ard		Park	Avenue	)	
		South	nbound			West	bound			Nortl	hbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
07:30 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	4	0	7	0	0	0	0	0	5	0	5	0	0	1	1	13
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	О
09:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
09:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
Grand Total	3	14	0	17	0	0	0	0	0	20	0	20	0	0	1	1	38
Apprch %	17.6	82.4	0		0	0	0		0	100	0		0	0	100		
Total %	7.9	36.8	0	44.7	0	0	0	0	0	52.6	0	52.6	0	0	2.6	2.6	

	G	lendale	Boulev	ard		Park	Avenue		G	lendale	Boulev	ard		Park	Avenue		
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 09:0	0 AM to	o 09:45 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Beg	ins at 09:	00 AM												
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
09:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.542

File Name : 04\_LAC\_Glendale\_Park AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each A	pproach Begins at:

I Cak Hoar for	Lacity	pprodoi	Localin	, at.												
	09:00 AM	1			09:00 AM	1			09:00 AN	Л			09:00 AN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

File Name: 04\_LAC\_Glendale\_Park PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

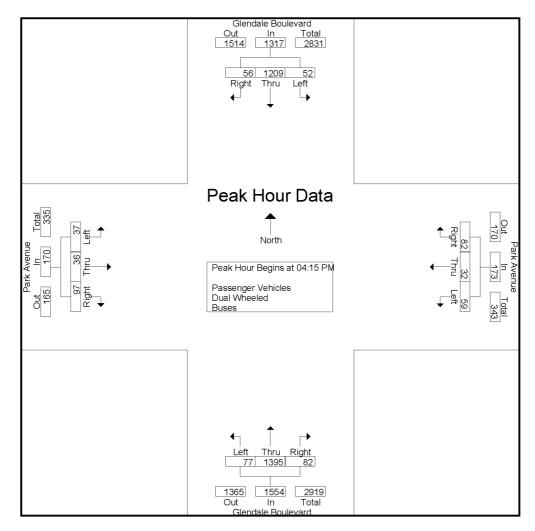
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	G	lendale	Boulev		Toups		Avenue	iger verii			Boulev			Park	Avenue	<u> </u>	
			nbound	uiu			bound		Ŭ		nbound	uiu			bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru		App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	201	13	222	14	3	18	35	20	350	13	383	3	8	27	38	678
03:15 PM	15	203	10	228	13	7	9	29	26	303	25	354	10	4	26	40	651
03:30 PM	9	258	7	274	14	5	18	37	19	345	20	384	1	3	28	32	727
03:45 PM	21	271	15	307	18	9	21	48	20	316	21	357	5	8	30	43	755
Total	53	933	45	1031	59	24	66	149	85	1314	79	1478	19	23	111	153	2811
04:00 PM	13	293	10	316	21	8	10	39	25	307	16	348	9	2	34	45	748
04:15 PM	15	290	12	317	19	7	14	40	14	365	17	396	10	9	30	49	802
04:30 PM	10	275	12	297	10	8	19	37	15	378	14	407	11	9	20	40	781
04:45 PM	14	319	22	355	17	7	33	57	21	347	15	383	8	10	26	44	839
Total	52	1177	56	1285	67	30	76	173	75	1397	62	1534	38	30	110	178	3170
																	ı
05:00 PM	13	325	10	348	13	10	16	39	27	305	36	368	8	8	21	37	792
05:15 PM	9	337	7	353	16	6	12	34	24	262	27	313	9	9	23	41	741
05:30 PM	14	287	12	313	19	12	9	40	29	249	18	296	10	6	25	41	690
05:45 PM	25	299	12	336	16	6	11	33	36	268	16_	320	6	7	27	40	729
Total	61	1248	41	1350	64	34	48	146	116	1084	97	1297	33	30	96	159	2952
	ı				ı				ı				ı				1
Grand Total	166	3358	142	3666	190	88	190	468	276	3795	238	4309	90	83	317	490	8933
Apprch %	4.5	91.6	3.9		40.6	18.8	40.6		6.4	88.1	5.5		18.4	16.9	64.7		
Total %	1.9	37.6	1.6	41	2.1	1_	2.1	5.2	3.1	42.5	2.7	48.2	1_	0.9	3.5	5.5	
Passenger Vehicles	165	3214	142	3521	188	88	187	463	272	3724	235	4231	89	83	312	484	8699
% Passenger Vehicles	99.4	95.7	100	96	98.9	100	98.4	98.9	98.6	98.1	98.7	98.2	98.9	100	98.4	98.8	97.4
Dual Wheeled	1	114	0	115	1	0	2	3	2	62	3	67	1	0	4	5	190
% Dual Wheeled	0.6	3.4	0	3.1	0.5	0	1.1	0.6	0.7	1.6	1.3	1.6	1.1	0	1.3	1_	2.1
Buses	0	30	0	30	1	0	1	2	2	9	0	11	0	0	1	1	44
% Buses	0	0.9	0	8.0	0.5	0	0.5	0.4	0.7	0.2	0	0.3	0	0	0.3	0.2	0.5

	G	lendale	Boulev	ard		Park	Avenue		G	lendale	Boulev	ard		Park	Avenue		
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 03:0	00 PM to	o 05:45 P	M - Pea	ık 1 of 1	l				-				-		
Peak Hour for I	Entire In	tersecti	ion Beg	ins at 04:	15 PM												
04:15 PM	15	290	12	317	19	7	14	40	14	365	17	396	10	9	30	49	802
04:30 PM	10	275	12	297	10	8	19	37	15	378	14	407	11	9	20	40	781
04:45 PM	14	319	22	355	17	7	33	57	21	347	15	383	8	10	26	44	839
05:00 PM	13	325	10	348	13	10	16	39	27	305	36	368	8	8	21	37	792
Total Volume	52	1209	56	1317	59	32	82	173	77	1395	82	1554	37	36	97	170	3214
% App. Total	3.9	91.8	4.3		34.1	18.5	47.4		5	89.8	5.3		21.8	21.2	57.1		
PHF	867	930	636	927	776	800	621	759	713	923	569	955	841	900	808	867	958

File Name: 04\_LAC\_Glendale\_Park PM Site Code: 16619417

Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	04:45 PN	Λ	-		04:00 PM	I			04:15 PN	Л			04:00 PM			
+0 mins.	14	319	22	355	21	8	10	39	14	365	17	396	9	2	34	45
+15 mins.	13	325	10	348	19	7	14	40	15	378	14	407	10	9	30	49
+30 mins.	9	337	7	353	10	8	19	37	21	347	15	383	11	9	20	40
+45 mins.	14	287	12	313	17	7	33	57	27	305	36	368	8	10	26	44
Total Volume	50	1268	51	1369	67	30	76	173	77	1395	82	1554	38	30	110	178
% App. Total	3.7	92.6	3.7		38.7	17.3	43.9		5	89.8	5.3		21.3	16.9	61.8	
PHF	.893	.941	.580	.964	.798	.938	.576	.759	.713	.923	.569	.955	.864	.750	.809	.908

File Name: 04\_LAC\_Glendale\_Park PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

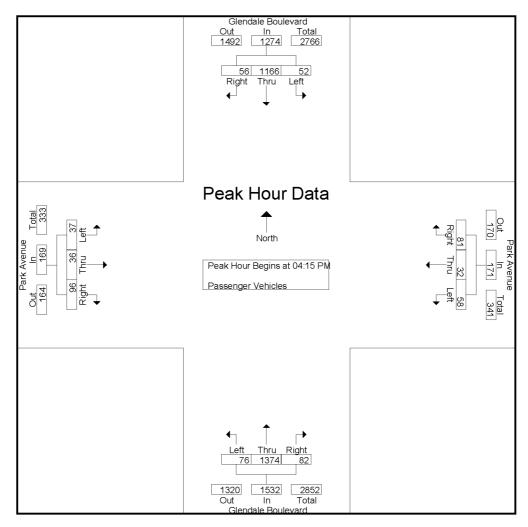
Groups Printed- Passenger Vehicles

						Gro	ups Prii	nted- Pas	senger	venici	es						
	G	lendale	Boulev	/ard		Park <i>i</i>	Avenue		G	lendale	Boulev	/ard		Park .	Avenue		
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	189	13	210	14	3	18	35	20	342	13	375	3	8	27	38	658
03:15 PM	15	184	10	209	13	7	9	29	25	299	25	349	10	4	26	40	627
03:30 PM	9	226	7	242	14	5	17	36	18	336	20	374	1	3	26	30	682
03:45 PM	20	256	15	291	17	9	20	46	20	301	20	341	5	8	30	43	721
Total	52	855	45	952	58	24	64	146	83	1278	78	1439	19	23	109	151	2688
04:00 PM	13	281	10	304	21	8	10	39	25	298	16	339	9	2	34	45	727
04:15 PM	15	276	12	303	19	7	14	40	14	359	17	390	10	9	30	49	782
04:30 PM	10	268	12	290	10	8	19	37	15	374	14	403	11	9	20	40	770
04:45 PM	14	308	22	344	17	7	33	57	21	341	15	377	8	10	26	44	822
Total	52	1133	56	1241	67	30	76	173	75	1372	62	1509	38	30	110	178	3101
05:00 PM	13	314	10	337	12	10	15	37	26	300	36	362	8	8	20	36	772
05:15 PM	9	331	7	347	16	6	12	34	23	260	26	309	9	9	22	40	730
05:30 PM	14	285	12	311	19	12	9	40	29	248	18	295	10	6	24	40	686
05:45 PM	25	296	12	333	16	6	11	33	36	266	15	317	5	7	27	39	722
Total	61	1226	41	1328	63	34	47	144	114	1074	95	1283	32	30	93	155	2910
Grand Total	165	3214	142	3521	188	88	187	463	272	3724	235	4231	89	83	312	484	8699
Apprch %	4.7	91.3	4		40.6	19	40.4		6.4	88	5.6		18.4	17.1	64.5		
Total %	1.9	36.9	1.6	40.5	2.2	1	2.1	5.3	3.1	42.8	2.7	48.6	1	1	3.6	5.6	

	G	lendale	Boulev	ard		Park	Avenue		G	lendale	Boulev	ard		Park	Avenue		
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 04:1	5 PM to	05:00 P	M - Pea	ık 1 of 1											
Peak Hour for I	Entire Ir	ntersecti	on Beg	ins at 04:	15 PM												
04:15 PM	15	276	12	303	19	7	14	40	14	359	17	390	10	9	30	49	782
04:30 PM	10	268	12	290	10	8	19	37	15	374	14	403	11	9	20	40	770
04:45 PM	14	308	22	344	17	7	33	57	21	341	15	377	8	10	26	44	822
05:00 PM	13	314	10	337	12	10	15	37	26	300	36	362	8	8	20	36	772
Total Volume	52	1166	56	1274	58	32	81	171	76	1374	82	1532	37	36	96	169	3146
% App. Total	4.1	91.5	4.4		33.9	18.7	47.4		5	89.7	5.4		21.9	21.3	56.8		
PHF	.867	.928	.636	.926	.763	.800	.614	.750	.731	.918	.569	.950	.841	.900	.800	.862	.957

File Name: 04\_LAC\_Glendale\_Park PM Site Code: 16619417

Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I Cak Hoar for	Lacit	(ppi oaci	n Degini	<i>3</i> at.												
	04:15 PN	<b>Л</b>			04:15 PM	1			04:15 PN	И			04:15 PM	1		
+0 mins.	15	276	12	303	19	7	14	40	14	359	17	390	10	9	30	49
+15 mins.	10	268	12	290	10	8	19	37	15	374	14	403	11	9	20	40
+30 mins.	14	308	22	344	17	7	33	57	21	341	15	377	8	10	26	44
+45 mins.	13	314	10	337	12	10	15	37	26	300	36	362	8	8	20	36
Total Volume	52	1166	56	1274	58	32	81	171	76	1374	82	1532	37	36	96	169
% App. Total	4.1	91.5	4.4		33.9	18.7	47.4		5	89.7	5.4		21.9	21.3	56.8	
PHF	.867	.928	.636	.926	.763	.800	.614	.750	.731	.918	.569	.950	.841	.900	.800	.862

City of Los Angeles N/S: Glendale Boulevard E/W: Park Avenue

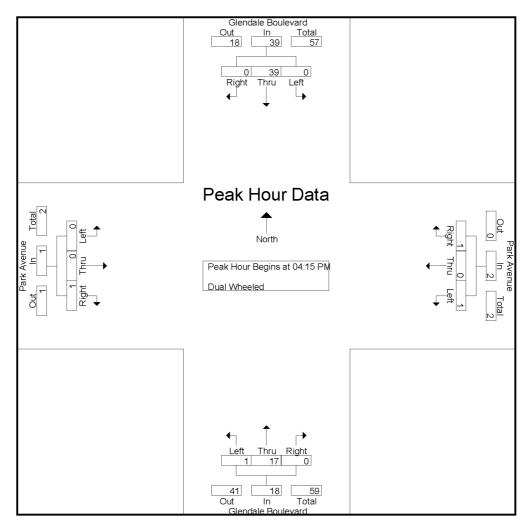
File Name: 04\_LAC\_Glendale\_Park PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1 Weather: Clear

Groups Printed- Dual Wheeled

_								лочро	i illited E	Juan VVI	locioa							
		G	lendale	Boulev	/ard		Park /	Avenue	•	G	lendale	Boule	/ard		Park	Avenue		
			South	nbound			West	bound			Nortl	nbound			East	bound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	03:00 PM	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18
	03:15 PM	0	12	0	12	0	0	0	0	0	2	0	2	0	0	0	0	14
	03:30 PM	0	21	0	21	0	0	1	1	0	9	0	9	0	0	1	1	32
	03:45 PM	1	13	0	14	0	0	0	0	0	14	1	15	0	0	0	0	29
	Total	1	56	0	57	0	0	1	1	0	33	1	34	0	0	1	1	93
	04:00 PM	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	0	18
	04:15 PM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
	04:30 PM	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0	11
	04:45 PM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
	Total	0	38	0	38	0	0	0	0	0	23	0	23	0	0	0	0	61
	05:00 PM	0	10	0	10	1	0	1	2	1	3	0	4	0	0	1	1	17
	05:15 PM	0	6	0	6	0	0	0	0	1	2	1	4	0	0	1	1	11
	05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
	05:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	1	0	0	1	6
	Total	0	20	0	20	1	0	1	2	2	6	2	10	1	0	3	4	36
	Grand Total	1	114	0	115	1	0	2	3	2	62	3	67	1	0	4	5	190
	Apprch %	0.9	99.1	0		33.3	0	66.7		3	92.5	4.5		20	0	80		
	Total %	0.5	60	0	60.5	0.5	0	1.1	1.6	1.1	32.6	1.6	35.3	0.5	0	2.1	2.6	

	GI	lendale	Bouleva	ard		Park	Avenue		G	lendale	Boulev	ard		Park	Avenue		
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fro	om 04:1	5 PM to	05:00 P	M - Pea	k 1 of 1					_				<del>-</del>		
Peak Hour for I	Entire In	tersecti	on Begi	ns at 04:	15 PM												
04:15 PM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
04:30 PM	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0	11
04:45 PM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
05:00 PM	0	10	0	10	1	0	1	2	1	3	0	4	0	0	1	1	17
Total Volume	0	39	0	39	1	0	1	2	1	17	0	18	0	0	1	1	60
% App. Total	0	100	0		50	0	50		5.6	94.4	0		0	0	100		
PHF	.000	.813	.000	.813	.250	.000	.250	.250	.250	.850	.000	.900	.000	.000	.250	.250	.882

File Name : 04\_LAC\_Glendale\_Park PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I Cak Hoar for	Luciii	opioaoi	, Degine	, ut.												
	04:15 PM	I			04:15 PM	1			04:15 PN	Л			04:15 PM	1		l
+0 mins.	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	10	0	10	1	0	1	2	1	3	0	4	0	0	1	1
Total Volume	0	39	0	39	1	0	1	2	1	17	0	18	0	0	1	1
% App. Total	0	100	0		50	0	50		5.6	94.4	0		0	0	100	
PHF	.000	.813	.000	.813	.250	.000	.250	.250	.250	.850	.000	.900	.000	.000	.250	.250

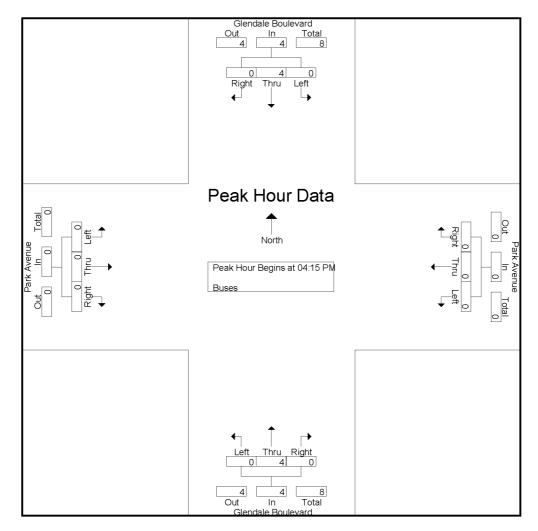
File Name: 04\_LAC\_Glendale\_Park PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

Groups Printed- Ruses

							Grou	<u>ups Printe</u>	<u>:d- Buse</u>	es							
	G	lendale	Boulev	ard		Park .	Avenue		Gl	endale	Boulev	/ard		Park	Avenue		
		South	nbound			West	tbound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	7	0	7	0	0	0	0	1	2	0	3	0	0	0	0	10
03:30 PM	0	11	0	11	0	0	0	0	1	0	0	1	0	0	1	1	13
03:45 PM	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	5
Total	0	22	0	22	1	0	1	2	2	3	0	5	0	0	1	1	30
·																	
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
·																	
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1_
Total	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Grand Total	0	30	0	30	1	0	1	2	2	9	0	11	0	0	1	1	44
Apprch %	0	100	0		50	0	50		18.2	81.8	0		0	0	100		
Total %	0	68.2	0	68.2	2.3	0	2.3	4.5	4.5	20.5	0	25	0	0	2.3	2.3	

	G	lendale	Bouleva	ard		Park /	Avenue		G	lendale	Boulev	ard		Park	Avenue		1
		South	bound			West	bound			North	nbound			East	bound		I
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 04:1	5 PM to	05:00 P	M - Pea	k 1 of 1					<del>-</del>				-		
Peak Hour for I	Entire In	tersecti	on Begi	ns at 04:	15 PM												
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	_ 2
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3_
Total Volume	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
_ % App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.667

File Name : 04\_LAC\_Glendale\_Park PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I cak i loui loi	cak nounter Each Approach Begins at.															
	04:15 PM				04:15 PM	1			04:15 PN	Л			04:15 PM	1		
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000



STREET:

North/South Glendale Boulevard East/West Park Avenue Day: Tuesday Date: June 4, 2019 Weather: **CLEAR** 7-10AM 3-6PM Hours: Staff: CUI School Day: YES District: Hollywood I/S CODE 51130 N/B S/B E/B W/B DUAL-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME 9.15 AMPK 15 MIN 7.30 9.45 9.45 PMPK 15 MIN 4.45 4.30 4.15 4.45 AM PK HOUR 7.00 9.00 9.00 9.00 PM PK HOUR 4.00 4.00 4.15 4.45 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Total Hours Rt Total N-S Ped Sch Ped Sch Lt Th Rt Lt Th 7-8 7-8  $\overline{210}$ 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach WESTBOUND Approach TOTAL** XING W/L XING E/L Total Rt Total E-W Sch Sch Hours Lt Th Rt Hours Lt Th Ped Ped 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL 

(Rev Oct 06)

## City of Los Angeles

#### Department of Transportation

**NORTHBOUND Approach** 

#### **BICYCLE COUNT SUMMARY**

STREET:

North/South: Glendale Boulevard

East/West: Park Avenue

Day:TuesdayDate:6/4/2019Weather:CLEARSchool Day:YesDistrict:HollywoodI/S Code:51130

Staff:

Hours: 7-10 AM, 3-6 PM

## SOUTHBOUND Approach

CUI

TOTAL

Hours	Lt	Th	Rt	Total
7-8 8-9	0	1	0	1
8-9	0	0	0	0
9-10	1	0	0	1
3-4 4-5 5-6	1	0	1	2
4-5	0	5	0	5
5-6	0	3	1	4
TOTAL	2	9	2	13

Hours
7-8
8-9
9-10
3-4
4-5
5-6

Lt	Th	Rt	Total
0	0	0	0
0	0	2	2
0	2	2	4
0	0	0	0
0	8	1	9
0	1	0	1
0	11		16

N-S
1
 2
5
 2
 14
 5

29

EASTBOUND Approach

			600	_
WEST	ΓΒΟΙ	JND	Approad	ch

TOTAL

Hours	Lt	Th	Rt	Total
7-8	1	0	9	10
7-8 8-9 9-10 3-4 4-5 5-6	0	0	0	0
9-10	1	0	0	1
3-4	1	1	0	2
4-5	0	5	0	5
5-6	1	1	1	3
TOTAL	4	7	10	21

Hours
7-8
8-9
9-10
3-4
4-5
5-6

TOTAL

Lt	Th	Rt	Total
0	1	0	1
 0	3	0	3
0	1	2	3
0	2	0	2
0	1	0	1
2	0	0	2
2	0	2	12

	E-W
	11
	3
	4
	4
	6
•••••	5

33

REMARKS (6 hour total):

NB	SB	EB	WB	TOTAL

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

1	3	0	0	4
10	12	19	7	48
3	4	3	2	12
5	0	0	2	7

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI LADOT 2015 CMP

#### Department of Transportation

## PEDESTRIAN COUNT SUMMARY

STREET:

East/West: Park Avenue

June 4, 2019 CLEAR Tuesday Date: Weather: Day: 51130 School Day: YES District: Hollywood I/S Code:

Hours: 7-10 AM, 3-6 PM Staff: CUI

#### AM PEAK PERIOD

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	6	1	1	0	8
7:15-7:30	3	2	0	2	7
7:30-7:45	5	0	0	1	6
7:45-8:00	7	2	4	3	16
8:00-8:15	13	6	2	4	25
8:15-8:30	5	3 2		1	11
8:30-8:45	11	0	0	1	12
8:45-9:00	8	8	1	6	23
9:00-9:15	2	6	2	0	10
9:15-9:30	8	5	4	3	20
9:30-9:45	8	5	2	7	22
9:45-10:00	4	2	0	2	8

15 Min. Interval
3:00-3:15
3:15-3:30
3:30-3:45
3:45-4:00
4:00-4:15
4:15-4:30
4:30-4:45
4:45-5:00
5:00-5:15
5:15-5:30
5:30-5:45
5:45-6:00

	PN	1 PEAK PER	RIOD				
N-LEG	S-LEG	E-LEG	W-LEG	TOTAL			
3	12	8	0	23			
4	22	6	6	38			
3	12	2	4	21			
18	16	8	4	46			
8	8 20		6	40			
2	30	12	6	50			
6	14	16	2	38			
2	22	10	2	36			
2	28	4	20	54			
5	38	12	12	67			
5	36	16	10	67			
6	28	10	2	46			

Hours							
7 - 8							
8 - 9							
9 - 10							

TOTAL

21	5	5	6	37
37	17	5	12	71
22	18	8	12	60
80	40	18	30	168

Но	urs
3 -	4

4	-	5	
5	-	6	

28	62	24	14	128
18	86	44	16	164
18	130	42	44	234
64	278	110	74	526

# REMARKS (6 hour total):

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL

- Wheelchair/special needs assistance
- Skateboard/scooter

0	1	0	0	1
4	1	1	3	9

N: North, S: South, E: East, W: West, I/S: Intersection

LADOT 2015 CMP Source:

City of Los Angeles N/S: Echo Park Avenue E/W: Sunset Boulevard Weather: Clear

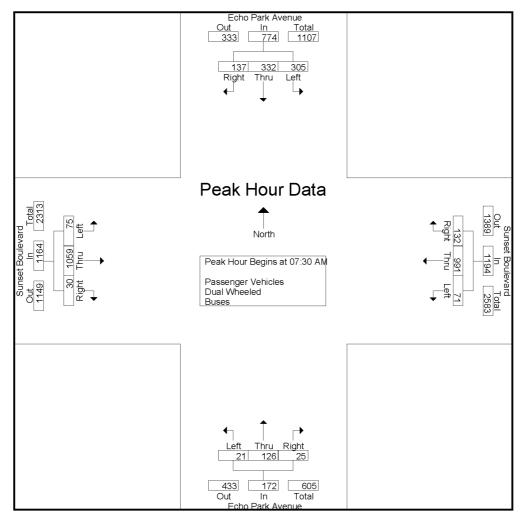
File Name : 05\_LAC\_Echo Park\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Groups Printed- Passenger Verlicles - Duai Wheeled - Buses																
	Echo Park Avenue						Bouleva	ard	E	Echo Park Avenue Sunset Boulevard					ard		
			nbound				bound				bound		Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	59	48	31	138	19	249	23	291	4	18	5	27	8	144	7	159	615
07:15 AM	55	52	29	136	19	277	47	343	4	18	4	26	11	201	8	220	725
07:30 AM	71	66	35	172	14	271	33	318	4	34	5	43	17	224	5	246	779
07:45 AM	62	78	33	173	23	290	45	358	4	36	6	46	20	284	8	312	889
Total	247	244	128	619	75	1087	148	1310	16	106	20	142	56	853	28	937	3008
08:00 AM	88	117	36	241	16	213	29	258	10	34	8	52	16	239	11	266	817
08:15 AM	84	71	33	188	18	217	25	260	3	22	6	31	22	312	6	340	819
08:30 AM	101	95	39	235	14	206	25	245	11	20	12	43	20	214	3	237	760
08:45 AM	71	55	38	164	20	226	36	282	8	13	14	35	27	240	10	277	758
Total	344	338	146	828	68	862	115	1045	32	89	40	161	85	1005	30	1120	3154
09:00 AM	83	62	30	175	16	184	26	226	5	18	10	33	11	186	6	203	637
09:15 AM	79	49	47	175	28	255	23	306	1	19	11	31	15	261	7	283	795
09:30 AM	50	65	39	154	20	206	24	250	9	14	11	34	18	191	12	221	659
09:45 AM	37	56	40	133	24	247	22	293	6	12	13	31	23	186	7	216	673
Total	249	232	156	637	88	892	95	1075	21	63	45	129	67	824	32	923	2764
Grand Total	840	814	430	2084	231	2841	358	3430	69	258	105	432	208	2682	90	2980	8926
Apprch %	40.3	39.1	20.6		6.7	82.8	10.4		16	59.7	24.3		7	90	3		
Total %	9.4	9.1	4.8	23.3	2.6	31.8	4	38.4	0.8	2.9	1.2	4.8	2.3	30	1	33.4	
Passenger Vehicles	823	792	392	2007	227	2696	348	3271	66	239	103	408	199	2580	90	2869	8555
% Passenger Vehicles	98	97.3	91.2	96.3	98.3	94.9	97.2	95.4	95.7	92.6	98.1	94.4	95.7	96.2	100	96.3	95.8
Dual Wheeled	11	9	9	29	4	96	7	107	3	4	2	9	7	57	0	64	209
% Dual Wheeled	1.3	1.1	2.1	1.4	1.7	3.4	2	3.1	4.3	1.6	1.9	2.1	3.4	2.1	Ō	2.1	2.3
Buses	6	13	29	48	0	49	3	52	0	15	0	15	2	45	0	47	162
% Buses	0.7	1.6	6.7	2.3	Ö	1.7	0.8	1.5	ō	5.8	Ö	3.5	1	1.7	Ö	1.6	1.8
		,			_				-		-				_		

	E	ue	9	Sunset	Bouleva	ırd	Echo Park Avenue Sunset Boulevard					ırd					
		South	bound			West	bound			Northbound				East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07:	30 AM												
07:30 AM	71	66	35	172	14	271	33	318	4	34	5	43	17	224	5	246	779
07:45 AM	62	78	33	173	23	290	45	358	4	36	6	46	20	284	8	312	889
08:00 AM	88	117	36	241	16	213	29	258	10	34	8	52	16	239	11	266	817
08:15 AM	84	71	33	188	18	217	25	260	3	22	6	31	22	312	6	340	819
Total Volume	305	332	137	774	71	991	132	1194	21	126	25	172	75	1059	30	1164	3304
% App. Total	39.4	42.9	17.7		5.9	83	11.1		12.2	73.3	14.5		6.4	91	2.6		
PHF	.866	.709	.951	.803	.772	.854	.733	.834	.525	.875	.781	.827	.852	.849	.682	.856	.929

File Name : 05\_LAC\_Echo Park\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	07:45 AN	1			07:00 AN	Л			07:30 AN	Л			07:30 AN	M		
+0 mins.	62	78	33	173	19	249	23	291	4	34	5	43	17	224	5	246
+15 mins.	88	117	36	241	19	277	47	343	4	36	6	46	20	284	8	312
+30 mins.	84	71	33	188	14	271	33	318	10	34	8	52	16	239	11	266
+45 mins.	101	95	39	235	23	290	45	358	3	22	6	31	22	312	6	340
Total Volume	335	361	141	837	75	1087	148	1310	21	126	25	172	75	1059	30	1164
0/ A T / I	40	43.1	16.8		5.7	83	11.3		12.2	73.3	14.5		6.4	91	2.6	
% App. Total	40	<del>4</del> 0.1	10.0		0.7											

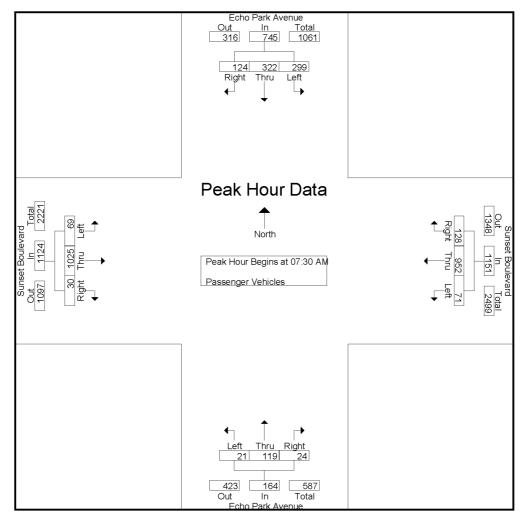
File Name : 05\_LAC\_Echo Park\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Passenger Vehicles

							-	ileu- ras									
	Е	cho Pa	rk Aver	nue	5	Sunset∣	Bouleva	ard	Ε	cho Pa	rk Aver	nue	9	Sunset	Bouleva	ard	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	58	47	26	131	17	238	23	278	2	15	5	22	8	133	7	148	579
07:15 AM	54	51	25	130	19	260	46	325	4	17	4	25	10	196	8	214	694
07:30 AM	71	65	33	169	14	263	33	310	4	32	5	41	14	216	5	235	755
07:45 AM	61	75	30	166	23	272	43	338	4	36	5	45	19	275	8	302	851
Total	244	238	114	596	73	1033	145	1251	14	100	19	133	51	820	28	899	2879
												,					
08:00 AM	85	115	32	232	16	206	28	250	10	30	8	48	15	237	11	263	793
08:15 AM	82	67	29	178	18	211	24	253	3	21	6	30	21	297	6	324	785
08:30 AM	99	90	36	225	14	195	24	233	11	18	12	41	20	207	3	230	729
08:45 AM	70	54	37	161	20	212	34	266	8	11	14	33	27	232	10	269	729
Total	336	326	134	796	68	824	110	1002	32	80	40	152	83	973	30	1086	3036
09:00 AM	81	61	27	169	16	176	26	218	4	17	10	31	11	172	6	189	607
09:15 AM	75	48	45	168	27	245	22	294	1	18	11	30	14	254	7	275	767
09:30 AM	50	64	35	149	19	192	24	235	9	13	10	32	17	185	12	214	630
09:45 AM	37	55	37	129	24	226	21	271	6	11	13	30	23	176	7	206	636
Total	243	228	144	615	86	839	93	1018	20	59	44	123	65	787	32	884	2640
Grand Total	823	792	392	2007	227	2696	348	3271	66	239	103	408	199	2580	90	2869	8555
Apprch %	41	39.5	19.5		6.9	82.4	10.6		16.2	58.6	25.2		6.9	89.9	3.1		
Total %	9.6	9.3	4.6	23.5	2.7	31.5	4.1	38.2	0.8	2.8	1.2	4.8	2.3	30.2	1.1	33.5	

	Е	cho Pa	rk Aven	iue	5	Sunset I	Bouleva	ırd	Е	cho Pa	rk Aven	ue		Sunset	Bouleva	ırd	
		South	bound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 07:3	O AM t	o 08:15 A	M - Pea	k 1 of 1					_						
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07:	30 AM												
07:30 AM	71	65	33	169	14	263	33	310	4	32	5	41	14	216	5	235	755
07:45 AM	61	75	30	166	23	272	43	338	4	36	5	45	19	275	8	302	851
08:00 AM	85	115	32	232	16	206	28	250	10	30	8	48	15	237	11	263	793
08:15 AM	82	67	29	178	18	211	24	253	3	21	6	30	21	297	6	324	785
Total Volume	299	322	124	745	71	952	128	1151	21	119	24	164	69	1025	30	1124	3184
% App. Total	40.1	43.2	16.6		6.2	82.7	11.1		12.8	72.6	14.6		6.1	91.2	2.7		
PHF	.879	.700	.939	.803	.772	.875	.744	.851	.525	.826	.750	.854	.821	.863	.682	.867	.935

File Name : 05\_LAC\_Echo Park\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I Cak Hoar for	Lacii	pprodoi	Degin	3 at.												
	07:30 AM	1			07:30 AM	1			07:30 AM	1			07:30 AN	1		
+0 mins.	71	65	33	169	14	263	33	310	4	32	5	41	14	216	5	235
+15 mins.	61	75	30	166	23	272	43	338	4	36	5	45	19	275	8	302
+30 mins.	85	115	32	232	16	206	28	250	10	30	8	48	15	237	11	263
+45 mins.	82	67	29	178	18	211	24	253	3	21	6	30	21	297	6	324
Total Volume	299	322	124	745	71	952	128	1151	21	119	24	164	69	1025	30	1124
% App. Total	40.1	43.2	16.6		6.2	82.7	11.1		12.8	72.6	14.6		6.1	91.2	2.7	
PHF	.879	.700	.939	.803	.772	.875	.744	.851	.525	.826	.750	.854	.821	.863	.682	.867

File Name : 05\_LAC\_Echo Park\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Dual Wheeled

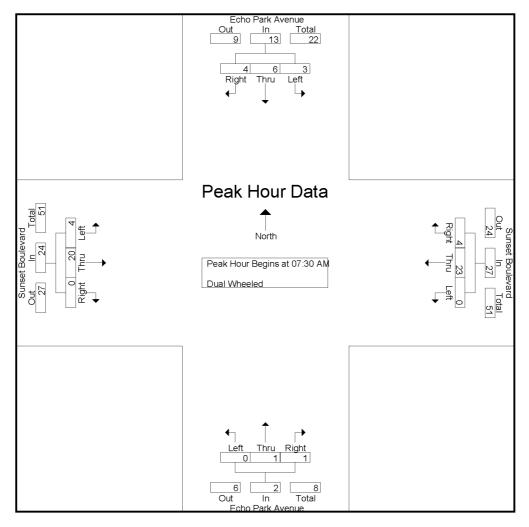
							roups	<u>Printed- L</u>	ouai vvr	ieeled							
	E	cho Pa	rk Aver	nue	S	Sunset l	Bouleva	ard	Ε	cho Pa	rk Aver	nue	5	Sunset	Bouleva	ard	
		South	nbound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	7	0	9	2	2	0	4	0	5	0	5	18
07:15 AM	1	0	0	1	0	8	0	8	0	0	0	0	1	3	0	4	13
07:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	3	5	0	8	15
07:45 AM	1	2	1	4	0	10	2	12	0	0	1	1	1	3	0	4	21
Total	2	2	2	6	2	31	2	35	2	2	1	5	5	16	0	21	67
08:00 AM	1	1	1	3	0	4	1	5	0	1	0	1	0	1	0	1	10
08:15 AM	1	3	1	5	0	3	1	4	0	0	0	0	0	11	0	11	20
08:30 AM	1	2	1	4	0	7	1	8	0	1	0	1	0	5	0	5	18
08:45 AM	1	0	0	1	0	8	1	9	0	0	0	0	0	3	0	3	13
Total	4	6	3	13	0	22	4	26	0	2	0	2	0	20	0	20	61
09:00 AM	1	0	0	1	0	6	0	6	1	0	0	1	0	8	0	8	16
09:15 AM	4	0	1	5	1	6	1	8	0	0	0	0	1	4	0	5	18
09:30 AM	0	0	2	2	1	12	0	13	0	0	1	1	1	4	0	5	21
09:45 AM	0	1	1	2	0	19	0	19	0	0	0	0	0	5	0	5	26_
Total	5	1	4	10	2	43	1	46	1	0	1	2	2	21	0	23	81
Grand Total	11	9	9	29	4	96	7	107	3	4	2	9	7	57	0	64	209
Apprch %	37.9	31	31		3.7	89.7	6.5		33.3	44.4	22.2		10.9	89.1	0		
Total %	5.3	4.3	4.3	13.9	1.9	45.9	3.3	51.2	1.4	1.9	1	4.3	3.3	27.3	0	30.6	

	Е	cho Pa	rk Aven	ue	9	Sunset	Bouleva	ırd	Е	cho Pa	rk Aven	ue		Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 07:3	O AM to	o 08:15 A	M - Pea	k 1 of 1											
Peak Hour for I	Entire In	tersecti	on Beg	ins at 07:	30 AM												
07:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	3	5	0	8	15
07:45 AM	1	2	1	4	0	10	2	12	0	0	1	1	1	3	0	4	21
08:00 AM	1	1	1	3	0	4	1	5	0	1	0	1	0	1	0	1	10
08:15 AM	1	3	1	5	0	3	1	4	0	0	0	0	0	11	0	11	20
Total Volume	3	6	4	13	0	23	4	27	0	1	1	2	4	20	0	24	66
% App. Total	23.1	46.2	30.8		0	85.2	14.8		0	50	50		16.7	83.3	0		
PHF	.750	.500	1.00	.650	.000	.575	.500	.563	.000	.250	.250	.500	.333	.455	.000	.545	.786

City of Los Angeles N/S: Echo Park Avenue E/W: Sunset Boulevard

Weather: Clear

File Name: 05\_LAC\_Echo Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

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	07:30 AM				07:30 AN	1			07:30 AN	Л			07:30 AN	1		
+0 mins.	0	0	1	1	0	6	0	6	0	0	0	0	3	5	0	8
+15 mins.	1	2	1	4	0	10	2	12	0	0	1	1	1	3	0	4
+30 mins.	1	1	1	3	0	4	1	5	0	1	0	1	0	1	0	1
+45 mins.	1	3	1	5	0	3	1	4	0	0	0	0	0	11	0	11
Total Volume	3	6	4	13	0	23	4	27	0	1	1	2	4	20	0	24
% App. Total	23.1	46.2	30.8		0	85.2	14.8		0	50	50		16.7	83.3	0	
PHF	.750	.500	1.000	.650	.000	.575	.500	.563	.000	.250	.250	.500	.333	.455	.000	.545

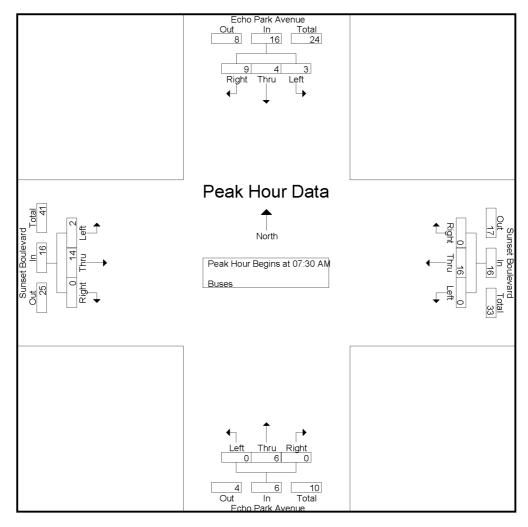
File Name : 05\_LAC\_Echo Park\_Sunset AM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Buses

		. –						aps i iiile									Ī
	E	cho Pa		nue	8	Sunset l		ard	E		ark Aver	nue	5		Bouleva	ard	
		South	nbound			West	bound			Nort	hbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	5	7	0	4	0	4	0	1	0	1	0	6	0	6	18
07:15 AM	0	1	4	5	0	9	1	10	0	1	0	1	0	2	0	2	18
07:30 AM	0	1	1	2	0	2	0	2	0	2	0	2	0	3	0	3	9
07:45 AM	0	1	2	2	0	8	0	8	0	0	0	0	0	6	0	6	17
Total	1	4	12	17	0	23	1	24	0	4	0	4	0	17	0	17	62
08:00 AM	2	1	3	6	0	3	0	3	0	3	0	3	1	1	0	2	14
08:15 AM	1	1	3	5	0	3	0	3	0	1	0	1	1	4	0	5	14
08:30 AM	1	3	2	6	0	4	0	4	0	1	0	1	0	2	0	2	13
08:45 AM	0	1	1	2	0	6	1	7	0	2	0	2	0	5	0	5	16
Total	4	6	9	19	0	16	1	17	0	7	0	7	2	12	0	14	57
09:00 AM	1	1	3	5	0	2	0	2	0	1	0	1	0	6	0	6	14
09:15 AM	0	1	1	2	0	4	0	4	0	1	0	1	0	3	0	3	10
09:30 AM	0	1	2		0	2	0	2	0	1	0	1	0	2	0	2	8
09:45 AM	0	0	2	2	0	2	1	3	0	1	0	1	0	5	0	5	11
Total	1	3	8	12	0	10	1	11	0	4	0	4	0	16	0	16	43
																	1
Grand Total	6	13	29	48	0	49	3	52	0	15	0	15	2	45	0	47	162
Apprch %	12.5	27.1	60.4		0	94.2	5.8		0	100	0		4.3	95.7	0		
Total %	3.7	8	17.9	29.6	0	30.2	1.9	32.1	0	9.3	0	9.3	1.2	27.8	0	29	

	E	cho Pai			S		Bouleva	ırd	Е		rk Aven	ue	5		Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 07:3	30 AM to	o 08:15 A	M - Pea	k 1 of 1					_				-		
Peak Hour for I	Entire In	tersecti	on Begi	ins at 07:	30 AM												
07:30 AM	0	1	1	2	0	2	0	2	0	2	0	2	0	3	0	3	9
07:45 AM	0	1	2	3	0	8	0	8	0	0	0	0	0	6	0	6	17
08:00 AM	2	1	3	6	0	3	0	3	0	3	0	3	1	1	0	2	14
08:15 AM	1	1	3	5	0	3	0	3	0	1	0	1	1	4	0	5	14
Total Volume	3	4	9	16	0	16	0	16	0	6	0	6	2	14	0	16	54
% App. Total	18.8	25	56.2		0	100	0		0	100	0		12.5	87.5	0		
PHF	.375	1.00	.750	.667	.000	.500	.000	.500	.000	.500	.000	.500	.500	.583	.000	.667	.794

File Name: 05\_LAC\_Echo Park\_Sunset AM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I cak i loui loi	Lacit	(ppi oaci	ı Degili	<u> </u>												
	07:30 AM	Л			07:30 AM	1			07:30 AN	Л			07:30 AN	1		
+0 mins.	0	1	1	2	0	2	0	2	0	2	0	2	0	3	0	3
+15 mins.	0	1	2	3	0	8	0	8	0	0	0	0	0	6	0	6
+30 mins.	2	1	3	6	0	3	0	3	0	3	0	3	1	1	0	2
+45 mins.	1	1	3	5	0	3	0	3	0	1	0	1	1	4	0	5
Total Volume	3	4	9	16	0	16	0	16	0	6	0	6	2	14	0	16
% App. Total	18.8	25	56.2		0	100	0		0	100	0		12.5	87.5	0	
PHF	.375	1.000	.750	.667	.000	.500	.000	.500	.000	.500	.000	.500	.500	.583	.000	.667

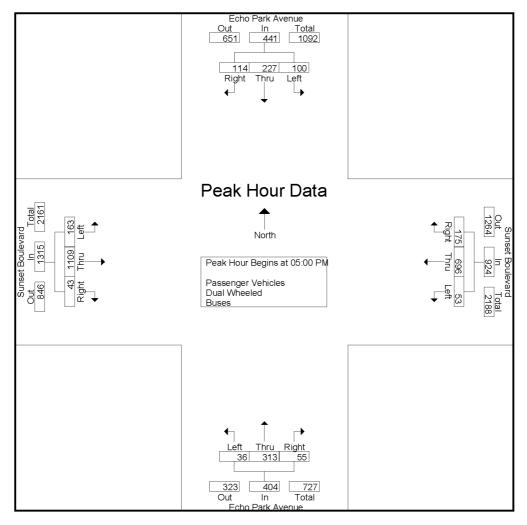
File Name : 05\_LAC\_Echo Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Outside Date to d	D	V / - I - : - I	D 1.3	Afficia et al. Discours	
Groups Printed-	Passender	venicles -	- Duai ۱	vvneeled - Buses	

	Е	cho Pa	rk Aven				Bouleva	ard			rk Aver		9	Sunset	Bouleva	ard	
	_		bound		-		bound		_		bound		-		tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	34	33	34	101	20	214	43	277	7	33	17	57	27	186	17	230	665
03:15 PM	27	42	36	105	17	210	49	276	9	43	11	63	28	150	12	190	634
03:30 PM	36	49	38	123	8	202	38	248	14	54	3	71	25	221	10	256	698
03:45 PM	33	43	45	121	12	236	46	294	10	45	9	64	33	280	16	329	808
Total	130	167	153	450	57	862	176	1095	40	175	40	255	113	837	55	1005	2805
04:00 PM	36	55	37	128	9	178	43	230	9	50	19	78	32	247	10	289	725
04:15 PM	33	40	19	92	17	180	44	241	9	61	10	80	28	250	11	289	702
04:30 PM	27	56	38	121	9	180	31	220	12	69	9	90	30	265	10	305	736
04:45 PM	24	36	30	90	5	177	54	236	17	62	15	94	29	288	9	326	746
Total	120	187	124	431	40	715	172	927	47	242	53	342	119	1050	40	1209	2909
	1																ı
05:00 PM	18	61	26	105	19	167	36	222	6	80	14	100	43	267	13	323	750
05:15 PM	26	55	22	103	11	173	51	235	8	73	15	96	49	314	14	377	811
05:30 PM	25	55	43	123	12	174	50	236	13	87	10	110	44	250	9	303	772
05:45 PM	31	56	23	110	11	182	38	231	9	73	16	98	27	278	7	312	751
Total	100	227	114	441	53	696	175	924	36	313	55	404	163	1109	43	1315	3084
	ı																ı
Grand Total	350	581	391	1322	150	2273	523	2946	123	730	148	1001	395	2996	138	3529	8798
Apprch %	26.5	43.9	29.6		5.1	77.2	17.8		12.3	72.9	14.8		11.2	84.9	3.9		
Total %	4	6.6	4.4	15	1.7	25.8	5.9	33.5	1.4	8.3	1.7	11.4	4.5	34.1	1.6	40.1	
Passenger Vehicles	339	558	357	1254	146	2215	521	2882	121	707	146	974	391	2865	136	3392	8502
% Passenger Vehicles	96.9	96	91.3	94.9	97.3	97.4	99.6	97.8	98.4	96.8	98.6	97.3	99	95.6	98.6	96.1	96.6
Dual Wheeled	6	4	2	12	3	22	1	26	2	7	1	10	4	80	1	85	133
% Dual Wheeled	1.7	0.7	0.5	0.9	2	1	0.2	0.9	1.6	1	0.7	1	1	2.7	0.7	2.4	1.5
Buses	5	19	32	56	1	36	1	38	0	16	1	17	0	51	1	52	163
% Buses	1.4	3.3	8.2	4.2	0.7	1.6	0.2	1.3	0	2.2	0.7	1.7	0	1.7	0.7	1.5	1.9

	E	cho Pa	rk Aven	ue	9	Sunset	Bouleva	ırd	Е	cho Pa	rk Aven	ue		Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 03:0	00 PM to	05:45 P	M - Pea	k 1 of 1					<u>-</u>						
Peak Hour for I	Entire In	tersecti	on Beg	ins at 05:	00 PM												
05:00 PM	18	61	26	105	19	167	36	222	6	80	14	100	43	267	13	323	750
05:15 PM	26	55	22	103	11	173	51	235	8	73	15	96	49	314	14	377	811
05:30 PM	25	55	43	123	12	174	50	236	13	87	10	110	44	250	9	303	772
05:45 PM	31	56	23	110	11	182	38	231	9	73	16	98	27	278	7	312	751
Total Volume	100	227	114	441	53	696	175	924	36	313	55	404	163	1109	43	1315	3084
% App. Total	22.7	51.5	25.9		5.7	75.3	18.9		8.9	77.5	13.6		12.4	84.3	3.3		
PHF	.806	.930	.663	.896	.697	.956	.858	.979	.692	.899	.859	.918	.832	.883	.768	.872	.951

File Name : 05\_LAC\_Echo Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	03:15 PM				03:00 PM	l			05:00 PM	1			04:30 PN	1		
+0 mins.	27	42	36	105	20	214	43	277	6	80	14	100	30	265	10	305
+15 mins.	36	49	38	123	17	210	49	276	8	73	15	96	29	288	9	326
+30 mins.	33	43	45	121	8	202	38	248	13	87	10	110	43	267	13	323
+45 mins.	36	55	37	128	12	236	46	294	9	73	16	98	49	314	14	377
Total Volume	132	189	156	477	57	862	176	1095	36	313	55	404	151	1134	46	1331
% App. Total	27.7	39.6	32.7		5.2	78.7	16.1		8.9	77.5	13.6		11.3	85.2	3.5	
PHF	.917	.859	.867	.932	.713	.913	.898	.931	.692	.899	.859	.918	.770	.903	.821	.883

File Name: 05\_LAC\_Echo Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

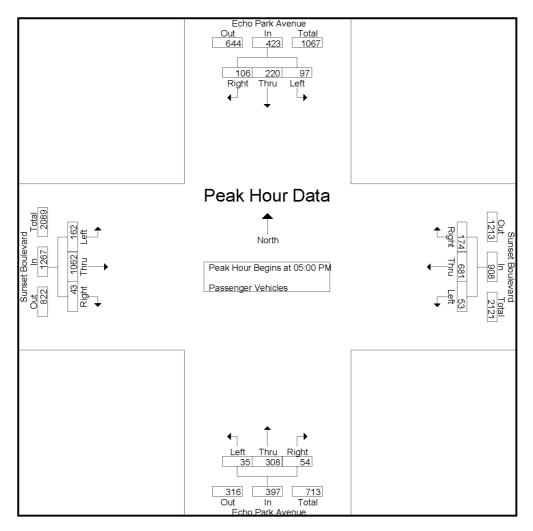
						Gro	ups Pri	nted- Pas	senger	Vehicle	es						
	Е	cho Pa	rk Aven	iue	S	Sunset l	Bouleva	ard	E	cho Pa	rk Aver	nue	5	Sunset	Bouleva	ard	
		South	bound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	33	30	30	93	18	208	43	269	7	29	17	53	27	177	16	220	635
03:15 PM	26	41	35	102	16	204	49	269	8	43	11	62	27	134	12	173	606
03:30 PM	34	46	34	114	8	194	38	240	14	52	3	69	25	212	10	247	670
03:45 PM	32	42	42	116	12	227	45	284	10	42	8	60	33	263	16	312	772
Total	125	159	141	425	54	833	175	1062	39	166	39	244	112	786	54	952	2683
04:00 PM	34	53	33	120	9	174	43	226	9	47	19	75	32	238	10	280	701
04:15 PM	32	37	15	84	17	176	44	237	9	59	10	78	28	244	11	283	682
04:30 PM	27	54	35	116	8	179	31	218	12	68	9	89	29	257	9	295	718
04:45 PM	24	35	27	86	5	172	54	231	17	59	15	91	28	278	9	315	723
Total	117	179	110	406	39	701	172	912	47	233	53	333	117	1017	39	1173	2824
05:00 PM	17	59	23	99	19	164	36	219	5	79	13	97	43	256	13	312	727
05:15 PM	24	53	21	98	11	168	50	229	8	71	15	94	48	304	14	366	787
05:30 PM	25	53	40	118	12	172	50	234	13	86	10	109	44	242	9	295	756
05:45 PM	31	55	22	108	11	177	38	226	9	72	16	97	27	260	7	294	725
Total	97	220	106	423	53	681	174	908	35	308	54	397	162	1062	43	1267	2995
1																	
Grand Total	339	558	357	1254	146	2215	521	2882	121	707	146	974	391	2865	136	3392	8502
Apprch %	27	44.5	28.5		5.1	76.9	18.1		12.4	72.6	15		11.5	84.5	4		
Total %	4	6.6	4.2	14.7	1.7	26.1	6.1	33.9	1.4	8.3	1.7	11.5	4.6	33.7	1.6	39.9	

	E	cho Pa	rk Aven	ue	Sunset Boulevard Westbound					cho Pa	rk Aven	ue		Sunset	Bouleva	ırd	
		South	nbound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	lysis Fr	om 05:0	00 PM t	o 05:45 P	M - Pea	ık 1 of 1					_						
Peak Hour for I	Entire In	tersecti	ion Beg	ins at 05:	00 PM												
05:00 PM	17	59	23	99	19	164	36	219	5	79	13	97	43	256	13	312	727
05:15 PM	24	53	21	98	11	168	50	229	8	71	15	94	48	304	14	366	787
05:30 PM	25	53	40	118	12	172	50	234	13	86	10	109	44	242	9	295	756
05:45 PM	31	55	22	108	11	177	38	226	9	72	16	97	27	260	7	294	725
Total Volume	97	220	106	423	53	681	174	908	35	308	54	397	162	1062	43	1267	2995
% App. Total	22.9	52	25.1		5.8	75	19.2		8.8	77.6	13.6		12.8	83.8	3.4		
PHF	.782	.932	.663	.896	.697	.962	.870	.970	.673	.895	.844	.911	.844	.873	.768	.865	.951

City of Los Angeles N/S: Echo Park Avenue E/W: Sunset Boulevard

Weather: Clear

File Name : 05\_LAC\_Echo Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak noul loi	Each A	pproaci	ı begin	S al.												
	05:00 PM				05:00 PM	1			05:00 PN	Л			05:00 PN	1		
+0 mins.	17	59	23	99	19	164	36	219	5	79	13	97	43	256	13	312
+15 mins.	24	53	21	98	11	168	50	229	8	71	15	94	48	304	14	366
+30 mins.	25	53	40	118	12	172	50	234	13	86	10	109	44	242	9	295
+45 mins.	31	55	22	108	11	177	38	226	9	72	16	97	27	260	7	294
Total Volume	97	220	106	423	53	681	174	908	35	308	54	397	162	1062	43	1267
% App. Total	22.9	52	25.1		5.8	75	19.2		8.8	77.6	13.6		12.8	83.8	3.4	
PHF	.782	.932	.663	.896	.697	.962	.870	.970	.673	.895	.844	.911	.844	.873	.768	.865

File Name: 05\_LAC\_Echo Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 1

Groups Printed- Dual Wheeled

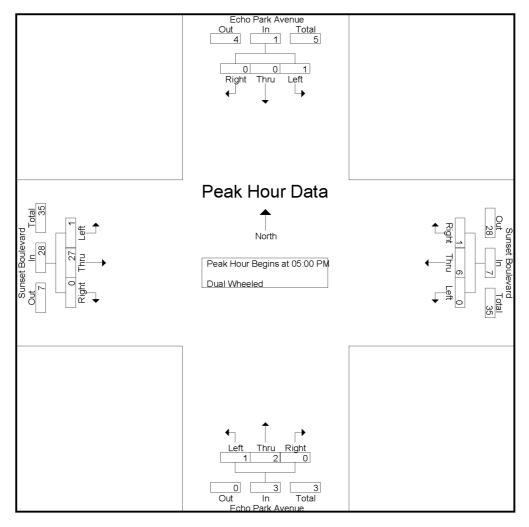
						(·	Proups	Printed- L	Dual Wh	eeled							
	Е	cho Pa	rk Aven	iue	S	Sunset l	Bouleva	ard	E	cho Pa	rk Aver	nue	5	Sunset	Bouleva	ard	
		South	nbound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	0	0	1	2	2	0	4	0	2	0	2	0	5	1	6	13
03:15 PM	1	0	0	1	0	2	0	2	1	0	0	1	1	12	0	13	17
03:30 PM	1	2	0	3	0	6	0	6	0	0	0	0	0	6	0	6	15
03:45 PM	1	0	1	2	0	6	0	6	0	1	1	2	0	11	0	11	21
Total	4	2	1	7	2	16	0	18	1	3	1	5	1	34	1	36	66
04:00 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	5	0	5	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:30 PM	0	0	1	1	1	0	0	1	0	1	0	1	1	3	0	4	7
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	5	0	6	7
Total	1	2	1	4	1	0	0	1	0	2	0	2	2	19	0	21	28
05:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	6	0	6	8
05:15 PM	0	0	0	0	0	2	1	3	0	0	0	0	1	5	0	6	9
05:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	4	0	4	6
05:45 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	12	0	12	16_
Total	1	0	0	1	0	6	1	7	1	2	0	3	1	27	0	28	39
Grand Total	6	4	2	12	3	22	1	26	2	7	1	10	4	80	1	85	133
Apprch %	50	33.3	16.7		11.5	84.6	3.8		20	70	10		4.7	94.1	1.2		
Total %	4.5	3	1.5	9	2.3	16.5	8.0	19.5	1.5	5.3	8.0	7.5	3	60.2	8.0	63.9	

		Е	cho Pai	rk Aven	ue	9	Sunset	Bouleva	ırd	Е	cho Pa	rk Aven	ue	9	Sunset	Bouleva	ırd	
			South	bound			West	bound			North	nbound			East	bound		
Start T	ime	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour	r Ana	lysis Fro	om 05:0	0 PM to	o 05:45 P	M - Pea	k 1 of 1					<del>-</del>				<del>-</del>		
Peak Hour	r for E	Entire In	tersecti	on Beg	ins at 05:	00 PM												
05:00	PM	1	0	0	1	0	0	0	0	1	0	0	1	0	6	0	6	8
05:15	PM	0	0	0	0	0	2	1	3	0	0	0	0	1	5	0	6	9
05:30	PM	0	0	0	0	0	1	0	1	0	1	0	1	0	4	0	4	6
05:45	PM	0	0	0	0	0	3	0	3	0	1	0	1	0	12	0	12	16
Total Volu	ume	1	0	0	1	0	6	1	7	1	2	0	3	1	27	0	28	39
% App. T	otal	100	0	0		0	85.7	14.3		33.3	66.7	0		3.6	96.4	0		
F	PHF	250	000	000	250	000	500	250	583	250	500	000	750	250	563	000	583	609

City of Los Angeles N/S: Echo Park Avenue E/W: Sunset Boulevard

Weather: Clear

File Name: 05\_LAC\_Echo Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	05:00 PM	1			05:00 PM	1			05:00 PN	Л			05:00 PN	1		
+0 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	6	0	6
+15 mins.	0	0	0	0	0	2	1	3	0	0	0	0	1	5	0	6
+30 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	4	0	4
+45 mins.	0	0	0	0	0	3	0	3	0	1	0	1	0	12	0	12
Total Volume	1	0	0	1	0	6	1	7	1	2	0	3	1	27	0	28
_ % App. Total	100	0	0		0	85.7	14.3		33.3	66.7	0		3.6	96.4	0	
PHF	.250	.000	.000	.250	.000	.500	.250	.583	.250	.500	.000	.750	.250	.563	.000	.583

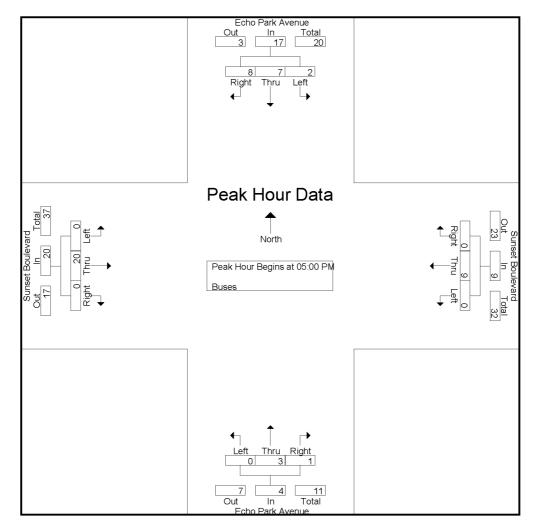
File Name : 05\_LAC\_Echo Park\_Sunset PM Site Code : 16619417 Start Date : 6/4/2019 Page No : 1

Groups Printed- Buses

							Grou	ups Printe	a- Buse	es							
	Е	cho Pa	rk Aver	nue	S	Sunset l	Bouleva	ard	Ε	cho Pa	rk Aver	nue	5	Sunset	Bouleva	ard	
		South	nbound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	4	7	0	4	0	4	0	2	0	2	0	4	0	4	17
03:15 PM	0	1	1	2	1	4	0	5	0	0	0	0	0	4	0	4	11
03:30 PM	1	1	4	6	0	2	0	2	0	2	0	2	0	3	0	3	13
03:45 PM	0	1	2	3	0	3	1	4	0	2	0	2	0	6	0	6	15
Total	1	6	11	18	1	13	1	15	0	6	0	6	0	17	0	17	56
04:00 PM	1	1	4	6	0	4	0	4	0	2	0	2	0	4	0	4	16
04:15 PM	1	3	4	8	0	4	0	4	0	2	0	2	0	0	0	0	14
04:30 PM	0	2	2	4	0	1	0	1	0	0	0	0	0	5	1	6	11
04:45 PM	0	0	3	3	0	5	0	5	0	3	0	3	0	5	0	5	16
Total	2	6	13	21	0	14	0	14	0	7	0	7	0	14	1	15	57
1																	
05:00 PM	0	2	3	5	0	3	0	3	0	1	1	2	0	5	0	5	15
05:15 PM	2	2	1	5	0	3	0	3	0	2	0	2	0	5	0	5	15
05:30 PM	0	2	3	5	0	1	0	1	0	0	0	0	0	4	0	4	10
05:45 PM	0	1_	1	2	0	2	0	2	0	0	0	0	0	6	0	6	10
Total	2	7	8	17	0	9	0	9	0	3	1	4	0	20	0	20	50
O T41	_	40	20	56		20		38	0	40	4	47	_	<b>-</b> 4			400
Grand Total	5	19	32	56	200	36	2.0	38	0	16		17	0	51	1	52	163
Apprch %	8.9	33.9	57.1	04.4	2.6	94.7	2.6	00.0	0	94.1	5.9	40.4	0	98.1	1.9	24.2	
Total %	3.1	11.7	19.6	34.4	0.6	22.1	0.6	23.3	0	9.8	0.6	10.4	0	31.3	0.6	31.9	

	E	cho Pai	rk Aven	ue	9	Sunset l	Bouleva	ırd	Е	cho Pa	ırk Aven	ue	5	Sunset	Bouleva	ırd	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 05:0	0 PM to	o 05:45 P	M - Pea												
Peak Hour for I	Entire In	tersecti	on Beg	ins at 05:	00 PM												
05:00 PM	0	2	3	5	0	3	0	3	0	1	1	2	0	5	0	5	15
05:15 PM	2	2	1	5	0	3	0	3	0	2	0	2	0	5	0	5	15
05:30 PM	0	2	3	5	0	1	0	1	0	0	0	0	0	4	0	4	10
05:45 PM	0	1	1	2	0	2	0	2	0	0	0	0	0	6	0	6	10
Total Volume	2	7	8	17	0	9	0	9	0	3	1	4	0	20	0	20	50
% App. Total	11.8	41.2	47.1		0	100	0		0	75	25		0	100	0		
PHF	.250	.875	.667	.850	.000	.750	.000	.750	.000	.375	.250	.500	.000	.833	.000	.833	.833

File Name: 05\_LAC\_Echo Park\_Sunset PM Site Code: 16619417 Start Date: 6/4/2019 Page No: 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I cak i loui loi	Lacii	pprodoi	i Degini	3 at.												
	05:00 PM	1			05:00 PM	1			05:00 PN	Л			05:00 PM	1		
+0 mins.	0	2	3	5	0	3	0	3	0	1	1	2	0	5	0	5
+15 mins.	2	2	1	5	0	3	0	3	0	2	0	2	0	5	0	5
+30 mins.	0	2	3	5	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	1	1	2	0	2	0	2	0	0	0	0	0	6	0	6
Total Volume	2	7	8	17	0	9	0	9	0	3	1	4	0	20	0	20
% App. Total	11.8	41.2	47.1		0	100	0		0	75	25		0	100	0	
PHF	.250	.875	.667	.850	.000	.750	.000	.750	.000	.375	.250	.500	.000	.833	.000	.833



STREET:

North/South Echo Park Avenue East/West Sunset Boulevard Day: Tuesday Date: June 4, 2019 Weather: **CLEAR** 7-10AM 3-6PM Hours: Staff: CUI School Day: YES District: Hollywood I/S CODE 19350 N/B S/B E/B W/B DUAL-WHEELED BIKES **BUSES** N/B TIME S/B TIME E/B TIME W/B TIME AMPK 15 MIN 8.00 241 8.00 8.15 7.45 PMPK 15 MIN 5.30 4.00 5.15 3.45 AM PK HOUR 7.30 7.45 7.30 7.00 PM PK HOUR 5.00 3.00 477 3.15 4.30 NORTHBOUND Approach **SOUTHBOUND Approach TOTAL** XING S/L XING N/L Hours Total Hours Rt Total N-S Ped Sch Ped Sch Lt Th Rt Lt Th 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL **EASTBOUND Approach WESTBOUND Approach TOTAL** XING W/L XING E/L Total Total E-W Sch Sch Hours Lt Th Rt Hours Lt Th Rt Ped Ped 7-8 7-8 8-9 8-9 9-10 9-10 3-4 3-4 4-5 4-5 5-6 5-6 TOTAL TOTAL 

(Rev Oct 06)

#### City of Los Angeles

#### Department of Transportation

**NORTHBOUND Approach** 

#### **BICYCLE COUNT SUMMARY**

STREET:

North/South: Echo Park Avenue

East/West: Sunset Boulevard

Day: Tuesday Date: 6/4/2019 Weather: School Day: Yes District: Hollywood I/S Code:

Hours: 7-10 AM, 3-6 PM

#### SOUTHBOUND Approach

CUI

TOTAL

CLEAR

19350

Hours	Lt	Th	Rt	Total
7-8 8-9	0	0	0	0
8-9	0	0	1	1
9-10	0	1	0	1
3-4 4-5 5-6	1	2	1	4
4-5	0	1	0	1
5-6	5	0	0	5
TOTAL	6	4	2	12

Hours
7-8
8-9
9-10
3-4
4-5
5-6
TOTAL

Staff:

Lt	Th	Rt	Total
0	4	0	4
0	3	1	4
1	0	0	1
1	1	1	3
1	0	0	1
0	2	0	2
q	10	2	15

N-S	
4	
5	•••
2	
 7	
 2	
 7	

27

<b>EASTBOUND</b>	Approach

WESTBOUND	Approach
-----------	----------

TOTAL

Hours	Lt
7-8	1
8-9	2
9-10	2
3-4	2
4-5	0
5-6	2
	•

1	13	0	14			
2	2 12		14			
2	7	0	9			
2	5	1	8			
0	9	0	9			
2 13		1	16			
_						
9	59	2	70			

Rt

Total

Th

Hours
7-8
8-9
9-10
3-4
4-5
5-6

TOTAL

	Lt	Th	Rt	Total
I	0	2	1	3
I	0	4	0	4
I	0	1	0	1
ı	0	3	1	4
ı	0	5	0	5
I	2	6	0	8

E-W
17
18
 10
12
14
 24

95

#### REMARKS (6 hour total):

TOTAL

NB	SB	EB	WB	TOTAL

- Female Riders
- No helmet riders
- Sidewalk Riding
- Wrong way riding

1	1	5	1	8
5	7	32	13	57
2	6	7	6	21
4	1	3	6	14

NB: Northbound, SB: Southbound, EB: Eastbound, WB: Westbound, I/S: Intersection

Source: CUI LADOT 2015 CMP

#### PEDESTRIAN COUNT SUMMARY

STREET:

15 Min. Interval

7:00-7:15

7:15-7:30

7:30-7:45

7:45-8:00

8:00-8:15

8:15-8:30

8:30-8:45

8:45-9:00

9:00-9:15

9:15-9:30

9:30-9:45

9:45-10:00

Echo Park Avenue North/South:

East/West: Sunset Boulevard

Tuesday Day:

School Day: YES Hours: 7-10 AM, 3-6 PM

District: Hollywood Staff: CUI

Date:

June 4, 2019

3:15-3:30

3:30-3:45

3:45-4:00

4:00-4:15

4:15-4:30

4:30-4:45

4:45-5:00

5:00-5:15

5:15-5:30

5:30-5:45

5:45-6:00

Weather: I/S Code:

CLEAR 19350

AM DEAK DEDIOD

AIVI	PEAK	PERIOD

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
6	20	3	32	61
12	25	6	16	59
36	23	6	45	110
14	40	0	37	91
16	15	12	19	62
13	13	2	17	45
1	27	4	24	56
17	35	4	25	81
22	22	10	26	80
20	38	16	13	87
12	18	16	21	67
26	38	9	24	97

PM PEAK PERIOD N-LEG S-LEG E-LEG 15 Min. Interval 3:00-3:15

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
30	88	40	34	192
28	76	36	46	186
20	52	28	54	154
25	80	38	34	177
39	94	44	66	243
37	102	34	72	245
28	104	46	76	254
35	90	24	54	203
35	96	36	82	249
27	120	38	58	243
31	84	42	54	211
42	94	44	66	246

Hours

TOTAL

68	108	15	130	321
47	90	22	85	244
80	116	51	84	331
195	314	88	299	896

Hours

103	296	142	168	709
139	390	148	268	945
135	394	160	260	949

377 1080 450 696 2603

#### REMARKS (6 hour total):

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL

- Wheelchair/special needs assistance

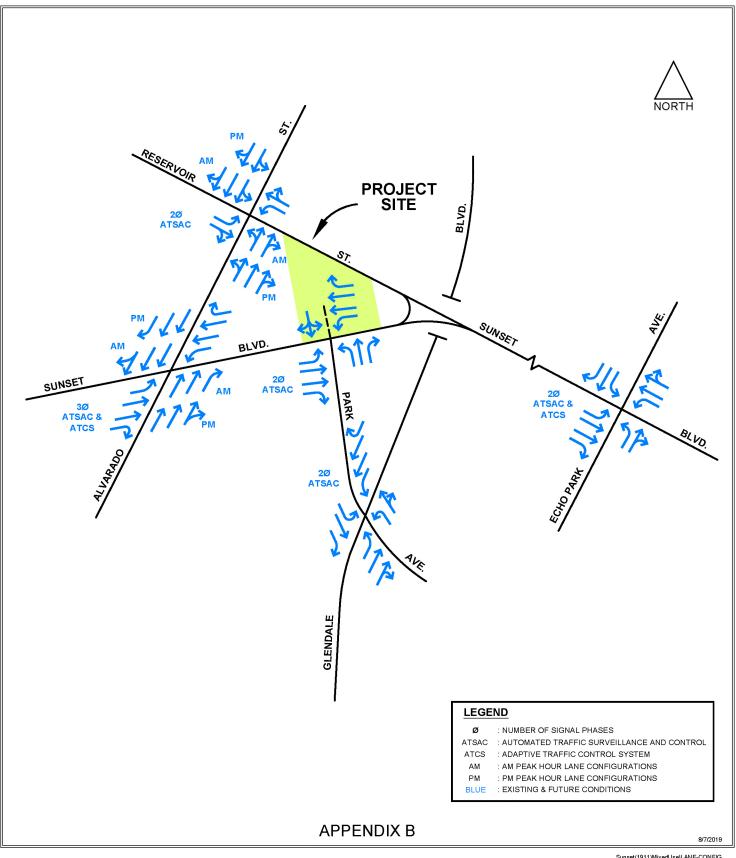
- Skateboard/scooter

1	16	3	5	25
2	9	3	7	21

N: North, S: South, E: East, W: West, I/S: Intersection

Source: LADOT 2015 CMP

# APPENDIX B STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



Sunset(1911)MixedUse\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS



Transportation Planning Traffic Engineering

# APPENDIX C CMA LOS CALCULATION WORKSHEETS



(Circular 212 Method)



I/S #:	North-South Street:	ALVARA	DO STREE	Т		Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:	D	Н	Date:		8/6/2019	
1	East-West Street:	RESERV	OIR STREE	Т		Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:	R	K	Project:	1911 S	unset Mix	ed-Use
Орг	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			2			2				2				2				2
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC-	+ATCS-2?	2022	VVD	1		0 171	1	25.2	U	VVD	1		U	VVD	1		U	VVD	1
	Override	Capacity			0			0				0				0				0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITION	ON WIO PR	OJECT	FUTUF	RE CONDIT	ION WI PR	OJECT	FUTURE	WI PROJE	CT W/ MITI	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
ļ.,			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
I <sub>♀</sub> I	Left Left-Through		18	1	18	0	18	18	0	19	0 1	19	0	19	0	19	0	19	0	19
💆	Through		812	1	476	3	815	478	27	872	0	511	3	875	0	512	0	875	0	512
₩	Through-Right			1			0.0				1				1	0.2		0.0	1	
NORTHBOUND	Right		32		476	0	32	478	2	35	0	511	0	35	0	512	0	35	0	512
2	Left-Through-Right										0				0				0	
I	Left-Right		L																	
1	Left		6		6	2	8	8	1	7	0	7	2	9	0	9	0	9	0	9
SOUTHBOUND	Left-Through		ľ	1	ŭ	-	Ŭ	Ŭ		•	1	•	_	·	1	Ŭ		Ū	1	ĭ
g	Through		1526	1	522	0	1526	524	23	1611	1	552	0	1611	1	554	0	1611	1	554
置	Through-Right		4-	1	500		45	50.4	_	40	1	550		40	1	55.4		40	1	A
5	Right Left-Through-Right		15		522	0	15	524	0	16	0	552	0	16	0	554	0	16	0	554
%	Left-Right										U				· ·				· ·	
	, and the second																			
$I \land I$	Left		54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
\ \ \	Left-Through Through		17		37	0	17	37	0	18	0	39	0	18	0	39	۱ ،	18	0	39
	Through-Right		l ''	1	31	"	17	31	U	10	1	39	"	10	1	39	"	10	1	39
EASTBOUND	Right		20		0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
≦	Left-Through-Right										0				0				0	
	Left-Right		I																	
I	Left		66	1	66	0	66	66	2	71	1	71	0	71	1	71	0	71	1	71
	Left-Through										0		_		Ó		_		0	
WESTBOUND	Through		34	4	65	0	34	65	0	35	0	74	0	35	0	74	0	35	0	74
	Through-Right Right		31	1	0	0	31	0	7	39	1 0	0	0	39	1 0	0	۱ ،	39	1 0	0
	Left-Through-Right		31		U	"	31	U	'	38	0	U	"	38	0	U	"	39	0	U
	Left-Right																			
		(2)		th-South:	540	1	rth-South:	542			th-South:	571			th-South:	573			th-South:	573
	CRITICAL V	/OLUMES	E	ast-West: SUM:	119 659	*	ast-West: SUM:	119 661		E	ast-West: SUM:	130 701		E	ast-West: SUM:	130 703		E	ast-West: SUM:	130 703
	VOLUME/CAPACITY (V/C	C) RATIO:		SUIVI:			SUIVI:				SUIVI:				SUIVI:				SUIVI:	
1//	LESS ATSAC/ATCS ADJU	•			0.439			0.441				0.467				0.469				0.469
"					0.369			0.371				0.397				0.399				0.399
	LEVEL OF SERVI	EMARKS:	<u> </u>		Α	<u> </u>		Α				Α				Α	<u> </u>			Α

REMARKS:

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

Change in v/c due to project: 0.002 Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.002 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	LVARADO	STREET	Г		Year of Count: 2019 Projection Year: 2023									DH Date		te: 8/6/2019			
1	East-West Street:	RESERVOII	R STREE	Т		Proje	ction Year	2023		Pea	k Hour:	РМ	Revie	wed by:	R	rK .	Project:	1911 St	unset Mix	ed-Use
Or	No. of P pposed Ø'ing: N/S-1, E/W-2 or B	oth-3?	- 0		2		0	2		•		2				2				2
Right	t Turns: FREE-1, NRTOR-2 or O	II A - 3 / I	B 0 B 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0 0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT				1			1			2	1				1			2	1
<u> </u>	Override Ca	apacity			0			0				0				0				0
	BAON/EDAENIT		EXISTI	NG CONDI			NG PLUS P			E CONDITION				RE CONDIT				W/ PROJE		
	MOVEMENT	١,	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
┢──	Left	'	19	0	19	0	19	19	0	20	0	20	0	20	0	20	O	20	0	20
2	Left-Through			1	10		.0	10		20	1	20		20	1	20		20	1	20
l g	Through		1141	1	418	1	1142	419	27	1214	1	446	1	1215	1	447	0	1215	1	447
NORTHBOUND	Through-Right			1		_			_		1		_		1		_		1	
	Right		38	0	418	0	38	419	5	45	0	446	0	45	0	447	0	45	0	447
¥	Left-Through-Right Left-Right			U							U				U				U	
	Lett-raght		i																	
	Left		10	0	10	4	14	14	2	12	0	12	4	16	0	16	0	16	0	16
3	Left-Through		0.45	1	400		0.45	470		005	1 0	40=		005	1		0	005	1 0	
<u> </u>	Through Through-Right		845	0 1	460	0	845	472	26	905	1	497	0	905	0 1	509	U	905	1	509
<b>∥ ξ</b> '	Right		15	Ö	460	0	15	472	0	16	Ö	497	0	16	o o	509	0	16	o .	509
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	Left-Right																			
	Left		89	1	89	0	89	89	0	93	1	93	0	93	1	93	0	93	1	93
9	Left-Through		•	ö	00		00	00		00	Ö	55		00	o o			00	o O	"
₹	Through		66	0	88	0	66	88	0	69	0	92	0	69	0	92	0	69	0	92
<u>ĕ</u>	Through-Right		20	1 0	0	0	22	0	0	22	1	0		22	1	0	0	22	1	
EASTBOUND	Right Left-Through-Right		22	0	U	U	22	U	U	23	0	U	0	23	0	0	U	23	0	0
" '	Left-Right			Ŭ							ŭ				Ŭ				Ŭ	
									ļ.								_		,	
ם ו	Left Left-Through		48	1 0	48	0	48	48	1	51	1 0	51	0	51	1 0	51	0	51	1 0	51
WESTBOUND	Through		61	0	96	0	61	96	0	63	0	105	0	63	0	105	0	63	0	105
E	Through-Right			1		_			_		1				1				1	
ES	Right	1	35	0	0	0	35	0	6	42	0	0	0	42	0	0	0	42	0	0
\$	Left-Through-Right Left-Right			0							0				0				0	
$\vdash$	Lost ragin	-+	Nort	h-South:	479	No	rth-South:	491		Nort	h-South:	517		Non	th-South:	529		Non	th-South:	529
1	CRITICAL VOL	UMES	Ea	st-West:	185	E	ast-West:	185		Ea	st-West:	198		E	ast-West:	198		E	ast-West:	198
—	VOLUME OF TABLE A STATE OF THE			SUM:	664		SUM:	676			SUM:	715			SUM:	727			SUM:	727
<b>1</b>	VOLUME/CAPACITY (V/C) F				0.443			0.451				0.477				0.485				0.485
"	C LESS ATSAC/ATCS ADJUST				0.373			0.381				0.407				0.415				0.415
Щ_	LEVEL OF SERVICE	(LOS):			Α			Α				Α				Α				Α

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008
Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.008

Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: ALVARA	DO STREE	Т		Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1	Conducted by:				Date:		8/6/2019	/2019	
2	East-West Street: SUNSET	BOULEVA	RD		Proje	ction Year	2023		Pea	ak Hour:	AM	Revie	wed by:	R	RK	Project:	1911 S	unset Mix	ed-Use	
	No. of Phases posed Øing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE 0 W	B 0	NB EB	0 0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0	
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0			2				2 0				2 0				2 0	
		EXIST	ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MITI	IGATION	
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
	Left	4		4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
BOUN	Left-Through Through Through-Right	654	1	339	0	654	339	13	694	1 1 0	359	0	694	1 1 0	359	0	694	1 1 0	359	
NORTHBOUND	Right Left-Through-Right Left-Right	96	1	15	3	99	15	15	115	1 0	25	3	118	1	26	0	118	1 0	26	
	Left	2		2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
SOUTHBOUND	Left-Through Through Through-Right	1171	1 1 1	460	0	1171	460	12	1231	1 1 1	488	0	1231	1 1 1	488	0	1231	1 1 1	488	
SOUTE	Right Left-Through-Right Left-Right	202		460	0	202	460	14	224	0	488	0	224	0	488	0	224	0	488	
	Left	145	1	145	0	145	145	14	165	1	165	0	165	1	165	0	165	1	165	
QND.	Left-Through Through	709	2	355	2	711	356	27	765	0 2	383	2	767	0 2	384	0	767	0 2	384	
EASTBOUND	Through-Right Right	89	1	89	0	89	89	13	106	0	106	0	106	0	106	0	106	0	106	
	Left-Through-Right Left-Right									0				0				0		
	Left	163	1	163	5	168	168	10	180	1	180	5	185	1	185	0	185	1	185	
WESTBOUND	Left-Through Through Through-Right	772	2	386	4	776	388	27	830	0 2 0	415	4	834	0 2 0	417	0	834	0 2 0	417	
WESTI	Right Left-Through-Right Left-Right	32	1	32	3	35	35	1	34	1 0	34	3	37	1 0	37	0	37	1 0	37	
	CRITICAL VOLUMES		th-South: ast-West: SUM:	464 531 995		rth-South: ast-West: SUM:	464 533 997			th-South: ast-West: SUM:	492 580 1072			th-South: ast-West: SUM:	492 582 1074			th-South: ast-West: SUM:	492 582 1074	
	VOLUME/CAPACITY (V/C) RATIO:			0.698			0.700				0.752				0.754				0.754	
V/C	LESS ATSAC/ATCS ADJUSTMENT:			0.598			0.600				0.652				0.654				0.654	
	LEVEL OF SERVICE (LOS):			Α			Α				В				В				В	

**REMARKS:** Northbound and southbound lane configurations modified to account for illegal left-turn movements.

Version: 1i Beta; 8/4/2011

#### **PROJECT IMPACT**

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

8/7/2019-1:20 PM 3 Result\_20190806



(Circular 212 Method)



I/S #:	North-South Street: ALVARA	DO STREE	T		Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1	Condu	cted by:			Date:		8/6/2019	
2	East-West Street: SUNSET	BOULEVA	RD		Proje	ction Year	2023		Pea	ak Hour:	PM	Revie	wed by:	F	RK	Project:	1911 S	unset Mix	ed-Use
	No. of Phases posed Øing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE		NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2			2 0				2				2				2
		EXISTI	ING CONDI	TION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITION	ON W/O PR	OJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MITI	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
NORTHBOUND	Left-Through Through	1025	1	446	0	1025	449	16	1083	1	475	0	1083	1	478	0	1083	1	478
貰	Through-Right Right	300	1 0	446	9	309	449	18	330	1 0	475	9	339	1 0	478	۱ ،	339	1 0	478
NOR	Left-Through-Right Left-Right		0	440		000	440		000	Ö	470		000	0	470		000	Ö	470
						4			4	_			4				4	_	
I⊵I	Left Left-Through	1	0 1	1	0	1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1
	Through	625	1	316	0	625	316	11	661	1	334	0	661	1	334	0	661	1	334
毘	Through-Right Right	102	0 1	44	0	102	44	17	123	0 1	55	0	123	0	55	١ ،	123	0 1	55
SOUTHBOUND	Left-Through-Right Left-Right	102	Ó	44		102	44	17	123	Ó	55		123	Ó	33		123	Ó	55
I □ I	Left Left-Through	117	0	117	0	117	117	15	137	1 0	137	0	137	1 0	137	0	137	1 0	137
🕺	Through	1050	2	525	5	1055	528	29	1122	2	561	5	1127	2	564	0	1127	2	564
≝	Through-Right	55	0 1	55	0	55	55	13	70	0 1	70	0	70	0	70	_ ر	70	0 1	70
EASTBOUND	Right Left-Through-Right Left-Right	55	0	55		55	55	13	70	0	70		70	0	70		70	Ó	70
ا <sub>ہ</sub> ا	Left Left-Through	103	1 0	103	3	106	106	8	115	1 0	115	3	118	1 0	118	0	118	1 0	118
5	Through	712	2	356	2	714	357	39	780	2	390	2	782	2	391	0	782	2	391
ğ	Through-Right		0							0				0		_		0	
WESTBOUND	Right Left-Through-Right Left-Right	55	1 0	55	1	56	56	1	58	1 0	58	1	59	1 0	59	0	59	1 0	59
	-		th-South:	447		rth-South:	450			th-South:	476			th-South:	479			th-South:	479
	CRITICAL VOLUMES	E	ast-West: SUM:	628 1075	E	East-West: SUM:	634 1084		E	ast-West: SUM:	676 1152		E.	ast-West: SUM:	682 1161		E:	ast-West: SUM:	682 1161
	VOLUME/CAPACITY (V/C) RATIO:			0.754			0.761				0.808				0.815			_	0.815
V/C	LESS ATSAC/ATCS ADJUSTMENT:			0.654			0.661				0.708				0.715				0.715
	LEVEL OF SERVICE (LOS):			В			В				С				С				С

**REMARKS:** Northbound and southbound lane configurations modified to account for illegal left-turn movements.

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

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



(Circular 212 Method)



I/S #:	North-South Street: PARK A	VENUE			Yea	r of Count	2019	Amb	ient Grov	vth: (%):	1				Н	Date:		8/6/2019	
3	East-West Street: SUNSET	BOULEVA	RD		Proje	ction Year	2023		Pea	ak Hour:	ΑМ	Revie	wed by:	R	RK	Project:	1911 S	unset Mix	ed-Use
	No. of Phases posed Øing: N/S-1, E/W-2 or Both-3? Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?	NB 0 EB 0	SB WB	2 0 0 0 1	NB EB	0 SE 0 Wi	B 0 1	NB EB	0	SB WB	2 0 0 0 1	NB EB	0 0	SB WB	2 0 0 0	NB EB	0 0	SB WB	2 0 0 0
	Override Capacity	EVICTI	NG CONDI	0	EVIET	ING PLUS PI	0	EUTUB	E CONDITION	ON W/O DB	0	EUTUS	RE CONDIT	ION W/ DB	0	FUTURE	W/ PROJE	CT VALL BALTI	O ICATION
	MOVEMENT	EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NORTHBOUND	Left Left-Through Through Through-Right	107 1 92	1 1 1	107 1 37	0 3 0	107 4 92	<b>107</b> 4 37	7 0 5	118 1 101	1 0 1 0	118 1 42	0 3 0	118 4 101	1 0 1 0	118 4 42	0	118 4 101	1 0 1 0	118 4 42
NOR	Right Left-Through-Right Left-Right	92	1	37		92	31	5	101	0	42		101	0	42		101	0	42
SOUTHBOUND	Left Left-Through Through Through-Right Right	0 0 2		0 <b>2</b> 0	7 19 13	7 19 15	7 <b>41</b> 0	0 0	0 0 2	0 0 0 0	0 <b>2</b> 0	7 19 13	7 19 15	0 0 0 0	7 <b>41</b> 0	0 0	7 19 15	0 0 0 0	7 <b>41</b> 0
108	Left-Through-Right Left-Right		1							1				1				1	
QND	Left Left-Through Through	2 887	1 2	2 <b>444</b>	-1	8 886	8 <b>443</b>	0 34	2 957	1 0 2	2 <b>479</b>	-1	8 956	1 0 2	8 <b>478</b>	0	8 956	1 0 2	8 <b>478</b>
EASTBOUND	Through-Right Right Left-Through-Right Left-Right	83	1	30	0	83	30	10	96	0 1 0	37	0	96	0 1 0	37	0	96	0 1 0	37
1	Left	111	1	111	0	111	111	2	118	1	118	0	118	1	118	0	118	1	118
WESTBOUND	Left-Through Through Through-Right	974	2	487	-1	973	487	29	1043	0 2 0	522	-1	1042	0 2	521	0	1042	0 2 0	521
WESTE	Right Left-Through-Right Left-Right	1	1	1	7	8	8	0	1	1 0	1	7	8	1 0	8	0	8	1 0	8
	CRITICAL VOLUMES		th-South: ast-West: SUM:	109 555 664		rth-South: East-West: SUM:	148 554 702			th-South: ast-West: SUM:	120 597 717			th-South: ast-West: SUM:				th-South: ast-West: SUM:	159 596 755
	VOLUME/CAPACITY (V/C) RATIO:			0.443			0.468				0.478				0.503				0.503
V/C	LESS ATSAC/ATCS ADJUSTMENT:			0.373			0.398				0.408				0.433				0.433
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α

REMARKS:

Version: 1i Beta; 8/4/2011

#### PROJECT IMPACT

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



(Circular 212 Method)



, · · · ·	/S #: North-South Street: PARK AVENUE				Year of Count: 2019			Ambient Growth: (%):			1	Conducted by:			DH Date		e: 8/6/2019			
3	East-West Street:	SUNSET	BOULEVAR	RD		Proje	ction Year	2023	Peak Hour:			РМ	Reviewed by:		rK .	Project: 19		unset Mix	ced-Use	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3?		2 0 0	NB 0 SB 0		NB	0	SB	2 0 0	NB	0	S <i>B</i>	2 0 0	NB	0	SB	2 0 0				
	ATSAC-1 or ATSAC+ATCS-2?  Override Capacity		<i>EB</i> 0	WB	0 1 0	EB	0 WI	B 0 1 0	EB	0	WB	0 1 0	EB	0	WB	0 1 0	EB	0	WB	0 1 0
			EXISTI	NG CONDI	TION	EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
QND	Left Left-Through Through		173 1	1 0 1	173 1	-1 10	172 11	172 11	14	194 1	1 0 1	<b>194</b>	-1 10	193 11	1 0 1	<b>193</b>	0	193 11	1 0 1	193 11
NORTHBOUND	Through-Right Right		107	0 1	79	0	107	79	4	115	0	85	0	115	0	85	0	115	0	85
Ŋ.	Left-Through-Right Left-Right			0							0				0				0	
QND	Left Left-Through		3	0	3	7	10	10	0	3	0	3	7	10	0	10	0	10	0	10
SOUTHBOUND	Through Through-Right Right		1 8	0 0 0	<b>12</b> 0	14 9	15 17	<b>42</b> 0	0	1 8	0 0 0	<b>12</b> 0	14 9	15 17	0 0 0	<b>42</b> 0	0	15 17	0 0 0	<b>42</b> 0
Š	Left-Through-Right Left-Right			1							1				1				1	
g	Left Left-Through		4	1 0	4	20	24	24	0	4	1	4	20	24	1 0	24	0	24	1 0	24
EASTBOUND	Through Through-Right		1309	2	655	-6	1303	652	38	1400	2	700	-6	1394	2	697	0	1394	2	697
EAS	Right Left-Through-Right Left-Right		108	1 0	22	0	108	22	10	122	1 0	25	0	122	0	26	0	122	1 0	26
										04	4			04				04		
QN D	Left Left-Through Through		57 792	1 0 2	<b>57</b> 396	-3	57 789	<b>57</b> 395	35	61 859	1 0 2	<b>61</b> 430	-3	61 856	1 0 2	<b>61</b> 428	0	61 856	1 0 2	<b>61</b> 428
WESTBOUND	Through-Right Right		9	0 1	9	12	21	21	0	9	0 1	9	12	21	0 1	21	0	21	0 1	21
⅀	Left-Through-Right Left-Right			0							0				0				0	
	CRITICAL VOLUMES			th-South: ast-West: SUM:	185 712 897		rth-South: East-West: SUM:	214 709 923			th-South: ast-West: SUM:	206 761 967			th-South: ast-West: SUM:	235 758 993			th-South: ast-West: SUM:	235 758 993
	VOLUME/CAPACITY (V/C)	) RATIO:			0.598			0.615				0.645				0.662				0.662
V/C	LESS ATSAC/ATCS ADJUS				0.528			0.545				0.575				0.592				0.592
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.017
Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.017 Fully mitigated? N/A



(Circular 212 Method)



I/S #:					Year of Count: 2019			Ambient Growth: (%):			1	Conducted by:			DH Date		8/6/2019		
4	East-West Street: PARK A	VENUE			Projection Year: 2023		Peak Hour:			AM	Reviewed by:		R	RK	Project:	Project: 1911 Sunset Mix		ed-Use	
	No. of Phases Opposed Øing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2?		SB WB	2 0 0 0 1	NB EB	0 SE 0 W	B 0 1	NB EB	0	SB WB	2 0 0 0 1	NB EB	0 0	SB WB	2 0 0 0 1	NB EB	0 0	SB WB	2 0 0 0 1
	Override Capacity			0	0 EXISTING PLUS PROJECT			ELITURE CONDITION W/O PROJECT				0 FUTURE CONDITION W/ PROJECT				O SUTURE WERE DECLARANTED A FION			
	MOVEMENT EXISTING CONDITION  No. of Lane			Project Total Lane			FUTURE CONDITION W/O PROJECT  Added Total No. of Lane			FUTURE CONDITION W/ PROJECT  Added Total No. of Lane				FUTURE W/ PROJECT W/ MITIGATION  Added Total No. of Lane					
	IVIO V EIVIEN I		Lanes	Volume	Traffic	Total Volume	Lane Volume	Volume	Total Volume	No. of Lanes	Lane Volume	Volume	Volume	Lanes	Volume	Added Volume	Volume	Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right	140 1019	1 1 1	140 <b>535</b>	0	141 1019	141 <b>535</b>	9 5	155 1065	1 0 1 1	155 <b>559</b>	0	156 1065	1 0 1 1	156 <b>559</b>	0	156 1065	1 0 1 1	156 <b>559</b>
NORTH	Right Left-Through-Right Left-Right	51		51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
SOUTHBOUND	Left Left-Through Through Through-Right	97 729	1 2	<b>97</b> 365	0	97 729	<b>97</b> 365	7	101 766	1 0 2 0	<b>101</b> 383	0	101 766	1 0 2 0	101 383	0	101 766	1 0 2 0	1 <b>01</b> 383
SOUTH	Right Left-Through-Right Left-Right	61	1	42	2	63	41	2	65	1 0	45	2	67	1 0	44	0	67	1 0	44
EASTBOUND	Left Left-Through Through Through-Right	38 26	1	38 26	6	44 26	<b>44</b> 26	0	41 27	1 0 1 0	41 27	6	47 27	1 0 1 0	<b>47</b> 27	0	47 27	1 0 1 0	<b>47</b> 27
EAS	Right Left-Through-Right Left-Right	51	1	0	13	64	0	11	64	0	0	13	77	0	0	0	77	0	0
OUND	Left Left-Through Through	22 21	1	22 <b>87</b>	0	22 21	22 <b>87</b>	0	23 22	1 0 0	23 <b>91</b>	0	23 22	1 0 0	23 <b>91</b>	0	23 22	1 0 0	23 <b>91</b>
WESTBOUND	Through-Right Right Left-Through-Right Left-Right	66	1	0	0	66	0	0	69	1 0 0	0	0	69	1 0 0	0	0	69	1 0 0	0
	CRITICAL VOLUMES		th-South: ast-West: SUM:	632 125 757		rth-South: East-West: SUM:	632 131 763			th-South: ast-West: SUM:	660 132 792			th-South: ast-West: SUM:	660 138 798			th-South: ast-West: SUM:	660 138 798
	VOLUME/CAPACITY (V/C) RATIO:			0.505			0.509				0.528				0.532				0.532
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.435			0.439				0.458				0.462				0.462
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.004 Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.004

Fully mitigated? N/A



(Circular 212 Method)



I/S #:					Yea	r of Count	2019	Ambient Growth: (%): 1			1	Conducted by:			DH Date		e: 8/6/2019			
4	East-West Street:	PARK AV	/ENUE			Proje	ction Year	2023	Peak Hour:			РМ	Reviewed by:		RK	Project: 1		1911 Sunset Mixed-Us		
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?  Dight Towns FREE 4 NRTOR 6 as OLA 20 NB- 0 SB- 0		2 0 NB 0 SB 0		NB	NB 0 SB		2 0 0	NB 0 SB		2 0 0	NB	0	SB	2 0 0					
Right	Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB 0	WB	0	EB	0 W	B 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? 1 Override Capacity 0					1 0				1 0				1				1 0		
EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		77	1	77	5	82	82	16	96	1	96	5	101	1	101	0	101	1	101
NORTHBOUND	Left-Through			0							Ö				Ö				o .	
ğ	Through		1395	1	739	0	1395	739	6	1458	1	772	0	1458	1	772	0	1458	1	772
▋▐	Through-Right		82	1 0	82	0	82	82	0	85	1 0	85	0	85	1 0	85	_ ر	85	1 0	85
S S	Right Left-Through-Right		02	0	02	"	02	02	"	05	0	00	U	05	0	0.5	"	05	0	0.5
Z	Left-Right																			
	1 . ~			4			50			<b>5</b> 4	4	- 4		<b>5</b> 4	4			<b>5</b> 4		
9	Left Left-Through		52	1 0	52	0	52	52	0	54	1 0	54	0	54	1 0	54	0	54	1 0	54
ĪŌ	Through		1209	2	605	0	1209	605	6	1264	2	632	0	1264	2	632	0	1264	2	632
男	Through-Right			0		_		40			0	40			0	40			0	40
SOUTHBOUND	Right Left-Through-Right		56	1 0	38	4	60	40	2	60	1 0	40	4	64	1	42	0	64	1 0	42
ŭ	Left-Right			ŭ																
										10			,						,	
l □	Left Left-Through		37	1 0	37	4	41	41	1	40	1 0	40	4	44	1 0	44	0	44	1 0	44
	Through		36	1	36	0	36	36	0	37	1	37	0	37	1	37	0	37	1	37
Įĕ	Through-Right			0		_					0				0		_		0	
EASTBOUND	Right Left-Through-Right		97	1 0	59	9	106	65	11	112	1 0	64	9	121	1 0	71	0	121	1 0	71
"	Left-Right			ŭ							·				•				·	
										<u>.</u> .					_		_			
₽	Left Left-Through		59	1 0	59	0	59	59	0	61	1 0	61	0	61	1 0	61	0	61	1 0	61
WESTBOUND	Through		32	Ö	114	0	32	114	0	33	Ö	118	0	33	Ŏ	118	0	33	ŏ	118
ĕ	Through-Right			1			0.5			0.5	1				1			0.5	1	
Æ	Right Left-Through-Right		82	0	0	0	82	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Right			,																
			th-South:	791		rth-South:	791	North-South:		826			th-South:	826				826		
	CRITICAL VOLUMES		E.	ast-West: SUM:	151 942	<i>"</i>	East-West: SUM:	155 946		Ea	ast-West: SUM:	158 984		E	ast-West: SUM:	162 988		E	ast-West: SUM:	162 988
	VOLUME/CAPACITY (V/C)	) RATIO:		J <b>U</b>	0.628		30	0.631			50,,,,	0.656			Je	0.659			J <b>J.</b>	0.659
V/	C LESS ATSAC/ATCS ADJUS	STMENT:			0.558			0.561				0.586				0.589				0.589
	LEVEL OF SERVIC	E (LOS):			A			A				A				A				A
	BE	MARKS:				•			•								•			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.003
Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.003 Fully mitigated? N/A

uny mingated? N/A



(Circular 212 Method)



I/S #: North-South Street: ECHO PARK AVENUE				Year of Count: 2019			Ambient Growth: (%): 1			1	Conducted by:			DH Date		8/6/2019				
5	East-West Street:	SUNSET	BOULEVA	RD		Projection Year: 2023		Peak Hour:			AM	Reviewed by:		K Project:		1911 Sunset Mixe		ced-Use		
Op	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2 0				2			0.5	0				2 0					
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0 0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2	2		• • • • • • • • • • • • • • • • • • • •	2				2			2	2			2	2
Override Capacity 0			0			0				0				0						
EXISTING CONDITION  MOVEMENT  No. of Lane				EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
MOVEMENT			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		21	1	21	2	23	23	3	25	1	25	2	27	1	27	0	27	1	27
NORTHBOUND	Left-Through										0				0				0	
۱ ق	Through		126		151	0	126	151	1	132	0	160	0	132	0	160	0	132	0	160
🖁	Through-Right		25	1	0	0	25	0	2	28	1 0	0	0	28	1 0	0	_ ر	28	1 0	0
8   8	Right Left-Through-Right		25		U	U	25	U	2	20	0	U	U	20	0	U	"	20	0	٥
Z	Left-Right																			
				ļ,											,		_		,	
Ì	Left Left-Through		305	1	305	0	305	305	9	326	1 0	326	0	326	1 0	326	0	326	1 0	326
SOUTHBOUND	Through		332	1	332	0	332	332	0	345	1	345	0	345	1	345	0	345	1	345
単	Through-Right										0				0				0	
5	Right		137	1	100	0	137	100	1	144	1 0	105	0	144	1	105	0	144	1 0	105
၂ တ	Left-Through-Right Left-Right										U				U				U	
					:															
١,	Left		75	1	75	0	75	75	1	79	1	79	0	79	1	79	0	79	1	79
=	Left-Through Through		1059	2	530	6	1065	533	38	1140	0 2	570	6	1146	0 2	573	١ ،	1146	0 2	573
<u>8</u>	Through-Right		1000	_	000		1000	000		11-10	0	0,0		1140	ō	0,0		1140	ō	0,0
EASTBOUND	Right		30	1	20	0	30	19	0	31	1	19	0	31	1	18	0	31	1	18
1	Left-Through-Right Left-Right										0				0				0	
	Letertight																			
	Left		71	1	71	0	71	71	3	77	1	77	0	77	1	77	0	77	1	77
WESTBOUND	Left-Through Through		991	1	562	1	992	562	30	1061	0 1	602	1	1062	0 1	602	۰ ا	1062	0 1	602
<u> </u>	Through-Right		331	1	562	<b>'</b>	332	302	30	1001	1	002	'	1002	1	002	"	1002	1	602
I SI	Right		132		132	0	132	132	5	142	0	142	0	142	0	142	0	142	0	142
🔻	Left-Through-Right Left-Right										0				0				0	
	Lent-Right North-Sc		th-South	456	No	rth-South:	456		Non	th-South:	486		Non	th-South:	486		Non	th-South:	486	
	CRITICAL VOLUMES			ast-West:	637		ast-West:	637			ast-West:	681			ast-West:	681			ast-West:	681
				SUM:	1093		SUM:	1093			SUM:	1167			SUM:				SUM:	1167
	VOLUME/CAPACITY (V/C)				0.729			0.729				0.778				0.778				0.778
W	C LESS ATSAC/ATCS ADJUS				0.629			0.629				0.678				0.678				0.678
	LEVEL OF SERVICE	E (LOS):			В			В				В				В				В

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000
Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.000 Fully mitigated? N/A

8/7/2019-1:20 PM 9 Result\_20190806



(Circular 212 Method)



No. OF   Line   No. of   Line   Project   Total   Column   Volume   Volum	I/S #: North-South Street: ECHO PARK AVENUE				Year of Count: 2019			Ambient Growth: (%): 1			1	Conducted by:			DH Date		8/6/2019			
Proposed of ling. NS-1, EMV-2 or 10cht-37   Right Turns: FREE1 in NRTOR-2 or OLA-37   Right Turns: FREE2 in NRTO	5	East-West Street: SUNS	ET BOULEVA	RD				Peak Hour:			PM	Reviewed by:		RK	Project:	1911 S	unset Mix	ed-Use		
Override Capacity   Override Capacity   Override Capacity   Existing Condition   Conditi	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?  Right Turns: FREE-1 NRTOR-2 or OLA-32  NB 0 SB-			0 0 0			0 3 0 8 0		_		0 0 0				0 0 0				2 0 0 0	
No.   No. of   Lane   No. of   Lane   No. of   Lane   Lane   No. of   Lane   Lane   No. of   No. of   Lane   No. of   Lane   No. of   No																		2		
Left	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
Left-Through-Right   St.   S	110101 =====			Volume															Lane Volume	
Left-Right   100   1   100   0   100   100   10   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   1   114   1   114   1   1			36	1	36	4	40	40	8	45	1	45	4	49	1	49	0	49		49
Left-Right   100   1   100   0   100   100   10   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   1   114   1   114   1   1	N O		313		368	0	313	368	1	327		386	0	327	_	386	0	327		386
Left-Right   100   1   100   0   100   100   10   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   1   114   1   114   1   1	뿔	• •		1 '				•		50		•		50	1			50		•
Left-Right   100   1   100   0   100   100   10   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   0   114   1   114   1   114   1   114   1   1	NOR	_	55		Ü	0	55	0	2	59		Ü	0	59	_	Ü	0	59		0
Left-Through   Through		Left-Right																		
Characterist   Char		100000000000000000000000000000000000000	100	1 1	100	0	100	100	10	114	•	114	0	114	1	114	0	114		114
Characterist   Char	3	•	227		227	_	227	227	_	226		226	_	226	_	226		226		236
Characterist   Char	율	•	221		221	"	221	221	"	236		236	"	236	•	236	"	236		236
Characterist   Char	5	5	114	1 1	33	0	114	33	2	121	•	36	0	121	1	36	0	121		36
Column   C	တ္တ	0 0		0							0				0				0	
Column   C			1				100	400											,	474
Left-Right	₽	VI - 0.0 PROG 1/2	163		163	0	163	163	1	1/1	•	1/1	0	1/1	•	1/1	0	1/1		171
Left-Right	) S	Through	1109		555	2	1111	556	41	1195	2	<b>59</b> 8	2	1197	_	599	0	1197		599
Left-Right	Ιğ		43	1	25	<u> </u>	43	23	_	45		23	_	45	0 1	21		45	_	21
Left   53   1   53   0   53   53   3   58   1   58   0   18   1   1   1   1   1   1   1   1	EAS				20		75	20				20		40	ò	21		40		21
C  C  C  C  C  C  C  C  C  C  C  C  C		Left-Right																		
Column	1	Left	53	1	53	0	53	53	3	58	1	58	0	58	1	58	0	58	1	58
	물	G G	000		400	_	000	407		756		474		756	0			750		
	BO	-	696	1	436	2	698	437	32	/56	-	4/1	2	/58	1 1	4/2	0	/58	1	472
	EST	Right	175	•	175	0	175	175	4	186		186	0	186	_	186	0	186		186
Left-Right	Š	Left-Through-Right Left-Right		0							0				0				0	
North-South: 468 North-South: 468 North-South: 500 North-South: 500 North-South:	North-South: 468																500			
CRITICAL VOLUMES         East-West:         608         East-West:         609         East-West:         656         East-West:         657         East-West:           SUM:         1076         SUM:         1077         SUM:         1156         SUM:         1157         SUM:		CRITICAL VOLUMES East-West: SUM:			"				E				E.				E		657 1157	
1/2/1/19/2012 2012 2012 2012 2012 2012 2012 2012		VOLUME/CAPACITY (V/C) RATIO	:																	0.771
	V/	C LESS ATSAC/ATCS ADJUSTMENT	: [																	0.671
LEVEL OF SERVICE (LOS):  B B B B		LEVEL OF SERVICE (LOS)	: [																	В

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.000 Significant impacted? NO

 $\Delta v/c$  after mitigation: 0.000 Fully mitigated? N/A

### **APPENDIX D**

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING (DATED MAY 28, 2019 AND SIGNED ON JULY 3, 2019)



## **Transportation Impact Study Memorandum of Understanding (MOU)**

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

I. PROJECT INFORM	ATION							
Project Name: 1911 Sunset Boule	vard Mixed-U	se Project						
Project Address: 1911-1935 Sunse	t Boulevard, L	os Angeles	, CA 90026					
Project Description: The proposed project of	onsists of the construct	tion of a six-story mi	d-rise residential mixed-ા	use building, with up to	170 residential dwelling	units and 13,000 squ	are feet of ground-	floor commercial uses,
and the removal of all existing active on-site uses (approximate	ely 18,000 square feet	t of quality restaura	int and 4,000 square fe	et of medical office bu	ilding uses). Primary a	access for the propo	sed residential an	d commercial uses will
remain the same as for the existing uses: via a full-access driver	way intersecting the no	rth side of Sunset I						
LADOT Project Case Number:			P	roject Site	Plan attach	iea: (Requii	red) 🔳 🕻	Yes □ No
II. TRIP GENERATION	N	Geograph	ic Distributio	<b>n</b> (Residentia	i): N 33.00%	S 23.00%	E 23.00%	% W 21.00%
Geographic Distribution: N 2	20.00	. %	30.00	%	E 15.00	%	W 35.0	00 %
Illustration of Project trip distri	bution per	centages	at Study in	tersection	s attached?	(Required)	■ Yes	□ No
Trip Generation Adjustments	'Exact amount	of credit su	biect to appro	val by LADOT)				
,	Yes	No	,	, ,				
Transit Usage								
Transportation Demand Management		•						
Existing Active Land Use								
Previous Land Use		⊡						
Internal Trip								
Pass-By Trip	•							
Source of Trip Generation Rate	e(s)? 🔲 I	TE 9 <sup>th</sup> Edi	tion 🔳 C	other: ITE	rip Generatio	n Manual (10	th Edition,	2017)
Trip generation table including afternoon peak hour volumes				•	-		_	
	<u>IN</u>		OUT		TOTAL			
AM Trips PM Trips	3 -28	_	.5 -10	_ <u>38</u> -38				
Fivi IIIps		_						
III. STUDY AREA AND	ASSUM	PTIONS	6					
Project Buildout Year: 2023		_	Ambie	nt or CMP	Growth Ra	te: <u>1.00</u>		_ % Per Yr.
Related Projects List, researche	ed by the c	onsultant	and appro	ved by LAD	OT, attach	ed? (Requir	red) 🗆 \	∕es <b>■</b> No
Subject to Freeway Impact Ana MOU; selecting "yes" implies that at lea	-			sis? <i>(Freev</i> ■ No				Tat time of MOU submi Included in this
Map of Study Intersections atta	ached? (Ma	y be subject	to LADOT revi	sion after initi	al impact anai	lysis)	l Yes □	l No
Is this Project located on a stre	et within t	he High II	njury Netwo	ork? ■ Y	es 🗆 No			



### IV. CONTACT INFORMATION

CONSULTANT

Name: Crain & Associates

Address: 300 Corporate Pointe, Suite 470, Culver City, CA 90230

Phone Number: (310) 473-6508

E-Mail: rkelly@crainandassociates.com

**DEVELOPER** 

Holland Partner Group

5000 E. Spring Street, Suite 500, Long Beach, CA 90815

rguthrie@hollandpartnergroup.com

Approved by:

Ryan J. Kelly Digitally signed by Ryan J. Kelly DN cm<sup>®</sup>/<sub>T</sub>yan J. Felly, O'Clarin & Associates, X

Consultant's Representative

5/28/19

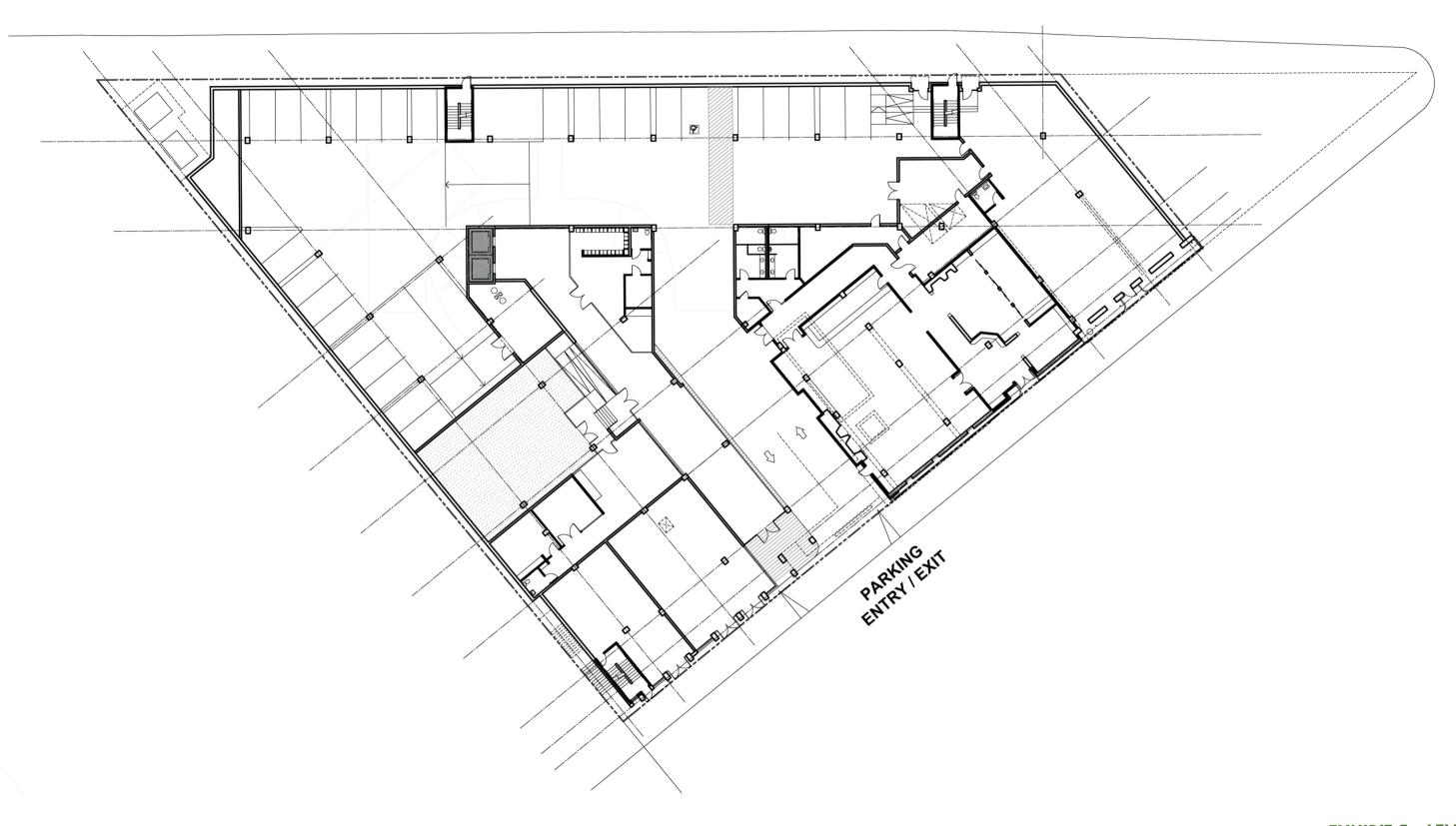
Date

LADOT Representative

Date

7/3/19

# ATTACHMENT 1 CONCEPTUAL PROJECT SITE PLAN

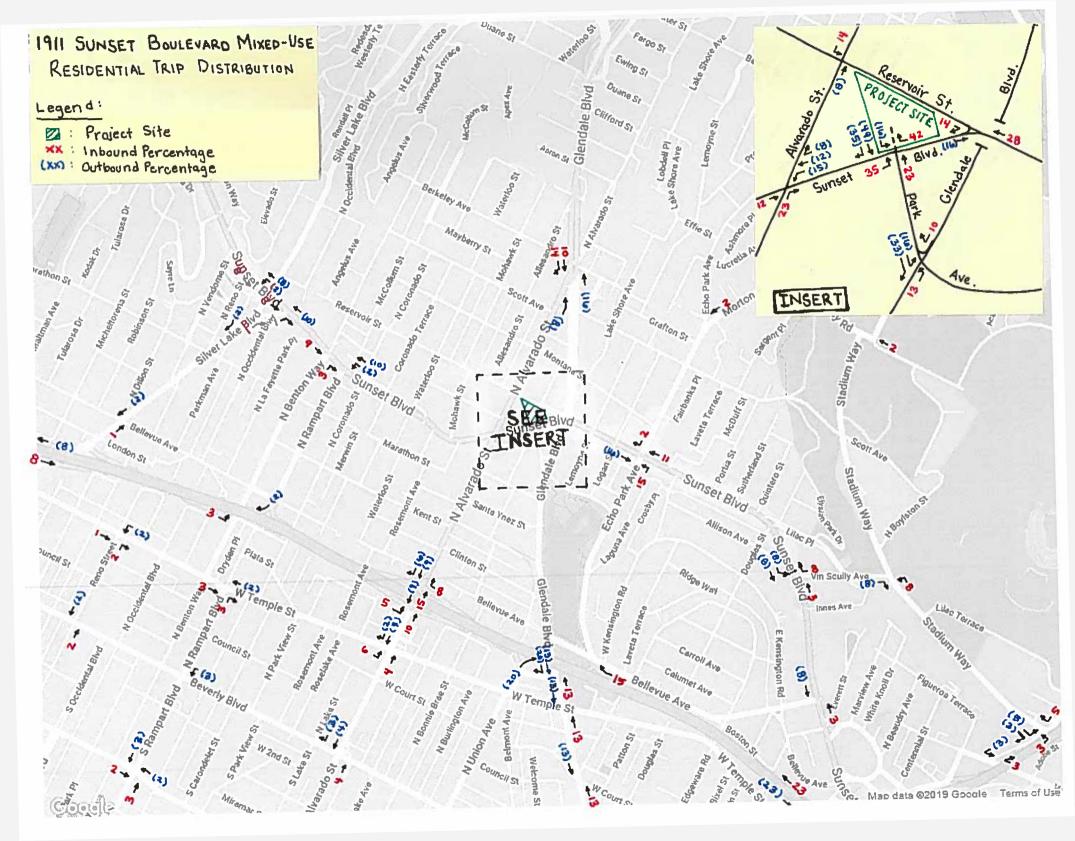


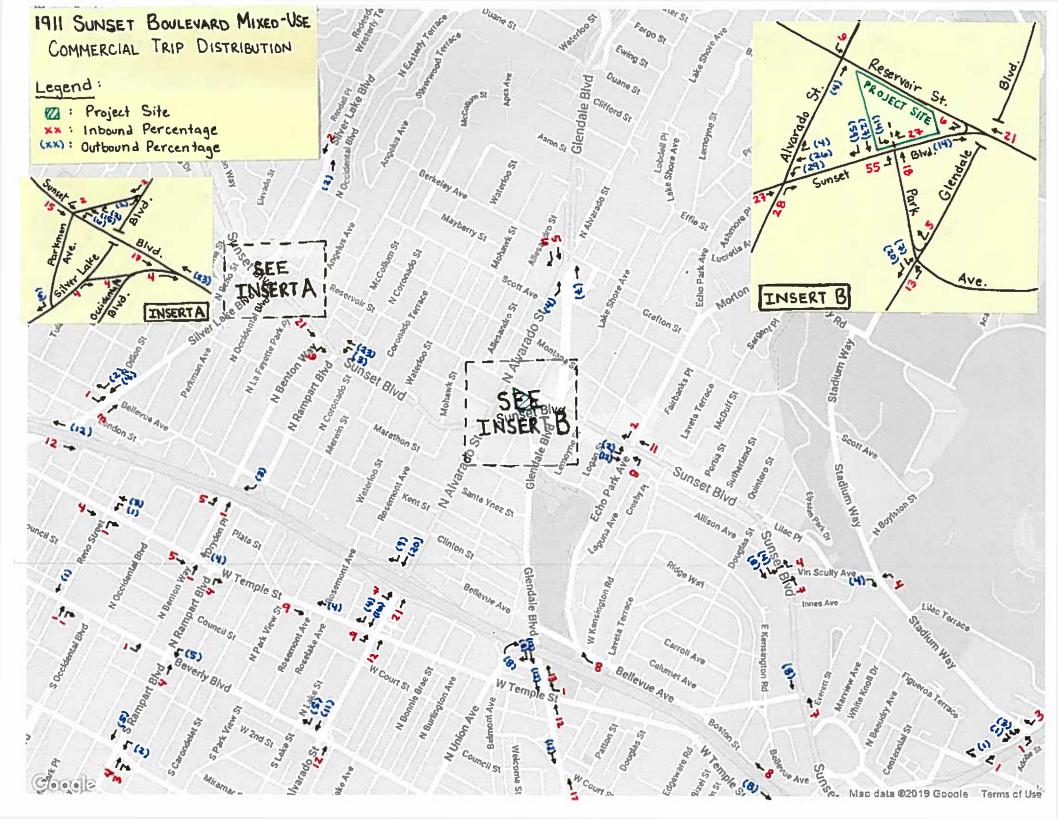
05 / 14 / 2019

**EXHIBIT 5 - LEVEL 1** 

## ATTACHMENT 2 PROJECT TRIP DISTRIBUTION PERCENTAGES

(Residential and Commercial Land Use Trip Distribution Percentages)





## ATTACHMENT 3 PROJECT WEEKDAY TRIP GENERATION RATES AND SUMMARY

#### **ATTACHMENT 3**

#### 1911 SUNSET BOULEVARD MIXED-USE PROJECT WEEKDAY TRIP GENERATION RATES AND SUMMARY

	ITE		Average	AM Peak Hour			PM Peak Hour		
Land Use	Code	Intensity <sup>2</sup>	Weekday	ln	Out	Total	ln	Out	Total
Trip Generation Rates									
Multifamily Housing (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Medical-Dental Office Building	720	1 ksf	34.80	78%	22%	2.78	28%	72%	3.46
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Quality Restaurant <sup>3</sup>	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
Trip Generation Summary									
Description		Size	Average Weekday	In	/I Peak H	our Total	In	/I Peak H Out	our Total
PROPOSED USES									
Residential									
Multifamily Housing	- 21	170 du	925	16	45	61	46	29	75
10% Internal Capture Adjustment <sup>4</sup>			(49)	0	(1)	(1)	(3)	(2)	(5)
Multifamily Housing With Internal Capture Adjustment Subtota	al		876	16	44	60	43	27	70
15% Transit/Walk Adjustment <sup>5</sup>			(131)	(2)	(7)	(9)	(6)	(4)	(10)
Multifamily Housing Total			745	14	37	51	37	23	60
Commercial						•			
Shopping Center		13.000 ksf	491	7	5	12	24	26	50
10% Internal Capture Adjustment <sup>4</sup>		10.000 110.	(49)	(1)	0	(1)	(2)	(3)	(5)
Shopping Center With Internal Capture Adjustment Subtotal			442	6	5	11	22	23	45
15% Transit/Walk Adjustment <sup>5</sup>			(66)	(1)	(1)	(2)	(3)	(4)	(7)
Shopping Center With Transit/Walk Adjustment Subtotal			376	5	4	9	19	19	38
50% Pass-By Adjustment <sup>6</sup>			(188)	(2)	(2)	(4)	(10)	(9)	(19)
Shopping Center Total			188	3	2	5	9	10	19
Proposed Project Driveway Trips (including Pass-By Trip	os)		1,121	19	41	60	56	42	98
Proposed Project Trips			933	17	39	56	46	33	79
EXISTING USES									
Commercial									
Quality Restaurant		18.000 ksf	1,509	10	3	13	94	46	140
10% Internal Capture Adjustment <sup>4</sup>			(14)	0	(1)	(1)	(1)	0	(1)
Quality Restaurant With Internal Capture Adjustment Subtota	ıl		1,495	10	2	12	93	46	139
15% Transit/Walk Adjustment <sup>5</sup>			(226)	(2)	0	(2)	(14)	(7)	(21)
Quality Restaurant With Transit/Walk Adjustment Subtotal			1,269	8	2	10	79	39	118
10% Pass-By Adjustment <sup>6</sup>			(127)	(1)	0	(1)	(8)	(4)	(12)
Quality Restaurant Total			1,142	7	2	9	71	35	106
Medical Office Building		4.000 ksf	139	9	2	11	4	10	14
10% Internal Capture Adjustment <sup>4</sup>			(14)	(1)	0	(1)	0	(1)	(1)
Medical Office Building with Internal Capture Adjustment Sub	ototal		125	8	2	10	4	9	13
15% Transit/Walk Adjustment <sup>5</sup>			(19)	(1)	0	(1)	(1)	(1)	(2)
Medical Office Building Total			106	7	2	9	3	8	11
Existing Project Driveway Trips (including Pass-By Trips	)		1,375	15	4	19	82	47	129
Existing Project Trips			1,248	14	4	18	74	43	117
Net Project Driveway Trips (including Pass-By Trips)			-254	4	37	41	-26	-5	-31
Net Project Trips			-315	3	35	38	-28	-10	-38

#### Notes

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]), 720 (Medical-Dental Office Building), 820 (Shopping Center), and 931 (Quality Restaurant). Trip generation rates for the General Urban/Suburban setting were utilized due to the robust number of studies the trip rates are based on (versus limited data for the Dense Multi-Use Urban setting trip rates).
- 2) du = Dwelling units; ksf = Thousands of square feet of gross floor area.
- 3) Land Use Code 931 does not contain directional distribution percentages (inbound/outbound) for the AM peak hour of adjacent street traffic. Therefore, the directional distribution percentages for the AM peak hour of the generator have been assumed.
- 4) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower trip-generating component of the uses sharing trips with each other. For the proposed land uses, the shopping center is the lower-generating use; therefore, the internally captured trips are based on the baseline shopping center trip estimates and then balanced with the higher trip-generating residential use. For the existing land uses, the medical office building is the lower-generating use; thus, the internally captured trips are based on the baseline medical office building trip estimates and then balanced with the higher trip-generating quality restaurant use.
- 5) Consistent with current LADOT *Transportation Impact Study Guidelines*, a 15 percent transit/walk adjustment has been assumed for the proposed and existing land uses (given that the Project is located within an approximate one-quarter mile walking distance of Metro rapid bus service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
- 6) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines*, appropriate pass-by trip adjustments have been applied for the proposed commercial retail (Shopping Center) and existing quality restaurant land use categories.

#### **ATTACHMENT 4**

#### **RELATED PROJECTS LIST**

(The related projects list will be requested from LADOT when we submit the MOU package for review.)

## ATTACHMENT 5 FREEWAY IMPACT ANALYSIS SCREENING



## 1911 SUNSET BOULEVARD MIXED-USE PROJECT FREEWAY IMPACT ANALYSIS SCREENING

The following State of California Department of Transportation ("Caltrans") freeway impact analysis screening has been performed for the 1911 Sunset Boulevard mixed-use project (the "Project") as part of the Transportation Impact Study Memorandum of Understanding (MOU), per the criteria set forth in the October 2013 Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (the "Agreement") and the December 2015 First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures (the "Amendment").

#### Agreement and Amendment Freeway Impact Analysis Screening Criteria

Per Section 3 of the Agreement and the Amendment, the "City will require Project applicants to work with Caltrans and prepare a Freeway Impact Analysis, utilizing Caltrans' "Guide for the Preparation of Traffic Impact Studies" ("TIS Guide"), for land use proposals that meet any of the following criteria:

- The project's peak hour trips would result in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane)."

#### **Project Traffic Volume Contributions to State Facilities**

In order to estimate the Project's traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project-related traffic, the Project's trip generation was first determined. In order to develop the traffic characteristics of the Project, the latest and most up-to-date version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10<sup>th</sup> Edition, 2017) was used. The trip generation rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles and surrounding region. Attachment 3 of this Transportation Impact Study MOU presents the trip generation rates and summary for the Project's weekday daily, AM peak-hour,





and PM peak-hour traffic volumes. As shown, appropriate trip credits were applied to the baseline trip generation estimates to account for internally captured trips, use of public transportation, walk-trip potential, and pass-by trip activity.

Estimation of the geographic distribution of Project trips was the next step in the analytical process. Project trip distribution patterns were developed based on the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, the geographic location of the Project site and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, residential areas from which employees would likely be drawn, and the various regions generating visitors and patrons. Based on the abovementioned factors, the overall Project trip distribution percentages for the residential and commercial land use components were determined and are summarized in Attachment 2 of this Transportation Impact Study MOU.

The Project trip generation and trip distribution patterns were then used to determine the Project traffic volume contributions to State facilities in the vicinity of the Project site. Table 1 summarizes the anticipated Project traffic volume contributions to the freeway mainline and off-ramp locations most likely to be impacted by Project traffic.

#### Freeway Mainline Segment Impact Analysis Screening

In order to perform the freeway mainline segment impact analysis screening, an initial check was performed to see if the directional mainline segments most likely to be impacted by Project traffic would meet the trigger Project traffic volume contributions assuming the most constrained operations on each segment. This initial freeway mainline segment impact screening analysis is shown in Table 2. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a mainline segment at LOS D or a 1 percent or more increase for a segment at LOS E/F. The volume increases are relative to an assumed mainline segment capacity of 2,000 vehicles per hour per lane, per the Agreement. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway mainline operations.

Comparing the traffic volume contributions required to trigger a freeway segment impact analysis at LOS E/F with the anticipated Project volume contributions at each location, the thresholds would not be triggered in either direction at any of the three freeway segment locations. Therefore, a freeway mainline segment impact analysis is not required.

#### Freeway Off-Ramp Impact Analysis Screening

In order to perform the freeway off-ramp impact analysis screening, an initial check was performed to see if the off-ramp location most likely to be impacted by Project traffic would meet the trigger traffic volume contributions assuming the most constrained operations for the off-ramp. This initial freeway off-ramp screening analysis is shown in Table 2. Per the Agreement, the trigger percentage is a 2 percent or more increase in traffic volumes for a freeway off-ramp





operating at LOS D or a 1 percent or more increase for an off-ramp at LOS E/F. These volume increases are relative to the assumed capacity of 850 vehicles per hour per lane, per the Agreement and Amendment. Therefore, the 1 percent trigger percentage was applied assuming LOS E/F freeway off-ramp operations.

Comparing the traffic volume contributions required to trigger a freeway off-ramp impact analysis at LOS E/F with the anticipated Project volume contributions at the location, the thresholds would not be triggered any of the three freeway off-ramp locations. Therefore, a freeway off-ramp impact analysis is not required.



Table 1

1911 Sunset Boulevard Mixed-Use Project

Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

#### **PROJECT TRIP GENERATION**

				Resid	ential		Comm	nercial		
		<u>Direction</u>		<u>AM</u>	<u>PM</u>		<u>AM</u>	<u>PM</u>		
		Inbound		14	37		-11	-65		
		Outbound		37	23		-2	-33		
FREEWAY MAINLINE VOLUME CALCULATIONS										
		Proj. Trip	Resid	lential		Comr	nercial		Projec	t Total
Mainline Segment Location	Direction	Direction	<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>Percentage</u>	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
US-101 Fwy, w/o Benton Way	Eastbound	Inbound	8%	1.1	3.0	12%	-1.3	-7.8	-0.2	-4.8
	Westbound	Outbound	8%	3.0	1.8	12%	-0.2	-4.0	2.7	-2.1
US-101 Fwy, e/o Echo Park Ave	Westbound	Inbound	23%	3.2	8.5	8%	-0.9	-5.2	2.3	3.3
	Eastbound	Outbound	23%	8.5	5.3	8%	-0.2	-2.6	8.4	2.7
SR-2 Fwy, n/o Glendale Blvd	Southbound	Inbound	15%	2.1	5.6	9%	-1.0	-5.9	1.1	-0.3
	Northbound	Outbound	15%	5.6	3.5	9%	-0.2	-3.0	5.4	0.5
FREEWAY OFF-RAMP VOLUME CALCULATIONS										
Off-Ramp Location										
US-101 Fwy EB Off-Ramp to Alvarado St	 Eastbound	Inbound	5%	0.7	1.9	7%	-0.8	-4.6	-0.1	-2.7
US-101 Fwy WB Off-Ramp to Echo Park Ave	Westbound	Inbound	15%	2.1	5.6	8%	-0.9	-5.2	1.2	0.4
SR-2 Fwy SB Off-Ramp to Glendale Blvd	Southbound	Inbound	15%	2.1	5.6	9%	-1.0	-5.9	1.1	-0.3

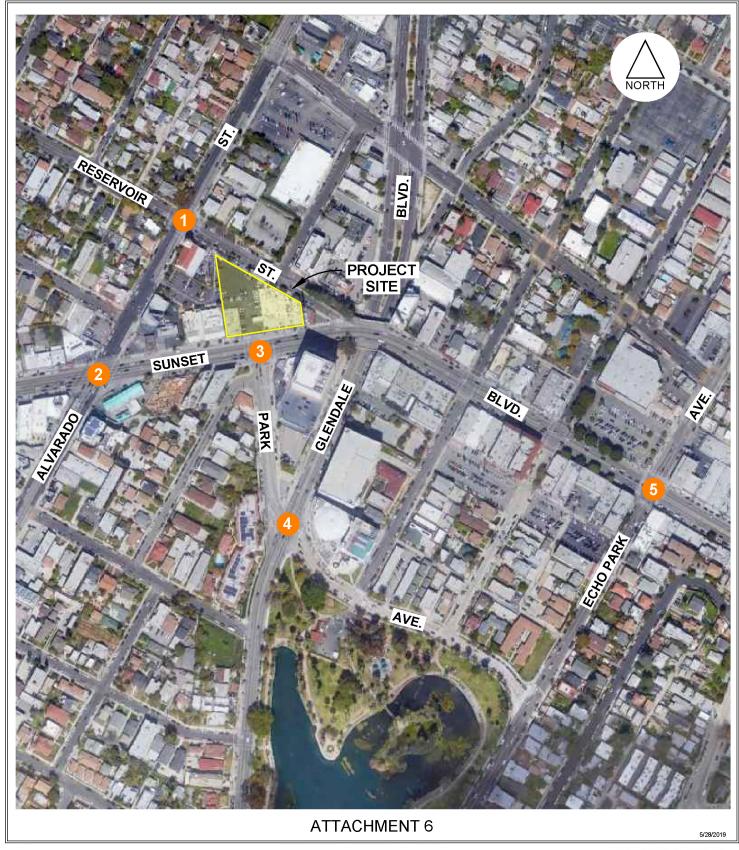
Table 2

1911 Sunset Boulevard Mixed-Use Project
State Freeway Mainline and Off-Ramp Facilities Screening Analysis

FREEWAY MAINLINE VOLUME CALCULATIONS		Proj. Trip	Projec	ct Trips	Number	Capacity	Total		ge Added roject	Threshold Percentage	Exceeds Threshold at LOS E/F?	Exceeds Threshold at LOS E/F?
Mainline Segment Location	Direction	Direction	AM	<u>PM</u>	of Lanes	per Lane*	Capacity	AM	<u>PM</u>	For Screening*	(AM Peak)	(PM Peak)
US-101 Fwy, w/o Benton Way	Eastbound	Inbound	-0.2	-4.8	4	2000	8000	0.00%	-0.03%	1.00%	No	No
	Westbound	Outbound	2.7	-2.1	4	2000	8000	0.03%	-0.03%	1.00%	No	No
US-101 Fwy, e/o Echo Park Ave	Westbound	Inbound	2.3	3.3	4	2000	8000	0.03%	0.04%	1.00%	No	No
	Eastbound	Outbound	8.4	2.7	4	2000	8000	0.10%	0.03%	1.00%	No	No
SR-2 Fwy, n/o Glendale Blvd	Southbound	Inbound	1.1	-0.3	3	2000	6000	0.02%	-0.01%	1.00%	No	No
	Northbound	Outbound	5.4	0.5	3	2000	6000	0.09%	0.01%	1.00%	No	No
Mainline Segment Location  FREEWAY OFF-RAMP VOLUME CALCULATIONS  Off-Ramp Location	_											
US-101 Fwy EB Off-Ramp to Alvarado St	Eastbound	Inbound	-0.1	-2.7	1	850	850	-0.01%	-0.32%	1.00%	No	No
US-101 Fwy WB Off-Ramp to Echo Park Ave	Westbound	Inbound	1.2	0.4	1	850	850	0.14%	0.04%	1.00%	No	No
SR-2 Fwy SB Off-Ramp to Glendale Blvd	Southbound	Inbound	1.1	-0.3	2	850	1700	0.07%	-0.02%	1.00%	No	No

<sup>\*</sup> Criteria for freeway mainline segments and off-ramps operating at LOS E or F perAgreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedures, October 2013 and First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015.

## ATTACHMENT 6 PROPOSED STUDY INTERSECTIONS



FN: Sunset(1911)MixedUse\STUDY-INTS

# APPENDIX E VMT CALCULATOR REPORT OUTPUTS (WITHOUT AND WITH MITIGATION)

PROJECT VMT ANALYSIS (WITHOUT MITIGATION)

## **CITY OF LOS ANGELES VMT CALCULATOR Version 1.1**



#### **Project Information**

Project: 1911 Sunset Boulevard Mixed-Use

Scenario: With Project (without mitigation) www

Address: 1911 W SUNSET BLVD, 90026



Land Use Type		Value	Unit	
Retail   General Retail	Ŧ	13.000	ksf	•
Housing   Multi-Family Retail   General Retail		170 13	DU ksf	

#### **TDM Strategies**

Select each section to show individual strategies

Implement/Improve

Proposed Pri Mitigation

Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

On-street Bicycle Facility
Proposed Prj Mitigation

Include Bike Parking Per
LAMC
Select Proposed Prj or Mitigation to include this strategy

Select Proposed Prj or Mitigation to include this strategy

Proposed Prj Mitigation

Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy

G Neighborhood Enhancement

#### **Analysis Results**

Proposed Project	With Mitigation
1,126	1,126
Daily Vehicle Trips	Daily Vehicle Trips
<b>6,472</b> Daily VMT	<b>6,472</b> Daily VMT
<b>8.8</b> Houseshold VMT per Capita	<b>8.8</b> Houseshold VMT per Capita
<b>7.3</b> Work VMT per Employee	<b>7.3</b> Work VMT per Employee

#### **Significant VMT Impact?**

Household: Yes	Household: Yes
Threshold = 7.2	Threshold = 7.2
15% Below APC	15% Below APC
Work: No	Work: No
Threshold = 12.7	Threshold = 12.7
15% Below APC	15% Below APC

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



Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Address: 1911 W SUNSET BLVD, 90026

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation)



**Project Information** Land Use Type Value Units Single Family Multi Family 170 DU Housing Townhouse Rooms Motel Rooms 0 Affordable Housing Special Needs Permanent Supportive General Retail 13.000 ksf Furniture Store ksf Pharmacy/Drugstore ksf Supermarket ksf Bank ksf ksf High-Turnover Sit-Down ksf Retail Restaurant Fast-Food Restaurant ksf ksf **Quality Restaurant** Auto Repair ksf Home Improvement Superstore ksf Free-Standing Discount ksf Movie Theater General Office ksf Office Medical Office ksf Light Industrial ksf Industrial Manufacturing ksf Warehousing/Self-Storage ksf University 0 School High School 0 Trips Other

**Report 1: Project & Analysis Overview** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



	Analysis Res	sults			
	Total Employees:	26			
	Total Population:	383			
Propose	ed Project	With Mitigation			
1,126	Daily Vehicle Trips	1,126	Daily Vehicle Trips		
6,472	Daily VMT	6,472	Daily VMT		
8.8	Household VMT per Capita	8.8	Household VMT per Capita		
7.3	Work VMT per Employee	7.3	Work VMT per Employee		
	Significant VMT	Impact?			
	APC: East Los A	ngeles			
	Impact Threshold: 15% Beld	ow APC Average			
	Household = 7	.2			
	Work = 12.7				
Propose	ed Project	With Mi	tigation		
VMT Threshold	Impact	VMT Threshold	Impact		
Household > 7.2	Yes	Household > 7.2	Yes		
Work > 12.7	No	Work > 12.7	No		

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation)



Project Address: 1911 W SUNSET BLVD, 90026

Stra	itegy Type	Description	Proposed Project	Mitigation
		City code parking provision (spaces)	0	0
	Reduce parking supply	Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
Parking	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00
	parking	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
	((	cont. on following page	)	

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation)



Project Address: 1911 W SUNSET BLVD, 90026

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

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation)





TDM Strategy Inputs, Cont.							
Strate	ду Туре	Description	Proposed Project	Mitigations			
	Required commute trip reduction program	Employees participating (%)	0%	0%			
Commute Trip		Degree of implementation (low, medium, high)	0	0			
Reductions	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%			
Ride-share progran		Employer size (small, medium, large)	0	0			
	Ride-share program	Employees eligible (%)	0%	0%			
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0			
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	0			
	School carpool program	Level of implementation (Low, Medium, High)	0	0			

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation)





TDM Strategy Inputs, Cont.							
Strate	еду Туре	Description	Proposed Project	Mitigations			
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0			
Bicycle Bike pa	Bike parking per LAMC	(Yes/No)	Yes	Yes			
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0			
	Traffic calming improvements	Streets with traffic calming improvements (%) Intersections with	0%	0%			
Neighborhood Enhancement		traffic calming improvements (%) Included (within project and	0%	0%			
	Pedestrian network improvements	connecting off- site/within project only)	0	0			

Report 3: TDM Outputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation) Project Address: 1911 W SUNSET BLVD, 90026



#### **TDM Adjustments by Trip Purpose & Strategy**

						Place type	: Compact	Infill						
			ased Work		ised Work		ased Other		ised Other		Based Other		Based Other	
			uction		action		uction		action		uction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Parking sections 1 - 6
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B,
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Transit sections 1
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B,
Commute Trip Reductions	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Commute Trip Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B,
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Shared Mobility
Sharea Wobility	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3

**Report 3: TDM Outputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation) Project Address: 1911 W SUNSET BLVD, 90026



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

						Place type:	: Compact	Infill						
			ased Work luction		ased Work action		used Other uction		ised Other action		Based Other uction		Based Other action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Implement/Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B,
Bicycle Infrastructure	Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Bicycle Infrastructure
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3
Neighborhood	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Neighborhood
Enhancement	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Enhancement sections 1 - 2

				Final Con	nbined &	Maximun	n TDM Ef	fect				
	Home Bas Produ		Home Ba. Attra		Home Bas Produ		Home Bas Attra		Non-Home I Produ	Based Other Iction		Based Other
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

= Mini	= Minimum (X%, 1- (1-[a])*(1-[b]))						
	where: X%=						
	urban center	75%					
PLACE	urban	75%					
TYPE	compact infill	40%					
MAX:	suburban center	20%					
	suburban	15%					

Report 4: MXD Methodology

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (without mitigation) Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

	MXD M	MXD Methodology - Existing Without TDM							
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT			
Home Based Work Production	230	-24.4%	174	7.6	1,743	1,320			
Home Based Other Production	616	-33.4%	411	5.1	3,123	2,082			
Non-Home Based Other Production	120	-10.7%	108	6.7	804	717			
Home-Based Work Attraction	38	-43.8%	21	8.9	336	191			
Home-Based Other Attraction	388	-33.9%	256	4.3	1,670	1,105			
Non-Home Based Other Attraction	182	-10.5%	163	6.7	1 225	1 096			

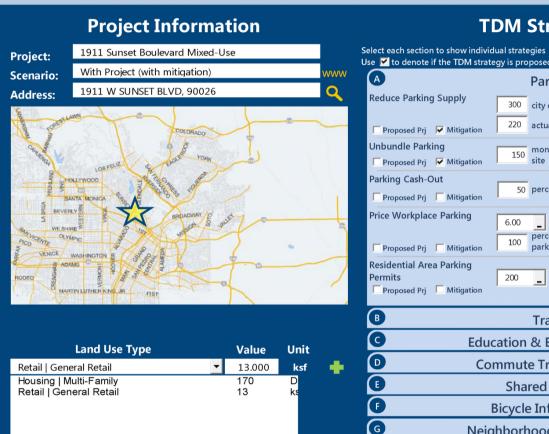
	MXD	Methodology wi	th TDM Measu	res			
		Proposed Project		Project with Mitigation Measures			
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT	
Home Based Work Production	-0.6%	173	1,311	-0.6%	173	1,311	
Home Based Other Production	-0.6%	408	2,069	-0.6%	408	2,069	
Non-Home Based Other Production	-0.6%	107	713	-0.6%	107	713	
Home-Based Work Attraction	-0.6%	21	190	-0.6%	21	190	
Home-Based Other Attraction	-0.6%	255	1,098	-0.6%	255	1,098	
Non-Home Based Other Attraction	-0.6%	162	1,090	-0.6%	162	1,090	

	MXD VMT Methodology Per Capita & Per E	mployee				
	Total Population:	383				
	Total Employees: 26					
	APC:	East Los Angeles				
	Proposed Project	Project with Mitigation Measures				
Total Home Based Production VMT	3,380	3,380				
Total Home Based Work Attraction VMT	190	190				
Total Home Based VMT Per Capita	8.8	8.8				
Total Work Based VMT Per Employee	7.3	7.3				



#### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.1**





#### **TDM Strategies**

Use **I** to denote if the TDM strategy is proposed part of the project or is a mitigation strategy A Parking Reduce Parking Supply 300 city code parking provision for the project site actual parking provision for the project site Proposed Prj Mitigation Unbundle Parking monthly parking cost (dollar) for the project Proposed Pri Mitigation Parking Cash-Out 50 percent of employees eligible Proposed Prj Mitigation Price Workplace Parking daily parking charge (dollar) percent of employees subject to priced Proposed Prj Mitigation Residential Area Parking cost (dollar) of annual permit Permits Proposed Pri Mitigation В **Transit** (c) **Education & Encouragement** O **Commute Trip Reductions** E **Shared Mobility** 

**Bicycle Infrastructure** 

**Neighborhood Enhancement** 

#### **Analysis Results**

Proposed Project	With Mitigation
1,126	894
Daily Vehicle Trips	Daily Vehicle Trips
6,472	5.130
Daily VMT	Daily VMT
8.8	6.3
Houseshold VMT	Houseshold VMT
per Capita	per Capita
7.3	6.4
Work VMT	Work VMT
per Employee	per Employee
Significant '	VMT Impact?
Household: Yes	Household: No
Threshold = 7.2	Threshold = 7.2
15% Below APC	15% Below APC
Work: No	Work: No
Threshold = 12.7	Threshold = 12.7

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

**Report 1: Project & Analysis Overview** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use



	Project Informa	tion	
Land	Use Type	Value	Units
	Single Family	0	DU
	Multi Family	170	DU
Housing	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	DU
Affordable Housing	Senior	0	DU
Affordable Housing	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	13.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	16
Retail	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore		ksf
		0.000	
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	ksf
Office	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
3011001	High School	0	Students
Other		0	Trips

**Report 1: Project & Analysis Overview** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use



	Analysis Res	sults			
	Total Employees:	26			
	Total Population:	383			
Propos	ed Project	With Mitigation			
1,126	Daily Vehicle Trips	894	Daily Vehicle Trips		
6,472	Daily VMT	5,130	Daily VMT		
8.8	Household VMT per Capita	6.3	Household VMT per Capita		
7.3	Work VMT per Employee	6.4	Work VMT per Employee		
	Significant VMT	Impact?			
	APC: East Los A	ngeles			
	Impact Threshold: 15% Belo	ow APC Average			
	Household = 7	.2			
	Work = 12.7				
Propos	ed Project	With M	itigation		
VMT Threshold	Impact	VMT Threshold	Impact		
Household > 7.2	Yes	Household > 7.2	No		
Work > 12.7	No	Work > 12.7	No		

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use



Stra	tegy Type	Description	Proposed Project	Mitigation	
	Reduce parking supply	City code parking provision (spaces)		300	
		Actual parking provision (spaces)	0	220	
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$150	
Parking	Parking cash-out	Employees eligible (%)	0%	0%	
J	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00	
		Employees subject to priced parking (%)	0%	0%	
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0	
	(0	cont. on following page	)		

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use





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

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use



TDM Strategy Inputs, Cont.									
Strategy Type Description Proposed Project Mitigations									
	Required commute trip reduction program	Employees participating (%)	0%	0%					
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0					
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%					
		Employer size (small, medium, large)	0	0					
	Ride-share program	Employees eligible (%)	0%	0%					
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0					
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	0					
	School carpool program	Level of implementation (Low, Medium, High)	0	0					

**Report 2: TDM Inputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)





	TDM Strategy Inputs, Cont.							
Strate	еду Туре	Description	Proposed Project	Mitigations				
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0				
Bicycle Infrastructure	Bike parking per LAMC	(Yes/No)	Yes	Yes				
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0				
	Traffic calming improvements	Streets with traffic calming improvements (%) Intersections with	0%	0%				
Neighborhood Enhancement		traffic calming improvements (%)	0%	0%				
Limancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0				

**Report 3: TDM Outputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (with mitigation) Project Address: 1911 W SUNSET BLVD, 90026



#### **TDM Adjustments by Trip Purpose & Strategy**

						Place type	: Compact	Infill						
		Ноте В	ased Work	Ноте Во	ased Work		ased Other	Ноте Во	ised Other	Non-Home	Based Other	Non-Home	Based Other	
			luction		action		uction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	
	Unbundle parking	0%	18%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	
Parking	Parking cash-out	cash-out 0% 0% 0% 0% 0% 0% 0% 0% 0%	0%	0%	Appendix B, Parking sections									
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1-6
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Transit sections 1 -
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix Education
incouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragen sections 1
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix
Commute Trip Reductions	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Commute Trip Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix
nared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	Shared Mo
Silared Mobility	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3

**Report 3: TDM Outputs** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (with mitigation)



Project Address: 1911 W SUNSET BLVD, 90026

#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	riace type. Compact mini													
					me Based Work Home Based Other Attraction Production				ome Based Other Non Production		Non-Home Based Other Attraction			
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Implement/Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B,
Bicycle Infrastructure	Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	Bicycle Infrastructure
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3
Neighborhood	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B,
Enhancement	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0% 0.0% 0.0% 0.0%	0.0%	Neighborhood Enhancement sections 1 - 2			

	Final Combined & Maximum TDM Effect											
	Home Based Work Production		rk Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	29%	1%	13%	1%	29%	1%	13%	1%	13%	1%	13%
MAX. TDM EFFECT	1%	29%	1%	13%	1%	29%	1%	13%	1%	13%	1%	13%

= Mini	= Minimum (X%, 1- (1-[a])*(1-[b]))								
	where: X%=								
	urban center	75%							
PLACE	urban	75%							
TYPE	compact infill	40%							
MAX:	suburban center	20%							
	suburban	15%							

**Report 4: MXD Methodology** 

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

MXD Methodology - Existing Without TDM										
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT				
Home Based Work Production	230	-24.4%	174	7.6	1,743	1,320				
Home Based Other Production	616	-33.4%	411	5.1	3,123	2,082				
Non-Home Based Other Production	120	-10.7%	108	6.7	804	717				
Home-Based Work Attraction	38	-43.8%	21	8.9	336	191				
Home-Based Other Attraction	388	-33.9%	256	4.3	1,670	1,105				
Non-Home Based Other Attraction	182	-10.5%	163	6.7	1 225	1.096				

MXD Methodology with TDM Measures										
		Proposed Project		Project	with Mitigation M	easures				
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT				
Home Based Work Production	-0.6%	173	1,311	-28.7%	124	941				
Home Based Other Production	-0.6%	408	2,069	-28.7%	293	1,485				
Non-Home Based Other Production	-0.6%	107	713	-13.0%	93	624				
Home-Based Work Attraction	-0.6%	21	190	-13.0%	18	167				
Home-Based Other Attraction	-0.6%	255	1,098	-13.0%	223	961				
Non-Home Based Other Attraction	-0.6%	162	1,090	-13.0%	142	953				

MXD VMT Methodology Per Capita & Per Employee										
	Total Population: 383									
	Total Employees:	26								
APC: East Los Angeles										
	Proposed Project	Project with Mitigation Measures								
Total Home Based Production VMT	3,380	2,425								
Total Home Based Work Attraction VMT	190	167								
Total Home Based VMT Per Capita	8.8	6.3								
Total Work Based VMT Per Employee	7.3	6.4								