

**TRANSPORTATION IMPACT REPORT FOR PROPOSED  
THE PARKS AT LA  
(3433 8TH STREET) MIXED-USE PROJECT**

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## EXECUTIVE SUMMARY

The Parks at LA Mixed-Use Project is a proposed residential and commercial mixed-use development (the “Project”). The Project is located at 3433 8<sup>th</sup> Street within the Wilshire Community of the City of Los Angeles (the “City”). Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The Project would construct a multi-story building on the Project site that would include 223 apartment units, 28 affordable residential units and approximately 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses.

For purposes of a conservative traffic analysis, a Project completion year of 2023 has been assumed. Upon completion, it is estimated that the Project would generate approximately 1,247 new trips per day at area intersections, including 99 AM and 103 PM peak-hour trips.

Parking for the Project would be provided in the ground, first basement and second basement levels of the Project building. There are a total of two driveways – one inbound only driveway will be located on Harvard Boulevard and one outbound only driveway will be located on Hobart Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Los Angeles Municipal Code (LAMC). In addition, the Project would comply with the LAMC bicycle parking requirements by providing sufficient long-term and short-term bicycle stalls.

The traffic study presented herein analyzed existing (2019) and future (2023) AM and PM peak-hour traffic conditions at 11 critical intersections in the vicinity of the Project site. The cumulative traffic conditions with the development of 34 potential related

projects in the surrounding area were also analyzed. The Project is anticipated to have significant traffic impact at one study intersection – Irolo Street and 8<sup>th</sup> Street under the future (2023) conditions. In order to mitigate the potential traffic impact, the following mitigation measures are recommended for implementation by the Project.

Irolo Street and 8<sup>th</sup> Street – To mitigate the potential significant traffic impact at the intersection of Irolo Street and 8<sup>th</sup> Street, the Project would pay for the installation of the camera at the location of 8th Street/Mariposa Ave (two blocks east from the impacted intersection). The systematic signal improvement would reduce the potential significant traffic impact at this intersection to be less than a significant level.

The LAMC requires that the Project to implement Transportation Demand Management (TDM) program to reduce the Project traffic. To comply with the LAMC requirements, as the Project's non-residential component is approximately 40,500 square feet (including 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses), the Project will implement TDM program as listed below per LAMC Section 12.26-J(a):

Development in excess of 25,000 square feet of gross floor area - the owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

- (1) Current routes and schedules for public transit serving the site;
- (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
- (3) Ridesharing promotion material supplied by commuter-oriented organizations;
- (4) Regional/local bicycle route and facility information;

(5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

In addition, according to the LADOT Transportation Impact Study Guidelines, December 2015, LADOT has recommended additional TDM measures for the proposed Project:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Parking incentives and support for formation of carpools/vanpools;
- Incentives such as discounted transit passes for using alternative travel modes;
- Unbundling and lease of parking spaces for residents;
- Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

Project traffic impacts were also analyzed for Congestion Management Program (CMP) locations. No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. In addition, the Project's transit impacts on the public transit system were analyzed based on existing available transit capacity. No significant transit impacts were identified.

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## INTRODUCTION

The Parks at LA Mixed-Use Project is a proposed residential and commercial mixed-use development (the “Project”). The Project is located at 3433 8<sup>th</sup> Street within the Wilshire Community of the City of Los Angeles (the “City”). As shown in Figure 1, Project Site Vicinity Map, the Project site is located on the parcel on the north side of 8<sup>th</sup> Street between Hobart and Harvard Boulevards.

Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The Project would construct a multi-story building on the Project site that would include 223 apartment units, 28 affordable residential units and approximately 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses.

Crain & Associates has been retained to assess the potential impacts of the Project on the surrounding roadway system. The analysis that follows was prepared in accordance with the assumptions, methodology and procedures approved by the City of Los Angeles Department of Transportation (LADOT). The LADOT signed Traffic Study Memorandum of Understanding (MOU) is included in Appendix A. This report presents the results of an analysis of existing (2019) and future (2023) traffic conditions before and after completion of the Project for the following 11 study intersections:

1. Western Avenue & 8<sup>th</sup> Street
2. Oxford Avenue & 8<sup>th</sup> Street
3. Hobart Boulevard & Wilshire Boulevard
4. Hobart Boulevard & 8<sup>th</sup> Street
5. Hobart Boulevard & James M. Wood Boulevard
6. Harvard Boulevard & Wilshire Boulevard

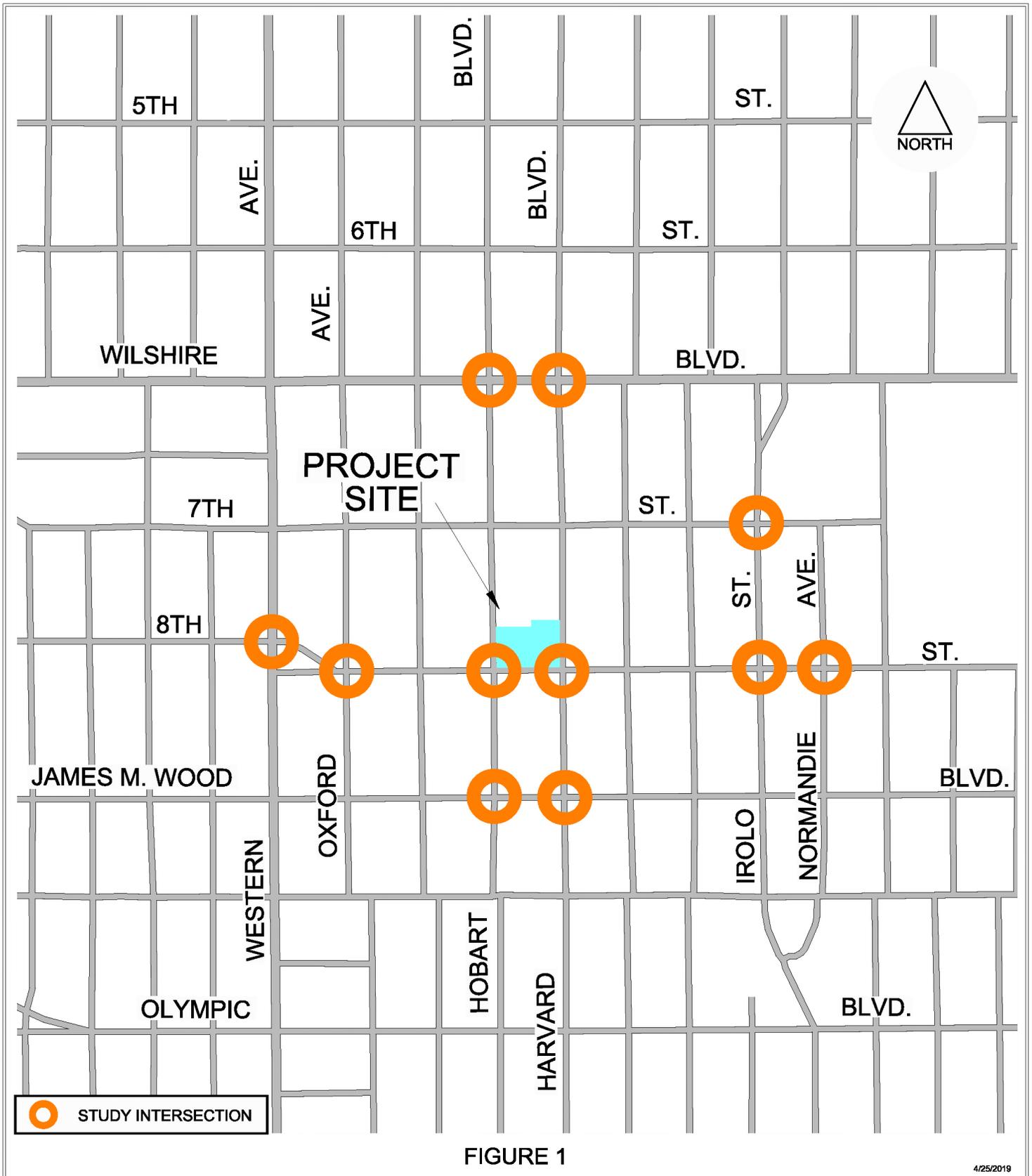


FIGURE 1

4/25/2019

FN: 8TH(3433W)MixedUse|SITE-VICINITY

PROJECT SITE VICINITY & STUDY INTERSECTION LOCATION MAP



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7. Harvard Boulevard & 8<sup>th</sup> Street
8. Harvard Boulevard & James M. Wood Boulevard
9. Irolo Street & 7<sup>th</sup> Street
10. Irolo Street & 8<sup>th</sup> Street
11. Normandie Avenue & 8<sup>th</sup> Street

The locations of these study intersections relative to the Project site are shown on Project Site Vicinity Map (Figure 1). These locations include key intersections along the primary access routes to and from the site, and are those locations expected to be most directly impacted by Project traffic.

## PROJECT DESCRIPTION

The Project is a residential development with creative office and shopping center commercial components. The Project site is located at 3433 8<sup>th</sup> Street. Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The Project would construct a multi-story building on the Project site that would include 223 apartment units, 28 affordable residential units and approximately 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses.

For purposes of a conservative traffic analysis, a Project completion year of 2023 has been assumed. The Project site plan is provided as Figure 2.

Parking for the Project would be provided in the ground, first basement and second basement levels of the Project building. There are a total of two driveways – one inbound only driveway will be located on Harvard Boulevard and one outbound only driveway will be located on Hobart Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Los Angeles Municipal Code. In addition, the Project would comply with the LAMC bicycle parking requirements by providing sufficient long-term and short-term bicycle stalls.

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 8<sup>th</sup> Street which is a HIN roadway. The Project would comply 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 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.

The Project would also embrace the objectives of the 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.

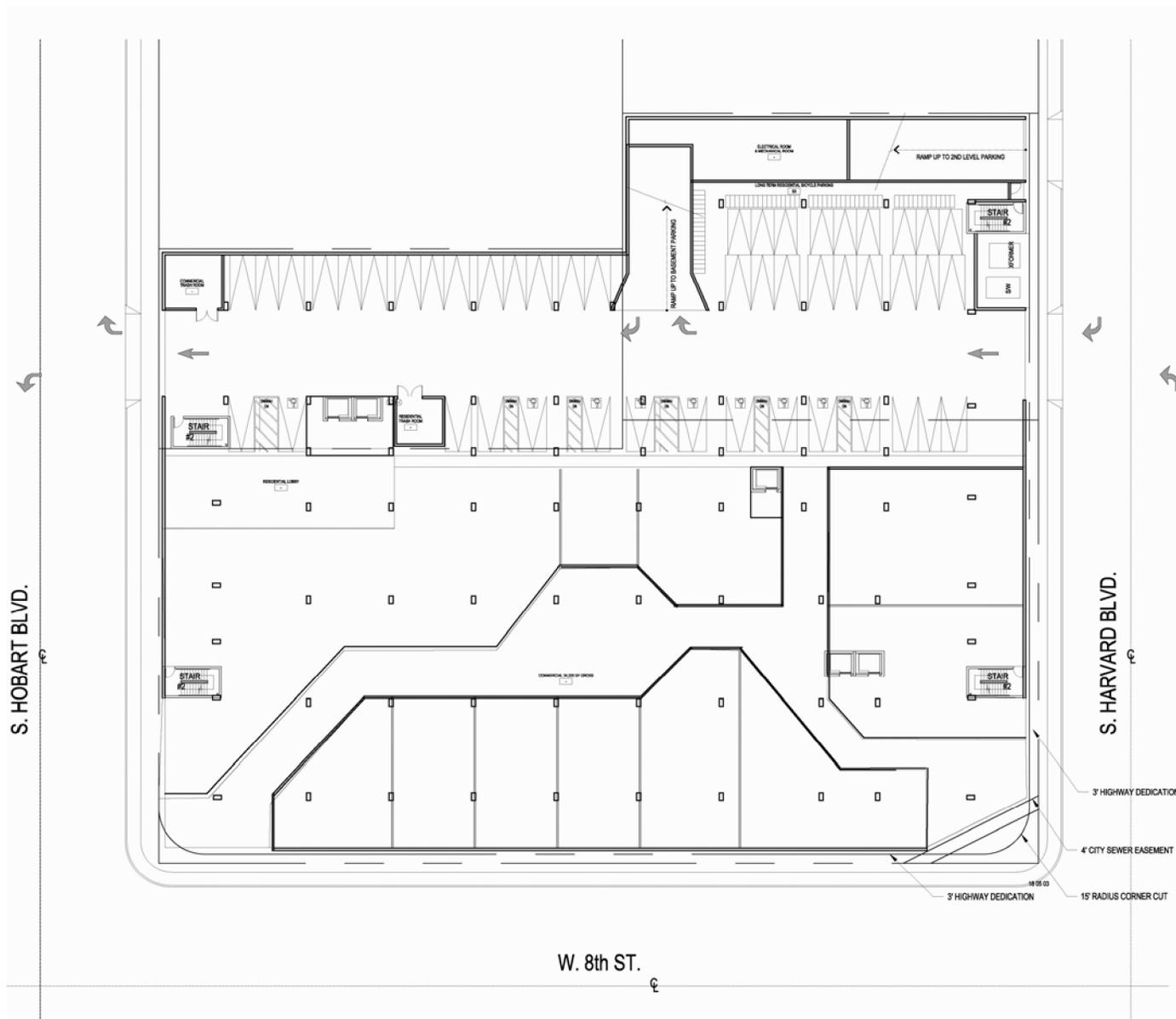


FIGURE 2

4/25/2019

FN: 8th(3433W)MixedUse/SITE PLAN

PROJECT SITE PLAN

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## ENVIRONMENTAL SETTING

The Project is located on the north side of 8<sup>th</sup> Street between Hobart and Harvard Boulevard. Located within the Wilshire Community Plan Area, the area surrounding the Project site is primarily developed with commercial and medium- to high-density residential uses.

Commercial uses near the Project include local and regional-serving retail and restaurant establishments and offices. The commercial uses are primarily concentrated along major arterials including Wilshire Boulevard, Vermont Avenue, Western Avenue and 8th Street.

Residential development in the Project area is primarily multi-family in nature. Near the Project site, medium- and high-density residential developments are located north and south of the Project site behind the commercial developments. Although single-family residences are interspersed throughout portions of the Project area, single-family residential development is primarily concentrated in the area west of Western Avenue.

The Project site and surrounding uses are well-served by Avenue I, II and III designed roadways (per the Los Angeles Mobility Plan 2035), including Wilshire Boulevard, Western Avenue, Irolo Street, 7th Street and 8th Street. The Project site is also well served by transit, including bus stops and Purple Line rail stations within approximately one-quarter mile from the site. In addition, surface street accesses to and from the Hollywood Freeway (US-101), Santa Monica Freeway (I-10) and Harbor Freeway (SR-110) are provided within two miles north, one and a half miles south and two and a half miles east from the Project site, respectively. These transportation facilities and other local roadways are described in more detail below.

## **Freeways**

The Santa Monica Freeway (I-10) is a major east–west Interstate Highway. I-10 runs in the State of California east from Santa Monica through Los Angeles and San Bernardino to the border with Arizona. In the vicinity of the Project, this freeway typically provides four travel lanes in each direction. I-10 has an interchange with the San Diego Freeway (I-405). I-10 then continues through Sawtelle, Rancho Park, Cheviot Hills, Beverlywood and Crestview in West Los Angeles, Lafayette Square and Wellington Square in Mid-City, and Arlington Heights and Jefferson Park into Downtown Los Angeles. On the western edge of Downtown Los Angeles, I-10 has an interchange with the Harbor Freeway (I-110) to the south and Arroyo Seco Parkway (SR-110) to the north. I-10 then travels along the southern edge of Downtown Los Angeles to the East Los Angeles Interchange. Access to the I-10 Freeway in the Project area is provided by on-ramps and off-ramps near the Project site, on Western Avenue and Normandie Avenue. According to the most current (2017) data available on the Caltrans website, average daily traffic volumes on I-10 between Western and Vermont Avenues are approximately 347,000 vehicles, with peak-hour volumes of approximately 24,000 vehicles per hour (VPH).

The Hollywood Freeway (US-101) extends in a northwesterly/southeasterly direction through the Project area. Northwest of the Project site, the Hollywood Freeway provides a direct route through the Cahuenga Pass to the San Fernando Valley. Near Downtown Los Angeles, the Hollywood Freeway interchanges with the Harbor/Pasadena Freeways (I-110/SR-110). The Hollywood Freeway extends southeast of Downtown where it merges with the Golden State Freeway (I-5). In the vicinity of the Project site, the Hollywood Freeway provides four travel lanes per direction. In the Project area, surface street access is provided on Santa Monica

Boulevard and Western Avenue. According to the most current (2017) data available through the Caltrans Website, traffic volumes on the Hollywood Freeway, east of Western Avenue, are approximately 196,000 VPD, with peak-hour volumes of approximately 11,600 VPH.

The Harbor Freeway (SR-110) is the primary north-south arterial in this portion of the City of Los Angeles. This facility, located east of the Project site, is the principal route between the Los Angeles Basin and the City of Pasadena. Route 110, consisting of State Route 110 (SR-110) and Interstate 110 (I-110), connects San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena. The Freeway provides three to four mainline travel lanes in each direction in the Project vicinity. Interchanges with surface street ramp access are provided at Wilshire Boulevard, 8<sup>th</sup> Street and 9<sup>th</sup> Street. According to the most current (2017) data available through the Caltrans Website, traffic volumes on the Harbor Freeway, between 5<sup>th</sup> Street and 9<sup>th</sup> Street, are approximately 278,000 VPD, with peak-hour volumes of approximately 19,300 VPH.

### **Streets and Highways**

Western Avenue is a north-south roadway located one-quarter mile west of the Project site. Designated an Avenue II, this roadway provides access through the Los Feliz, Thai Town, Little Armenia, Wilshire Center, Koreatown, Harvard Heights, West Adams, Jefferson Park, Chesterfield Square, Hyde Park, Athens, Harbor Gateway and San Pedro Communities and Cities of Gardena, Torrance and Rancho Palos Verdes. It extends from Los Feliz Boulevard to its southern terminus at Paseo Del Mar along the Pacific Coast. Adjacent to the Project site, Western Avenue generally provides two travel lanes in each direction within an approximate 60-foot wide roadway. Left-turn channelization is provided at major intersections.

Oxford Avenue is a north-south roadway located 700 feet west of the Project site. Designated a Collector, this roadway provides access discontinuously in the Communities of Los Feliz, Little Armenia, Koreatown, and Harvard Heights. Adjacent to the Project site, Oxford Avenue generally provides one travel lane in each direction within an approximate 50-foot wide roadway.

Hobart Boulevard is a north-south roadway and forms the western boundary of the Project site. Designated a Local Street, this roadway provides access discontinuously in the Communities of Los Feliz, Little Armenia, Koreatown, Harvard Heights, Vermont Harbor, South Los Angeles, Westmont and West Athens, and Cities of Gardena, Carson and Torrance. Hobart Boulevard generally provides one travel lane per direction within an approximate 40-foot wide roadway.

Harvard Boulevard is a north-south roadway and forms the eastern boundary of the Project site. Designated a Collector, this roadway provides access discontinuously in the Communities of Los Feliz, Little Armenia, Koreatown, Harvard Heights, Vermont Harbor, South Los Angeles, Westmont and West Athens, and Cities of Gardena, Carson and Torrance. Harvard Boulevard generally provides one travel lane per direction within an approximate 40-foot wide roadway.

Irolo Street is a north-south roadway located one-fifth mile east of the Project site. Designated an Avenue III, this roadway parallels Normandie Avenue and serves as a connection for the segments of Normandie Avenue north of Wilshire Boulevard and south of Olympic Boulevard. Irolo Street generally provides one travel lane in each direction within an approximate 40-foot wide roadway. Right-turn channelization is provided at its intersections with Wilshire Boulevard.

Normandie Avenue is a north-south roadway located one-quarter mile east of the Project site. Normandie Avenue is designated as a Local Street north of its intersection

with Irolo Street to 7<sup>th</sup> Street, and an Avenue III north of Wilshire Boulevard and south of its intersection with Irolo Street. Near the Project site, this roadway parallels Irolo Street and ends at 7<sup>th</sup> Street and serves as an extension of Normandie Avenue. As a Local Street, Normandie Avenue generally provides one travel lane in each direction within an approximate 40-foot wide roadway north of its intersection with Irolo Street. North of Wilshire Boulevard and south of its intersection with Irolo Street, Normandie Avenue generally provides two through travel lanes in each direction within an approximate 40-foot wide roadway.

Wilshire Boulevard is an east-west roadway located one-quarter mile north of the Project site. Designated an Avenue I, this roadway provides access through the Communities of Downtown Los Angeles, Koreatown, Wilshire, La Brea, Miracle Mile, Century City and Sawtelle and Cities of Santa Monica and Beverly Hills. It extends from Grand Avenue to its western terminus at Ocean along the Pacific Coast. Adjacent to the Project site, Wilshire Boulevard generally provides two travel lanes in each direction within an approximate 70-foot wide roadway. Left-turn channelization is provided at major intersections. Peak-hour bus rapid transit (BRT) lanes are located in the Project vicinity and operate during 7:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. The BRT lane segment stretches discontinuously from South Park View Street, just west of MacArthur Park, west to Centinela Avenue.

7<sup>th</sup> Street is an east-west roadway located 500 feet north of the Project site. Designated an Avenue II, this roadway provides access discontinuously through the Communities of Boyle Heights, Downtown Los Angeles, Koreatown, Wilshire, La Brea and Miracle Mile. Adjacent to the Project site, 7<sup>th</sup> Street generally provides one travel lane in each direction within an approximate 60-foot wide roadway. Left-turn channelization is provided at major intersections.

8<sup>th</sup> Street is an east-west roadway and forms southern boundary of the Project site. Designated an Avenue II, this roadway provides access discontinuously in the Communities of Boyle Heights, Downtown Los Angeles, Koreatown, Wilshire, La Brea and Miracle Mile. Adjacent to the Project site, 8<sup>th</sup> Street generally provides two travel lanes in each direction within an approximate 60-foot wide roadway. Left-turn channelization is provided at major intersections.

James M. Wood Boulevard is an east-west roadway located 700 feet south of the Project site. James M. Wood Boulevard is a renamed portion of 9<sup>th</sup> Street. Designated a Collector, this roadway provides access discontinuously in the Communities of Downtown Los Angeles, Koreatown, Wilshire, La Brea and Miracle Mile. Adjacent to the Project site, James M. Wood Boulevard generally provides one travel lane in each direction within an approximate 40-foot wide roadway.

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

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in 2018 and 2019 when schools were in session. For the traffic counts that were from 2018, an annual ambient growth factor of 1.0 percent per year was compounded and applied to represent existing volumes for the year 2019. In accordance with LADOT Traffic Study Policies and Procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods.

Peak-hour volumes were determined individually for each intersection based on the combined four (4) highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections used in the analysis are detailed on the pages that follow and are illustrated in Figures 3(a) and 3(b). The manual intersection traffic count data sheets are provided in Appendix B.

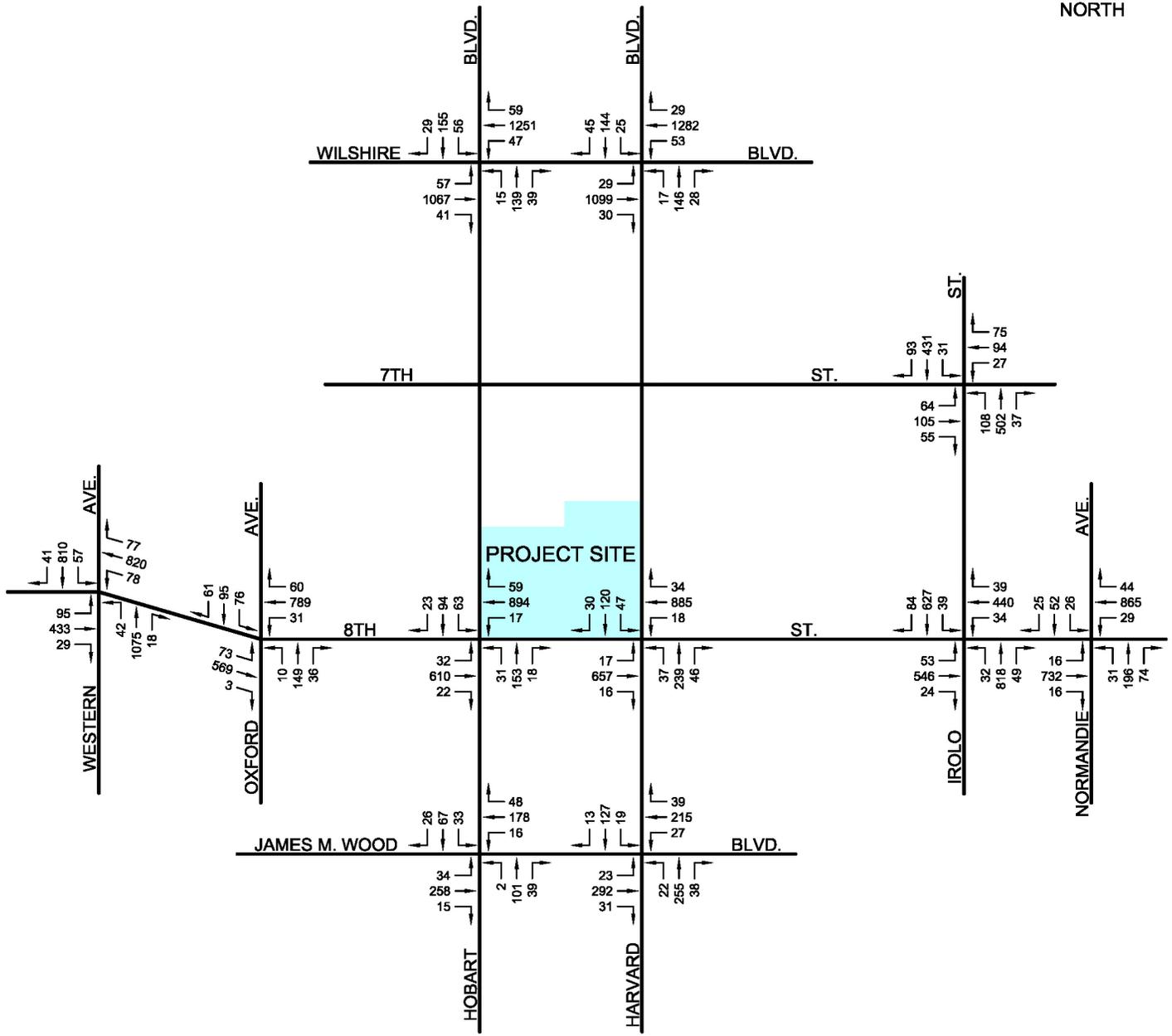


FIGURE 3(a)

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FN: 8th(3433W)MixedUseAM2019

EXISTING (2019) TRAFFIC VOLUMES  
AM PEAK HOUR



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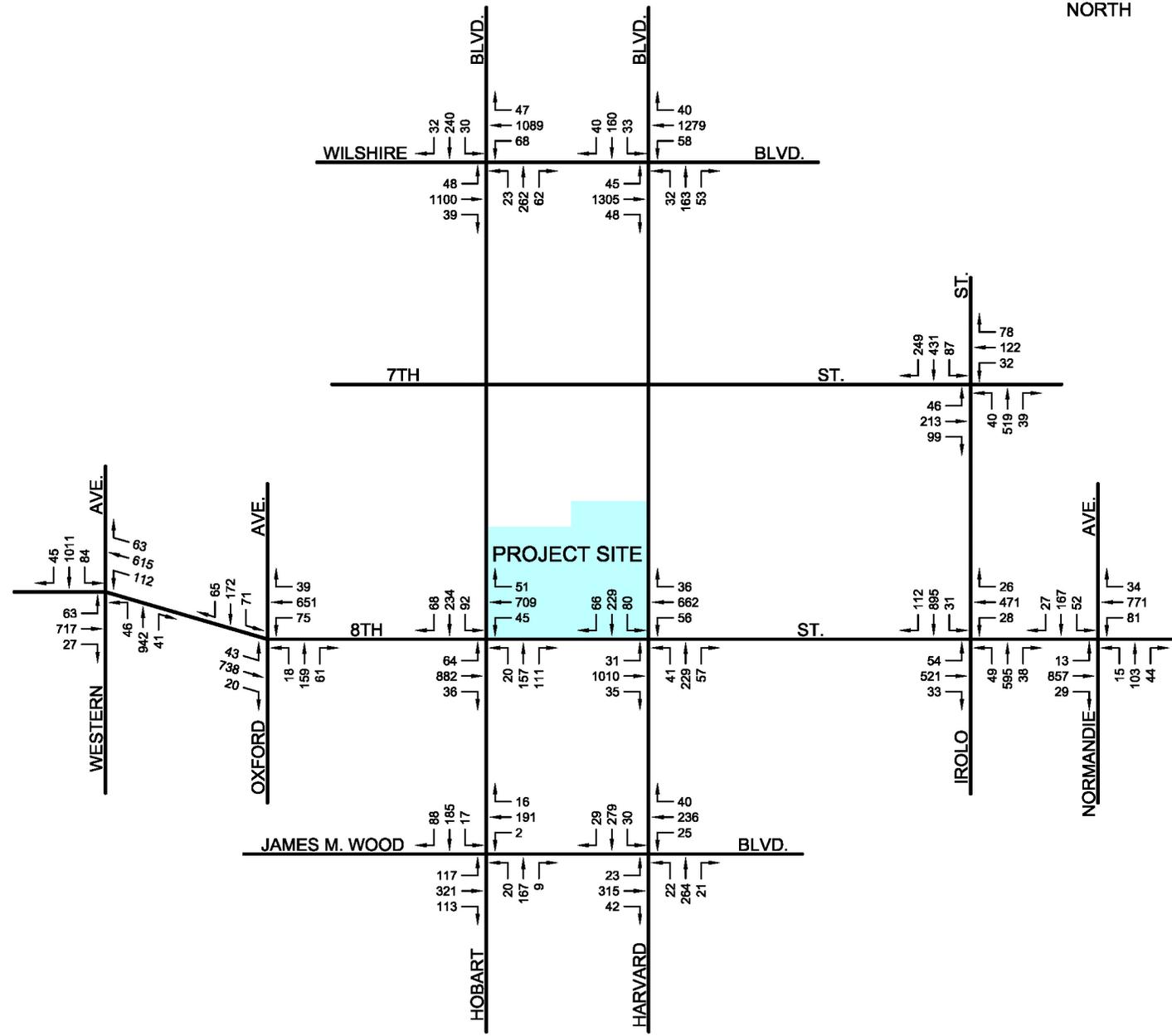


FIGURE 3(b)

4/25/2019

FN: 8th(3433W)MixedUse/PM2019

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



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Information pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions and traffic signal operations were obtained from both field checks and City engineering plans. The existing lane configuration and traffic control conditions for the 11 study intersections are illustrated in Appendix C.

## **Public Transit**

The Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) provide an extensive system of bus lines in the Wilshire Community area. A number of Metro and LADOT bus routes are within reasonable walking distance from the Project site (less than approximately one-quarter mile), providing access for residents, employees and patrons of the Project. Additionally, the proximity of the Wilshire/Western Metro Purple Line Transit Station (four blocks to the west) and the Wilshire/Normandie Metro Purple Line Transit Station (three blocks to the east) allows access to the Metro rail system. The public transit routes serving the Project are described in detail below and shown in Figure 4.

### **Metro Bus Service**

Line 20 is an east-west oriented route which operates between the Downtown Los Angeles, Koreatown, Wilshire Center, Beverly Hills, Westwood and Santa Monica areas, mostly via Wilshire Boulevard. Line 20 provides service between Downtown Los Angeles and Westwood, with late-night service extending west to Santa Monica. Line 20 provides stops in the Project vicinity on Wilshire Boulevard at Harvard Boulevard. Line 20 operates daily with headways of approximately 6 to 15 minutes during the weekday AM and PM peak hours.



4/25/2019

FN: 8th(3433W)MixedUse/TRANSIT

TRANSIT SERVICE MAP



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Line 66 provides east-west service between Montebello, East Los Angeles, Boyle Heights, Downtown Los Angeles, Koreatown and Wilshire Center areas, mostly via 8<sup>th</sup> Street and Olympic Boulevard. Near the Project site, Line 66 stops on 8<sup>th</sup> Street at Harvard Boulevard. Line 66 operates daily, with headways of approximately 3 to 12 minutes during weekday AM and PM peak hours.

Line 206 provides north-south service between Hollywood, Koreatown and Athens areas via Normandie Avenue. Line 206 provides stops in the Project vicinity on Normandie Avenue/Irolo Street at 8<sup>th</sup> Street. Line 206 operates daily, with headways of approximately 8 to 16 minutes during weekday AM and PM peak hours.

Lines 207 provides north-south service between Hollywood and Athens, with limited service to Hawthorne. Line 207 provides stops in the Project vicinity on Western Avenue at 8<sup>th</sup> Street. Line 207 operates daily with headways of approximately 8 to 12 minutes during the weekday AM and PM peak hours.

Line 720 is an east-west oriented route which operates between the City of Commerce, Downtown Los Angeles, Koreatown, Wilshire Center, Beverly Hills, Westwood and Santa Monica, mostly via Wilshire Boulevard. Line 720 is a Metro Rapid Line, 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. The nearest stop to the Project by Line 720 is on Wilshire Boulevard at Western Avenue. Line 720 operates daily with headways of approximately 2 to 10 minutes during the weekday AM and PM peak hours.

## LADOT

DASH Hollywood/Wilshire provides north-south service between the Metro Red Line Hollywood/Vine Transit Station and the Metro Purple Line Wilshire/Western

Transit Station. In the Project vicinity, DASH Hollywood/Wilshire stops on Western Avenue at Wilshire Boulevard. DASH Hollywood/Wilshire operates with headways of approximately 25 minutes during weekday AM and PM peak hours.

DASH Wilshire Center/Koreatown travels in a loop, providing service between the Metro Purple Line Wilshire/Vermont Transit Station and the Metro Purple Line Wilshire/Western Transit Station. In the Project vicinity, DASH Wilshire Center/Koreatown stops on Western Avenue at 8<sup>th</sup> Street and on James M. Wood Boulevard at Hobart Boulevard. DASH Wilshire Center/Koreatown operates with headways of approximately 20 minutes during the weekday AM and PM peak hours.

### Metro Rail Service

Metro Purple Line provides rail transportation through Downtown Los Angeles to Mid-Wilshire. In the vicinity of the Project site, the Purple Line operates east-west underneath Wilshire Boulevard. The Metro Purple Line Wilshire/Western Transit Station is located four blocks west of the Project site and the Metro Purple Line Wilshire/Normandie Transit Station is located three blocks east of the Project site. The Metro Wilshire/Western Purple Line station provides secured bicycle storage to encourage multi-modal transportation. The Purple Line connects with other rail lines and transit ways, providing access to North Hollywood, Long Beach, Redondo Beach, Norwalk, Chatsworth, Santa Monica, Azusa and East Los Angeles. The Purple Line operates between 4:30 AM and 1:30 AM with headways in the Project area ranging from approximately 10 to 20 minutes throughout the day. The Metro Purple Line Wilshire/Western Transit Station is currently the westernmost terminus of the Metro Purple Line; however, construction is currently underway to extend the line an additional nine miles west, to Westwood. The extension is expected to open incrementally between 2023 and 2035.

When transfer opportunities are considered, the Project is very well served by public transit. Thus, it is expected that some of the person trips generated by the Project will utilize public transportation as their primary travel mode instead of private vehicles.

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

An analysis of existing weekday AM and PM peak-hour traffic conditions was performed at the 11 study intersections listed below. These intersections were determined in consultation with LADOT.

1. Western Avenue & 8th Street
2. Oxford Avenue & 8th Street
3. Hobart Boulevard & Wilshire Boulevard
4. Hobart Boulevard & 8th Street
5. Hobart Boulevard & James M. Wood Boulevard
6. Harvard Boulevard & Wilshire Boulevard
7. Harvard Boulevard & 8th Street
8. Harvard Boulevard & James M. Wood Boulevard
9. Irolo Street & 7th Street
10. Irolo Street & 8th Street
11. Normandie Avenue & 8<sup>th</sup> Street

Analysis of the Project study intersections were performed through the use of established traffic engineering techniques. The methodology applied to the signalized study intersections is based on procedures outlined in Circular Number 212 of the Transportation Research Board.<sup>1</sup> In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS)

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<sup>1</sup> Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

**Table 1**

**Critical Movement Volume Ranges\*  
For Determining Levels of Service**

<b><u>Level of Service</u></b>	<b><u>Maximum Sum of Critical Volumes (VPH)</u></b>		
	<b><u>Two Phase</u></b>	<b><u>Three Phase</u></b>	<b><u>Four or More Phases</u></b>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

**Note:**

\* For planning applications only, i.e., not appropriate for operations and design applications. Also, a computerized traffic signal coordination system, such as Automated Traffic Surveillance and Control (ATSAC), increases these values by approximately seven (7) percent. With the addition of a further upgrade, such as Adaptive Traffic Control System (ATCS), an additional three (3) percent increase in these values occurs.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 1. The volume-to-capacity (V/C) ratio used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of V/C ratios is shown in Table 2.

**Table 2**  
**Level of Service for Signalized Intersections**  
**As a Function of V/C Ratios**

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Delay per Vehicle (sec / veh)</u>	<u>Definition</u>
A	0.000 - 0.600	<= 10	Excellent. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	> 10 - 20	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	> 20 - 35	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	> 35 - 55	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	> 55 - 80	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	> 80	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

\* Source: LADOT Traffic Study Policies and Procedures, December 2015.

As shown in Table 3, 10 of the 11 study intersections are operating at relatively good Levels of Service (LOS A to C) during the AM and PM peak hours. The intersection of Irolo Street & 8<sup>th</sup> Street is operating at LOS C during the AM peak hour and LOS D during the PM peak hour.

**Table 3**  
**Level of Service (LOS) Summary**  
**Existing (2019) Traffic Conditions**

<b>No.</b>	<b><u>Intersection</u></b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
		<b><u>V/C</u></b>	<b><u>LOS</u></b>	<b><u>V/C</u></b>	<b><u>LOS</u></b>
1.	Western Avenue & 8th Street	0.665	B	0.607	B
2.	Oxford Avenue & 8th Street	0.433	A	0.423	A
3.	Hobart Boulevard & Wilshire Boulevard	0.525	A	0.563	A
4.	Hobart Boulevard & 8th Street	0.439	A	0.597	A
5.	Hobart Boulevard & James M. Wood Boulevard	0.232	A	0.475	A
6.	Harvard Boulevard & Wilshire Boulevard	0.501	A	0.561	A
7.	Harvard Boulevard & 8th Street	0.488	A	0.605	B
8.	Harvard Boulevard & James M. Wood Boulevard	0.371	A	0.410	A
9.	Irolo Street & 7th Street	0.507	A	0.586	A
10.	Irolo Street & 8th Street	0.773	C	0.864	D
11.	Normandie Avenue & 8th Street	0.471	A	0.459	A

## PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution and assignment of the Project. Driveway access and parking for the Project are also described in this section.

### **Trip Generation**

Traffic-generating characteristics of many land uses, including the residential and commercial uses proposed for the Project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 10th Edition, 2017, published by ITE. 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 the surrounding region. In addition, LADOT has established trip generation rates for affordable housing based on data collected in 2016 at affordable housing sites through the City. These affordable housing rates were applied to the affordable housing units being proposed as part of the Project.

For this analysis, the ITE Trip Generation and the LADOT affordable housing survey trip generation rates provided in Appendix D were used to determine the daily, AM and PM peak-hour trips generated by the proposed site uses. The rates used to calculate the Project trip generation presents a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit, bicycle, walking trips, or pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular Project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

Trip reductions related to the Project are expected to occur as a result of “multi-purpose” or “internal” trips within the site. This type of trip generally occurs at integrated “mixed-use” developments containing a variety of uses. For example, in this case, some of the residents of the building are expected to use the on-site commercial uses, thereby reducing some of the trips that these uses would otherwise generate. Thus, the advantages of a mixed-use Project need to be considered for reasonable evaluation of the trip-making potential of such a Project.

The use of alternative modes of transportation that include public transportation, bicycling, and walking is another important consideration in the evaluation of the Project’s trip making potential. These modes of transport are not accounted for in the ITE trip generation rates; therefore, appropriate adjustments were made to the Project trip generation to account for these trips.

Trip reduction factors for the Project also account for the presence of “pass-by” trips. These are trips that are due to an intermediate stop at the Project site during an existing or previously planned trip. These intermediate stops may be for a planned purpose (such as a visit to a retail store on the way home from work), or they may be spur-of-the-moment “impulse” trips. Accounting for these adjustments more realistically reflects the facts that some trips related to the Project will be multi-purpose trips and some Project trips are already on the street system for another purpose. These trips, therefore, are not contributing additional traffic to the surrounding roadway network.

The differentiation between pass-by trips versus internal and transit trips is important with regard to the assessment of potential Project traffic impacts at intersections adjacent to the proposed Project site. Per the LADOT traffic study policies and procedures, the pass-by type of trip discount is not appropriate for application to the site driveways or site adjacent intersections. These vehicle trips will eventually travel past

the site (and through the site adjacent intersections) and are not “eliminated” due to the existence of the Project. However, the trip ends to and from the site do not represent new vehicle trips at area intersections. Internal and transit trips, on the other hand, do not represent vehicle trips at the Project driveways. While this type of person trip is not “eliminated” by the Project’s development, no private vehicle trip is generated as the trip occurs by walking or by transit. Thus, the site will serve the same number of patrons, but generate fewer vehicle trips. A summary of the “baseline” trip generation adjustment factors, which were discussed with and agreed to by the LADOT, are presented in Table 4.

**Table 4  
Project Trip Adjustment Factors**

	<u>Internal Capture</u>	<u>Transit/Bicycle/ Walk-in Usage</u>	<u>Pass-By Trips</u>
Residential*	based on shopping center use	10%	0%
Creative Office*	based on shopping center use	10%	0%
Shopping Center*	10%	10%	50%
Single-Family (Existing)	10%	10%	0%
Shopping Center (Existing)	Based on single-family use	10%	50%

\* To be conservative, the smaller combination of 10% internal credit is applied to the proposed project trip generation calculation.

The results of the Project trip generation calculations, including adjustments for internal, transit/bicycle/walk-in, and pass-by trips are summarized in Table 5. As shown in this table, it is estimated that the net Project will generate approximately 1,247 new trips per day at area intersections, including 99 AM and 103 PM peak-hour trips.

**Table 5  
Project Trip Generation**

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
<b>PROPOSED USES</b>										
221	Apartment	223	du	1,213	21	59	80	60	38	98
	Affordable Housing	28	du	114	6	8	14	6	4	10
710	Creative Offices	15,500	ksf	151	15	3	18	3	15	18
820	Shopping Center	25,000	ksf	<u>944</u>	<u>15</u>	<u>9</u>	<u>24</u>	<u>46</u>	<u>49</u>	<u>95</u>
	<b>Subtotal [A]</b>			<b>2,422</b>	<b>57</b>	<b>79</b>	<b>136</b>	<b>115</b>	<b>106</b>	<b>221</b>
<i>Internal Linkages</i>										
	Apartment	Based on Shopping Center		(77)	0	(1)	(1)	(4)	(4)	(8)
	Affordable Housing	Based on Shopping Center		(7)	0	0	0	0	(1)	(1)
	Creative Offices	Based on Shopping Center		(10)	0	(1)	(1)	(1)	0	(1)
	Shopping Center	10%		<u>(94)</u>	<u>(2)</u>	<u>0</u>	<u>(2)</u>	<u>(5)</u>	<u>(5)</u>	<u>(10)</u>
	<b>Subtotal [B]</b>			<b>(188)</b>	<b>(2)</b>	<b>(2)</b>	<b>(4)</b>	<b>(10)</b>	<b>(10)</b>	<b>(20)</b>
<i>Transit/Bicycle/Walk-in Trips</i>										
	Apartment	10%		(114)	(2)	(6)	(8)	(6)	(3)	(9)
	Affordable Housing	10%		(11)	(1)	0	(1)	(1)	0	(1)
	Creative Offices	10%		(14)	(2)	0	(2)	0	(2)	(2)
	Shopping Center	10%		<u>(85)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(4)</u>	<u>(5)</u>	<u>(9)</u>
	<b>Subtotal [C]</b>			<b>(224)</b>	<b>(6)</b>	<b>(7)</b>	<b>(13)</b>	<b>(11)</b>	<b>(10)</b>	<b>(21)</b>
	<b>[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]</b>			<b>2,010</b>	<b>49</b>	<b>70</b>	<b>119</b>	<b>94</b>	<b>86</b>	<b>180</b>
<i>Pass-by Trips</i>										
	Apartment	0%		0	0	0	0	0	0	0
	Creative Offices	0%		0	0	0	0	0	0	0
	Shopping Center	50%		<u>(383)</u>	<u>(6)</u>	<u>(4)</u>	<u>(10)</u>	<u>(19)</u>	<u>(19)</u>	<u>(38)</u>
	<b>Subtotal [E]</b>			<b>(383)</b>	<b>(6)</b>	<b>(4)</b>	<b>(10)</b>	<b>(19)</b>	<b>(19)</b>	<b>(38)</b>
	<b>[F] Area Intersection Trips (Proposed Uses) = [D]+[E]</b>			<b>1,627</b>	<b>43</b>	<b>66</b>	<b>109</b>	<b>75</b>	<b>67</b>	<b>142</b>
<b>EXISTING USES</b>										
210	Single-Family Home	1	SDU	9	0	1	1	1	0	1
820	Shopping Center	22,000	ksf	<u>831</u>	<u>13</u>	<u>8</u>	<u>21</u>	<u>40</u>	<u>44</u>	<u>84</u>
	<b>Subtotal [G]</b>			<b>840</b>	<b>13</b>	<b>9</b>	<b>22</b>	<b>41</b>	<b>44</b>	<b>85</b>
<i>Internal Linkages</i>										
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	Based on Single-Family Home		<u>(1)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<b>Subtotal [H]</b>			<b>(2)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>Existing Transit/Bicycle/Walk-in Trips</i>										
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	10%		<u>(83)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(4)</u>	<u>(4)</u>	<u>(8)</u>
	<b>Subtotal [I]</b>			<b>(84)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(4)</b>	<b>(4)</b>	<b>(8)</b>
	<b>[J] Driveway/Adj. Int. Trips = [G] + [H] + [I]</b>			<b>754</b>	<b>12</b>	<b>8</b>	<b>20</b>	<b>37</b>	<b>40</b>	<b>77</b>
<i>Pass-by Trips</i>										
	Single-Family Home	0%		0	0	0	0	0	0	0
	Shopping Center	50%		<u>(374)</u>	<u>(6)</u>	<u>(4)</u>	<u>(10)</u>	<u>(18)</u>	<u>(20)</u>	<u>(38)</u>
	<b>Subtotal [K]</b>			<b>(374)</b>	<b>(6)</b>	<b>(4)</b>	<b>(10)</b>	<b>(18)</b>	<b>(20)</b>	<b>(38)</b>
	<b>[L] Area Intersection Trips (Existing Uses) = [J]+[K]</b>			<b>380</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>19</b>	<b>20</b>	<b>39</b>
<b>NET PROJECT TRIP GENERATION</b>										
	<b>Driveway/Adjacent Intersection Trips = [D] - [J]</b>			<b>1,256</b>	<b>37</b>	<b>62</b>	<b>99</b>	<b>57</b>	<b>46</b>	<b>103</b>
	<b>Area Intersection Trips (Net Project) = [F] - [L]</b>			<b>1,247</b>	<b>37</b>	<b>62</b>	<b>99</b>	<b>56</b>	<b>47</b>	<b>103</b>

## **Trip Distribution**

Estimation of the directional distribution of Project trips was the next step in the analytical process. This trip distribution pattern for the Project was determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project and its proximity to freeways and major travel routes, activity centers to which residents would likely be attracted, and areas from which employees and visitors of the commercial uses would likely be attracted. Based on these factors, the overall Project distributions were determined, and are summarized in Table 6.

**Table 6**  
**Directional Trip Distribution**

<b>Direction</b>	<b>Project</b>
North	20%
South	20%
East	30%
West	30%
Total	100%

## **Trip Assignment**

The directional distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the Project. These Project trip assignment percentages are presented in Figure 5 for the Project. These percentages were reviewed and approved by the LADOT.

Applying these inbound and outbound percentages to the Project trip generation previously calculated in Table 5, net Project traffic volumes at the 11 study intersections

were determined for the AM and PM peak hours, as shown in Figures 6(a) and 6(b), respectively.

Per the LADOT traffic study policies and procedures, no pass-by trip reductions were applied to Project trips at the Project driveways. The results of this traffic assignment provide the necessary level of detail to conduct the traffic impact analysis.

### **Project Parking and Vehicular Access**

Parking for the Project would be provided in the ground, first basement and second basement levels of the Project building. There are a total of two driveways – one inbound only driveway will be located on Harvard Boulevard and one outbound only driveway will be located on Hobart Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Los Angeles Municipal Code. In addition, the Project would comply with the LAMC bicycle parking requirements by providing sufficient long-term and short-term bicycle stalls.

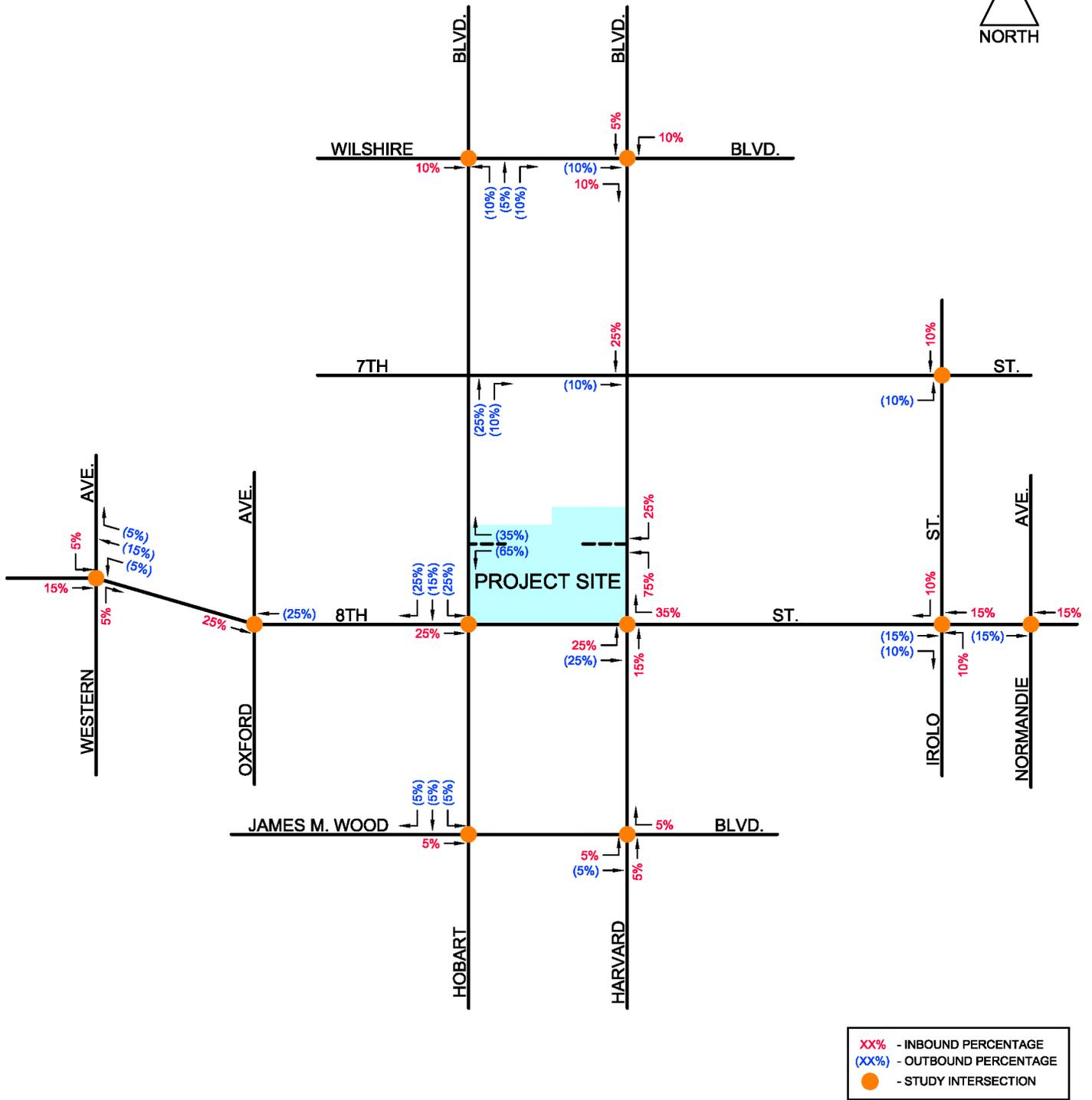


FIGURE 5

4/25/2019

FN: 8th(3433W)MixedUse/PROJ-DIST

### PROJECT TRIP ASSIGNMENT PERCENTAGES



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## WITH PROJECT TRAFFIC CONDITIONS

This report analyzes the traffic conditions under the “Existing” and “Existing Plus Project” scenarios in addition to “Future Without Project” and “Future With Project” scenarios. This section analyzes these conditions to determine the Project traffic impacts under both the existing and future conditions.

### Significant Traffic Impact

LADOT defines a significant traffic impact attributable to a Project based on a “stepped scale” with intersections experiencing high volume-to-capacity 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 of 0.010 or more when the final (with Project) Level of Service is LOS E or F, a V/C ratio increase of 0.020 or more when the final Level of Service is LOS D, or a V/C ratio increase of 0.040 or more at LOS 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 in Table 7.

**Table 7**  
**LADOT Criteria for Significant Traffic Impact**

<b><u>LOS</u></b>	<b><u>Final V/C Value</u></b>	<b><u>Project-Related Increase in V/C Value</u></b>
C	> 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

## **Existing (2019) Plus Project Conditions**

The analysis of existing traffic conditions at the study intersections for existing year (2019) was performed as described previously. The Existing intersection volumes for the AM and PM peak hours were shown previously on Figures 3(a) and 3(b), respectively. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project shown in Figures 6(a) and 6(b) were then added to the Existing (2019) volumes to form the "Existing Plus Project" intersection volumes, as depicted on Figures 7(a) and 7(b). These volumes were used to determine traffic impacts directly attributable to the proposed Project.

Table 8 presents the results of the level of service analysis of the Existing (2019) and Existing Plus Project conditions. None of the 11 study intersections would be significantly impacted by Project traffic under Existing (2019) conditions. (The LOS worksheets are included in Appendix E.)

**Table 8**  
**Level of Service (LOS) Summary**  
**Existing (2019) Without and Plus Project**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Without Project</b>		<b>With Project</b>			
			<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>	<b>Impact</b>	<b>Sig.?</b>
1	Western Avenue & 8th Street	AM	0.665	B	0.671	B	0.006	No
		PM	0.607	B	0.613	B	0.006	No
2	Oxford Avenue & 8th Street	AM	0.433	A	0.438	A	0.005	No
		PM	0.423	A	0.428	A	0.005	No
3	Hobart Boulevard & Wilshire Boulevard	AM	0.525	A	0.531	A	0.006	No
		PM	0.563	A	0.573	A	0.010	No
4	Hobart Boulevard & 8th Street	AM	0.439	A	0.449	A	0.010	No
		PM	0.597	A	0.623	B	0.026	No
5	Hobart Boulevard & James M. Wood Boulevard	AM	0.232	A	0.235	A	0.003	No
		PM	0.475	A	0.481	A	0.006	No
6	Harvard Boulevard & Wilshire Boulevard	AM	0.501	A	0.502	A	0.001	No
		PM	0.561	A	0.567	A	0.006	No
7	Harvard Boulevard & 8th Street	AM	0.488	A	0.502	A	0.014	No
		PM	0.605	B	0.627	B	0.022	No
8	Harvard Boulevard & James M. Wood Boulevard	AM	0.371	A	0.376	A	0.005	No
		PM	0.410	A	0.413	A	0.003	No
9	Irolo Street & 7th Street	AM	0.507	A	0.511	A	0.004	No
		PM	0.586	A	0.586	A	0.000	No
10	Irolo Street & 8th Street	AM	0.773	C	0.781	C	0.008	No
		PM	0.864	D	0.876	D	0.012	No
11	Normandie Avenue & 8th Street	AM	0.471	A	0.473	A	0.002	No
		PM	0.459	A	0.462	A	0.003	No

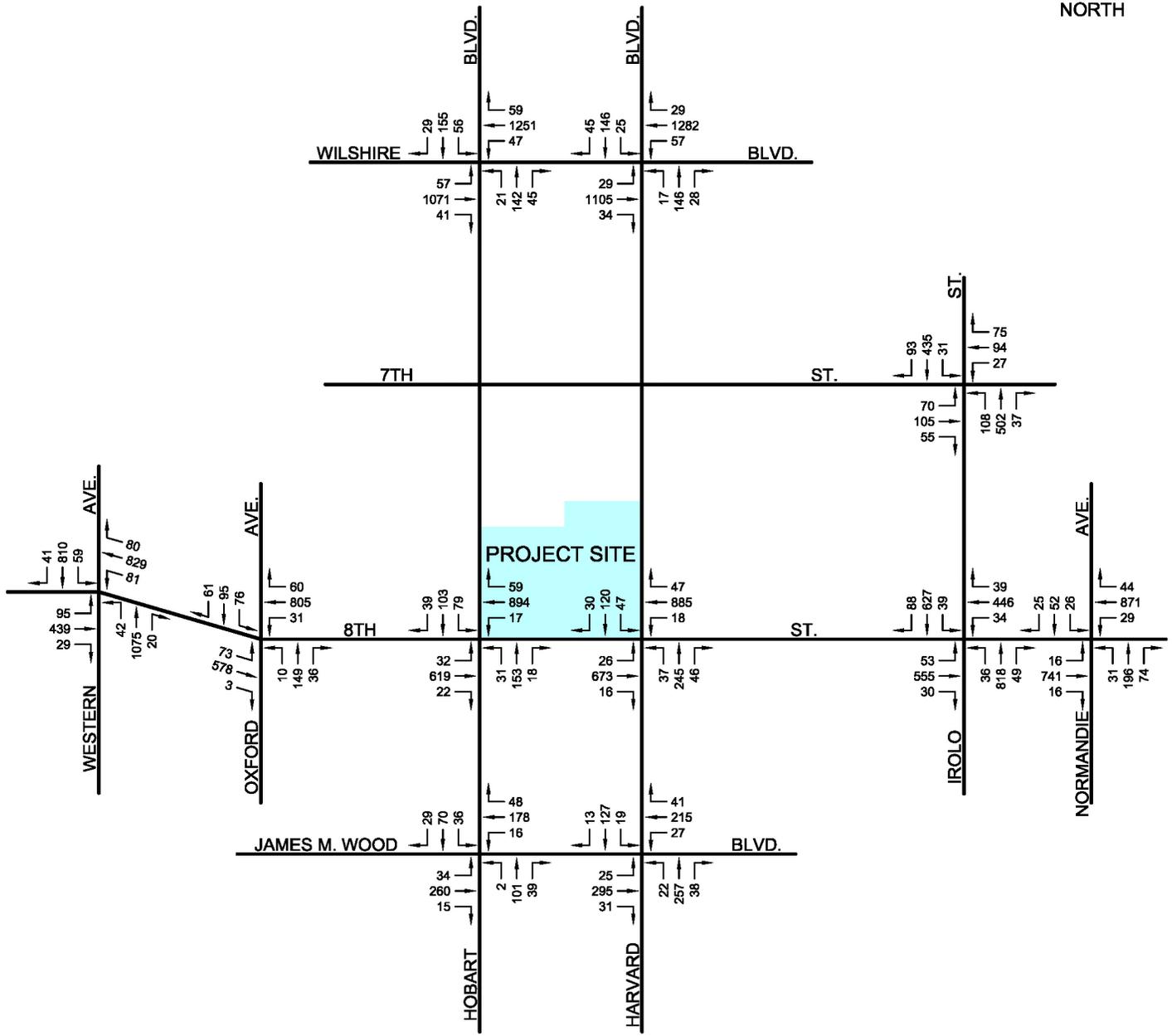


FIGURE 7(a)

4/25/2019

FN: 8th(3433W)MixedUseIAM2019WP

EXISTING (2019) TRAFFIC VOLUMES  
PLUS PROJECT  
AM PEAK HOUR



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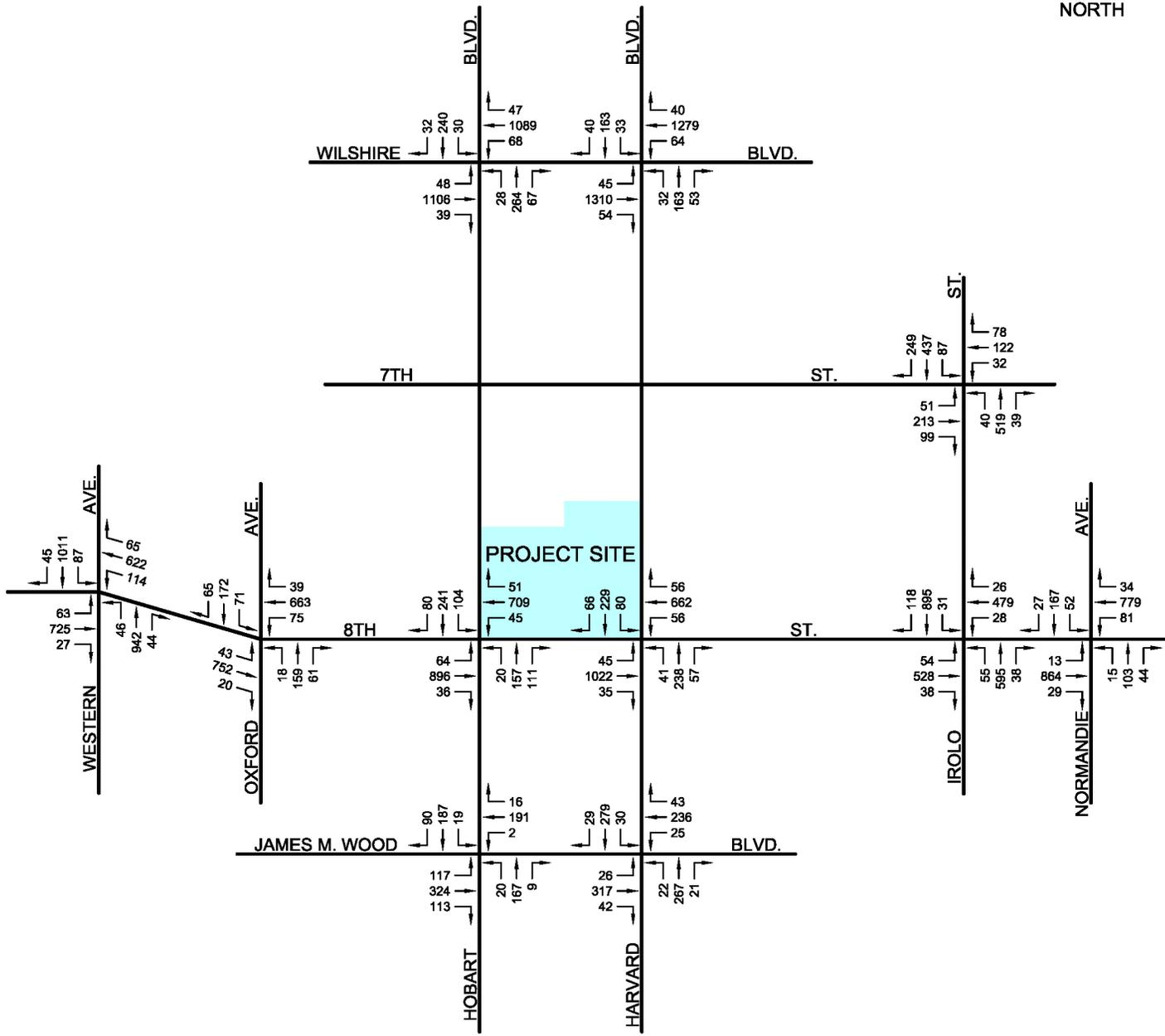


FIGURE 7(b)

4/25/2019

FN: 8th(3433W)MixedUse/PM2019WP

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

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## **Future (2023) Without and With Project Conditions**

A number of projects are either planned for development or under construction in the Project area. These “related projects” could contribute to traffic in and around the Project vicinity in the near future. For this reason, analysis of the future traffic has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the Project area, an analysis of the existing (2019) traffic volumes was first conducted, as described previously. For the analysis of future conditions for the study year of 2023, an ambient growth factor of 1.0 percent per year, compounded annually, was applied to the existing volumes at the 11 study intersections.

The result provides the “baseline” traffic volumes for the analysis of future (2023) conditions. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the “Without Project” condition. Finally, Project traffic was analyzed as an incremental addition to the Future (2023) “Without Project” condition to determine the Future (2023) “With Project” condition.

### **Traffic Growth**

Based on an analysis of the trends in traffic growth in the Wilshire Community over the last several years, an annual traffic growth factor of 1.0 percent for the area street system was applied, as approved by the LADOT. This growth factor was assumed to account for increases in traffic due to potential projects not yet proposed or projects outside the study area. Compounded annually, the growth

factor was applied to the existing traffic volumes to develop the estimated baseline volumes for the study year 2023.

### **Related Projects**

In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study timeframe were obtained from LADOT and recent studies of projects in the area. A review of the information currently available indicated that a total of 34 projects within an approximate 0.5-mile radius of the Project could add traffic to the study intersections.

The Project descriptions and trip generations were based on information provided by LADOT, the City Planning Department, related project traffic studies, and/or calculated based on the ITE Trip Generation Manual, 10th Edition. The locations of these related projects are shown in Figure 8. The related project descriptions and their trip generation estimates are summarized in Table 9. As noted previously, the ambient traffic growth rate is generally sufficient to estimate increases in traffic volumes at the study locations. However, for a more conservative estimate of cumulative traffic volumes, the trips generated by the related projects were also included.

For the analysis of Future (2023) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for Project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

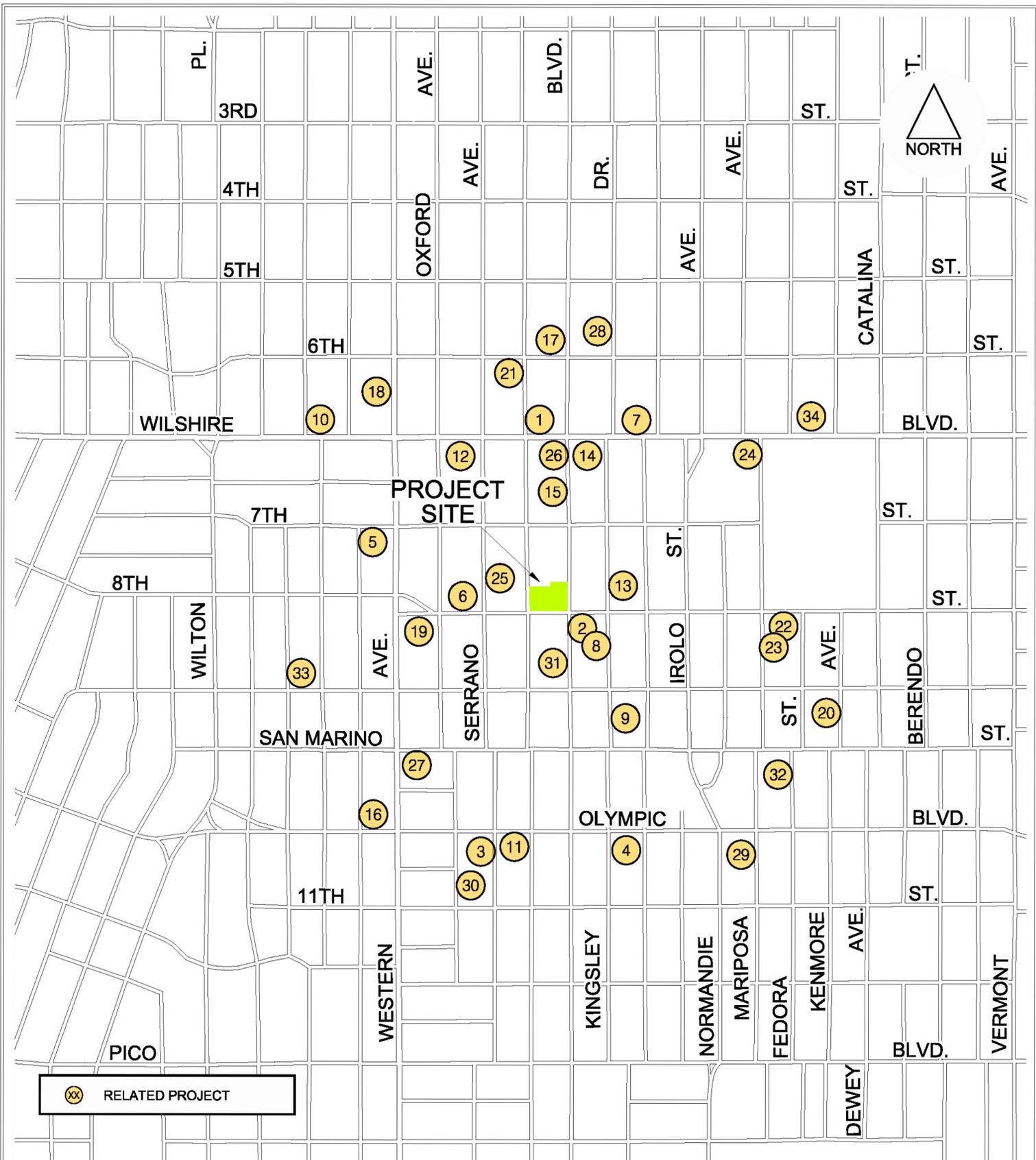


FIGURE 8

4/25/2019

FN: 8th(3433W)MixedUseVREL-PRJ

RELATED PROJECT LOCATION MAP



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**Table 9  
Related Project Locations, Descriptions and Trip Generations**

PROJECT ADDRESS	PROJECT TITLE	SIZE	PROJECT DESCRIPTION	TRIP GENERATION ESTIMATES							
				DAILY	AM PEAK HOUR			PM PEAK HOUR			
					IN	OUT	TOTAL	IN	OUT	TOTAL	
1. 3663 W Wilshire Blvd <sup>[1]</sup>	Wilshire Temple Master Plan	55,380 sf 216 stu 420 stu	Office Nursery School Elementary School	825	94	44	138	20	3	23	
2. 800 S Harvard Blvd <sup>[1]</sup>		131 du 7,000 sf	Apartments Retail	827	14	32	46	44	33	77	
3. 1011 S Serrano Ave <sup>[1]</sup>		91 du	Apartments	545	8	33	41	32	18	50	
4. 3076 W Olympic Blvd <sup>[1]</sup>		16,907 sf 226 du	Retail Apartments	1,567	25	78	103	90	56	146	
5. 700 S Manhattan Pl <sup>[1]</sup>		162 du 6,500 sf 3,500 sf	Apartments Restaurant Retail	1,260	19	57	76	71	46	117	
6. 3525 W 8th St <sup>[1]</sup>	3525 W. 8th Street Mixed Use <sup>[1]</sup>	367 du 22,906 sf 16,513 sf	Apartments Supermarket Retail	1,214	8	121	129	83	25	108	
7. 3545 W Wilshire Blvd <sup>[1]</sup>		433 du 49,849 sf	Apartments Retail	917	(42)	83	41	84	10	94	
8. 815 S Kingsley Dr <sup>[2]</sup>		90 du	Apartments	542	8	33	41	33	17	50	
9. 926 S Kingsley Dr <sup>[1]</sup>		69 du	Apartments	408	6	25	31	25	13	38	
10. 3875 W Wilshire Blvd <sup>[1]</sup>		230 du 805 sf	Apartments Retail	1,443	20	70	90	69	42	111	
11. 3170 W Olympic Blvd <sup>[1]</sup>		252 du 32,300 sf	Apartments Retail	1,624	24	89	113	94	56	150	
12. 3700 W Wilshire Blvd <sup>[1]</sup>	3700 W. Wilshire Boulevard Mixed-Use <sup>[1]</sup>	506 du 40,323 sf 6,204 sf 12,407 sf 3,101 sf	Condominiums Retail Quality Restaurant High-Turnover Restaurant Fast-Food Restaurant	3,500	49	152	201	178	80	258	
13. 750 S Kingsley Dr <sup>[2]</sup>		67 du	Apartments	446	7	27	34	27	15	42	
14. 3600 W Wilshire Blvd <sup>[1]</sup>		760 du 10,670 sf	Apartments Retail	3,264	34	201	235	202	99	301	

**Table 9 (continued)  
Related Project Locations, Descriptions and Trip Generations**

PROJECT ADDRESS	PROJECT TITLE	SIZE	PROJECT DESCRIPTION	TRIP GENERATION ESTIMATES						
				DAILY	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
15. 679 S Harvard Blvd <sup>[1]</sup>	Harvard Boulevard Hotel	110 rm 1,840 sf	Hotel Restaurant	905	35	26	61	35	31	66
16. 3323 W Olympic Blvd <sup>[1]</sup>		208 du 3,500 sf	Condominiums Office	409	(13)	49	36	39	(7)	32
17. 3751 W 6th St <sup>[1]</sup>		44 du 200 rm 10,000 sf 8,000 sf	Apartments Hotel Retail Restaurant	1,183	39	31	70	36	21	57
18. 635 S Western Ave <sup>[2]</sup>	635 S. Western Mixed Use	132 du 900 sf	Apartments Retail	916	14	54	68	55	31	86
19. 800 S Western Ave <sup>[2]</sup>		96 du 29,730 sf 15,000 sf 10,000 sf 5,000 sf 148 rm	Apartments Retail Quality Restaurant High-Turnover Restaurant Fast-Food Restaurant Hotel	3,908	127	98	225	149	111	260
20. 923 S Kenmore Ave <sup>[1]</sup>		69 du	Apartments	432	7	26	33	26	15	41
21. 3800 W 6th St <sup>[1]</sup>		23,459 sf 192 rm 122 du	Retail Hotel Condominiums	1,966	34	50	84	73	51	124
22. 3216 W 8th St <sup>[1]</sup>	3216 W. 8th Street Mixed Use	8 du 80 rm 4,808 sf 2,465 sf	Condominiums Hotel Retail Entertainment	694	24	18	42	42	32	74
23. 840 S Mariposa Ave <sup>[1]</sup>		173 du	Apartments	978	15	60	75	61	31	92
24. 3440 W Wilshire Blvd <sup>[1]</sup>	Central Plaza Project	641 du 18,454 sf	Apartments Retail	2,040	19	112	131	125	61	186
25. 760 S Serrano Ave <sup>[1]</sup>		157 du 5,981 sf 6,000 sf	Apartments Retail Restaurant	1,590	38	70	108	79	50	129
26. 3640 W Wilshire Blvd <sup>[2]</sup>		209 du	Apartments	1,182	18	72	90	73	40	113
27. 940 S Western Ave <sup>[2]</sup>		79 du 8,000 sf	Apartments Retail	380	6	31	37	26	11	37

**Table 9 (continued)  
Related Project Locations, Descriptions and Trip Generations**

PROJECT ADDRESS	PROJECT TITLE	SIZE	PROJECT DESCRIPTION	TRIP GENERATION ESTIMATES							
				DAILY	AM PEAK HOUR			PM PEAK HOUR			
					IN	OUT	TOTAL	IN	OUT	TOTAL	
28. 535 S Kingsley Dr <sup>[2]</sup>		72 du	Condominiums	418	5	27	32	25	12	37	
29. 1017 S Mariposa Ave <sup>[2]</sup>		79 du	Apartments	373	5	23	28	23	12	35	
30. 1048 S Oxford Ave <sup>[2]</sup>		49 du	Condominiums	184	3	8	11	7	7	14	
31. 837 Harvard Blvd <sup>[2]</sup>		65 du	Apartments	432	7	27	34	26	14	40	
32. 951 S Fedora St <sup>[2]</sup>		40 du	Apartments	266	4	16	20	16	9	25	
33. 870 S Gramercy Dr <sup>[2]</sup>		53 du	Apartments	352	5	22	27	21	12	33	
34. 3377 W Wilshire Blvd <sup>[2]</sup>		11,971 sf	Restaurant	1,077	0	10	10	60	30	90	

Notes

[1] Project description and trip generation information from LADOT database.

[2] Project description from Los Angeles City Planning Department. Trip generation information based on rates from ITE Trip Generation Manual, 10th Edition.

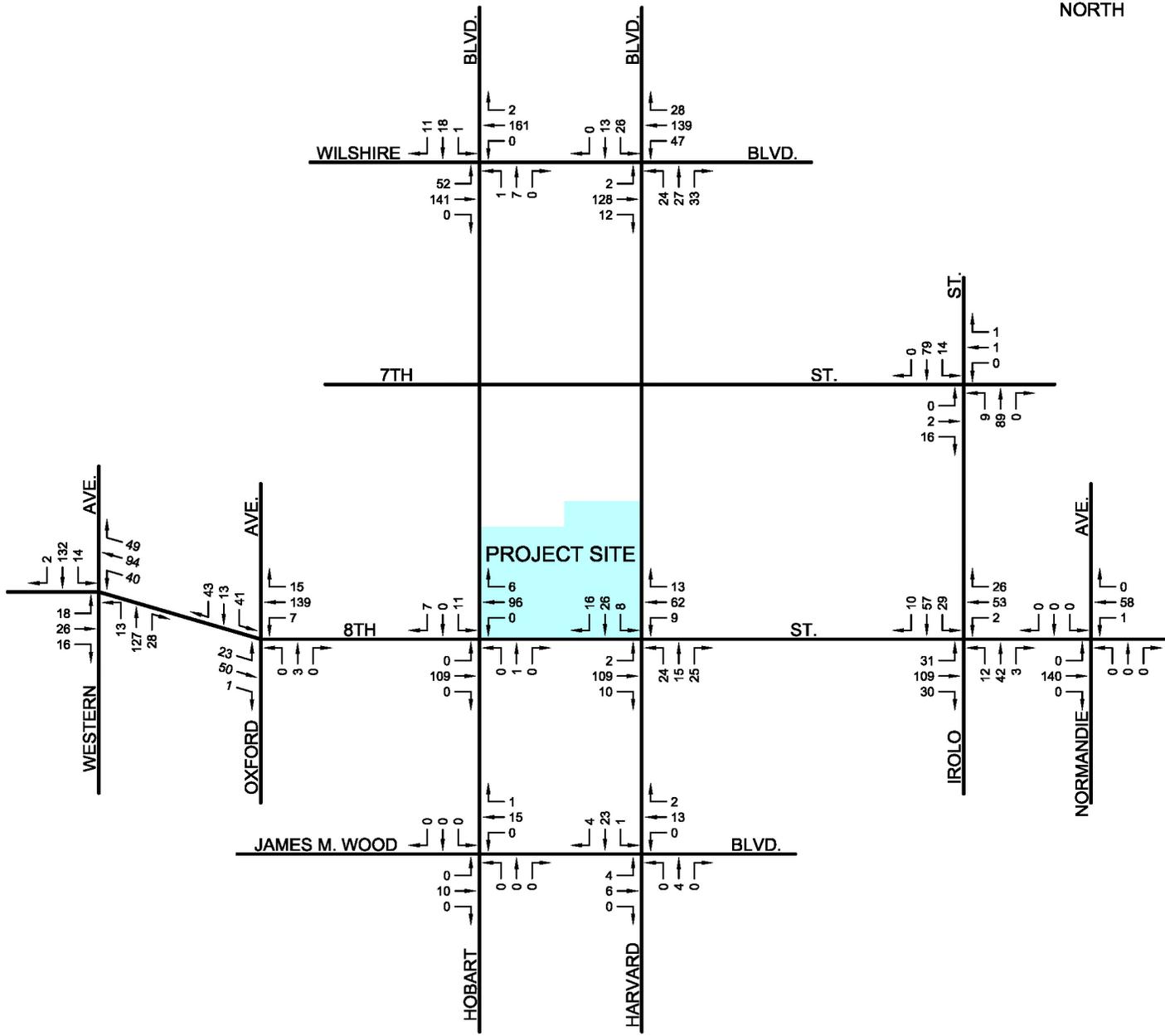


FIGURE 9(a)

4/25/2019

FN: 8th(3433W)MixedUseVAMRELPRJ

RELATED PROJECT TRAFFIC VOLUMES  
AM PEAK HOUR



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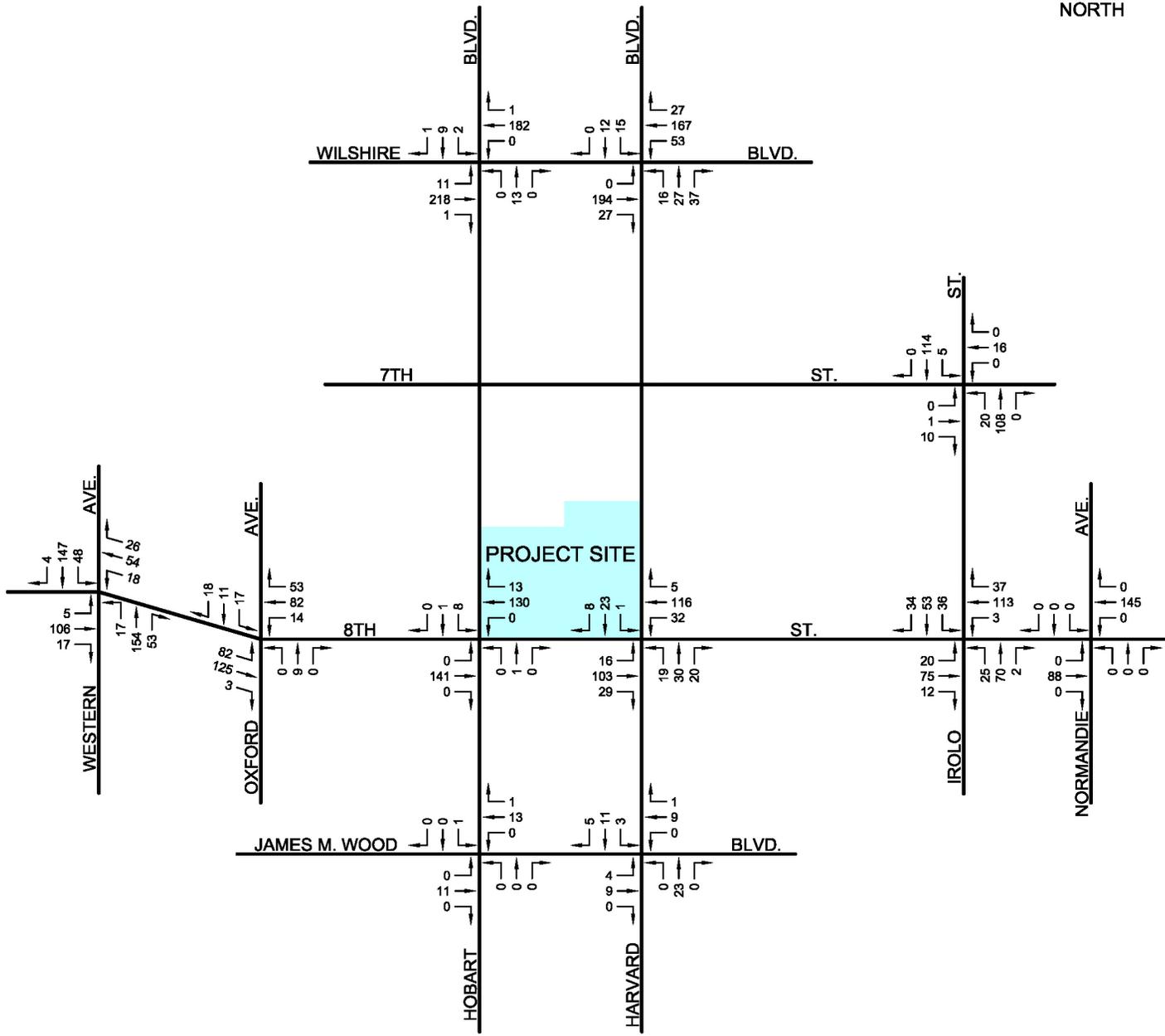


FIGURE 9(b)

4/25/2019

FN: 8th(3433W)MixedUse/PMRELPRJ

RELATED PROJECT TRAFFIC VOLUMES  
PM PEAK HOUR



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### **Highway System Improvements**

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. All of the signalized study intersections are now operating under the City's Adaptive Traffic Control System (ATCS), in addition to the previously implemented ATSAC (Automated Traffic Surveillance and Control) System. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC signal enhancements have been recognized to increase intersection capacities by approximately seven percent at locations where it has been installed and the upgraded ATCS system is able to increase capacity by another three percent for a total intersection capacity increase of 10 percent. These intersection capacity improvements have been incorporated in the analysis of existing (2019) and future (2023) traffic conditions.

In order to accurately forecast future (2023) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted. A review of the City of Los Angeles Bureau of Engineering's Street Improvement and Stormwater website found no street improvement projects that could affect any of the 11 study intersections or future year analyses. In the Project vicinity, there are planned bicycle improvements as part of the Mobility Plan 2035 Bicycle Network. The improvements include the following:

- Tier 2 bicycle lanes on 7th Street in the study area.

The existing roadway would be able to accommodate the inclusion of a bicycle lane within the existing travel lanes with no changes to the roadway capacity and lane configurations at the study intersection of Irolo Street/7<sup>th</sup> Street. Therefore, the existing lane configurations would remain the same for the future (2023) conditions and are shown in Appendix C.

### **Analysis of Future (2023) Traffic Conditions, Without and With Project**

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future Project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to prevail.

Future (2023) baseline traffic volumes for the without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2023) Without Project traffic volumes are illustrated in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

Net Project volumes [Figures 6(a) and 6(b)] were then combined with the Future (2023) Without Project traffic volumes to develop the Future (2023) With Project volumes, which were used to determine traffic impacts directly attributable to the Project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 10. As shown in this table, the addition of Project traffic will increase the V/C ratio at most of the study intersections during both

peak hours, however, the incremental Project traffic additions will not result in a change in level of service at most of the study intersections. The intersections with worsening level of service include Hobart Boulevard & 8<sup>th</sup> Street where the level of service worsens from LOS B to LOS C in the PM peak hour and Harvard Boulevard & 8<sup>th</sup> Street where the level of service worsens from LOS A to B in the AM peak hour with the addition of Project trips. Under the future (2023) conditions for without and with the addition of Project traffic, it is estimated that 10 of the 11 study intersections will continue to have acceptable levels of service (LOS A through LOS D) during both peak hours. The remaining one intersection of Irolo Street & 8<sup>th</sup> Street will operate at LOS E and LOS F during the AM and PM peak hours, respectively. (The LOS worksheets are included in Appendix E):

**Table 10**  
**Level of Service (LOS) Summary**  
**Future (2023) Without and With Project**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>Without Project</b>		<b>With Project</b>			
			<b>V/C</b>	<b>LOS</b>	<b>V/C</b>	<b>LOS</b>	<b>Impact</b>	<b>Sig.?</b>
1	Western Avenue & 8th Street	AM	0.817	D	0.823	D	0.006	No
		PM	0.789	C	0.797	C	0.008	No
2	Oxford Avenue & 8th Street	AM	0.555	A	0.560	A	0.005	No
		PM	0.519	A	0.523	A	0.004	No
3	Hobart Boulevard & Wilshire Boulevard	AM	0.659	B	0.663	B	0.004	No
		PM	0.674	B	0.684	B	0.010	No
4	Hobart Boulevard & 8th Street	AM	0.503	A	0.513	A	0.010	No
		PM	0.680	B	0.705	C	0.025	No
5	Hobart Boulevard & James M. Wood Boulevard	AM	0.252	A	0.255	A	0.003	No
		PM	0.508	A	0.514	A	0.006	No
6	Harvard Boulevard & Wilshire Boulevard	AM	0.636	B	0.636	B	0.000	No
		PM	0.751	C	0.757	C	0.006	No
7	Harvard Boulevard & 8th Street	AM	0.599	A	0.613	B	0.014	No
		PM	0.759	C	0.788	C	0.029	No
8	Harvard Boulevard & James M. Wood Boulevard	AM	0.401	A	0.405	A	0.004	No
		PM	0.452	A	0.455	A	0.003	No
9	Irolo Street & 7th Street	AM	0.608	B	0.612	B	0.004	No
		PM	0.711	C	0.711	C	0.000	No
10	Irolo Street & 8th Street	AM	0.934	E	0.942	E	0.008	No
		PM	1.097	F	1.109	F	0.012	Yes
11	Normandie Avenue & 8th Street	AM	0.514	A	0.516	A	0.002	No
		PM	0.586	A	0.589	A	0.003	No

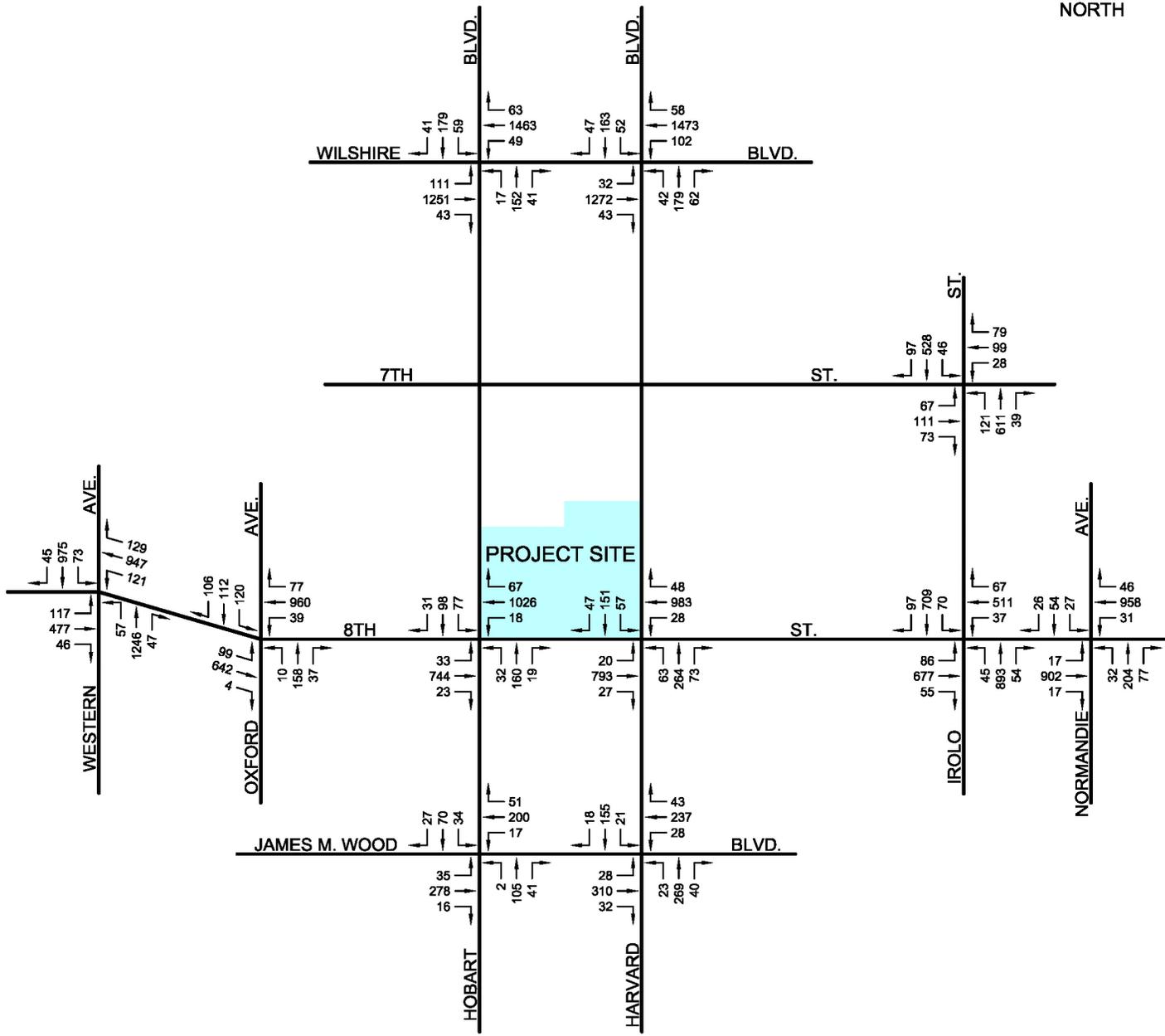


FIGURE 10(a)

4/25/2019

FN: 8th(3433W)MixedUseAM2023WO

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

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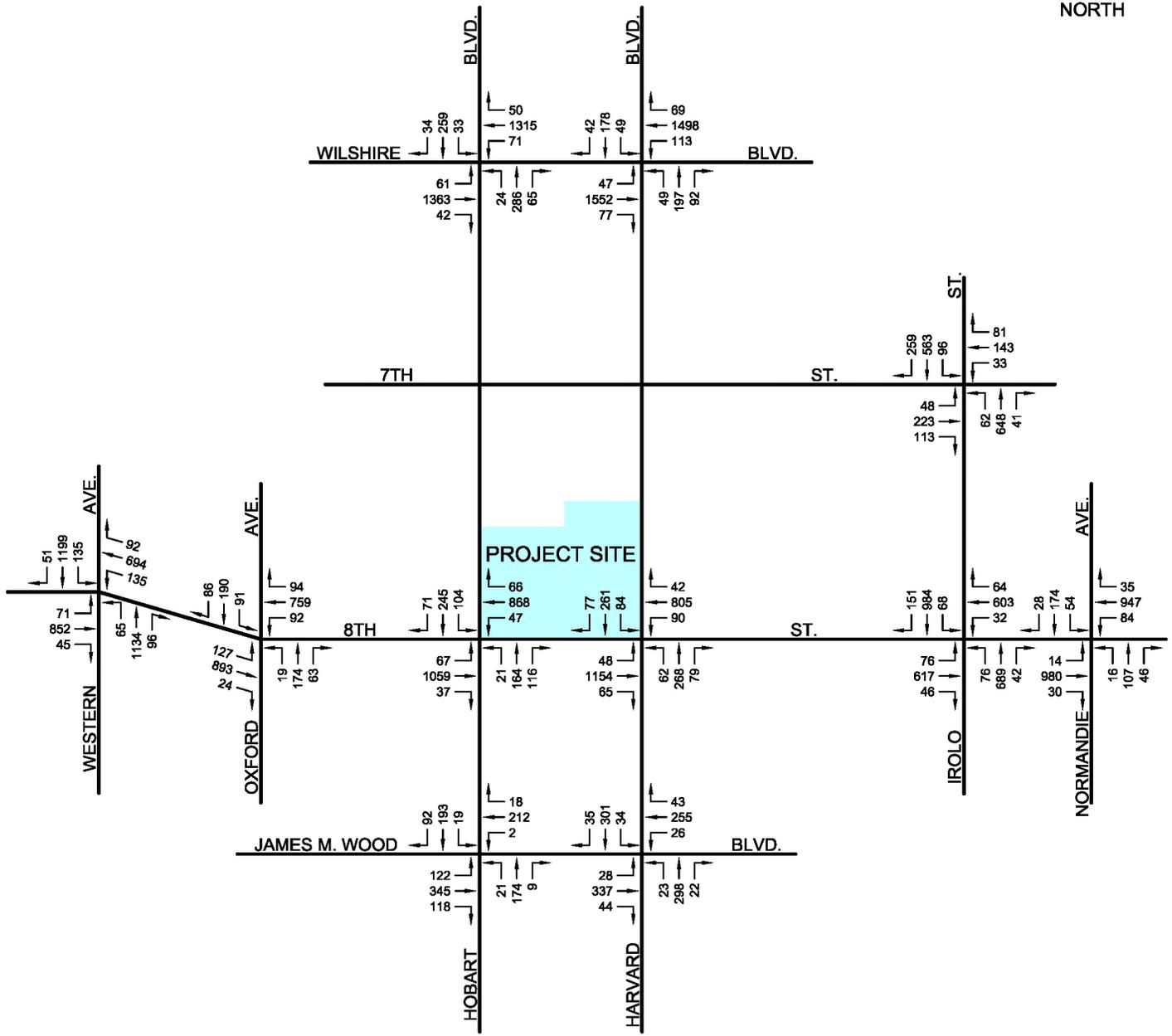


FIGURE 10(b)

4/25/2019

FN: 8th(3433W)MixedUse/PM2023WO

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



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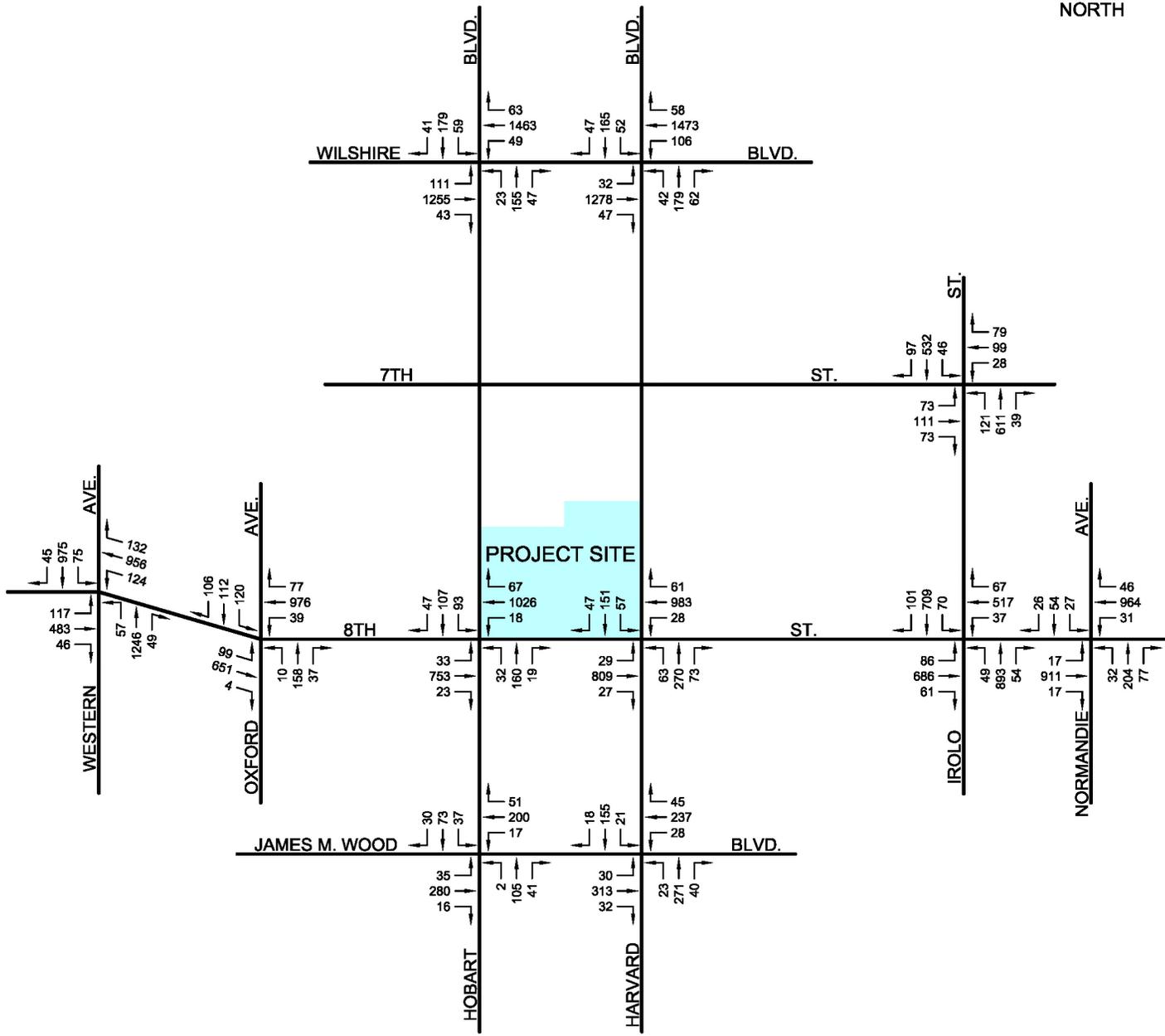


FIGURE 11(a)

4/25/2019

FN: 8th(3433W)MixedUseIAM2023WP

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



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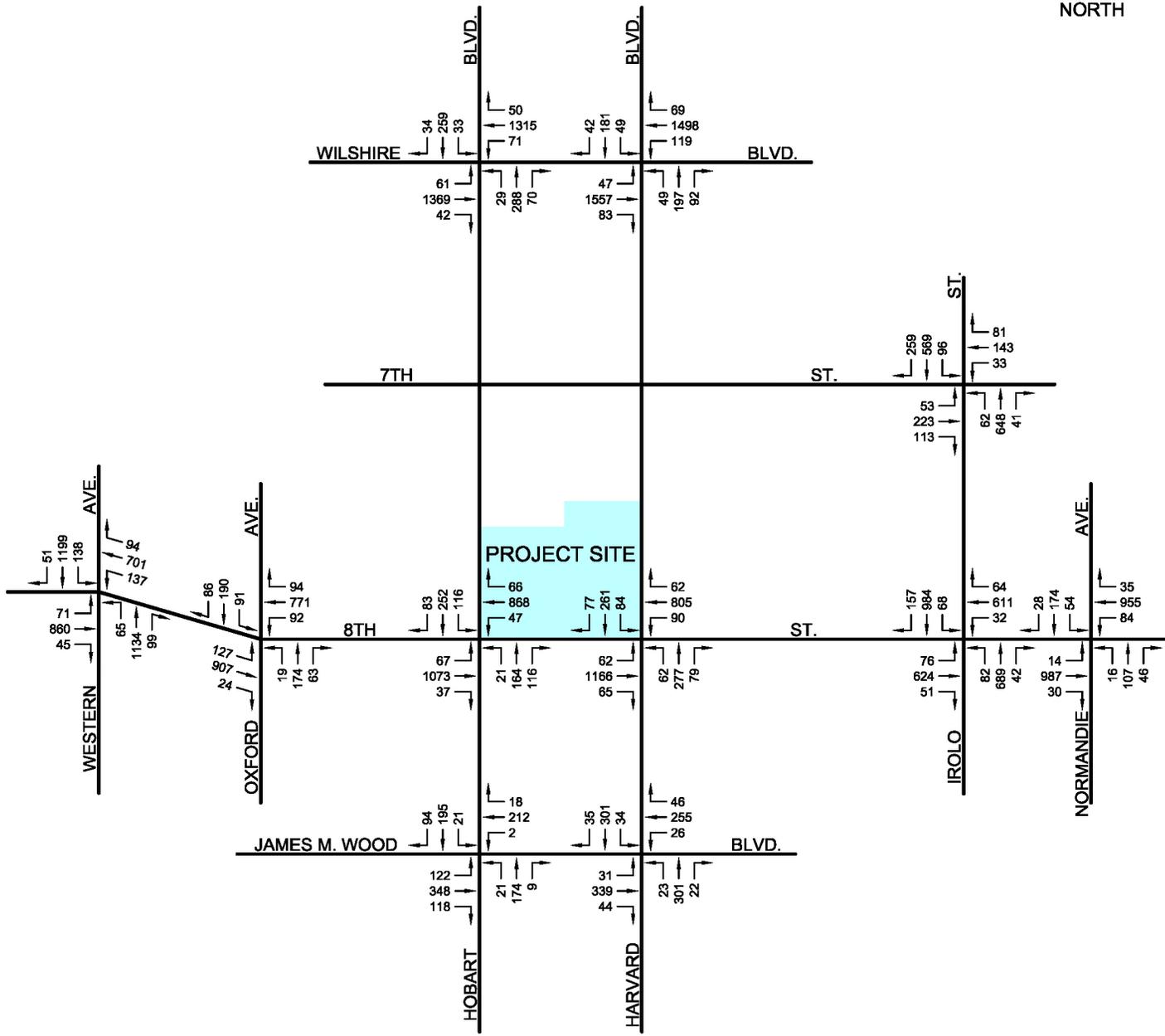


FIGURE 11(b)

4/25/2019

FN: 8th(3433W)MixedUse/PM2023WP

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

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## **Regional Traffic Impact Analysis Per Congestion Management Plan (CMP)**

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP) in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by Metro, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County. The Level of Service at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan.

The local CMP requires that all CMP monitoring intersections be analyzed where a Project would likely add 50 or more trips during the peak hours. The nearest such intersections are Western Avenue/9<sup>th</sup> Street, Western Avenue/Wilshire Boulevard and Alvarado Boulevard/Wilshire Boulevard, located approximately one-quarter mile southwest, one half mile northwest, and one and a half miles east of the Project, respectively. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to these CMP intersections. It is estimated that the Project would generate at most 10 trips during the AM and PM peak hours at the intersection of Western Avenue/9<sup>th</sup> Street. At the intersection of Western Avenue/Wilshire Boulevard, the Project is expected to contribute at most 15 trips during the AM peak hour and 16 trips during the PM peak hour. Finally, at the intersection of Alvarado Boulevard/Wilshire Boulevard, the Project is expected to contribute at most 10 trips during the AM and PM peak hours. As these

volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a Project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segments are the Hollywood Freeway (US-101) south of Santa Monica Boulevard and the Santa Monica Freeway (I-10) at Budlong Avenue. Based on the Project trip generation described earlier in this report, the Project is expected to add approximately 99 trips during the AM peak hour (37 inbound, 62 outbound) and 103 trips during the PM peak hour (56 inbound, 47 outbound) to the adjacent street system. These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

## **Transit Impact Analysis**

The traffic study area is well served by a number of public transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) and Foothill Transit. The Project site's proximity to Metro Rail stations links it to Amtrak, Metrolink, other Metro Rail services, Metro Transitway and numerous bus routes.

There are about 5 bus lines operated by Metro and LADOT that provide stops within approximately one-quarter mile walking distance of the Project site. The Metro Purple Line (Purple) stations are located just out of one-quarter mile walking distance of the Project site. The bus routes, which are described in the Environmental Setting section of the report, have headways ranging from 3 to 20 minutes for most service lines during peak hours. To be conservative, only 30 service buses/trains per hour during weekday peak hours (5 bus lines with 20-minute headways) were assumed for this analysis.

The analysis of Project impacts on transit was performed by determining if the Project transit trips could be absorbed by the available capacity on the rail and bus lines serving the area. Project transit impacts were analyzed using the transit trips results from the Project automobile trip generation calculations in Table 5. In Table 5, adjustments for the transit trips are combined with walk-in trips. To be conservative, Table 11 includes walk-in trips as Project transit trips. In addition, an average automobile occupancy factor of 1.4 was utilized to translate the Table 5 automobile trip generation to person trips. As shown in Table 11, on an average weekday, the Project would generate transit demand of approximately 196 person trips per day, including 15 person trips during the AM peak hour and 18 person trips during the PM peak hour. This equates to an estimated average of 0.5 transit riders during the AM peak hour and 0.6 transit riders during the PM peak hour.

**Table 11**  
**Project Transit Trip Summary**

	<u>Daily</u>	<u>AM Peak Hr.</u>	<u>PM Peak Hr.</u>
<b>Project Transit Automobile Trip Credit:</b>	<b>140</b>	<b>11</b>	<b>13</b>
<b>Project Transit Person Trips:</b> (1.4 person trips per automobile trip)	<b>196</b>	<b>15</b>	<b>18</b>
<b>Ave. Project Ridership/Transit Veh.</b> (based on 30 buses)		<b>0.5</b>	<b>0.6</b>

Given that the capacity of a standard bus is 40 riders and an articulated bus capacity is 60 riders, this level of ridership is not considered to have a significant impact.

## MITIGATION MEASURES

Project impacts at 11 study intersections in the area surrounding the Project, on the CMP network of roadways and on the transit system were analyzed in this study. As indicated in the preceding analyses, the Project traffic is not expected to generate significant impacts at the CMP system or the transit system. However, the Project is expected to significantly impact one of the study intersections – Irolo Street and 8<sup>th</sup> Street under the future (2023) conditions. In order to mitigate the potential traffic impacts, the following mitigation measures are recommended and considered for implementation by the Project.

Irolo Street and 8<sup>th</sup> Street – To mitigate the potential significant traffic impact at the intersection of Irolo Street and 8th Street, the Project would pay for the installation of a camera at the location of 8th Street/Mariposa Ave (two blocks east from the impacted intersection). This would be considered a Transportation System Management (TSM) corridor improvement and allow for a one percent credit to the volume/capacity ratio. The systematic signal improvement would reduce the potential significant traffic impact at this intersection to be less than significant.

The LAMC requires that the Project to implement Transportation Demand Management (TDM) program to reduce the Project traffic. To comply with the LAMC requirements, as the Project's non-residential component is approximately 40,500 square feet (including 25,000 square feet of ground floor retail uses and 15,500 square feet of second floor creative office uses), the Project will implement TDM program as listed below per LAMC Section 12.26-J(a):

Development in excess of 25,000 square feet of gross floor area - the owner shall provide a bulletin board, display case, or kiosk (displaying transportation

information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

- (1) Current routes and schedules for public transit serving the site;
- (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
- (3) Ridesharing promotion material supplied by commuter-oriented organizations;
- (4) Regional/local bicycle route and facility information;
- (5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

In addition, according to the LADOT Transportation Impact Study Guidelines, December 2015, LADOT has recommended additional TDM measures for the proposed Project:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Parking incentives and support for formation of carpools/vanpools;
- Incentives such as discounted transit passes for using alternative travel modes;
- Unbundling and lease of parking spaces for residents;
- Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

The results of the “With Mitigation” traffic scenario are summarized in Table 12. As shown in Table 12, implementation of the recommended improvements will reduce the Project’s significant traffic impacts to less than significant levels at the intersection of Irolo Street and 8<sup>th</sup> Street under both the future (2023) conditions.

**Table 12**  
**Level of Service (LOS) Summary**  
**Future (2023) Without and With Project Mitigation Measures**

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project With Mitigation</u>			
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>	<u>Sig.?</u>
10	Irolo Street & 8th Street	AM	0.934	E	0.932	E	-0.002	No
		PM	1.097	F	1.099	F	0.002	No

**APPENDIX A**  
**LADOT SIGNED TRAFFIC STUDY MEMORANDUM OF**  
**UNDERSTANDING**



## Transportation Impact Study Memorandum of Understanding (MOU)

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

### I. PROJECT INFORMATION

Project Name: Max At 8th (3433) Mixed Use Project

Project Address: 3433 8th Street in the City of Los Angeles

Project Description: Development of 223 multi-family units, 28 affordable units with 15,500 sf of creative office and 25,000 sf of shopping center uses. 1 existing single family house and approximately 22,000 sf of existing shopping center will be demolished to accommodate the project building.

LADOT Project Case Number: \_\_\_\_\_ Project Site Plan attached? (Required)  Yes  No

### II. TRIP GENERATION

Geographic Distribution: N 20.00 % S 20.00 % E 30.00 % W 30.00 %

Illustration of Project trip distribution percentages at Study intersections attached? (Required)  Yes  No

#### Trip Generation Adjustments (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input type="checkbox"/>

Source of Trip Generation Rate(s)?  ITE 9<sup>th</sup> Edition  Other: ITE 10th Edition

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required)  Yes  No

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>37</u>	<u>62</u>	<u>99</u>
PM Trips	<u>56</u>	<u>47</u>	<u>103</u>

### III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required)  Yes  No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be included in this MOU; selecting “yes” implies that at least one criteria was satisfied)  Yes  No

Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis)  Yes  No

Is this Project located on a street within the High Injury Network?  Yes  No

**IV. CONTACT INFORMATION**

CONSULTANT

DEVELOPER

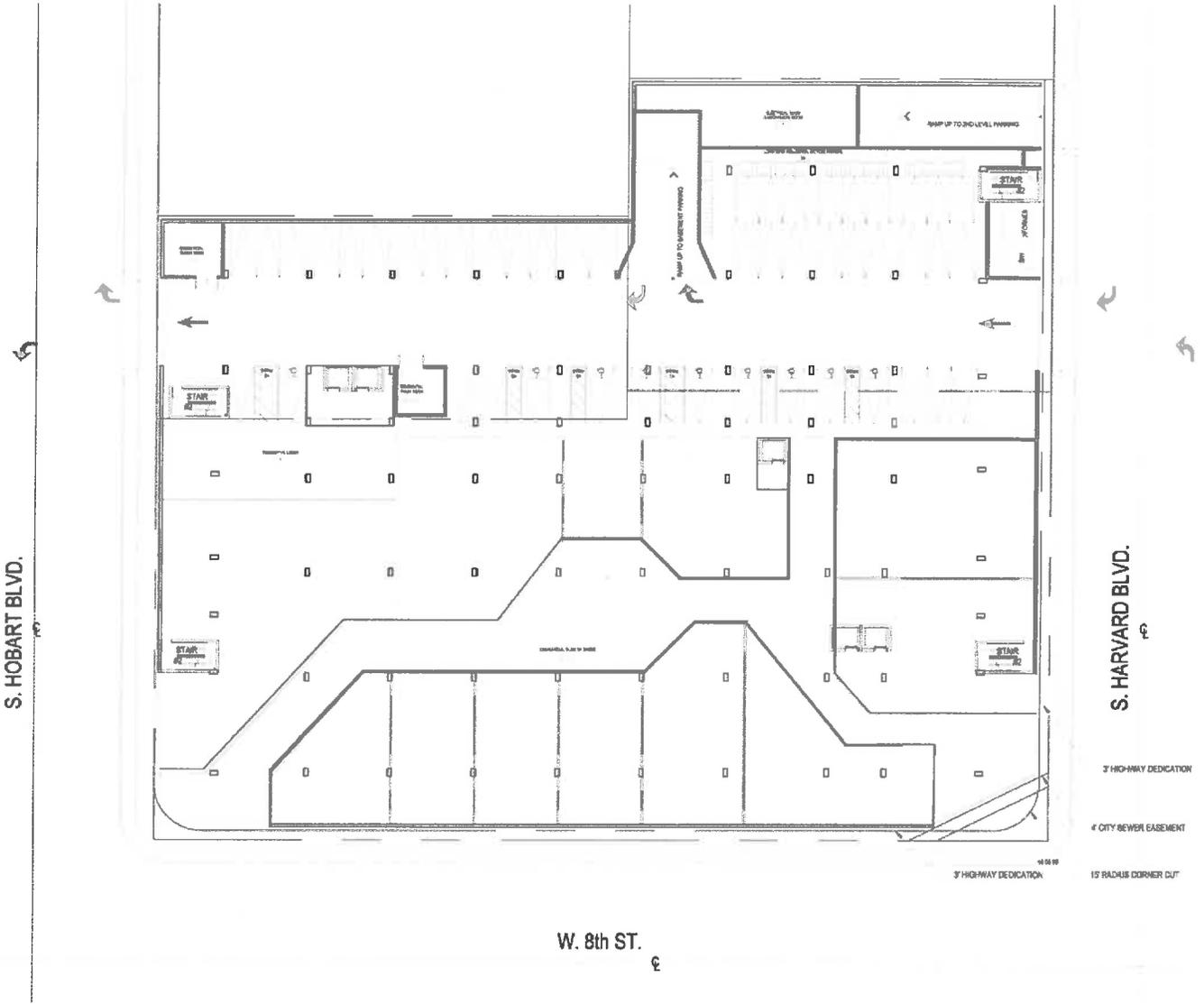
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Approved by: x <u></u>	<u>4/12/2019</u>	x <u></u>	<u>4-16-19</u>
Consultant's Representative	Date	LADOT Representative	Date

Attachment 1

Project Site Plan



ATTACHMENT 1

5/21/2016

FN: 8th(3433)MixedUse/SITE PLAN

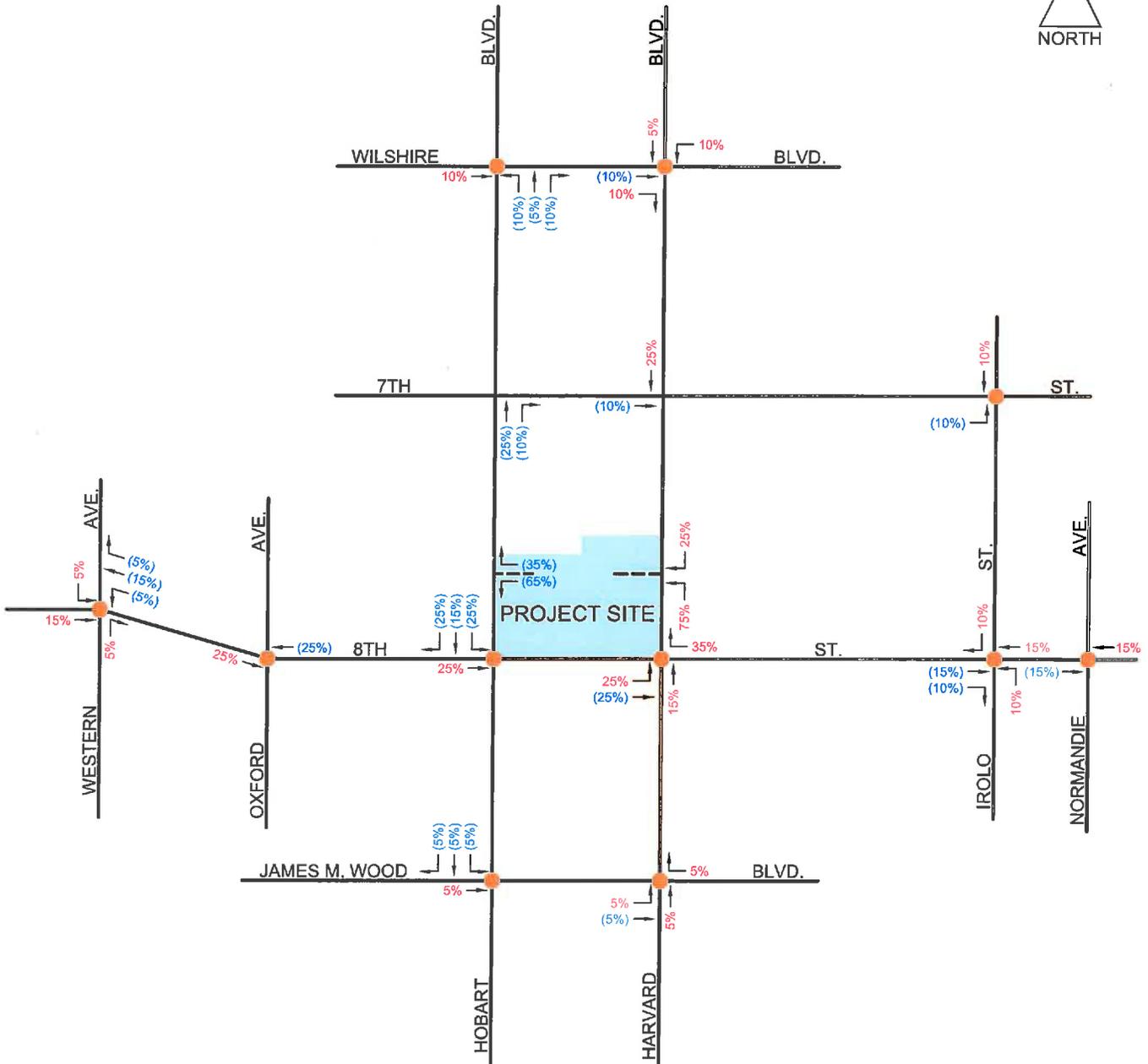
PROJECT SITE PLAN



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## Attachment 2

### Project Trip Distribution Percentages



XX% - INBOUND PERCENTAGE  
(XX%) - OUTBOUND PERCENTAGE  
● - STUDY INTERSECTION

ATTACHMENT 2

5/21/2018

FN: 8TH (3433W) MIXED USE/PROJ-DIST

PROJECT TRIP DISTRIBUTION PERCENTAGES



Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473 6508 F (310) 444 9771  
www.crainandassociates.com

## Attachment 3

### Project Trip Generation Rates

**Attachment 3**  
**Mix 8th (3433) Mixed-Use Development**  
**Project Trip Generation Rates**

**Crain & Associates**  
**4/10/2019**  
**Draft**

<u>LU</u>	<u>Use/Description</u>	<u>Rates</u>
	Affordable Housing - Family	
	Daily:	4.08 Trips per dwelling unit
	AM Peak Hour:	0.5 Trips per dwelling unit
	Inbound	40%
	Outbound	60%
	PM Peak Hour:	0.34 Trips per dwelling unit
	Inbound	55%
	Outbound	45%
210	Single-Family Detached Housing - General Urban/Suburban	
	Daily:	9.44 Trips per dwelling unit
	AM Peak Hour:	0.74 Trips per dwelling unit
	Inbound	25%
	Outbound	75%
	PM Peak Hour:	0.99 Trips per dwelling unit
	Inbound	63%
	Outbound	37%
221	Multifamily Housing (Mid-Rise) - General Urban/Suburban	
	Daily:	5.44 Trips per dwelling unit
	AM Peak Hour:	0.36 Trips per dwelling unit
	Inbound	26%
	Outbound	74%
	PM Peak Hour:	0.44 Trips per dwelling unit
	Inbound	61%
	Outbound	39%
710	General Office Building - General Urban/Suburban	
	Daily:	9.74 Trips per KSF of Building Area
	AM Peak Hour:	1.16 Trips per KSF of Building Area
	Inbound	86%
	Outbound	14%
	PM Peak Hour:	1.15 Trips per KSF of Building Area
	Inbound	16%
	Outbound	84%
820	Shopping Center - General Urban/Suburban	
	Daily:	37.75 Trips per KSF of Building Area
	AM Peak Hour:	0.94 Trips per KSF of Building Area
	Inbound	62%
	Outbound	38%
	PM Peak Hour:	3.81 Trips per KSF of Building Area
	Inbound	48%
	Outbound	52%

Source:

Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE).

Attachment 4

Project Trip Generation

**Attachment 4  
Mix 8th (3433) Mixed-Use Development  
Project Trip Generation**

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
<b>PROPOSED USES</b>										
221	Apartment	223	du	1,213	21	59	80	60	38	98
	Affordable Housing	28	du	114	6	8	14	6	4	10
710	Creative Offices	15.500	ksf	151	15	3	18	3	15	18
820	Shopping Center	25.000	ksf	<u>944</u>	<u>15</u>	<u>9</u>	<u>24</u>	<u>46</u>	<u>49</u>	<u>95</u>
	<b>Subtotal [A]</b>			<b>2,422</b>	<b>57</b>	<b>79</b>	<b>136</b>	<b>115</b>	<b>106</b>	<b>221</b>
<i>Internal Linkages</i>										
	Apartment	Based on Shopping Center		(77)	0	(1)	(1)	(4)	(4)	(8)
	Affordable Housing	Based on Shopping Center		(7)	0	0	0	0	(1)	(1)
	Creative Offices	Based on Shopping Center		(10)	0	(1)	(1)	(1)	0	(1)
	Shopping Center	10%		<u>(94)</u>	<u>(2)</u>	<u>0</u>	<u>(2)</u>	<u>(5)</u>	<u>(5)</u>	<u>(10)</u>
	<b>Subtotal [B]</b>			<b>(188)</b>	<b>(2)</b>	<b>(2)</b>	<b>(4)</b>	<b>(10)</b>	<b>(10)</b>	<b>(20)</b>
<i>Transit/Bicycle/Walk-in Trips</i>										
	Apartment	10%		(114)	(2)	(6)	(8)	(6)	(3)	(9)
	Affordable Housing	10%		(11)	(1)	0	(1)	(1)	0	(1)
	Creative Offices	10%		(14)	(2)	0	(2)	0	(2)	(2)
	Shopping Center	10%		<u>(85)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(4)</u>	<u>(5)</u>	<u>(9)</u>
	<b>Subtotal [C]</b>			<b>(224)</b>	<b>(6)</b>	<b>(7)</b>	<b>(13)</b>	<b>(11)</b>	<b>(10)</b>	<b>(21)</b>
	<b>[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]</b>			<b>2,010</b>	<b>49</b>	<b>70</b>	<b>119</b>	<b>94</b>	<b>86</b>	<b>180</b>
<i>Pass-by Trips</i>										
	Apartment	0%		0	0	0	0	0	0	0
	Creative Offices	0%		0	0	0	0	0	0	0
	Shopping Center	50%		<u>(383)</u>	<u>(6)</u>	<u>(4)</u>	<u>(10)</u>	<u>(19)</u>	<u>(19)</u>	<u>(38)</u>
	<b>Subtotal [E]</b>			<b>(383)</b>	<b>(6)</b>	<b>(4)</b>	<b>(10)</b>	<b>(19)</b>	<b>(19)</b>	<b>(38)</b>
	<b>[F] Area Intersection Trips (Proposed Uses) = [D]+[E]</b>			<b>1,627</b>	<b>43</b>	<b>66</b>	<b>109</b>	<b>75</b>	<b>67</b>	<b>142</b>
<b>EXISTING USES</b>										
210	Single-Family Home	1	SDU	9	0	1	1	1	0	1
820	Shopping Center	22.000	ksf	<u>831</u>	<u>13</u>	<u>8</u>	<u>21</u>	<u>40</u>	<u>44</u>	<u>84</u>
	<b>Subtotal [G]</b>			<b>840</b>	<b>13</b>	<b>9</b>	<b>22</b>	<b>41</b>	<b>44</b>	<b>85</b>
<i>Internal Linkages</i>										
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	Based on Single-Family Home		<u>(1)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<b>Subtotal [H]</b>			<b>(2)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>Existing Transit/Bicycle/Walk-in Trips</i>										
	Single-Family Home	10%		(1)	0	0	0	0	0	0
	Shopping Center	10%		<u>(83)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(4)</u>	<u>(4)</u>	<u>(8)</u>
	<b>Subtotal [I]</b>			<b>(84)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(4)</b>	<b>(4)</b>	<b>(8)</b>
	<b>[J] Driveway/Adj. Int. Trips = [G] + [H] + [I]</b>			<b>754</b>	<b>12</b>	<b>8</b>	<b>20</b>	<b>37</b>	<b>40</b>	<b>77</b>
<i>Pass-by Trips</i>										
	Single-Family Home	0%		0	0	0	0	0	0	0
	Shopping Center	50%		<u>(374)</u>	<u>(6)</u>	<u>(4)</u>	<u>(10)</u>	<u>(18)</u>	<u>(20)</u>	<u>(38)</u>
	<b>Subtotal [K]</b>			<b>(374)</b>	<b>(6)</b>	<b>(4)</b>	<b>(10)</b>	<b>(18)</b>	<b>(20)</b>	<b>(38)</b>
	<b>[L] Area Intersection Trips (Existing Uses) = [J]+[K]</b>			<b>380</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>19</b>	<b>20</b>	<b>39</b>
<b>NET PROJECT TRIP GENERATION</b>										
	<b>Driveway/Adjacent Intersection Trips = [D] - [J]</b>			<b>1,256</b>	<b>37</b>	<b>62</b>	<b>99</b>	<b>57</b>	<b>46</b>	<b>103</b>
	<b>Area Intersection Trips (Net Project) = [F] - [L]</b>			<b>1,247</b>	<b>37</b>	<b>62</b>	<b>99</b>	<b>56</b>	<b>47</b>	<b>103</b>

Attachment 5

Related Projects List

# CLATS

Case Logging and Tracking System

## RELATED PROJECTS

Centroid Info: PROJ ID: 47233  
 Address: 3433 W 8TH STREET  
 LOS ANGELES, CA 90005  
 Lat/Long: 34.0581, -118.304

Buffer Radius:

Include NULL "Trip info":   
 Include NULL "FirstStudySubmittalDate" (latest):   
 Include "Inactive" projects:   
 Include "Do not show in Related Project":

Net\_AM\_Trips

Net\_PM\_Trips

Net\_Daily\_Trips

Record Count: 25 | Record Per Page:

Results generated since: (3/28/2019 12:58:42 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Distance (mile)	Trip Info																																																																		
<a href="#">35368</a>	Metro	MTR	10	2010	Wilshire Temple Master Plan	School & office Improvements	3663 W WILSHIRE BLVD	10/21/2010	0.3	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>55380</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Temple Administration</td> </tr> <tr> <td>School</td> <td>Seats</td> <td>216</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Nursery School</td> </tr> <tr> <td>School</td> <td>Seats</td> <td>420</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Elem School K-6</td> </tr> <tr> <td>Other</td> <td>Other</td> <td></td> <td>138</td> <td>23</td> <td>825</td> <td>94</td> <td>44</td> <td>20</td> <td>3</td> <td>Total Net Trips</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>138</b></td> <td><b>23</b></td> <td><b>825</b></td> <td></td> <td><b>94</b></td> <td><b>44</b></td> <td><b>20</b></td> <td><b>3</b></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Other	S.F. Gross Area	55380								Temple Administration	School	Seats	216								Nursery School	School	Seats	420								Elem School K-6	Other	Other		138	23	825	94	44	20	3	Total Net Trips				<b>138</b>	<b>23</b>	<b>825</b>		<b>94</b>	<b>44</b>	<b>20</b>	<b>3</b>
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<a href="#">41467</a>	Metro	HWD	10	2013	Apartments	131 Apts + 7ksf retail	800 S HARVARD BL	02/06/2014	0.0	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>131</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>7000</td> <td>46</td> <td>77</td> <td>827</td> <td>14</td> <td>32</td> <td>44</td> <td>33</td> <td>Total net project trips</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>46</b></td> <td><b>77</b></td> <td><b>827</b></td> <td></td> <td><b>14</b></td> <td><b>32</b></td> <td><b>44</b></td> <td><b>33</b></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	131									Retail	S.F. Gross Area	7000	46	77	827	14	32	44	33	Total net project trips				<b>46</b>	<b>77</b>	<b>827</b>		<b>14</b>	<b>32</b>	<b>44</b>	<b>33</b>																						
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<a href="#">42393</a>	Metro	HWD	10	2014	Apartments	91 Apartments (in construction 2018)	1011 S SERRANO AV	12/03/2014	0.4	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>91</td> <td>41</td> <td>50</td> <td>545</td> <td>8</td> <td>33</td> <td>32</td> <td>18</td> <td>Total net trips</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>41</b></td> <td><b>50</b></td> <td><b>545</b></td> <td></td> <td><b>8</b></td> <td><b>33</b></td> <td><b>32</b></td> <td><b>18</b></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	91	41	50	545	8	33	32	18	Total net trips				<b>41</b>	<b>50</b>	<b>545</b>		<b>8</b>	<b>33</b>	<b>32</b>	<b>18</b>																																	
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<a href="#">42529</a>	Metro	HWD	10	2014	Mixed-Use	226 Apartments, 16 KSF Retail	3076 W Olympic bl	02/19/2015	0.4	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>226</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Retail</td> <td>S.F. Gross Area</td> <td>16907</td> <td>103</td> <td>146</td> <td>1567</td> <td>25</td> <td>78</td> <td>90</td> <td>56</td> <td>Credit for existing use, transit, and pass-by applied.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>103</b></td> <td><b>146</b></td> <td><b>1567</b></td> <td></td> <td><b>25</b></td> <td><b>78</b></td> <td><b>90</b></td> <td><b>56</b></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	226									Retail	S.F. Gross Area	16907	103	146	1567	25	78	90	56	Credit for existing use, transit, and pass-by applied.				<b>103</b>	<b>146</b>	<b>1567</b>		<b>25</b>	<b>78</b>	<b>90</b>	<b>56</b>																						
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<a href="#">42314</a>	Metro	HWD	4	2014	Mixed-Use	161 Apartments, 10 KSF Restaurant	700 S Manhattan pl	11/18/2015	0.3	<table border="1"> <thead> <tr> <th>Land_Use</th> <th>Unit_ID</th> <th>size</th> <th>Net_AM_Trips</th> <th>Net_PM_Trips</th> <th>Net_Daily_Trips</th> <th>NetAMIn</th> <th>NetAMOut</th> <th>NetPMIn</th> <th>NetPMOut</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>Apartments</td> <td>Total Units</td> <td>162</td> <td>76</td> <td>117</td> <td>1260</td> <td>19</td> <td>57</td> <td>71</td> <td>46</td> <td>Credit applied for existing, transit and pass-by.</td> </tr> <tr> <td>Other</td> <td>S.F. Gross Area</td> <td>6500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>land use=restaurant</td> </tr> <tr> <td>Retail</td> <td>S.F. Gross</td> <td>3500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments	Apartments	Total Units	162	76	117	1260	19	57	71	46	Credit applied for existing, transit and pass-by.	Other	S.F. Gross Area	6500								land use=restaurant	Retail	S.F. Gross	3500																														
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Case Logging and Tracking System (CLATS)

										Area											
											76	117	1260	19	57	71	46				
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments											
<a href="#">43453</a>	Metro	MTR	10	2015	3525 W 8th St MU	367 apts, 23ksf supermarket, & 16.5ksf retail	3525 W 8TH ST	12/16/2015	0.2												
Apartment	Total Units	367																			
Other	S.F. Gross Area	22906	129	108	1214	8	121	83	25	SUPERMARKET; Total net project trips.											
Retail	S.F. Gross Area	16513																			
			<b>129</b>	<b>108</b>	<b>1214</b>	<b>8</b>	<b>121</b>	<b>83</b>	<b>25</b>												
<a href="#">43944</a>	Metro	HWD	10	2015	Mixed-Use (Revised)	433 Apartments, 49849 SF Retail	3545 W WILSHIRE BLVD	12/23/2015	0.3												
Apartment	Total Units	433	41	94	917	-42	83	84	10	Credit applied for transit & existing uses											
Retail	S.F. Gross Area	49849																			
			<b>41</b>	<b>94</b>	<b>917</b>	<b>-42</b>	<b>83</b>	<b>84</b>	<b>10</b>												
<a href="#">43787</a>	Metro	MTR	10	2015	Apartment	90 Apartments	825 S Kingsley dr	01/25/2016	0.1												
Apartment	Total Units	90	39	48	521	7	32	30	18	Credit for existing uses applied.											
			<b>39</b>	<b>48</b>	<b>521</b>	<b>7</b>	<b>32</b>	<b>30</b>	<b>18</b>												
<a href="#">44515</a>	Metro	HWD	10	2016	Apartment	69 Apartments	926 S Kingsley dr	07/28/2016	0.2												
Apartment	Total Units	69	31	38	408	6	25	25	13	Total includes credit for existing uses and transit.											
			<b>31</b>	<b>38</b>	<b>408</b>	<b>6</b>	<b>25</b>	<b>25</b>	<b>13</b>												
<a href="#">44375</a>	Metro	MTR	10	2016	3170 W Olympic Blvd	252 apts, 32,300 sf retail	3170 W Olympic Blvd	09/20/2016	0.4												
Apartment	Total Units	252																			
Retail	S.F. Net Area	32300	113	150	1624	24	89	94	56	Total Net Project Trips with Credits											
			<b>113</b>	<b>150</b>	<b>1624</b>	<b>24</b>	<b>89</b>	<b>94</b>	<b>56</b>												
<a href="#">44184</a>	Metro	MTR	10	2016	3700 W. Wilshire Bl. Mixed-Use	VTT74191; 506 condos, 40,323sf retail, & 21,712sf restaurant	3700 W WILSHIRE BL	10/05/2016	0.3												
Other	S.F. Gross Area	6204								Quality restaurant											
Other	S.F. Gross Area	12407								Hi-turnover sit down restaurant											
Other	S.F. Gross Area	3101								Fast-food restaurant											
Condominiums	Total Units	506																			
			<b>201</b>	<b>258</b>	<b>3500</b>	<b>49</b>	<b>152</b>	<b>178</b>	<b>80</b>												
<a href="#">45127</a>	Metro	HWD	10	2016	Apartment	67 Apartments	748 S Kingsley Dr	12/12/2016	0.1												
Apartment	Total Units	67	31	38	406	6	25	24	14	Existing use credits applied.											

Case Logging and Tracking System (CLATS)

											31	38	406	6	25	24	14			
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments										
<a href="#">44880</a>	Metro	MTR	10	2016	Mixed-Use	760 apartments, 10670 SF Retail	3600 W Wilshire bl	01/04/2017	0.2	Retail	S.F. Gross Area	10670	235	301	3264	34	201	202	99	Total includes existing use credits, transit, walk, internal and pass-by credit.
												<b>235</b>	<b>301</b>	<b>3264</b>	<b>34</b>	<b>201</b>	<b>202</b>	<b>99</b>		
<a href="#">44399</a>	Metro	MTR	10	2016	Harvard Boulevard Hotel	110 room hotel, 1000 sf commercial	679 S Harvard Blvd	02/21/2017	0.3	Other	Total Units	110	61	66	905	35	26	35	31	Total Trip
										Retail	S.F. Net Area	1840								high turnover restaurant
												<b>61</b>	<b>66</b>	<b>905</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>31</b>		
<a href="#">45205</a>	Metro	HWD	4	2016	Mixed-Use	208 Condos & 3.5 KSF Retail	3323 W Olympic bl	04/18/2017	0.5	Mixed Use	Total Units	208	36	32	409	-13	49	39	-7	Condos; total net project trips
										Retail	S.F. Gross Area	3500								
												<b>36</b>	<b>32</b>	<b>409</b>	<b>-13</b>	<b>49</b>	<b>39</b>	<b>-7</b>		
<a href="#">45816</a>	Metro	HWD	10	2017	Mixed-Use	44 Apts, 200 hotel rooms, 8 KSF Restaurant, 10 KSF retail	3751 W 6th st	05/11/2017	0.4	Apartments	Total Units	44	70	57	1183	39	31	36	21	Total net project trips
										Other	Rooms	200								Hotel rooms
										Retail	S.F. Gross Area	10000								
										Other	S.F. Gross Area	8000								Restaurant
												<b>70</b>	<b>57</b>	<b>1183</b>	<b>39</b>	<b>31</b>	<b>36</b>	<b>21</b>		
<a href="#">45846</a>	Metro	MTR	10	2017	Western MU	220 apts & 900sf retail	635 S WESTERN AV	06/22/2017	0.4	Apartments	Total Units	220	50	62	672	10	40	40	22	Total net project trips
										Retail	S.F. Gross Area	900								
												<b>50</b>	<b>62</b>	<b>672</b>	<b>10</b>	<b>40</b>	<b>40</b>	<b>22</b>		
<a href="#">45860</a>	Metro	MTR	10	2017	Apartments	68 Apartments	923 S KENMORE AV	06/28/2017	0.5	Apartments	Total Units	69	33	40	432	7	26	26	15	Total net project trips
												<b>33</b>	<b>40</b>	<b>432</b>	<b>7</b>	<b>26</b>	<b>26</b>	<b>15</b>		
<a href="#">46253</a>	Metro	HWD	10	2017	Mixed-Use	192 Hotel Rooms, 23459 SF Retail, 122 Condominiums	3800 W 6th St	10/16/2017	0.4	Condominiums	Total Units	122	84	124	1966	34	50	73	51	Total includes credits for existing uses, transit, internal, and pass-by.
										Other	Rooms	192								land use=hotel
										Retail	S.F. Gross	23459								

Case Logging and Tracking System (CLATS)

											Area										
													<b>84</b>	<b>124</b>	<b>1966</b>		<b>34</b>	<b>50</b>	<b>73</b>	<b>51</b>	
Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut	Comments											
<a href="#">46564</a>	Metro MTR 10 2017	3216 W 8th St MU	8 condos, 80 hotel rms, 4808sf retail, & 2465 karaoke	3216 W 8TH ST	11/15/2017	0.3															
Condominiums	Total Units	8	42	74	694	24	18	42	32	Total net project trips											
Other	Rooms	80								Hotel rooms											
Retail	S.F. Gross Area	4808																			
Other	S.F. Gross Area	2465								Karaoke											
			<b>42</b>	<b>74</b>	<b>694</b>		<b>24</b>	<b>18</b>	<b>42</b>	<b>32</b>											
<a href="#">46320</a>	Metro MTR 10 2017	Mariposa & Fedora	2 Projects(Total 173 Apts): Mariposa w/98 & Fedora w/75	840 S MARIPOSA AV	11/28/2017	0.4															
Apartments	Total Units	173	75	92	978	15	60	61	31	Combination of both projects											
			<b>75</b>	<b>92</b>	<b>978</b>		<b>15</b>	<b>60</b>	<b>61</b>	<b>31</b>											
<a href="#">44755</a>	Metro MTR 10 2016	Central Plaza Project	641 apartment units, 18454 sf retail	3440 W WILSHIRE BL	09/18/2018	0.4															
Retail	S.F. Gross Area	18454	131	186	2040	19	112	125	61												
Apartments	Total Units	641								high rise											
			<b>131</b>	<b>186</b>	<b>2040</b>		<b>19</b>	<b>112</b>	<b>125</b>	<b>61</b>											
<a href="#">44877</a>	Metro MTR 10 2016	Mixed-Use	148 Hotel Rooms, 96 Apartments, 29.73 KSF Retail, see below	800 S WESTERN AV	11/20/2018	0.3															
Apartments	Total Units	230	146	129	1743	62	84	83	46	total includes credits for existing uses, transit, walk, bike, internal, and pass-by.											
Other	S.F. Gross Area	15500								land use = high turnover restaurant											
			<b>146</b>	<b>129</b>	<b>1743</b>		<b>62</b>	<b>84</b>	<b>83</b>	<b>46</b>											
<a href="#">47793</a>	Metro HWD 10 2018	Mixed-Use	157 Apartments, 5981 SF Retail, 6 KSF Restaurant	760 S SERRANO AV	01/10/2019	0.1															
Apartments	Total Units	157	108	129	1590	38	70	79	50	Total includes transit, internal, pass-by credit.											
Retail	S.F. Gross Area	5981																			
Other	S.F. Gross Area	6000								land use=restaurant											
			<b>108</b>	<b>129</b>	<b>1590</b>		<b>38</b>	<b>70</b>	<b>79</b>	<b>50</b>											
<a href="#">47915</a>	Metro MTR 10 2019	Residential Project	230 apts & 805 sf retail	3875 W WILSHIRE BL	01/10/2019	0.5															
Apartments	Total Units	230	90	111	1443	20	70	69	42	Total net project trips											
Retail	S.F. Gross Area	805																			
			<b>90</b>	<b>111</b>	<b>1443</b>		<b>20</b>	<b>70</b>	<b>69</b>	<b>42</b>											

**APPENDIX B**  
**TRAFFIC COUNTS**

City of Los Angeles  
 N/S: Western Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Western\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

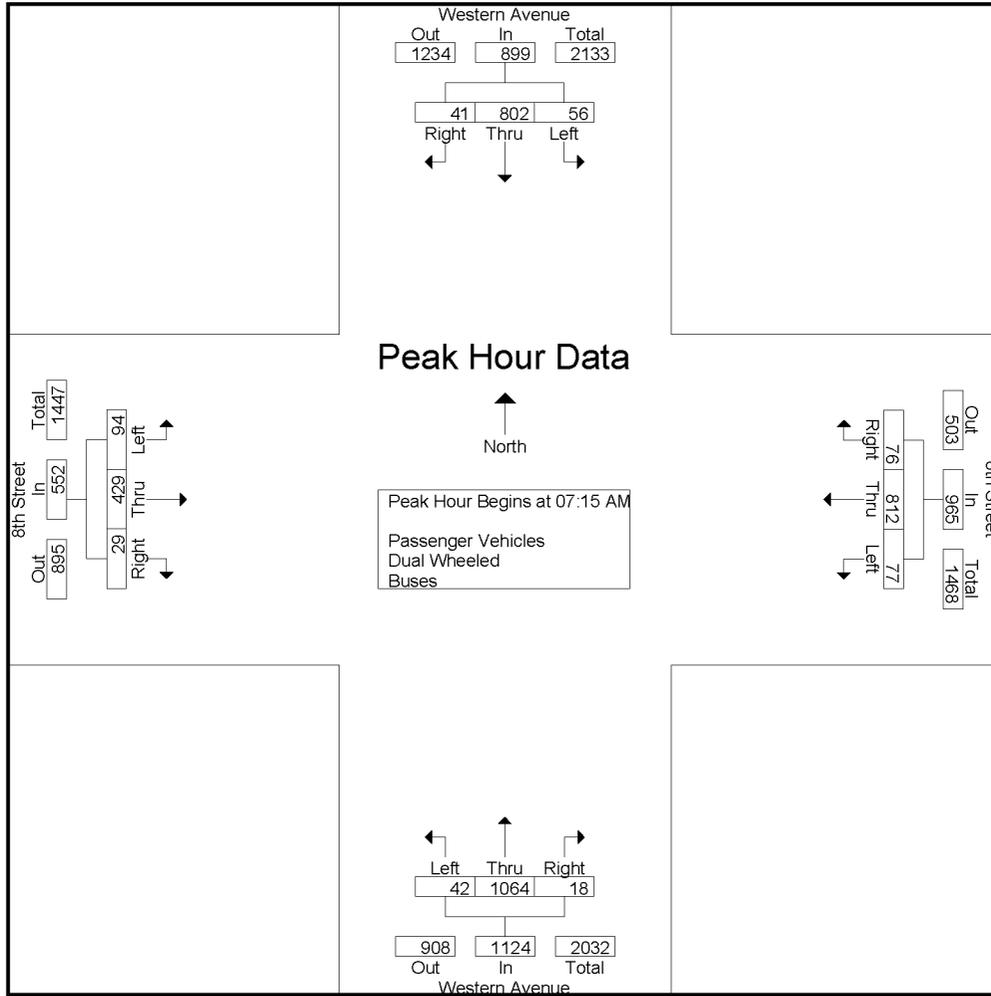
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	175	4	188	22	243	22	287	6	232	5	243	8	62	6	76	794
07:15 AM	9	181	8	198	18	223	21	262	0	271	6	277	16	75	8	99	836
07:30 AM	13	204	5	222	15	220	26	261	7	261	4	272	31	103	8	142	897
07:45 AM	14	189	10	213	27	186	14	227	21	297	5	323	27	109	9	145	908
<b>Total</b>	<b>45</b>	<b>749</b>	<b>27</b>	<b>821</b>	<b>82</b>	<b>872</b>	<b>83</b>	<b>1037</b>	<b>34</b>	<b>1061</b>	<b>20</b>	<b>1115</b>	<b>82</b>	<b>349</b>	<b>31</b>	<b>462</b>	<b>3435</b>
08:00 AM	20	228	18	266	17	183	15	215	14	235	3	252	20	142	4	166	899
08:15 AM	16	174	5	195	17	142	12	171	6	211	9	226	24	111	8	143	735
08:30 AM	20	193	8	221	16	179	11	206	14	234	5	253	13	110	8	131	811
08:45 AM	15	191	7	213	28	185	20	233	11	259	10	280	13	136	10	159	885
<b>Total</b>	<b>71</b>	<b>786</b>	<b>38</b>	<b>895</b>	<b>78</b>	<b>689</b>	<b>58</b>	<b>825</b>	<b>45</b>	<b>939</b>	<b>27</b>	<b>1011</b>	<b>70</b>	<b>499</b>	<b>30</b>	<b>599</b>	<b>3330</b>
09:00 AM	10	178	7	195	23	146	24	193	11	263	6	280	19	133	14	166	834
09:15 AM	13	184	13	210	36	140	19	195	13	230	11	254	20	88	9	117	776
09:30 AM	12	196	16	224	28	145	22	195	8	233	6	247	16	83	14	113	779
09:45 AM	23	184	10	217	23	147	21	191	12	212	7	231	16	97	5	118	757
<b>Total</b>	<b>58</b>	<b>742</b>	<b>46</b>	<b>846</b>	<b>110</b>	<b>578</b>	<b>86</b>	<b>774</b>	<b>44</b>	<b>938</b>	<b>30</b>	<b>1012</b>	<b>71</b>	<b>401</b>	<b>42</b>	<b>514</b>	<b>3146</b>
<b>Grand Total</b>	<b>174</b>	<b>2277</b>	<b>111</b>	<b>2562</b>	<b>270</b>	<b>2139</b>	<b>227</b>	<b>2636</b>	<b>123</b>	<b>2938</b>	<b>77</b>	<b>3138</b>	<b>223</b>	<b>1249</b>	<b>103</b>	<b>1575</b>	<b>9911</b>
Apprch %	6.8	88.9	4.3		10.2	81.1	8.6		3.9	93.6	2.5		14.2	79.3	6.5		
Total %	1.8	23	1.1	25.9	2.7	21.6	2.3	26.6	1.2	29.6	0.8	31.7	2.3	12.6	1	15.9	
Passenger Vehicles	157	2145	106	2408	267	2118	208	2593	114	2766	70	2950	220	1240	102	1562	9513
% Passenger Vehicles	90.2	94.2	95.5	94	98.9	99	91.6	98.4	92.7	94.1	90.9	94	98.7	99.3	99	99.2	96
Dual Wheeled	4	82	3	89	1	19	9	29	8	118	1	127	3	8	1	12	257
% Dual Wheeled	2.3	3.6	2.7	3.5	0.4	0.9	4	1.1	6.5	4	1.3	4	1.3	0.6	1	0.8	2.6
Buses	13	50	2	65	2	2	10	14	1	54	6	61	0	1	0	1	141
% Buses	7.5	2.2	1.8	2.5	0.7	0.1	4.4	0.5	0.8	1.8	7.8	1.9	0	0.1	0	0.1	1.4

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	181	8	198	18	<b>223</b>	21	<b>262</b>	0	271	<b>6</b>	277	16	75	8	99	836
07:30 AM	13	204	5	222	15	220	<b>26</b>	261	7	261	4	272	<b>31</b>	103	8	142	897
07:45 AM	14	189	10	213	<b>27</b>	186	14	227	<b>21</b>	<b>297</b>	5	<b>323</b>	27	109	<b>9</b>	145	<b>908</b>
08:00 AM	<b>20</b>	<b>228</b>	<b>18</b>	<b>266</b>	17	183	15	215	14	235	3	252	20	<b>142</b>	4	<b>166</b>	899
Total Volume	56	802	41	899	77	812	76	965	42	1064	18	1124	94	429	29	552	3540
% App. Total	6.2	89.2	4.6		8	84.1	7.9		3.7	94.7	1.6		17	77.7	5.3		
PHF	.700	.879	.569	.845	.713	.910	.731	.921	.500	.896	.750	.870	.758	.755	.806	.831	.975

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

	07:15 AM				07:00 AM				07:15 AM				08:00 AM			
+0 mins.	9	181	8	198	22	<b>243</b>	22	<b>287</b>	0	271	<b>6</b>	277	20	<b>142</b>	4	<b>166</b>
+15 mins.	13	204	5	222	18	223	21	262	7	261	4	272	<b>24</b>	111	8	143
+30 mins.	14	189	10	213	15	220	<b>26</b>	261	<b>21</b>	<b>297</b>	5	<b>323</b>	13	110	8	131
+45 mins.	<b>20</b>	<b>228</b>	<b>18</b>	<b>266</b>	<b>27</b>	186	14	227	14	235	3	252	13	136	<b>10</b>	159
Total Volume	56	802	41	899	82	872	83	1037	42	1064	18	1124	70	499	30	599
% App. Total	6.2	89.2	4.6		7.9	84.1	8		3.7	94.7	1.6		11.7	83.3	5	
PHF	.700	.879	.569	.845	.759	.897	.798	.903	.500	.896	.750	.870	.729	.879	.750	.902

City of Los Angeles  
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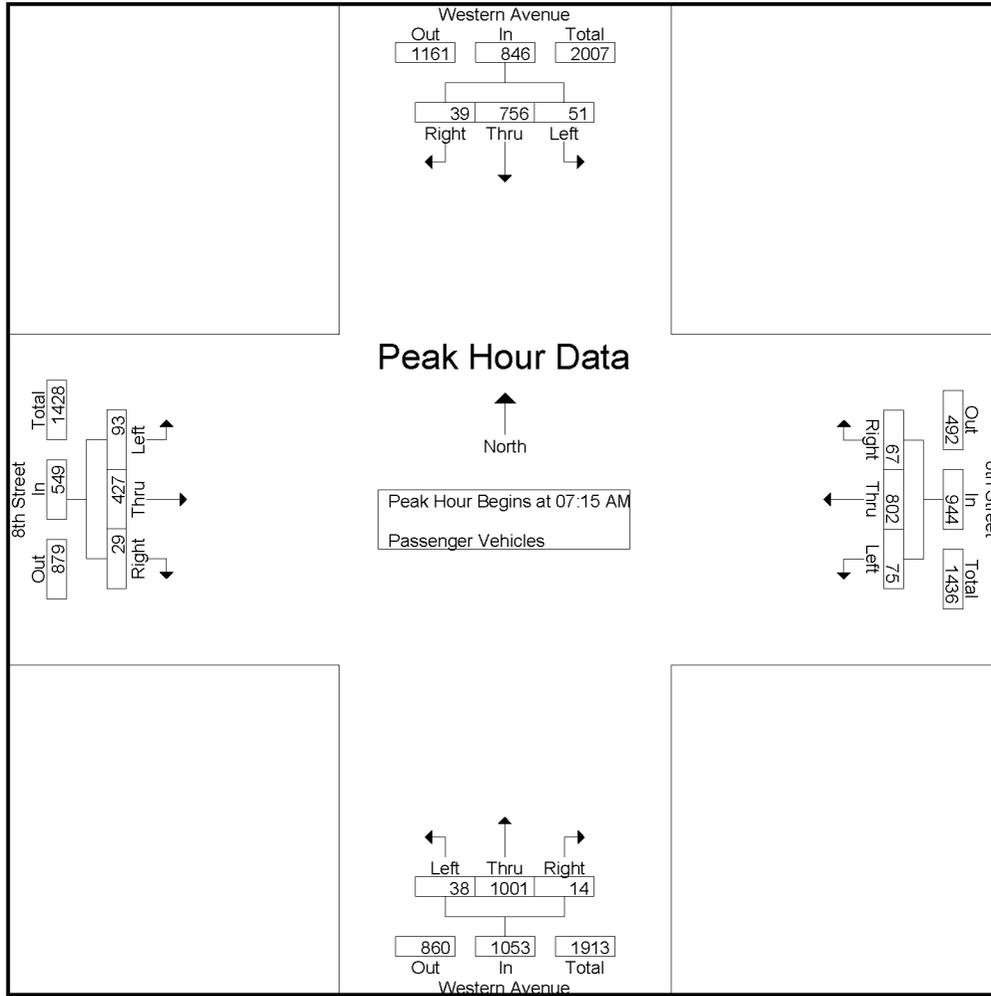
Groups Printed- Passenger Vehicles

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	168	4	180	21	240	21	282	5	220	3	228	8	62	6	76	766
07:15 AM	7	172	8	187	17	221	19	257	0	254	4	258	16	74	8	98	800
07:30 AM	11	194	4	209	15	219	24	258	6	249	3	258	31	102	8	141	866
07:45 AM	14	177	10	201	26	184	9	219	20	277	4	301	27	109	9	145	866
Total	40	711	26	777	79	864	73	1016	31	1000	14	1045	82	347	31	460	3298
08:00 AM	19	213	17	249	17	178	15	210	12	221	3	236	19	142	4	165	860
08:15 AM	13	166	3	182	17	141	11	169	6	194	8	208	24	111	8	143	702
08:30 AM	17	178	8	203	16	178	10	204	12	222	5	239	13	109	7	129	775
08:45 AM	14	180	6	200	28	183	19	230	10	248	10	268	13	135	10	158	856
Total	63	737	34	834	78	680	55	813	40	885	26	951	69	497	29	595	3193
09:00 AM	9	165	7	181	23	146	24	193	11	251	6	268	19	130	14	163	805
09:15 AM	13	177	13	203	36	140	16	192	13	210	11	234	19	88	9	116	745
09:30 AM	9	187	16	212	28	141	19	188	8	220	6	234	15	82	14	111	745
09:45 AM	23	168	10	201	23	147	21	191	11	200	7	218	16	96	5	117	727
Total	54	697	46	797	110	574	80	764	43	881	30	954	69	396	42	507	3022
Grand Total	157	2145	106	2408	267	2118	208	2593	114	2766	70	2950	220	1240	102	1562	9513
Apprch %	6.5	89.1	4.4		10.3	81.7	8		3.9	93.8	2.4		14.1	79.4	6.5		
Total %	1.7	22.5	1.1	25.3	2.8	22.3	2.2	27.3	1.2	29.1	0.7	31	2.3	13	1.1	16.4	

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	172	8	187	17	<b>221</b>	19	257	0	254	<b>4</b>	258	16	74	8	98	800
07:30 AM	11	194	4	209	15	219	<b>24</b>	<b>258</b>	6	249	3	258	<b>31</b>	102	8	141	<b>866</b>
07:45 AM	14	177	10	201	<b>26</b>	184	9	219	<b>20</b>	<b>277</b>	4	<b>301</b>	27	109	<b>9</b>	145	866
08:00 AM	<b>19</b>	<b>213</b>	<b>17</b>	<b>249</b>	17	178	15	210	12	221	3	236	19	<b>142</b>	4	<b>165</b>	860
Total Volume	51	756	39	846	75	802	67	944	38	1001	14	1053	93	427	29	549	3392
% App. Total	6	89.4	4.6		7.9	85	7.1		3.6	95.1	1.3		16.9	77.8	5.3		
PHF	.671	.887	.574	.849	.721	.907	.698	.915	.475	.903	.875	.875	.750	.752	.806	.832	.979

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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				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	7	172	8	187	17	<b>221</b>	19	257	0	254	<b>4</b>	258	16	74	8	98
+15 mins.	11	194	4	209	15	219	<b>24</b>	<b>258</b>	6	249	3	258	<b>31</b>	102	8	141
+30 mins.	14	177	10	201	<b>26</b>	184	9	219	<b>20</b>	<b>277</b>	4	<b>301</b>	27	109	<b>9</b>	145
+45 mins.	<b>19</b>	<b>213</b>	<b>17</b>	<b>249</b>	17	178	15	210	12	221	3	236	19	<b>142</b>	4	<b>165</b>
Total Volume	51	756	39	846	75	802	67	944	38	1001	14	1053	93	427	29	549
% App. Total	6	89.4	4.6		7.9	85	7.1		3.6	95.1	1.3		16.9	77.8	5.3	
PHF	.671	.887	.574	.849	.721	.907	.698	.915	.475	.903	.875	.875	.750	.752	.806	.832

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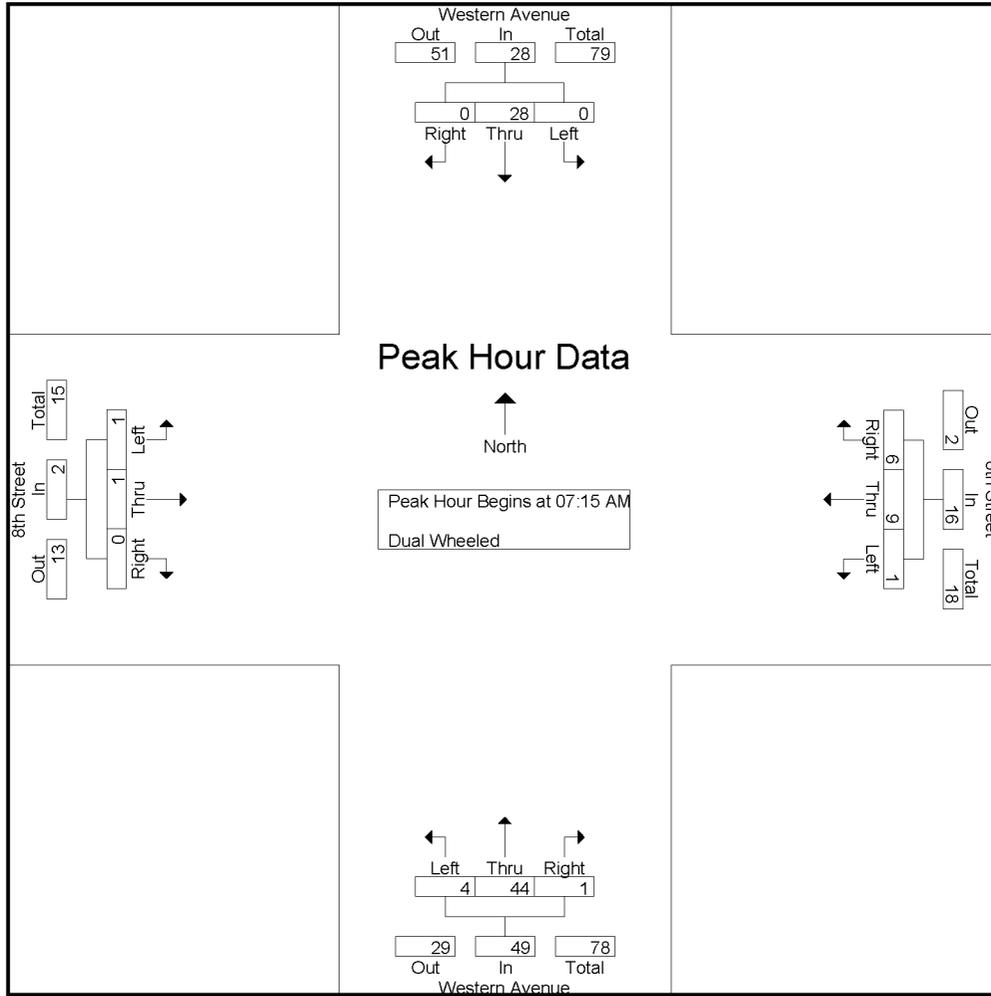
Groups Printed- Dual Wheeled

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	0	2	0	2	0	3	0	3	0	0	0	0	8
07:15 AM	0	7	0	7	1	1	1	3	0	11	1	12	0	1	0	1	23
07:30 AM	0	5	0	5	0	1	2	3	1	9	0	10	0	0	0	0	18
07:45 AM	0	7	0	7	0	2	3	5	1	14	0	15	0	0	0	0	27
<b>Total</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>37</b>	<b>1</b>	<b>40</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>76</b>
08:00 AM	0	9	0	9	0	5	0	5	2	10	0	12	1	0	0	1	27
08:15 AM	3	5	2	10	0	1	0	1	0	12	0	12	0	0	0	0	23
08:30 AM	1	10	0	11	0	1	0	1	2	4	0	6	0	1	1	2	20
08:45 AM	0	7	1	8	0	2	0	2	1	9	0	10	0	1	0	1	21
<b>Total</b>	<b>4</b>	<b>31</b>	<b>3</b>	<b>38</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>35</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>91</b>
09:00 AM	0	9	0	9	0	0	0	0	0	8	0	8	0	3	0	3	20
09:15 AM	0	4	0	4	0	0	1	1	0	17	0	17	1	0	0	1	23
09:30 AM	0	6	0	6	0	4	2	6	0	10	0	10	1	1	0	2	24
09:45 AM	0	10	0	10	0	0	0	0	1	11	0	12	0	1	0	1	23
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>46</b>	<b>0</b>	<b>47</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>90</b>
<b>Grand Total</b>	<b>4</b>	<b>82</b>	<b>3</b>	<b>89</b>	<b>1</b>	<b>19</b>	<b>9</b>	<b>29</b>	<b>8</b>	<b>118</b>	<b>1</b>	<b>127</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>12</b>	<b>257</b>
Apprch %	4.5	92.1	3.4		3.4	65.5	31		6.3	92.9	0.8		25	66.7	8.3		
Total %	1.6	31.9	1.2	34.6	0.4	7.4	3.5	11.3	3.1	45.9	0.4	49.4	1.2	3.1	0.4	4.7	

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	0	7	1	1	1	3	0	11	1	12	0	1	0	1	23
07:30 AM	0	5	0	5	0	1	2	3	1	9	0	10	0	0	0	0	18
07:45 AM	0	7	0	7	0	2	3	5	1	14	0	15	0	0	0	0	27
08:00 AM	0	9	0	9	0	5	0	5	2	10	0	12	1	0	0	1	27
<b>Total Volume</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>16</b>	<b>4</b>	<b>44</b>	<b>1</b>	<b>49</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>95</b>
% App. Total	0	100	0		6.2	56.2	37.5		8.2	89.8	2		50	50	0		
PHF	.000	.778	.000	.778	.250	.450	.500	.800	.500	.786	.250	.817	.250	.250	.000	.500	.880

City of Los Angeles  
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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				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	7	0	7	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	0	11	<b>1</b>	12	0	<b>1</b>	0	<b>1</b>
+15 mins.	0	5	0	5	0	1	2	3	1	9	0	10	0	0	0	0
+30 mins.	0	7	0	7	0	2	<b>3</b>	<b>5</b>	1	<b>14</b>	0	<b>15</b>	0	0	0	0
+45 mins.	0	<b>9</b>	0	<b>9</b>	0	<b>5</b>	0	5	<b>2</b>	10	0	12	<b>1</b>	0	0	1
Total Volume	0	28	0	28	1	9	6	16	4	44	1	49	1	1	0	2
% App. Total	0	100	0		6.2	56.2	37.5		8.2	89.8	2		50	50	0	
PHF	.000	.778	.000	.778	.250	.450	.500	.800	.500	.786	.250	.817	.250	.250	.000	.500

City of Los Angeles  
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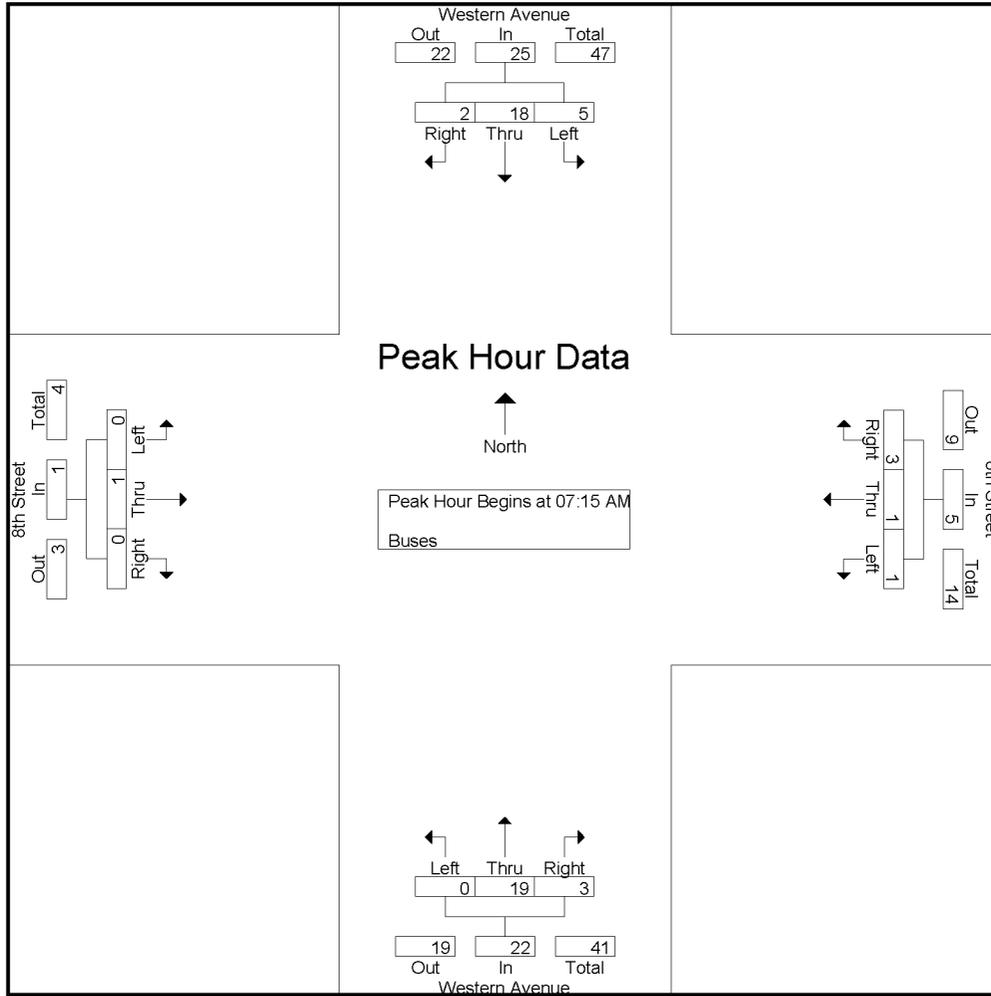
Groups Printed- Buses

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	0	5	1	1	1	3	1	9	2	12	0	0	0	0	20
07:15 AM	2	2	0	4	0	1	1	2	0	6	1	7	0	0	0	0	13
07:30 AM	2	5	1	8	0	0	0	0	0	3	1	4	0	1	0	1	13
07:45 AM	0	5	0	5	1	0	2	3	0	6	1	7	0	0	0	0	15
<b>Total</b>	<b>5</b>	<b>16</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>24</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>61</b>
08:00 AM	1	6	1	8	0	0	0	0	0	4	0	4	0	0	0	0	12
08:15 AM	0	3	0	3	0	0	1	1	0	5	1	6	0	0	0	0	10
08:30 AM	2	5	0	7	0	0	1	1	0	8	0	8	0	0	0	0	16
08:45 AM	1	4	0	5	0	0	1	1	0	2	0	2	0	0	0	0	8
<b>Total</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
09:00 AM	1	4	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
09:15 AM	0	3	0	3	0	0	2	2	0	3	0	3	0	0	0	0	8
09:30 AM	3	3	0	6	0	0	1	1	0	3	0	3	0	0	0	0	10
09:45 AM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
<b>Total</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Grand Total</b>	<b>13</b>	<b>50</b>	<b>2</b>	<b>65</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>54</b>	<b>6</b>	<b>61</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>141</b>
<b>Apprch %</b>	<b>20</b>	<b>76.9</b>	<b>3.1</b>		<b>14.3</b>	<b>14.3</b>	<b>71.4</b>		<b>1.6</b>	<b>88.5</b>	<b>9.8</b>		<b>0</b>	<b>100</b>	<b>0</b>		
<b>Total %</b>	<b>9.2</b>	<b>35.5</b>	<b>1.4</b>	<b>46.1</b>	<b>1.4</b>	<b>1.4</b>	<b>7.1</b>	<b>9.9</b>	<b>0.7</b>	<b>38.3</b>	<b>4.3</b>	<b>43.3</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>0.7</b>	

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	<b>2</b>	2	0	4	0	<b>1</b>	1	2	0	<b>6</b>	<b>1</b>	<b>7</b>	0	0	0	0	13
07:30 AM	2	5	<b>1</b>	<b>8</b>	0	0	0	0	0	3	1	4	0	<b>1</b>	0	<b>1</b>	13
07:45 AM	0	5	0	5	<b>1</b>	0	<b>2</b>	<b>3</b>	0	6	1	7	0	0	0	0	<b>15</b>
08:00 AM	1	<b>6</b>	1	8	0	0	0	0	0	4	0	4	0	0	0	0	12
<b>Total Volume</b>	<b>5</b>	<b>18</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>53</b>
<b>% App. Total</b>	<b>20</b>	<b>72</b>	<b>8</b>		<b>20</b>	<b>20</b>	<b>60</b>		<b>0</b>	<b>86.4</b>	<b>13.6</b>		<b>0</b>	<b>100</b>	<b>0</b>		
<b>PHF</b>	<b>.625</b>	<b>.750</b>	<b>.500</b>	<b>.781</b>	<b>.250</b>	<b>.250</b>	<b>.375</b>	<b>.417</b>	<b>.000</b>	<b>.792</b>	<b>.750</b>	<b>.786</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>	<b>.250</b>	<b>.883</b>

City of Los Angeles  
 N/S: Western Avenue  
 E/W: 8th Street  
 Weather: Clear

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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				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	2	0	4	0	1	1	2	0	6	1	7	0	0	0	0
+15 mins.	2	5	1	8	0	0	0	0	0	3	1	4	0	1	0	1
+30 mins.	0	5	0	5	1	0	2	3	0	6	1	7	0	0	0	0
+45 mins.	1	6	1	8	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	5	18	2	25	1	1	3	5	0	19	3	22	0	1	0	1
% App. Total	20	72	8		20	20	60		0	86.4	13.6		0	100	0	
PHF	.625	.750	.500	.781	.250	.250	.375	.417	.000	.792	.750	.786	.000	.250	.000	.250

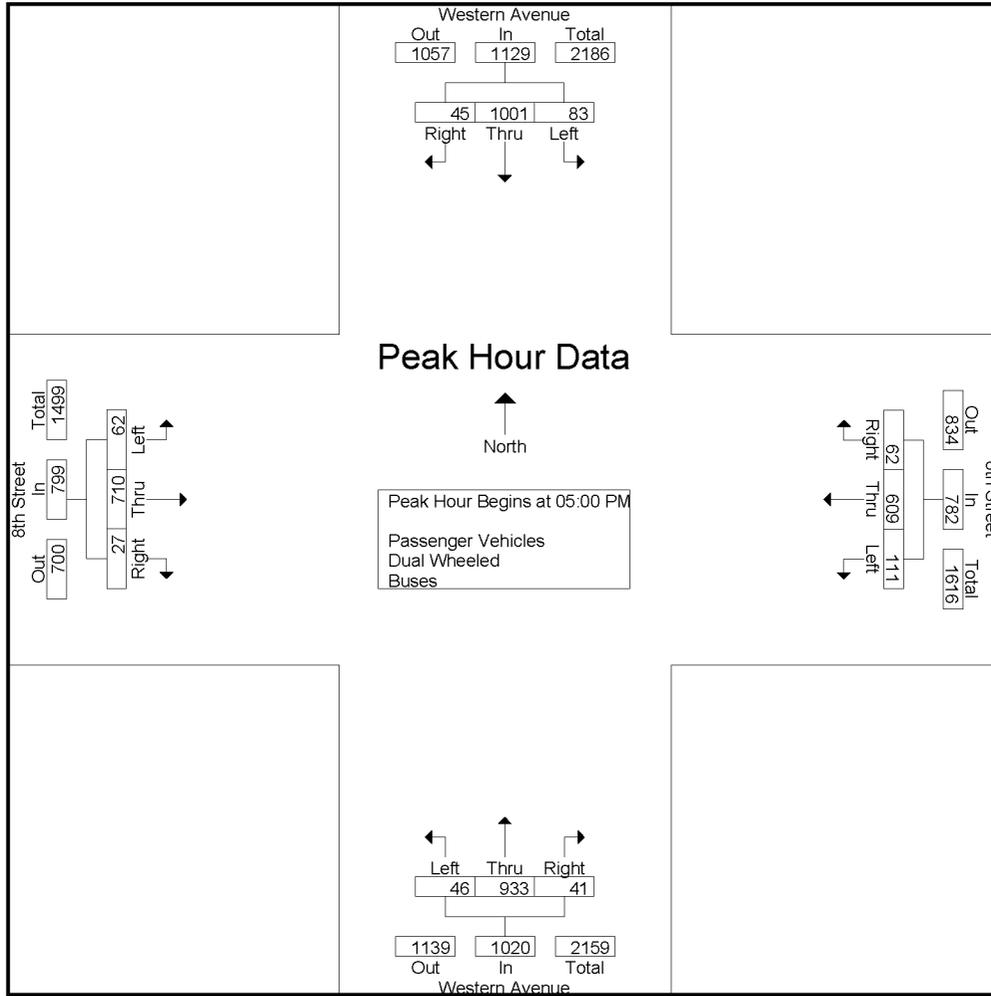
City of Los Angeles  
 N/S: Western Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Western\_8th PM  
 Site Code : 16616351  
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	23	272	10	305	33	105	28	166	7	241	11	259	15	109	11	135	865
03:15 PM	18	242	14	274	36	118	21	175	8	194	7	209	17	116	9	142	800
03:30 PM	19	247	11	277	30	94	27	151	12	242	16	270	12	142	6	160	858
03:45 PM	23	245	18	286	37	106	23	166	9	238	4	251	15	123	9	147	850
Total	83	1006	53	1142	136	423	99	658	36	915	38	989	59	490	35	584	3373
04:00 PM	23	235	14	272	29	114	18	161	10	262	13	285	17	121	8	146	864
04:15 PM	25	234	12	271	30	128	19	177	4	224	10	238	9	134	8	151	837
04:30 PM	23	242	11	276	37	113	23	173	5	240	12	257	17	121	7	145	851
04:45 PM	32	265	10	307	28	119	21	168	9	217	11	237	11	150	9	170	882
Total	103	976	47	1126	124	474	81	679	28	943	46	1017	54	526	32	612	3434
05:00 PM	17	243	8	268	34	142	14	190	7	249	11	267	26	146	9	181	906
05:15 PM	21	280	14	315	30	164	12	206	18	239	11	268	10	163	8	181	970
05:30 PM	24	250	11	285	19	165	8	192	8	221	7	236	12	201	4	217	930
05:45 PM	21	228	12	261	28	138	28	194	13	224	12	249	14	200	6	220	924
Total	83	1001	45	1129	111	609	62	782	46	933	41	1020	62	710	27	799	3730
Grand Total	269	2983	145	3397	371	1506	242	2119	110	2791	125	3026	175	1726	94	1995	10537
Apprch %	7.9	87.8	4.3		17.5	71.1	11.4		3.6	92.2	4.1		8.8	86.5	4.7		
Total %	2.6	28.3	1.4	32.2	3.5	14.3	2.3	20.1	1	26.5	1.2	28.7	1.7	16.4	0.9	18.9	
Passenger Vehicles	254	2882	144	3280	367	1500	229	2096	110	2712	119	2941	171	1716	92	1979	10296
% Passenger Vehicles	94.4	96.6	99.3	96.6	98.9	99.6	94.6	98.9	100	97.2	95.2	97.2	97.7	99.4	97.9	99.2	97.7
Dual Wheeled	4	43	1	48	1	5	1	7	0	25	4	29	3	10	2	15	99
% Dual Wheeled	1.5	1.4	0.7	1.4	0.3	0.3	0.4	0.3	0	0.9	3.2	1	1.7	0.6	2.1	0.8	0.9
Buses	11	58	0	69	3	1	12	16	0	54	2	56	1	0	0	1	142
% Buses	4.1	1.9	0	2	0.8	0.1	5	0.8	0	1.9	1.6	1.9	0.6	0	0	0.1	1.3

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	243	8	268	<b>34</b>	142	14	190	7	<b>249</b>	11	267	<b>26</b>	146	<b>9</b>	181	906
05:15 PM	21	<b>280</b>	<b>14</b>	<b>315</b>	30	164	12	<b>206</b>	<b>18</b>	239	11	<b>268</b>	10	163	8	181	<b>970</b>
05:30 PM	<b>24</b>	250	11	285	19	<b>165</b>	8	192	8	221	7	236	12	<b>201</b>	4	217	930
05:45 PM	21	228	12	261	28	138	<b>28</b>	194	13	224	<b>12</b>	249	14	200	6	<b>220</b>	924
Total Volume	83	1001	45	1129	111	609	62	782	46	933	41	1020	62	710	27	799	3730
% App. Total	7.4	88.7	4		14.2	77.9	7.9		4.5	91.5	4		7.8	88.9	3.4		
PHF	.865	.894	.804	.896	.816	.923	.554	.949	.639	.937	.854	.951	.596	.883	.750	.908	.961



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

	04:45 PM				05:00 PM				03:30 PM				05:00 PM			
+0 mins.	<b>32</b>	265	10	307	<b>34</b>	142	14	190	<b>12</b>	242	<b>16</b>	270	<b>26</b>	146	<b>9</b>	181
+15 mins.	17	243	8	268	30	164	12	<b>206</b>	9	238	4	251	10	163	8	181
+30 mins.	21	<b>280</b>	<b>14</b>	<b>315</b>	19	<b>165</b>	8	192	10	<b>262</b>	13	<b>285</b>	12	<b>201</b>	4	217
+45 mins.	24	250	11	285	28	138	<b>28</b>	194	4	224	10	238	14	200	6	<b>220</b>
Total Volume	94	1038	43	1175	111	609	62	782	35	966	43	1044	62	710	27	799
% App. Total	8	88.3	3.7		14.2	77.9	7.9		3.4	92.5	4.1		7.8	88.9	3.4	
PHF	.734	.927	.768	.933	.816	.923	.554	.949	.729	.922	.672	.916	.596	.883	.750	.908

City of Los Angeles  
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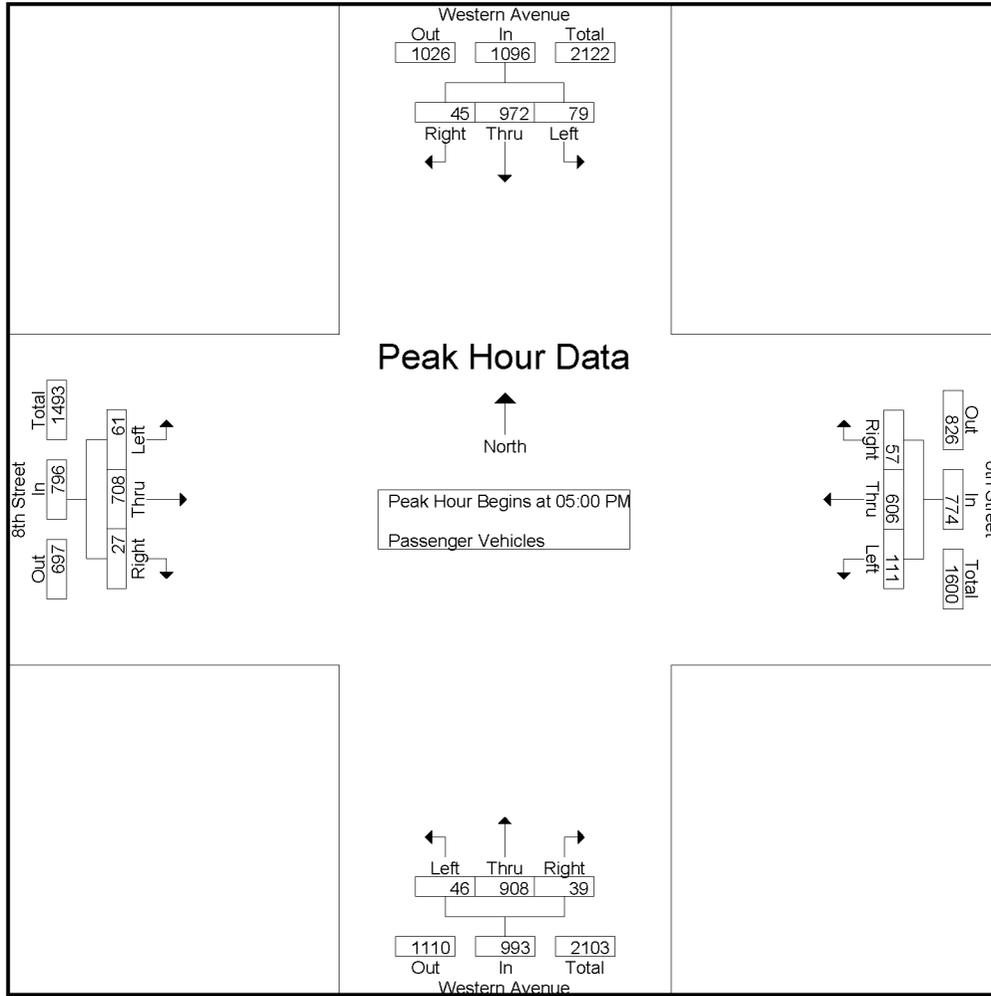
Groups Printed- Passenger Vehicles

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	20	267	9	296	32	105	26	163	7	232	10	249	15	108	11	134	842
03:15 PM	17	230	14	261	36	117	20	173	8	186	7	201	17	116	9	142	777
03:30 PM	18	235	11	264	29	94	26	149	12	233	16	261	11	140	6	157	831
03:45 PM	22	235	18	275	36	106	22	164	9	233	4	246	15	121	8	144	829
Total	77	967	52	1096	133	422	94	649	36	884	37	957	58	485	34	577	3279
04:00 PM	22	225	14	261	29	114	17	160	10	256	13	279	17	121	8	146	846
04:15 PM	24	227	12	263	30	127	18	175	4	220	9	233	8	133	8	149	820
04:30 PM	21	236	11	268	36	113	23	172	5	234	12	251	16	119	6	141	832
04:45 PM	31	255	10	296	28	118	20	166	9	210	9	228	11	150	9	170	860
Total	98	943	47	1088	123	472	78	673	28	920	43	991	52	523	31	606	3358
05:00 PM	17	235	8	260	34	142	12	188	7	244	11	262	26	146	9	181	891
05:15 PM	20	270	14	304	30	163	12	205	18	233	10	261	9	163	8	180	950
05:30 PM	22	246	11	279	19	165	6	190	8	213	7	228	12	201	4	217	914
05:45 PM	20	221	12	253	28	136	27	191	13	218	11	242	14	198	6	218	904
Total	79	972	45	1096	111	606	57	774	46	908	39	993	61	708	27	796	3659
Grand Total	254	2882	144	3280	367	1500	229	2096	110	2712	119	2941	171	1716	92	1979	10296
Apprch %	7.7	87.9	4.4		17.5	71.6	10.9		3.7	92.2	4		8.6	86.7	4.6		
Total %	2.5	28	1.4	31.9	3.6	14.6	2.2	20.4	1.1	26.3	1.2	28.6	1.7	16.7	0.9	19.2	

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	235	8	260	<b>34</b>	142	12	188	7	<b>244</b>	11	<b>262</b>	<b>26</b>	146	9	181	891
05:15 PM	20	<b>270</b>	<b>14</b>	<b>304</b>	30	163	12	<b>205</b>	<b>18</b>	233	10	261	9	163	8	180	<b>950</b>
05:30 PM	<b>22</b>	246	11	279	19	<b>165</b>	6	190	8	213	7	228	12	<b>201</b>	4	217	914
05:45 PM	20	221	12	253	28	136	<b>27</b>	191	13	218	11	242	14	198	6	<b>218</b>	904
Total Volume	79	972	45	1096	111	606	57	774	46	908	39	993	61	708	27	796	3659
% App. Total	7.2	88.7	4.1		14.3	78.3	7.4		4.6	91.4	3.9		7.7	88.9	3.4		
PHF	.898	.900	.804	.901	.816	.918	.528	.944	.639	.930	.886	.948	.587	.881	.750	.913	.963

City of Los Angeles  
 N/S: Western Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Western\_8th PM  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	17	235	8	260	<b>34</b>	142	12	188	7	<b>244</b>	11	<b>262</b>	<b>26</b>	146	9	181
+15 mins.	20	<b>270</b>	<b>14</b>	<b>304</b>	30	163	12	<b>205</b>	<b>18</b>	233	10	261	9	163	8	180
+30 mins.	<b>22</b>	246	11	279	19	<b>165</b>	6	190	8	213	7	228	12	<b>201</b>	4	217
+45 mins.	20	221	12	253	28	136	<b>27</b>	191	13	218	11	242	14	198	6	<b>218</b>
Total Volume	79	972	45	1096	111	606	57	774	46	908	39	993	61	708	27	796
% App. Total	7.2	88.7	4.1		14.3	78.3	7.4		4.6	91.4	3.9		7.7	88.9	3.4	
PHF	.898	.900	.804	.901	.816	.918	.528	.944	.639	.930	.886	.948	.587	.881	.750	.913

City of Los Angeles  
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File Name : 01\_LAC\_Western\_8th PM  
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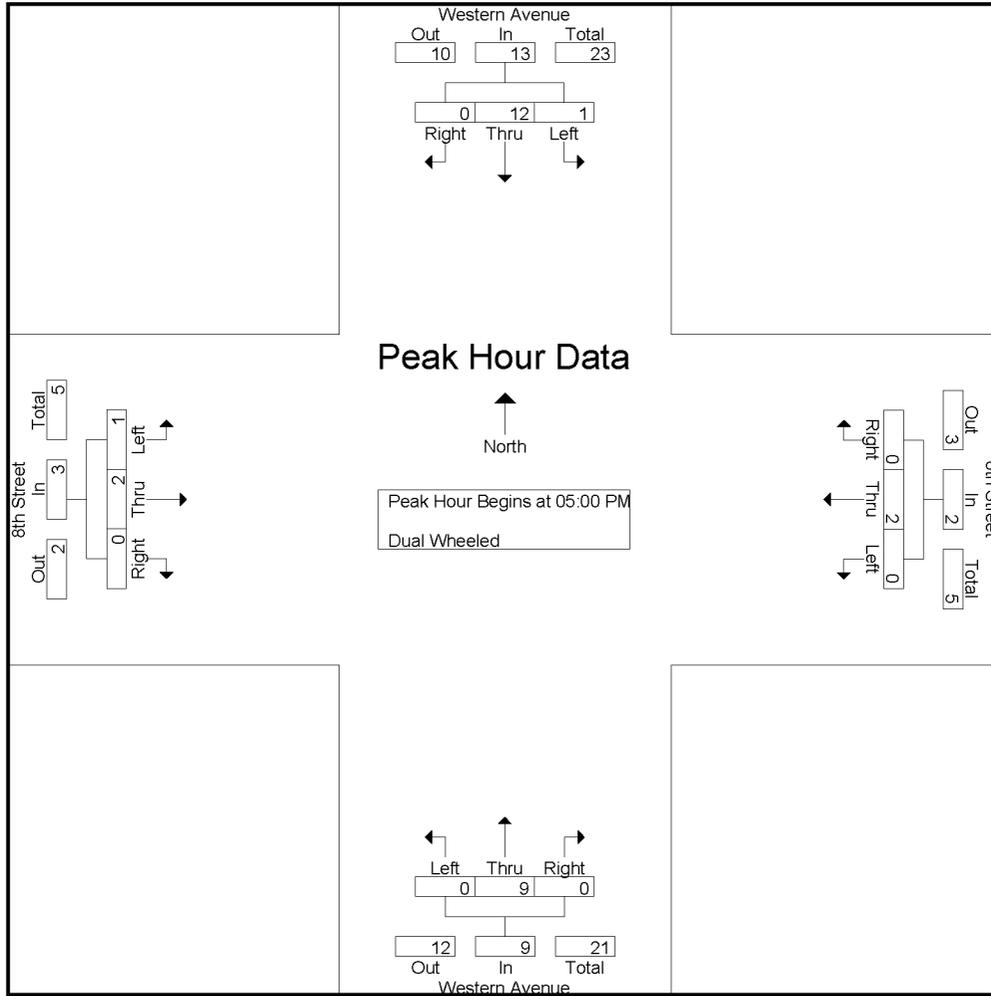
Groups Printed- Dual Wheeled

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	2	2	1	5	0	0	1	1	0	3	1	4	0	1	0	1	11
03:15 PM	0	4	0	4	0	1	0	1	0	3	0	3	0	0	0	0	8
03:30 PM	0	5	0	5	1	0	0	1	0	3	0	3	0	2	0	2	11
03:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	2	1	3	7
Total	2	15	1	18	1	1	1	3	0	9	1	10	0	5	1	6	37
04:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:15 PM	0	3	0	3	0	1	0	1	0	1	1	2	1	1	0	2	8
04:30 PM	1	2	0	3	0	0	0	0	0	3	0	3	1	2	1	4	10
04:45 PM	0	7	0	7	0	1	0	1	0	1	2	3	0	0	0	0	11
Total	1	16	0	17	0	2	0	2	0	7	3	10	2	3	1	6	35
05:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
05:15 PM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
05:30 PM	1	1	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:45 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	2	0	2	8
Total	1	12	0	13	0	2	0	2	0	9	0	9	1	2	0	3	27
Grand Total	4	43	1	48	1	5	1	7	0	25	4	29	3	10	2	15	99
Apprch %	8.3	89.6	2.1		14.3	71.4	14.3		0	86.2	13.8		20	66.7	13.3		
Total %	4	43.4	1	48.5	1	5.1	1	7.1	0	25.3	4	29.3	3	10.1	2	15.2	

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
05:15 PM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
05:30 PM	1	1	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:45 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	2	0	2	8
Total Volume	1	12	0	13	0	2	0	2	0	9	0	9	1	2	0	3	27
% App. Total	7.7	92.3	0		0	100	0		0	100	0		33.3	66.7	0		
PHF	.250	.750	.000	.813	.000	.500	.000	.500	.000	.450	.000	.450	.250	.250	.000	.375	.844

City of Los Angeles  
 N/S: Western Avenue  
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File Name : 01\_LAC\_Western\_8th PM  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1
+30 mins.	1	1	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	4	0	4	0	1	0	1	0	1	0	1	0	2	0	2
Total Volume	1	12	0	13	0	2	0	2	0	9	0	9	1	2	0	3
% App. Total	7.7	92.3	0		0	100	0		0	100	0		33.3	66.7	0	
PHF	.250	.750	.000	.813	.000	.500	.000	.500	.000	.450	.000	.450	.250	.250	.000	.375

City of Los Angeles  
 N/S: Western Avenue  
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File Name : 01\_LAC\_Western\_8th PM  
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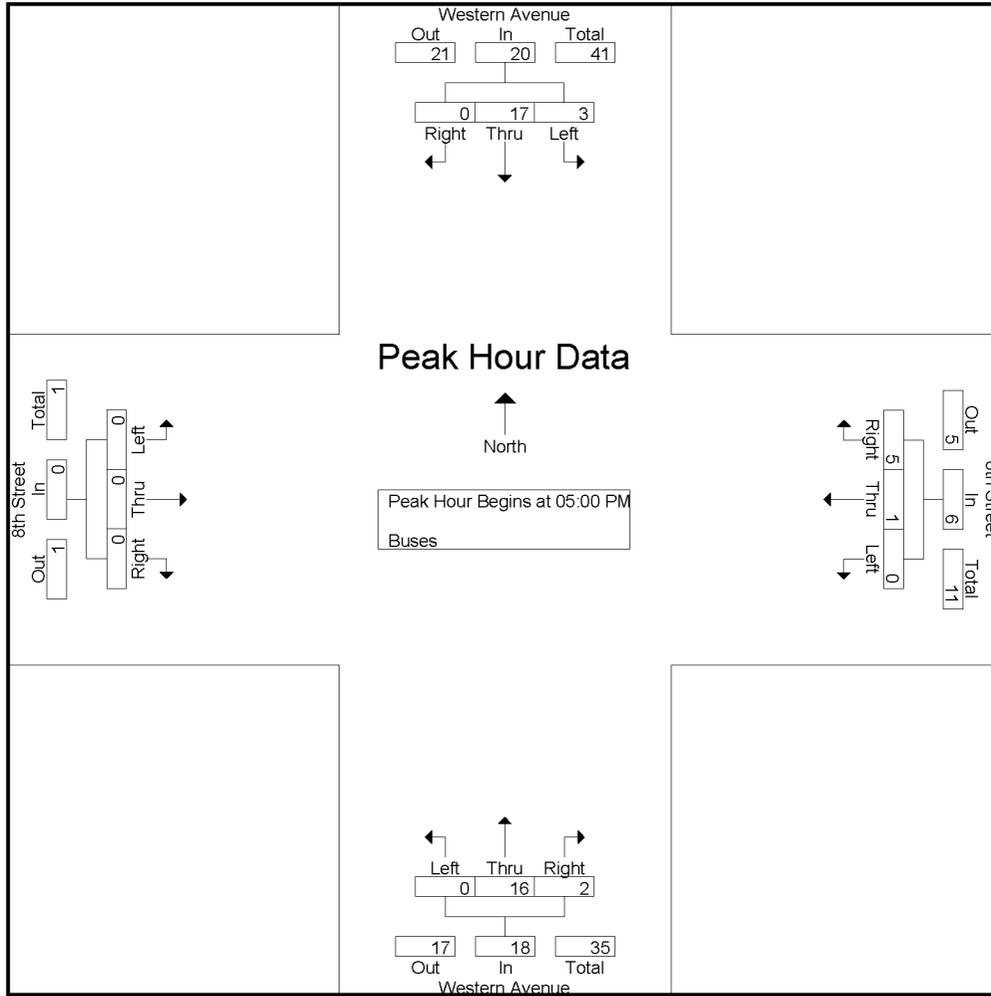
Groups Printed- Buses

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	1	3	0	4	1	0	1	2	0	6	0	6	0	0	0	0	12
03:15 PM	1	8	0	9	0	0	1	1	0	5	0	5	0	0	0	0	15
03:30 PM	1	7	0	8	0	0	1	1	0	6	0	6	1	0	0	1	16
03:45 PM	1	6	0	7	1	0	1	2	0	5	0	5	0	0	0	0	14
Total	4	24	0	28	2	0	4	6	0	22	0	22	1	0	0	1	57
04:00 PM	1	6	0	7	0	0	1	1	0	4	0	4	0	0	0	0	12
04:15 PM	1	4	0	5	0	0	1	1	0	3	0	3	0	0	0	0	9
04:30 PM	1	4	0	5	1	0	0	1	0	3	0	3	0	0	0	0	9
04:45 PM	1	3	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
Total	4	17	0	21	1	0	3	4	0	16	0	16	0	0	0	0	41
05:00 PM	0	4	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
05:15 PM	1	7	0	8	0	0	0	0	0	5	1	6	0	0	0	0	14
05:30 PM	1	3	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
05:45 PM	1	3	0	4	0	1	1	2	0	5	1	6	0	0	0	0	12
Total	3	17	0	20	0	1	5	6	0	16	2	18	0	0	0	0	44
Grand Total	11	58	0	69	3	1	12	16	0	54	2	56	1	0	0	1	142
Apprch %	15.9	84.1	0		18.8	6.2	75		0	96.4	3.6		100	0	0		
Total %	7.7	40.8	0	48.6	2.1	0.7	8.5	11.3	0	38	1.4	39.4	0.7	0	0	0.7	

Start Time	Western Avenue Southbound				8th Street Westbound				Western Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	0	0	<b>2</b>	<b>2</b>	0	3	0	3	0	0	0	0	9
05:15 PM	<b>1</b>	<b>7</b>	0	<b>8</b>	0	0	0	0	0	<b>5</b>	<b>1</b>	<b>6</b>	0	0	0	0	<b>14</b>
05:30 PM	1	3	0	4	0	0	2	2	0	3	0	3	0	0	0	0	9
05:45 PM	1	3	0	4	0	<b>1</b>	1	2	0	5	1	6	0	0	0	0	12
Total Volume	3	17	0	20	0	1	5	6	0	16	2	18	0	0	0	0	44
% App. Total	15	85	0		0	16.7	83.3		0	88.9	11.1		0	0	0		
PHF	.750	.607	.000	.625	.000	.250	.625	.750	.000	.800	.500	.750	.000	.000	.000	.000	.786

City of Los Angeles  
 N/S: Western Avenue  
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 Weather: Clear

File Name : 01\_LAC\_Western\_8th PM  
 Site Code : 16616351  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	0	0	2	2	0	3	0	3	0	0	0	0
+15 mins.	1	7	0	8	0	0	0	0	0	5	1	6	0	0	0	0
+30 mins.	1	3	0	4	0	0	2	2	0	3	0	3	0	0	0	0
+45 mins.	1	3	0	4	0	1	1	2	0	5	1	6	0	0	0	0
Total Volume	3	17	0	20	0	1	5	6	0	16	2	18	0	0	0	0
% App. Total	15	85	0		0	16.7	83.3		0	88.9	11.1		0	0	0	
PHF	.750	.607	.000	.625	.000	.250	.625	.750	.000	.800	.500	.750	.000	.000	.000	.000



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Western Avenue

**East/West** 8th Street

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 7983

	<u>N/B</u>	<u>S/B</u>	<u>E/B</u>	<u>W/B</u>
<b>DUAL-WHEELED BIKES</b>	156	137	27	36
<b>BIKES</b>	39	34	16	16
<b>BUSES</b>	117	134	2	30

	<u>N/B TIME</u>		<u>S/B TIME</u>		<u>E/B TIME</u>		<u>W/B TIME</u>	
<i>AMPK 15 MIN</i>	323	7.45	266	8.00	166	8.00	287	7.00
<i>PMPK 15 MIN</i>	285	4.00	315	5.15	220	5.45	206	5.15
<i>AMPK HOUR</i>	1124	7.15	899	7.15	599	8.00	1037	7.00
<i>PMPK HOUR</i>	1044	3.30	1175	4.45	799	5.00	782	5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	34	1061	20	1115
8-9	45	939	27	1011
9-10	44	938	30	1012
3-4	36	915	38	989
4-5	28	943	46	1017
5-6	46	933	41	1020
<b>TOTAL</b>	<b>233</b>	<b>5729</b>	<b>202</b>	<b>6164</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	45	749	27	821
8-9	71	786	38	895
9-10	58	742	46	846
3-4	83	1006	53	1142
4-5	103	976	47	1126
5-6	83	1001	45	1129
<b>TOTAL</b>	<b>443</b>	<b>5260</b>	<b>256</b>	<b>5959</b>

**TOTAL**

N-S	1936
1906	
1858	
2131	
2143	
2149	
<b>12123</b>	

**XING S/L**

Ped	Sch
46	1
37	0
26	0
72	7
46	3
58	1
<b>285</b>	<b>12</b>

**XING N/L**

Ped	Sch
36	7
40	4
19	0
48	3
30	0
57	6
<b>230</b>	<b>20</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	82	349	31	462
8-9	70	499	30	599
9-10	71	401	42	514
3-4	59	490	35	584
4-5	54	526	32	612
5-6	62	710	27	799
<b>TOTAL</b>	<b>398</b>	<b>2975</b>	<b>197</b>	<b>3570</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	82	872	83	1037
8-9	78	689	58	825
9-10	110	578	86	774
3-4	136	423	99	658
4-5	124	474	81	679
5-6	111	609	62	782
<b>TOTAL</b>	<b>641</b>	<b>3645</b>	<b>469</b>	<b>4755</b>

**TOTAL**

E-W	1499
1424	
1288	
1242	
1291	
1581	
<b>8325</b>	

**XING W/L**

Ped	Sch
42	1
57	0
29	0
77	5
74	7
81	1
<b>360</b>	<b>14</b>

**XING E/L**

Ped	Sch
42	0
40	2
59	0
104	8
76	3
104	4
<b>425</b>	<b>17</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Western Avenue		
<b>East/West:</b>	8th Street		
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI
		<b>Weather:</b>	CLEAR
		<b>I/S Code:</b>	7983

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	7	0	7
8-9	0	0	0	0
9-10	0	4	0	4
3-4	0	12	1	13
4-5	0	6	0	6
5-6	0	7	2	9
<b>TOTAL</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>39</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	7	0	7	14
8-9	1	2	0	3	3
9-10	0	5	0	5	9
3-4	1	4	0	5	18
4-5	1	5	0	6	12
5-6	0	7	1	8	17
<b>TOTAL</b>	<b>3</b>	<b>30</b>	<b>1</b>	<b>34</b>	<b>73</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	1	2	0	3
9-10	1	3	0	4
3-4	0	2	0	2
4-5	1	5	0	6
5-6	0	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>16</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	3	0	3	4
8-9	0	3	0	3	6
9-10	1	1	0	2	6
3-4	0	1	0	1	3
4-5	1	0	0	1	7
5-6	3	1	2	6	6
<b>TOTAL</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>16</b>	<b>32</b>

**REMARKS (6 hour total):**

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

**NB SB EB WB TOTAL**

NB	SB	EB	WB	TOTAL
1	2	2	0	5
30	26	9	14	79
21	22	9	10	62
10	13	5	5	33

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Western Avenue				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7983
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	11	8	6	35
7:15-7:30	12	7	11	19	49
7:30-7:45	7	20	17	9	53
7:45-8:00	14	9	6	9	38
8:00-8:15	7	8	11	10	36
8:15-8:30	15	8	15	19	57
8:30-8:45	13	12	10	9	44
8:45-9:00	9	9	6	19	43
9:00-9:15	3	5	5	6	19
9:15-9:30	3	9	29	8	49
9:30-9:45	5	6	8	8	27
9:45-10:00	8	6	17	7	38

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	43	47	42	43	175
8 - 9	44	37	42	57	180
9 - 10	19	26	59	29	133
<b>TOTAL</b>	<b>106</b>	<b>110</b>	<b>143</b>	<b>129</b>	<b>488</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	9	50	32	40	131
3:15-3:30	10	18	62	22	112
3:30-3:45	14	34	60	42	150
3:45-4:00	18	42	54	50	164
4:00-4:15	2	16	30	46	94
4:15-4:30	11	20	36	46	113
4:30-4:45	3	34	40	26	103
4:45-5:00	14	22	46	30	112
5:00-5:15	19	32	40	58	149
5:15-5:30	21	26	54	32	133
5:30-5:45	12	40	64	56	172
5:45-6:00	11	18	50	16	95

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	51	144	208	154	557
4 - 5	30	92	152	148	422
5 - 6	63	116	208	162	549
<b>TOTAL</b>	<b>144</b>	<b>352</b>	<b>568</b>	<b>464</b>	<b>1528</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	2	1	3
0	0	8	2	10

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

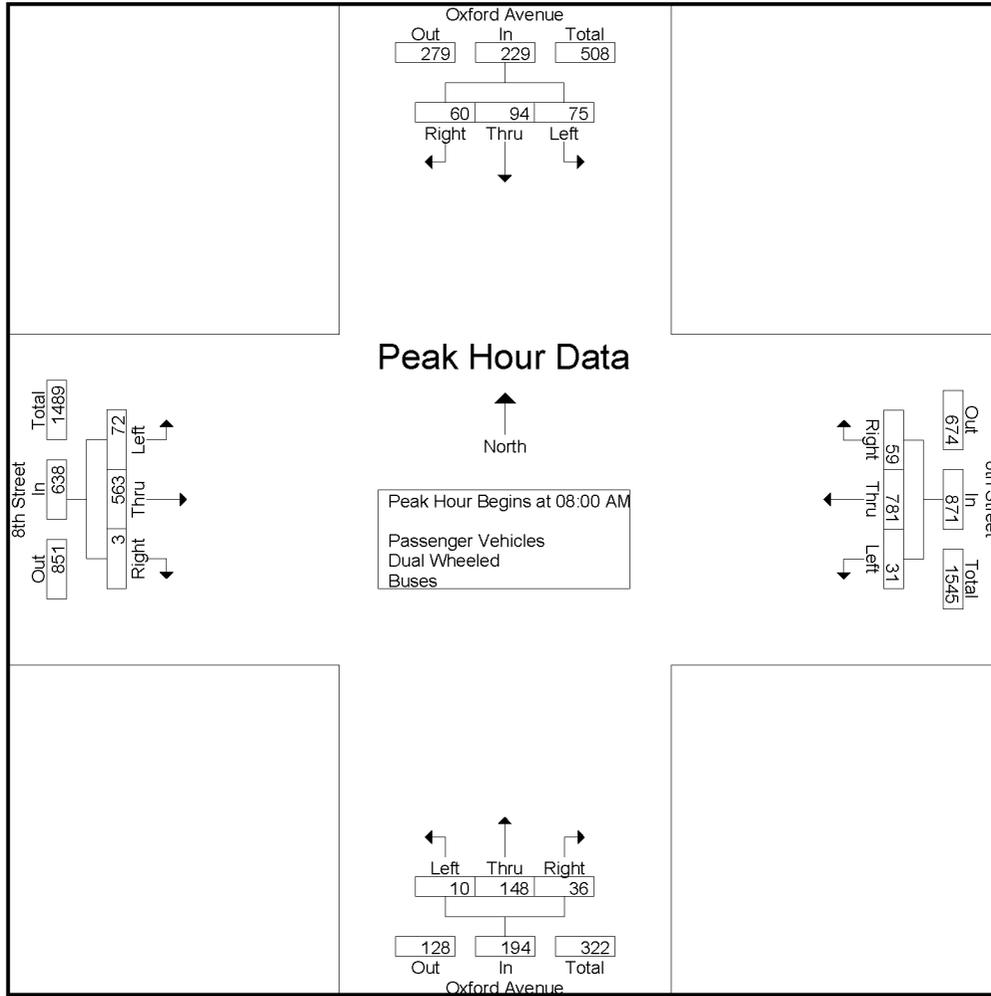
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	11	9	24	5	279	1	285	2	15	7	24	7	80	0	87	420
07:15 AM	10	12	11	33	3	248	10	261	5	22	5	32	7	85	1	93	419
07:30 AM	12	20	8	40	7	254	13	274	2	27	10	39	13	103	2	118	471
07:45 AM	15	30	17	62	5	201	5	211	6	40	8	54	9	114	1	124	451
<b>Total</b>	<b>41</b>	<b>73</b>	<b>45</b>	<b>159</b>	<b>20</b>	<b>982</b>	<b>29</b>	<b>1031</b>	<b>15</b>	<b>104</b>	<b>30</b>	<b>149</b>	<b>36</b>	<b>382</b>	<b>4</b>	<b>422</b>	<b>1761</b>
08:00 AM	22	32	15	69	9	198	12	219	3	38	12	53	14	150	0	164	505
08:15 AM	21	22	12	55	8	180	15	203	4	36	8	48	16	152	2	170	476
08:30 AM	15	13	18	46	7	191	11	209	2	38	6	46	16	125	0	141	442
08:45 AM	17	27	15	59	7	212	21	240	1	36	10	47	26	136	1	163	509
<b>Total</b>	<b>75</b>	<b>94</b>	<b>60</b>	<b>229</b>	<b>31</b>	<b>781</b>	<b>59</b>	<b>871</b>	<b>10</b>	<b>148</b>	<b>36</b>	<b>194</b>	<b>72</b>	<b>563</b>	<b>3</b>	<b>638</b>	<b>1932</b>
09:00 AM	11	23	16	50	8	178	19	205	3	38	10	51	18	134	2	154	460
09:15 AM	14	24	18	56	10	173	11	194	2	28	3	33	17	95	2	114	397
09:30 AM	11	26	15	52	12	185	10	207	5	27	8	40	10	83	2	95	394
09:45 AM	25	35	12	72	14	177	18	209	3	29	4	36	15	127	3	145	462
<b>Total</b>	<b>61</b>	<b>108</b>	<b>61</b>	<b>230</b>	<b>44</b>	<b>713</b>	<b>58</b>	<b>815</b>	<b>13</b>	<b>122</b>	<b>25</b>	<b>160</b>	<b>60</b>	<b>439</b>	<b>9</b>	<b>508</b>	<b>1713</b>
<b>Grand Total</b>	<b>177</b>	<b>275</b>	<b>166</b>	<b>618</b>	<b>95</b>	<b>2476</b>	<b>146</b>	<b>2717</b>	<b>38</b>	<b>374</b>	<b>91</b>	<b>503</b>	<b>168</b>	<b>1384</b>	<b>16</b>	<b>1568</b>	<b>5406</b>
<b>Apprch %</b>	<b>28.6</b>	<b>44.5</b>	<b>26.9</b>		<b>3.5</b>	<b>91.1</b>	<b>5.4</b>		<b>7.6</b>	<b>74.4</b>	<b>18.1</b>		<b>10.7</b>	<b>88.3</b>	<b>1</b>		
<b>Total %</b>	<b>3.3</b>	<b>5.1</b>	<b>3.1</b>	<b>11.4</b>	<b>1.8</b>	<b>45.8</b>	<b>2.7</b>	<b>50.3</b>	<b>0.7</b>	<b>6.9</b>	<b>1.7</b>	<b>9.3</b>	<b>3.1</b>	<b>25.6</b>	<b>0.3</b>	<b>29</b>	
<b>Passenger Vehicles</b>	<b>173</b>	<b>271</b>	<b>163</b>	<b>607</b>	<b>92</b>	<b>2421</b>	<b>144</b>	<b>2657</b>	<b>37</b>	<b>372</b>	<b>91</b>	<b>500</b>	<b>168</b>	<b>1350</b>	<b>15</b>	<b>1533</b>	<b>5297</b>
<b>% Passenger Vehicles</b>	<b>97.7</b>	<b>98.5</b>	<b>98.2</b>	<b>98.2</b>	<b>96.8</b>	<b>97.8</b>	<b>98.6</b>	<b>97.8</b>	<b>97.4</b>	<b>99.5</b>	<b>100</b>	<b>99.4</b>	<b>100</b>	<b>97.5</b>	<b>93.8</b>	<b>97.8</b>	<b>98</b>
<b>Dual Wheeled</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>38</b>	<b>2</b>	<b>43</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>68</b>
<b>% Dual Wheeled</b>	<b>1.7</b>	<b>1.5</b>	<b>0.6</b>	<b>1.3</b>	<b>3.2</b>	<b>1.5</b>	<b>1.4</b>	<b>1.6</b>	<b>2.6</b>	<b>0.3</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>1.1</b>	<b>0</b>	<b>1</b>	<b>1.3</b>
<b>Buses</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>20</b>	<b>41</b>
<b>% Buses</b>	<b>0.6</b>	<b>0</b>	<b>1.2</b>	<b>0.5</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>1.4</b>	<b>6.2</b>	<b>1.3</b>	<b>0.8</b>

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>22</b>	<b>32</b>	<b>15</b>	<b>69</b>	<b>9</b>	<b>198</b>	<b>12</b>	<b>219</b>	<b>3</b>	<b>38</b>	<b>12</b>	<b>53</b>	<b>14</b>	<b>150</b>	<b>0</b>	<b>164</b>	<b>505</b>
08:15 AM	21	22	12	55	8	180	15	203	4	36	8	48	16	152	2	170	476
08:30 AM	15	13	18	46	7	191	11	209	2	38	6	46	16	125	0	141	442
08:45 AM	17	27	15	59	7	212	21	240	1	36	10	47	26	136	1	163	509
<b>Total Volume</b>	<b>75</b>	<b>94</b>	<b>60</b>	<b>229</b>	<b>31</b>	<b>781</b>	<b>59</b>	<b>871</b>	<b>10</b>	<b>148</b>	<b>36</b>	<b>194</b>	<b>72</b>	<b>563</b>	<b>3</b>	<b>638</b>	<b>1932</b>
<b>% App. Total</b>	<b>32.8</b>	<b>41</b>	<b>26.2</b>		<b>3.6</b>	<b>89.7</b>	<b>6.8</b>		<b>5.2</b>	<b>76.3</b>	<b>18.6</b>		<b>11.3</b>	<b>88.2</b>	<b>0.5</b>		
<b>PHF</b>	<b>.852</b>	<b>.734</b>	<b>.833</b>	<b>.830</b>	<b>.861</b>	<b>.921</b>	<b>.702</b>	<b>.907</b>	<b>.625</b>	<b>.974</b>	<b>.750</b>	<b>.915</b>	<b>.692</b>	<b>.926</b>	<b>.375</b>	<b>.938</b>	<b>.949</b>

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	15	30	17	62	5	<b>279</b>	1	<b>285</b>	<b>6</b>	<b>40</b>	8	<b>54</b>	14	150	0	164
+15 mins.	<b>22</b>	<b>32</b>	15	<b>69</b>	3	248	10	261	3	38	<b>12</b>	53	16	<b>152</b>	<b>2</b>	<b>170</b>
+30 mins.	21	22	12	55	<b>7</b>	254	<b>13</b>	274	4	36	8	48	16	125	0	141
+45 mins.	15	13	<b>18</b>	46	5	201	5	211	2	38	6	46	<b>26</b>	136	1	163
Total Volume	73	97	62	232	20	982	29	1031	15	152	34	201	72	563	3	638
% App. Total	31.5	41.8	26.7		1.9	95.2	2.8		7.5	75.6	16.9		11.3	88.2	0.5	
PHF	.830	.758	.861	.841	.714	.880	.558	.904	.625	.950	.708	.931	.692	.926	.375	.938

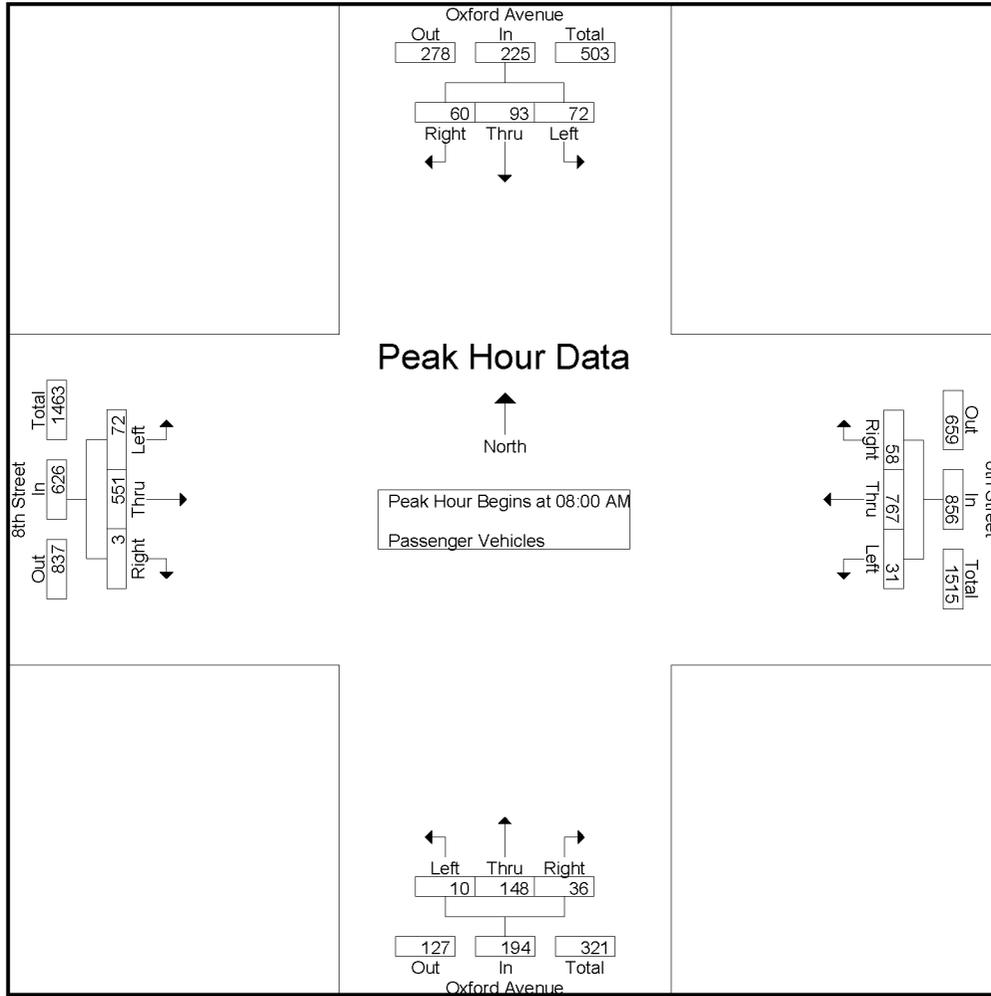
City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	11	7	22	4	272	1	277	2	14	7	23	7	77	0	84	406
07:15 AM	10	12	10	32	3	243	10	256	5	22	5	32	7	80	1	88	408
07:30 AM	12	20	8	40	7	248	13	268	2	27	10	39	13	99	1	113	460
07:45 AM	15	28	17	60	5	193	5	203	5	40	8	53	9	113	1	123	439
<b>Total</b>	<b>41</b>	<b>71</b>	<b>42</b>	<b>154</b>	<b>19</b>	<b>956</b>	<b>29</b>	<b>1004</b>	<b>14</b>	<b>103</b>	<b>30</b>	<b>147</b>	<b>36</b>	<b>369</b>	<b>3</b>	<b>408</b>	<b>1713</b>
08:00 AM	20	31	15	66	9	191	12	212	3	38	12	53	14	149	0	163	494
08:15 AM	20	22	12	54	8	178	15	201	4	36	8	48	16	147	2	165	468
08:30 AM	15	13	18	46	7	189	11	207	2	38	6	46	16	121	0	137	436
08:45 AM	17	27	15	59	7	209	20	236	1	36	10	47	26	134	1	161	503
<b>Total</b>	<b>72</b>	<b>93</b>	<b>60</b>	<b>225</b>	<b>31</b>	<b>767</b>	<b>58</b>	<b>856</b>	<b>10</b>	<b>148</b>	<b>36</b>	<b>194</b>	<b>72</b>	<b>551</b>	<b>3</b>	<b>626</b>	<b>1901</b>
09:00 AM	11	23	16	50	8	177	19	204	3	38	10	51	18	129	2	149	454
09:15 AM	13	23	18	54	10	169	11	190	2	27	3	32	17	95	2	114	390
09:30 AM	11	26	15	52	12	176	10	198	5	27	8	40	10	81	2	93	383
09:45 AM	25	35	12	72	12	176	17	205	3	29	4	36	15	125	3	143	456
<b>Total</b>	<b>60</b>	<b>107</b>	<b>61</b>	<b>228</b>	<b>42</b>	<b>698</b>	<b>57</b>	<b>797</b>	<b>13</b>	<b>121</b>	<b>25</b>	<b>159</b>	<b>60</b>	<b>430</b>	<b>9</b>	<b>499</b>	<b>1683</b>
<b>Grand Total</b>	<b>173</b>	<b>271</b>	<b>163</b>	<b>607</b>	<b>92</b>	<b>2421</b>	<b>144</b>	<b>2657</b>	<b>37</b>	<b>372</b>	<b>91</b>	<b>500</b>	<b>168</b>	<b>1350</b>	<b>15</b>	<b>1533</b>	<b>5297</b>
Apprch %	28.5	44.6	26.9		3.5	91.1	5.4		7.4	74.4	18.2		11	88.1	1		
Total %	3.3	5.1	3.1	11.5	1.7	45.7	2.7	50.2	0.7	7	1.7	9.4	3.2	25.5	0.3	28.9	

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>20</b>	<b>31</b>	15	<b>66</b>	<b>9</b>	191	12	212	<b>3</b>	<b>38</b>	<b>12</b>	<b>53</b>	14	<b>149</b>	0	163	494
08:15 AM	20	22	12	54	8	178	15	201	<b>4</b>	36	8	48	16	147	<b>2</b>	<b>165</b>	468
08:30 AM	15	13	<b>18</b>	46	7	189	11	207	2	38	6	46	16	121	0	137	436
08:45 AM	17	27	15	59	7	<b>209</b>	<b>20</b>	<b>236</b>	1	36	10	47	<b>26</b>	134	1	161	<b>503</b>
<b>Total Volume</b>	<b>72</b>	<b>93</b>	<b>60</b>	<b>225</b>	<b>31</b>	<b>767</b>	<b>58</b>	<b>856</b>	<b>10</b>	<b>148</b>	<b>36</b>	<b>194</b>	<b>72</b>	<b>551</b>	<b>3</b>	<b>626</b>	<b>1901</b>
% App. Total	32	41.3	26.7		3.6	89.6	6.8		5.2	76.3	18.6		11.5	88	0.5		
PHF	.900	.750	.833	.852	.861	.917	.725	.907	.625	.974	.750	.915	.692	.924	.375	.948	.945



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	<b>20</b>	<b>31</b>	15	<b>66</b>	<b>9</b>	191	12	212	<b>3</b>	<b>38</b>	<b>12</b>	<b>53</b>	14	<b>149</b>	0	163
+15 mins.	20	22	12	54	8	178	15	201	<b>4</b>	36	8	48	16	147	<b>2</b>	<b>165</b>
+30 mins.	15	13	<b>18</b>	46	7	189	11	207	2	38	6	46	16	121	0	137
+45 mins.	17	27	15	59	7	<b>209</b>	<b>20</b>	<b>236</b>	1	36	10	47	<b>26</b>	134	1	161
Total Volume	72	93	60	225	31	767	58	856	10	148	36	194	72	551	3	626
% App. Total	32	41.3	26.7		3.6	89.6	6.8		5.2	76.3	18.6		11.5	88	0.5	
PHF	.900	.750	.833	.852	.861	.917	.725	.907	.625	.974	.750	.915	.692	.924	.375	.948

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

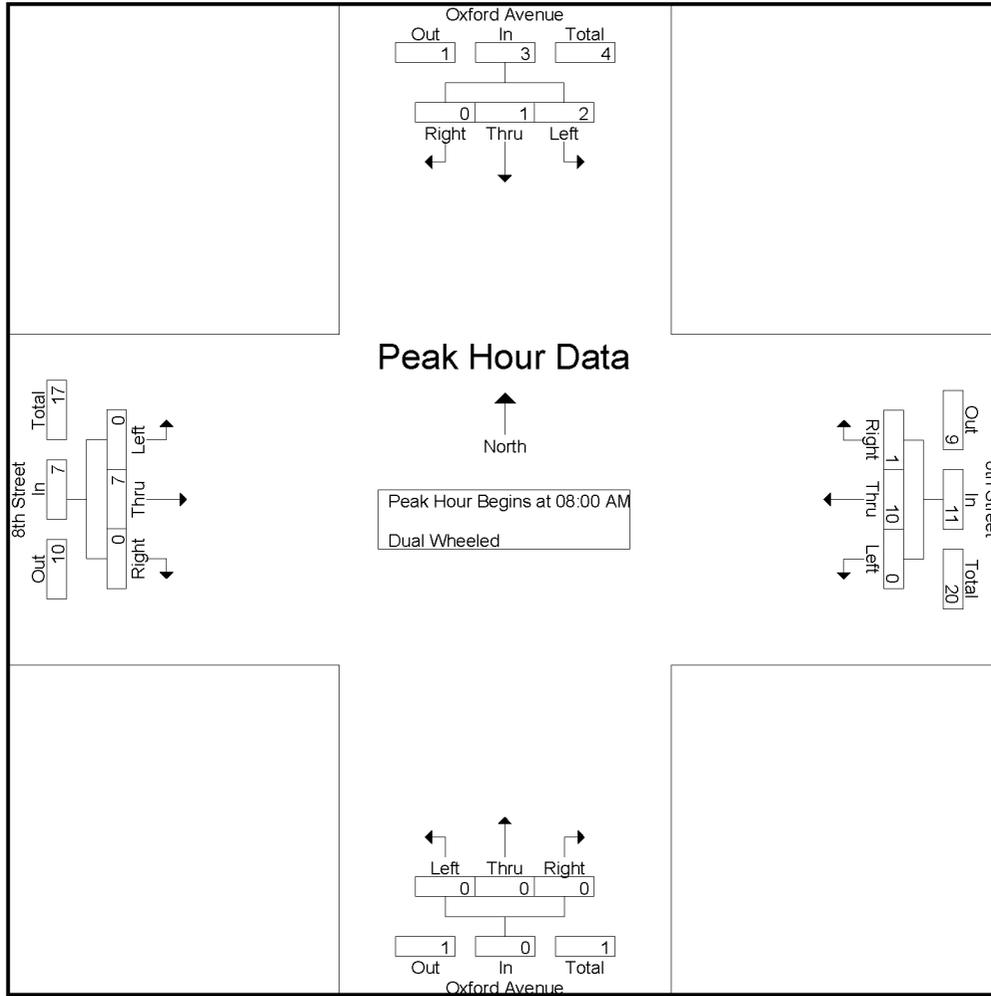
Groups Printed- Dual Wheeled

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	1	4	0	5	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:45 AM	0	2	0	2	0	5	0	5	1	0	0	1	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>
08:00 AM	2	1	0	3	0	6	0	6	0	0	0	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>21</b>
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
09:15 AM	1	1	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
09:30 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	1	0	1	9
09:45 AM	0	0	0	0	2	1	1	4	0	0	0	0	0	1	0	1	5
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>24</b>
<b>Grand Total</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>38</b>	<b>2</b>	<b>43</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>68</b>
Apprch %	37.5	50	12.5		7	88.4	4.7		50	50	0		0	100	0		
Total %	4.4	5.9	1.5	11.8	4.4	55.9	2.9	63.2	1.5	1.5	0	2.9	0	22.1	0	22.1	

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
<b>Total Volume</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>21</b>
% App. Total	66.7	33.3	0		0	90.9	9.1		0	0	0		0	100	0		
PHF	.250	.250	.000	.250	.000	.417	.250	.458	.000	.000	.000	.000	.000	.438	.000	.438	.583

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	2	1	0	3	0	6	0	6	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1
Total Volume	2	1	0	3	0	10	1	11	0	0	0	0	0	7	0	7
% App. Total	66.7	33.3	0		0	90.9	9.1		0	0	0		0	100	0	
PHF	.250	.250	.000	.250	.000	.417	.250	.458	.000	.000	.000	.000	.000	.438	.000	.438

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
 Site Code : 16616351  
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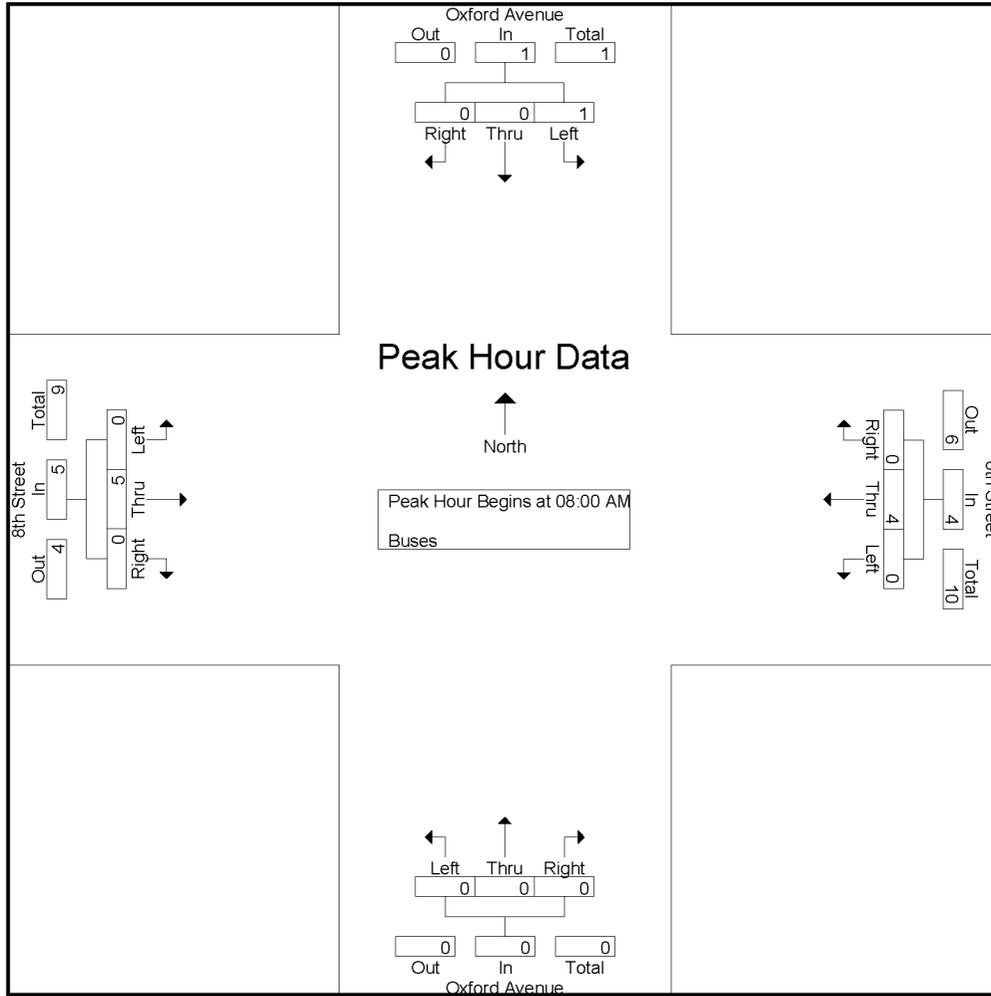
Groups Printed- Buses

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	3	0	3	0	1	0	1	0	3	0	3	8
07:15 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	5	7
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	2	2	0	10	0	10	0	1	0	1	0	11	1	12	25
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	1	0	2	3	0	17	0	17	0	1	0	1	0	19	1	20	41
Apprch %	33.3	0	66.7		0	100	0		0	100	0		0	95	5		
Total %	2.4	0	4.9	7.3	0	41.5	0	41.5	0	2.4	0	2.4	0	46.3	2.4	48.8	

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.625	.000	.625	.833

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	0	5	0	5
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.250	.000	.000	.250	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.625	.000	.625

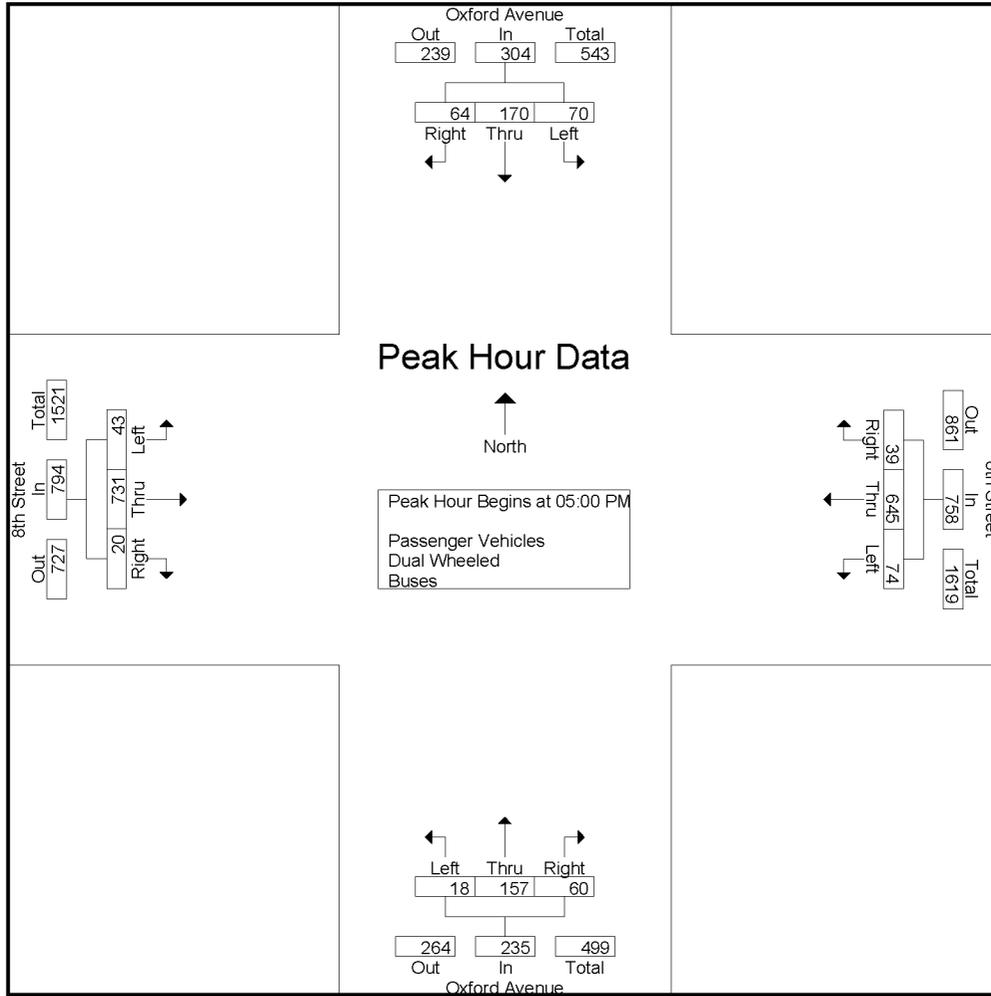
City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	15	39	17	71	7	143	14	164	5	30	9	44	17	123	2	142	421
03:15 PM	22	43	14	79	16	150	10	176	5	37	12	54	7	122	10	139	448
03:30 PM	22	40	14	76	18	136	9	163	4	31	10	45	15	161	1	177	461
03:45 PM	16	36	20	72	20	140	11	171	2	28	12	42	2	139	2	143	428
Total	75	158	65	298	61	569	44	674	16	126	43	185	41	545	15	601	1758
04:00 PM	11	43	19	73	22	137	7	166	4	33	10	47	8	126	4	138	424
04:15 PM	20	50	12	82	18	161	7	186	3	40	7	50	21	141	5	167	485
04:30 PM	19	44	29	92	9	133	9	151	5	33	8	46	16	143	7	166	455
04:45 PM	19	50	19	88	17	141	8	166	6	42	17	65	19	160	3	182	501
Total	69	187	79	335	66	572	31	669	18	148	42	208	64	570	19	653	1865
05:00 PM	20	54	13	87	16	153	6	175	4	29	15	48	10	147	6	163	473
05:15 PM	16	40	22	78	24	180	10	214	7	39	15	61	10	167	6	183	536
05:30 PM	12	39	13	64	16	165	11	192	7	52	12	71	12	206	3	221	548
05:45 PM	22	37	16	75	18	147	12	177	0	37	18	55	11	211	5	227	534
Total	70	170	64	304	74	645	39	758	18	157	60	235	43	731	20	794	2091
Grand Total	214	515	208	937	201	1786	114	2101	52	431	145	628	148	1846	54	2048	5714
Apprch %	22.8	55	22.2		9.6	85	5.4		8.3	68.6	23.1		7.2	90.1	2.6		
Total %	3.7	9	3.6	16.4	3.5	31.3	2	36.8	0.9	7.5	2.5	11	2.6	32.3	0.9	35.8	
Passenger Vehicles	213	509	206	928	198	1761	113	2072	52	428	140	620	147	1813	54	2014	5634
% Passenger Vehicles	99.5	98.8	99	99	98.5	98.6	99.1	98.6	100	99.3	96.6	98.7	99.3	98.2	100	98.3	98.6
Dual Wheeled	1	6	1	8	2	8	1	11	0	3	5	8	1	21	0	22	49
% Dual Wheeled	0.5	1.2	0.5	0.9	1	0.4	0.9	0.5	0	0.7	3.4	1.3	0.7	1.1	0	1.1	0.9
Buses	0	0	1	1	1	17	0	18	0	0	0	0	0	12	0	12	31
% Buses	0	0	0.5	0.1	0.5	1	0	0.9	0	0	0	0	0	0.7	0	0.6	0.5

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	<b>54</b>	13	<b>87</b>	16	153	6	175	4	29	15	48	10	147	<b>6</b>	163	473
05:15 PM	16	40	<b>22</b>	78	<b>24</b>	<b>180</b>	10	<b>214</b>	<b>7</b>	39	15	61	10	167	6	183	536
05:30 PM	12	39	13	64	16	165	11	192	7	<b>52</b>	12	<b>71</b>	<b>12</b>	206	3	221	<b>548</b>
05:45 PM	<b>22</b>	37	16	75	18	147	<b>12</b>	177	0	37	<b>18</b>	55	11	<b>211</b>	5	<b>227</b>	534
Total Volume	70	170	64	304	74	645	39	758	18	157	60	235	43	731	20	794	2091
% App. Total	23	55.9	21.1		9.8	85.1	5.1		7.7	66.8	25.5		5.4	92.1	2.5		
PHF	.795	.787	.727	.874	.771	.896	.813	.886	.643	.755	.833	.827	.896	.866	.833	.874	.954



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

	04:15 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	<b>20</b>	50	12	82	16	153	6	175	6	42	<b>17</b>	65	10	147	<b>6</b>	163
+15 mins.	19	44	<b>29</b>	<b>92</b>	<b>24</b>	<b>180</b>	10	<b>214</b>	4	29	15	48	10	167	6	183
+30 mins.	19	50	19	88	16	165	11	192	<b>7</b>	39	15	61	<b>12</b>	206	3	221
+45 mins.	20	<b>54</b>	13	87	18	147	<b>12</b>	177	7	<b>52</b>	12	<b>71</b>	11	<b>211</b>	5	<b>227</b>
Total Volume	78	198	73	349	74	645	39	758	24	162	59	245	43	731	20	794
% App. Total	22.3	56.7	20.9		9.8	85.1	5.1		9.8	66.1	24.1		5.4	92.1	2.5	
PHF	.975	.917	.629	.948	.771	.896	.813	.886	.857	.779	.868	.863	.896	.866	.833	.874

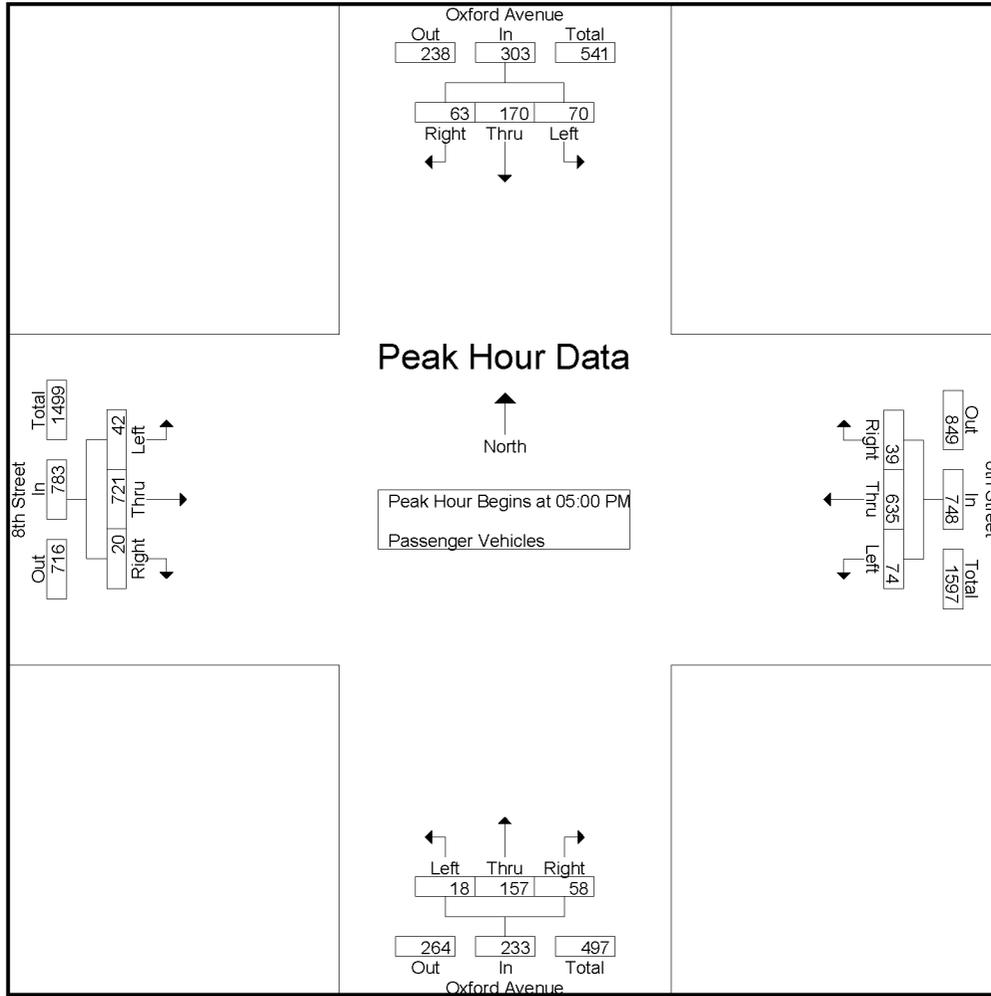
City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	15	36	16	67	7	141	14	162	5	30	8	43	17	118	2	137	409
03:15 PM	22	42	14	78	16	148	9	173	5	37	12	54	7	122	10	139	444
03:30 PM	22	39	14	75	18	133	9	160	4	31	10	45	15	158	1	174	454
03:45 PM	16	36	20	72	19	139	11	169	2	27	12	41	2	135	2	139	421
Total	75	153	64	292	60	561	43	664	16	125	42	183	41	533	15	589	1728
04:00 PM	11	42	19	72	22	136	7	165	4	33	9	46	8	125	4	137	420
04:15 PM	20	50	12	82	18	158	7	183	3	38	7	48	21	138	5	164	477
04:30 PM	19	44	29	92	8	132	9	149	5	33	8	46	16	139	7	162	449
04:45 PM	18	50	19	87	16	139	8	163	6	42	16	64	19	157	3	179	493
Total	68	186	79	333	64	565	31	660	18	146	40	204	64	559	19	642	1839
05:00 PM	20	54	13	87	16	151	6	173	4	29	14	47	10	146	6	162	469
05:15 PM	16	40	22	78	24	178	10	212	7	39	14	60	9	165	6	180	530
05:30 PM	12	39	12	63	16	163	11	190	7	52	12	71	12	204	3	219	543
05:45 PM	22	37	16	75	18	143	12	173	0	37	18	55	11	206	5	222	525
Total	70	170	63	303	74	635	39	748	18	157	58	233	42	721	20	783	2067
Grand Total	213	509	206	928	198	1761	113	2072	52	428	140	620	147	1813	54	2014	5634
Apprch %	23	54.8	22.2		9.6	85	5.5		8.4	69	22.6		7.3	90	2.7		
Total %	3.8	9	3.7	16.5	3.5	31.3	2	36.8	0.9	7.6	2.5	11	2.6	32.2	1	35.7	

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	<b>54</b>	13	<b>87</b>	16	151	6	173	4	29	14	47	10	146	<b>6</b>	162	469
05:15 PM	16	40	<b>22</b>	78	<b>24</b>	<b>178</b>	10	<b>212</b>	<b>7</b>	39	14	60	9	165	6	180	530
05:30 PM	12	39	12	63	16	163	11	190	7	<b>52</b>	12	<b>71</b>	<b>12</b>	204	3	219	<b>543</b>
05:45 PM	<b>22</b>	37	16	75	18	143	<b>12</b>	173	0	37	<b>18</b>	55	11	<b>206</b>	5	<b>222</b>	<b>525</b>
Total Volume	70	170	63	303	74	635	39	748	18	157	58	233	42	721	20	783	2067
% App. Total	23.1	56.1	20.8		9.9	84.9	5.2		7.7	67.4	24.9		5.4	92.1	2.6		
PHF	.795	.787	.716	.871	.771	.892	.813	.882	.643	.755	.806	.820	.875	.875	.833	.882	.952



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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	<b>54</b>	13	<b>87</b>	16	151	6	173	4	29	14	47	10	146	<b>6</b>	162
+15 mins.	16	40	<b>22</b>	78	<b>24</b>	<b>178</b>	10	<b>212</b>	<b>7</b>	39	14	60	9	165	6	180
+30 mins.	12	39	12	63	16	163	11	190	7	<b>52</b>	12	<b>71</b>	<b>12</b>	204	3	219
+45 mins.	<b>22</b>	37	16	75	18	143	<b>12</b>	173	0	37	<b>18</b>	55	11	<b>206</b>	5	<b>222</b>
Total Volume	70	170	63	303	74	635	39	748	18	157	58	233	42	721	20	783
% App. Total	23.1	56.1	20.8		9.9	84.9	5.2		7.7	67.4	24.9		5.4	92.1	2.6	
PHF	.795	.787	.716	.871	.771	.892	.813	.882	.643	.755	.806	.820	.875	.875	.833	.882

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

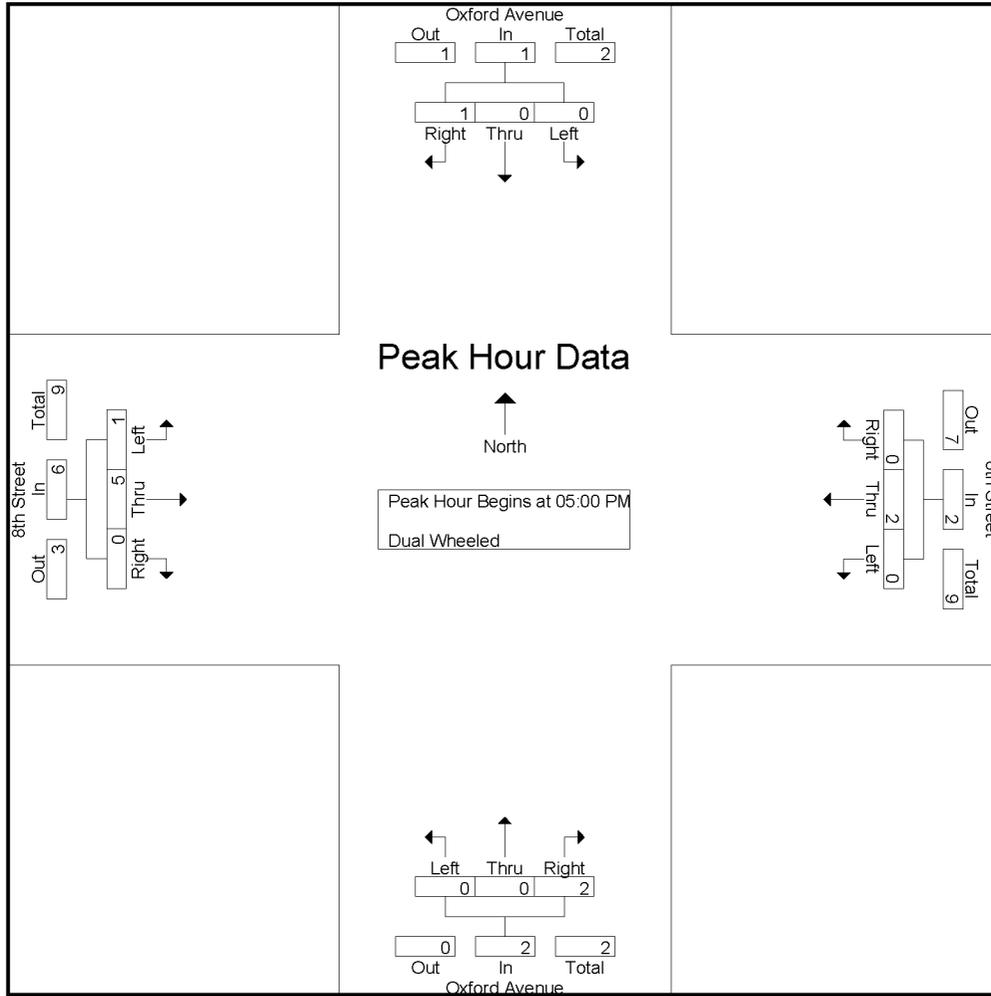
Groups Printed- Dual Wheeled

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	3	0	3	0	1	0	1	0	0	1	1	0	4	0	4	9
03:15 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
03:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>20</b>
04:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	1	0	0	1	1	1	0	2	0	0	1	1	0	2	0	2	6
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>18</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	3
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>11</b>
<b>Grand Total</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>22</b>	<b>49</b>
Apprch %	12.5	75	12.5		18.2	72.7	9.1		0	37.5	62.5		4.5	95.5	0		
Total %	2	12.2	2	16.3	4.1	16.3	2	22.4	0	6.1	10.2	16.3	2	42.9	0	44.9	

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1	3
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>11</b>
% App. Total	0	0	100		0	100	0		0	0	100		16.7	83.3	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.500	.500	.250	.417	.000	.500	.688

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	1	0	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	0	1	1	0	2	0	2	0	0	2	2	1	5	0	6
% App. Total	0	0	100		0	100	0		0	0	100		16.7	83.3	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.500	.500	.250	.417	.000	.500

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

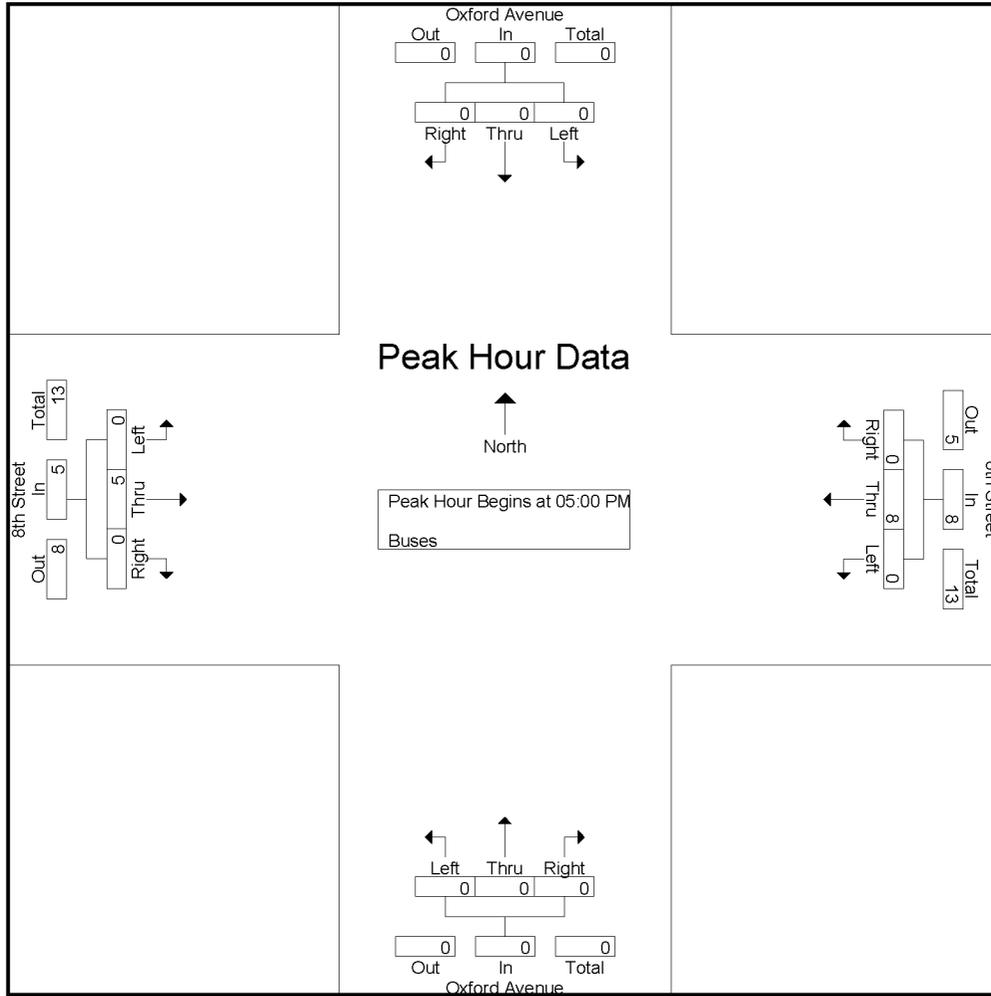
Groups Printed- Buses

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	1	5	0	6	0	0	0	0	0	3	0	3	10
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Grand Total	0	0	1	1	1	17	0	18	0	0	0	0	0	12	0	12	31
Apprch %	0	0	100		5.6	94.4	0		0	0	0	0	0	100	0		
Total %	0	0	3.2	3.2	3.2	54.8	0	58.1	0	0	0	0	0	38.7	0	38.7	

Start Time	Oxford Avenue Southbound				8th Street Westbound				Oxford Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
% App. Total	0	0	0		0	100	0		0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625	.650

City of Los Angeles  
 N/S: Oxford Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 02\_LAC\_Oxford\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Oxford Avenue

**East/West** 8th Street

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 7986

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	10	16	37	54
<b>BIKES</b>	32	21	22	14
<b>BUSES</b>	1	4	32	35

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AMPK 15 MIN</i>	54 7.45	72 9.45	170 8.15	285 7.00
<i>PMPK 15 MIN</i>	71 5.30	92 4.30	227 5.45	214 5.15
<i>AMPK HOUR</i>	201 7.45	232 7.45	638 8.00	1031 7.00
<i>PMPK HOUR</i>	245 4.45	349 4.15	794 5.00	758 5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	15	104	30	149
8-9	10	148	36	194
9-10	13	122	25	160
3-4	16	126	43	185
4-5	18	148	42	208
5-6	18	157	60	235
<b>TOTAL</b>	<b>90</b>	<b>805</b>	<b>236</b>	<b>1131</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	41	73	45	159
8-9	75	94	60	229
9-10	61	108	61	230
3-4	75	158	65	298
4-5	69	187	79	335
5-6	70	170	64	304
<b>TOTAL</b>	<b>391</b>	<b>790</b>	<b>374</b>	<b>1555</b>

**TOTAL**

N-S	308
423	
390	
483	
543	
539	
<b>2686</b>	

**XING S/L**

Ped	Sch
18	1
22	0
23	0
72	3
61	2
94	4
<b>290</b>	<b>10</b>

**XING N/L**

Ped	Sch
29	0
31	1
17	0
42	0
46	3
65	0
<b>230</b>	<b>4</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	36	382	4	422
8-9	72	563	3	638
9-10	60	439	9	508
3-4	41	545	15	601
4-5	64	570	19	653
5-6	43	731	20	794
<b>TOTAL</b>	<b>316</b>	<b>3230</b>	<b>70</b>	<b>3616</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	20	982	29	1031
8-9	31	781	59	871
9-10	44	713	58	815
3-4	61	569	44	674
4-5	66	572	31	669
5-6	74	645	39	758
<b>TOTAL</b>	<b>296</b>	<b>4262</b>	<b>260</b>	<b>4818</b>

**TOTAL**

E-W	1453
1509	
1323	
1275	
1322	
1552	
<b>8434</b>	

**XING W/L**

Ped	Sch
8	1
7	0
2	0
3	0
3	0
12	0
<b>35</b>	<b>1</b>

**XING E/L**

Ped	Sch
46	3
56	1
51	0
66	1
73	5
115	3
<b>407</b>	<b>13</b>

City of Los Angeles  
 Department of Transportation  
**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Oxford Avenue				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7986
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	5	1	6
8-9	0	4	1	5
9-10	1	1	0	2
3-4	0	3	1	4
4-5	0	6	2	8
5-6	2	5	0	7
<b>TOTAL</b>	<b>3</b>	<b>24</b>	<b>5</b>	<b>32</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	1	0	1	7
8-9	0	4	0	4	9
9-10	0	2	0	2	4
3-4	0	7	0	7	11
4-5	0	3	0	3	11
5-6	0	4	0	4	11
<b>TOTAL</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>53</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	3	1	4
8-9	0	1	1	2
9-10	1	2	0	3
3-4	1	3	0	4
4-5	1	2	1	4
5-6	0	5	0	5
<b>TOTAL</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>22</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	3	1	0	4	8
8-9	1	1	0	2	4
9-10	0	0	0	0	3
3-4	0	0	0	0	4
4-5	1	2	0	3	7
5-6	3	2	0	5	10
<b>TOTAL</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>36</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
- Female Riders	2	1	4	2	9
- No helmet riders	26	19	16	9	70
- Sidewalk Riding	17	16	11	8	52
- Wrong way riding	13	6	5	10	34

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Oxford Avenue				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7986
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	6	4	7	2	19
7:15-7:30	7	7	15	2	31
7:30-7:45	12	5	17	2	36
7:45-8:00	4	3	10	3	20
8:00-8:15	8	8	12	1	29
8:15-8:30	6	4	17	1	28
8:30-8:45	11	5	13	4	33
8:45-9:00	7	5	15	1	28
9:00-9:15	6	6	10	1	23
9:15-9:30	4	4	11	0	19
9:30-9:45	4	9	14	0	27
9:45-10:00	3	4	16	1	24

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	29	19	49	9	106
8 - 9	32	22	57	7	118
9 - 10	17	23	51	2	93
<b>TOTAL</b>	<b>78</b>	<b>64</b>	<b>157</b>	<b>18</b>	<b>317</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	14	50	48	2	114
3:15-3:30	6	34	24	2	66
3:30-3:45	9	34	22	0	65
3:45-4:00	13	26	38	2	79
4:00-4:15	12	42	40	2	96
4:15-4:30	11	14	34	0	59
4:30-4:45	8	30	38	2	78
4:45-5:00	18	36	34	2	90
5:00-5:15	12	48	62	8	130
5:15-5:30	22	54	72	8	156
5:30-5:45	17	44	52	6	119
5:45-6:00	14	42	44	2	102

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	42	144	132	6	324
4 - 5	49	122	146	6	323
5 - 6	65	188	230	24	507
<b>TOTAL</b>	<b>156</b>	<b>454</b>	<b>508</b>	<b>36</b>	<b>1154</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
1	5	2	2	10

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

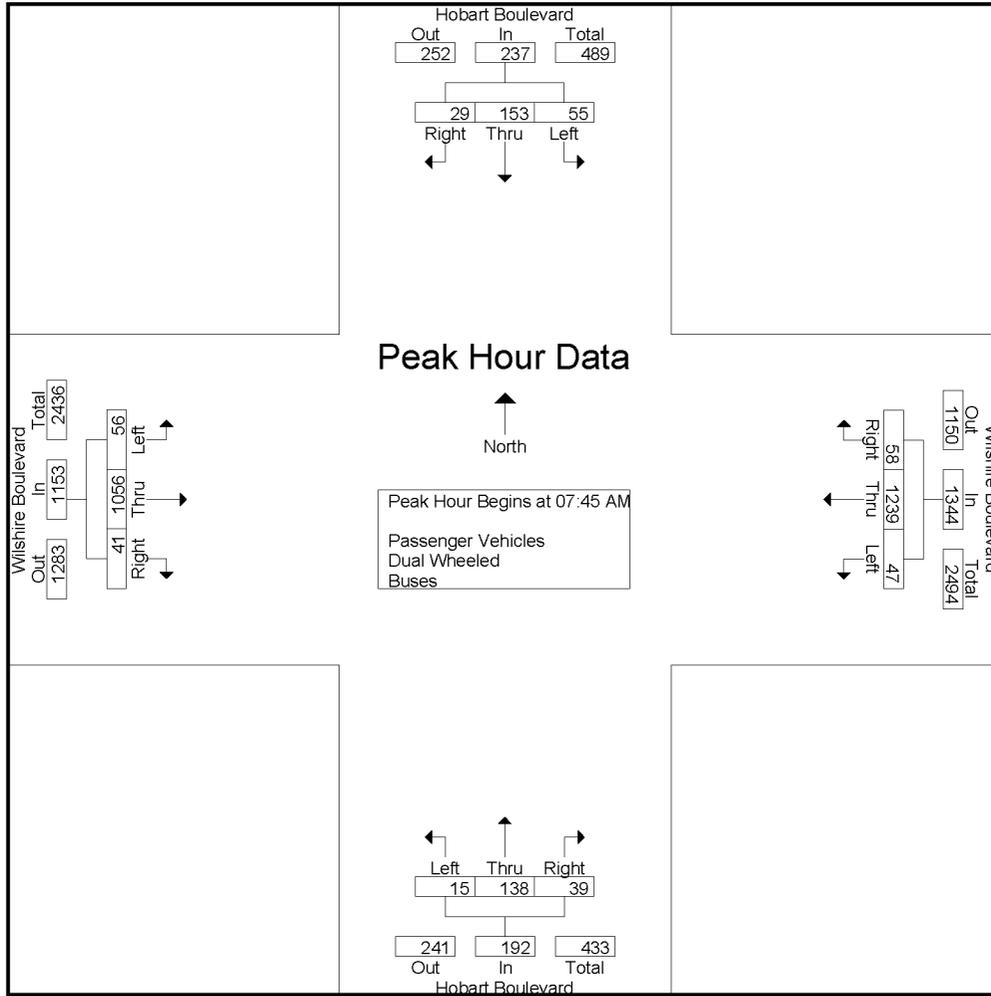
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	15	8	27	11	292	6	309	0	13	8	21	6	128	1	135	492
07:15 AM	7	11	2	20	5	298	8	311	4	20	4	28	4	172	2	178	537
07:30 AM	12	26	4	42	7	298	17	322	1	38	10	49	8	229	2	239	652
07:45 AM	14	35	7	56	7	352	14	373	2	44	9	55	8	263	8	279	763
Total	37	87	21	145	30	1240	45	1315	7	115	31	153	26	792	13	831	2444
08:00 AM	8	35	8	51	14	329	14	357	1	31	12	44	23	269	7	299	751
08:15 AM	15	39	7	61	9	261	15	285	6	36	11	53	14	279	13	306	705
08:30 AM	18	44	7	69	17	297	15	329	6	27	7	40	11	245	13	269	707
08:45 AM	9	37	9	55	21	268	12	301	5	40	6	51	14	238	8	260	667
Total	50	155	31	236	61	1155	56	1272	18	134	36	188	62	1031	41	1134	2830
09:00 AM	10	33	19	62	10	267	13	290	8	27	13	48	12	231	7	250	650
09:15 AM	4	22	7	33	10	270	9	289	2	25	11	38	9	200	8	217	577
09:30 AM	6	33	8	47	6	273	10	289	4	19	3	26	6	211	4	221	583
09:45 AM	7	29	11	47	6	246	15	267	9	35	6	50	5	171	7	183	547
Total	27	117	45	189	32	1056	47	1135	23	106	33	162	32	813	26	871	2357
Grand Total	114	359	97	570	123	3451	148	3722	48	355	100	503	120	2636	80	2836	7631
Apprch %	20	63	17		3.3	92.7	4		9.5	70.6	19.9		4.2	92.9	2.8		
Total %	1.5	4.7	1.3	7.5	1.6	45.2	1.9	48.8	0.6	4.7	1.3	6.6	1.6	34.5	1	37.2	
Passenger Vehicles	113	356	94	563	122	3349	147	3618	47	352	99	498	119	2566	79	2764	7443
% Passenger Vehicles	99.1	99.2	96.9	98.8	99.2	97	99.3	97.2	97.9	99.2	99	99	99.2	97.3	98.8	97.5	97.5
Dual Wheeled	1	2	3	6	1	38	0	39	1	3	1	5	1	33	1	35	85
% Dual Wheeled	0.9	0.6	3.1	1.1	0.8	1.1	0	1	2.1	0.8	1	1	0.8	1.3	1.2	1.2	1.1
Buses	0	1	0	1	0	64	1	65	0	0	0	0	0	37	0	37	103
% Buses	0	0.3	0	0.2	0	1.9	0.7	1.7	0	0	0	0	0	1.4	0	1.3	1.3

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	35	7	56	7	<b>352</b>	14	<b>373</b>	2	<b>44</b>	9	<b>55</b>	8	263	8	279	<b>763</b>
08:00 AM	8	35	<b>8</b>	51	14	329	14	357	1	31	<b>12</b>	44	<b>23</b>	269	7	299	751
08:15 AM	15	39	7	61	9	261	<b>15</b>	285	<b>6</b>	36	11	53	14	<b>279</b>	<b>13</b>	<b>306</b>	705
08:30 AM	<b>18</b>	<b>44</b>	7	<b>69</b>	<b>17</b>	297	15	329	6	27	7	40	11	245	13	269	707
Total Volume	55	153	29	237	47	1239	58	1344	15	138	39	192	56	1056	41	1153	2926
% App. Total	23.2	64.6	12.2		3.5	92.2	4.3		7.8	71.9	20.3		4.9	91.6	3.6		
PHF	.764	.869	.906	.859	.691	.880	.967	.901	.625	.784	.813	.873	.609	.946	.788	.942	.959

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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:

	08:15 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	15	39	7	61	5	298	8	311	1	38	10	49	8	263	8	279
+15 mins.	<b>18</b>	<b>44</b>	7	<b>69</b>	7	298	<b>17</b>	322	2	<b>44</b>	9	<b>55</b>	<b>23</b>	269	7	299
+30 mins.	9	37	9	55	7	<b>352</b>	14	<b>373</b>	1	31	<b>12</b>	44	14	<b>279</b>	<b>13</b>	<b>306</b>
+45 mins.	10	33	<b>19</b>	62	<b>14</b>	329	14	357	<b>6</b>	36	11	53	11	245	13	269
Total Volume	52	153	42	247	33	1277	53	1363	10	149	42	201	56	1056	41	1153
% App. Total	21.1	61.9	17		2.4	93.7	3.9		5	74.1	20.9		4.9	91.6	3.6	
PHF	.722	.869	.553	.895	.589	.907	.779	.914	.417	.847	.875	.914	.609	.946	.788	.942

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

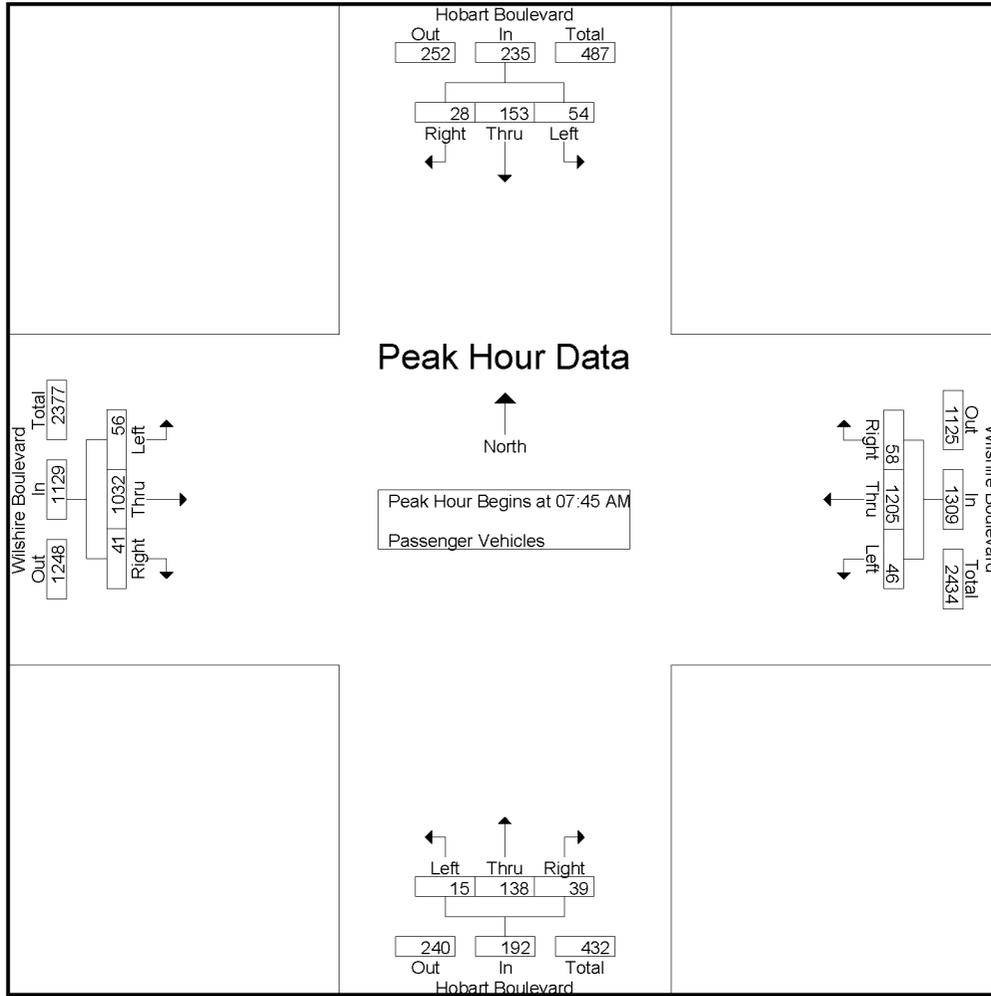
Groups Printed- Passenger Vehicles

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	14	8	26	11	280	5	296	0	13	8	21	6	123	1	130	473
07:15 AM	7	11	2	20	5	292	8	305	4	20	3	27	4	166	2	172	524
07:30 AM	12	26	4	42	7	290	17	314	1	38	10	49	7	226	2	235	640
07:45 AM	14	35	7	56	7	339	14	360	2	44	9	55	8	256	8	272	743
Total	37	86	21	144	30	1201	44	1275	7	115	30	152	25	771	13	809	2380
08:00 AM	8	35	7	50	14	324	14	352	1	31	12	44	23	266	7	296	742
08:15 AM	15	39	7	61	9	255	15	279	6	36	11	53	14	275	13	302	695
08:30 AM	17	44	7	68	16	287	15	318	6	27	7	40	11	235	13	259	685
08:45 AM	9	35	9	53	21	259	12	292	5	40	6	51	14	234	8	256	652
Total	49	153	30	232	60	1125	56	1241	18	134	36	188	62	1010	41	1113	2774
09:00 AM	10	33	19	62	10	260	13	283	8	27	13	48	12	226	7	245	638
09:15 AM	4	22	7	33	10	262	9	281	2	25	11	38	9	188	8	205	557
09:30 AM	6	33	8	47	6	265	10	281	3	18	3	24	6	203	3	212	564
09:45 AM	7	29	9	45	6	236	15	257	9	33	6	48	5	168	7	180	530
Total	27	117	43	187	32	1023	47	1102	22	103	33	158	32	785	25	842	2289
Grand Total	113	356	94	563	122	3349	147	3618	47	352	99	498	119	2566	79	2764	7443
Apprch %	20.1	63.2	16.7		3.4	92.6	4.1		9.4	70.7	19.9		4.3	92.8	2.9		
Total %	1.5	4.8	1.3	7.6	1.6	45	2	48.6	0.6	4.7	1.3	6.7	1.6	34.5	1.1	37.1	

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	35	<b>7</b>	56	7	<b>339</b>	14	<b>360</b>	2	<b>44</b>	9	<b>55</b>	8	256	8	272	<b>743</b>
08:00 AM	8	35	7	50	14	324	14	352	1	31	<b>12</b>	44	<b>23</b>	266	7	296	742
08:15 AM	15	39	7	61	9	255	<b>15</b>	279	<b>6</b>	36	11	53	14	<b>275</b>	<b>13</b>	<b>302</b>	695
08:30 AM	<b>17</b>	<b>44</b>	7	<b>68</b>	<b>16</b>	287	15	318	6	27	7	40	11	235	13	259	685
Total Volume	54	153	28	235	46	1205	58	1309	15	138	39	192	56	1032	41	1129	2865
% App. Total	23	65.1	11.9		3.5	92.1	4.4		7.8	71.9	20.3		5	91.4	3.6		
PHF	.794	.869	1.00	.864	.719	.889	.967	.909	.625	.784	.813	.873	.609	.938	.788	.935	.964

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	14	35	7	56	7	<b>339</b>	14	<b>360</b>	2	<b>44</b>	9	<b>55</b>	8	256	8	272
+15 mins.	8	35	7	50	14	324	14	352	1	31	<b>12</b>	44	<b>23</b>	266	7	296
+30 mins.	15	39	7	61	9	255	<b>15</b>	279	<b>6</b>	36	11	53	14	<b>275</b>	<b>13</b>	<b>302</b>
+45 mins.	<b>17</b>	<b>44</b>	7	<b>68</b>	<b>16</b>	287	15	318	6	27	7	40	11	235	13	259
Total Volume	54	153	28	235	46	1205	58	1309	15	138	39	192	56	1032	41	1129
% App. Total	23	65.1	11.9		3.5	92.1	4.4		7.8	71.9	20.3		5	91.4	3.6	
PHF	.794	.869	1.000	.864	.719	.889	.967	.909	.625	.784	.813	.873	.609	.938	.788	.935

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

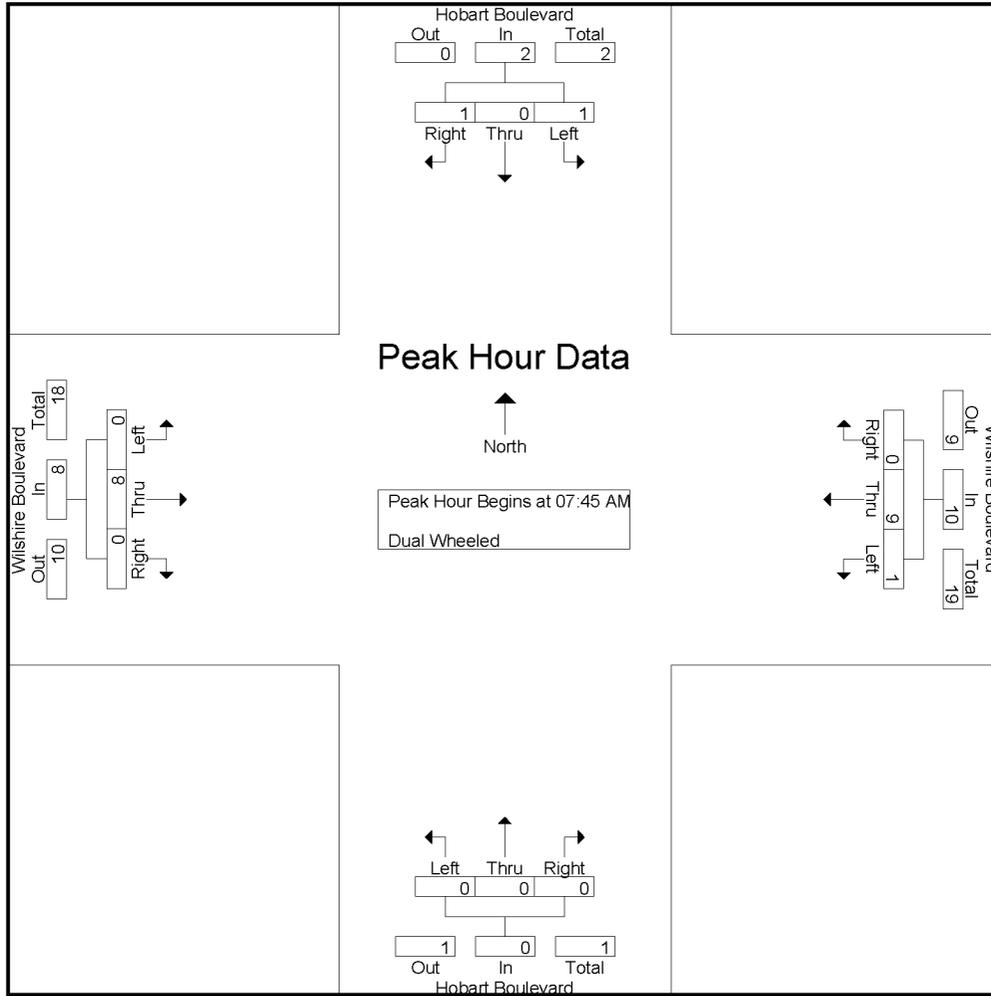
Groups Printed- Dual Wheeled

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	1	0	1	0	13	0	13	0	0	1	1	1	10	0	11	26
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	4	0	4	9
08:45 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
Total	1	1	1	3	1	8	0	9	0	0	0	0	0	6	0	6	18
09:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	9	0	9	11
09:30 AM	0	0	0	0	0	6	0	6	1	1	0	2	0	4	1	5	13
09:45 AM	0	0	2	2	0	3	0	3	0	2	0	2	0	1	0	1	8
Total	0	0	2	2	0	17	0	17	1	3	0	4	0	17	1	18	41
Grand Total	1	2	3	6	1	38	0	39	1	3	1	5	1	33	1	35	85
Apprch %	16.7	33.3	50		2.6	97.4	0		20	60	20		2.9	94.3	2.9		
Total %	1.2	2.4	3.5	7.1	1.2	44.7	0	45.9	1.2	3.5	1.2	5.9	1.2	38.8	1.2	41.2	

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	4	0	4	9
Total Volume	1	0	1	2	1	9	0	10	0	0	0	0	0	8	0	8	20
% App. Total	50	0	50		10	90	0		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.250	.450	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.556

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	1	3	0	4	0	0	0	0	0	4	0	4
Total Volume	1	0	1	2	1	9	0	10	0	0	0	0	0	8	0	8
% App. Total	50	0	50		10	90	0		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.250	.450	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

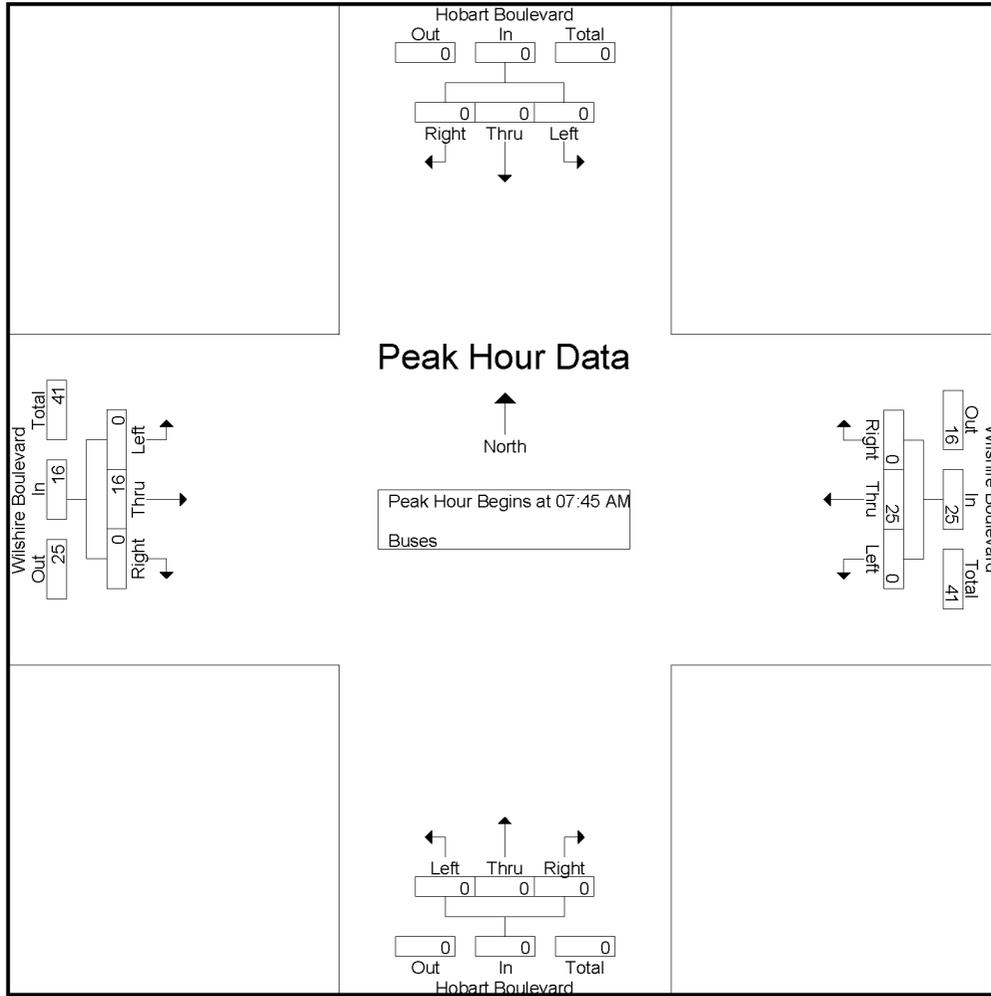
Groups Printed- Buses

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	8	1	9	0	0	0	0	0	3	0	3	12
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>38</b>
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
08:45 AM	0	1	0	1	0	5	0	5	0	0	0	0	0	3	0	3	9
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>38</b>
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
09:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
09:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
09:45 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>27</b>
<b>Grand Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>37</b>	<b>103</b>
Apprch %	0	100	0		0	98.5	1.5		0	0	0		0	100	0		
Total %	0	1	0	1	0	62.1	1	63.1	0	0	0	0	0	35.9	0	35.9	

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	<b>8</b>	0	<b>8</b>	0	0	0	0	0	4	0	4	12
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
08:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	<b>6</b>	0	<b>6</b>	<b>13</b>
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>41</b>
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667	.788

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	<b>8</b>	0	<b>8</b>	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	<b>6</b>	0	<b>6</b>
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

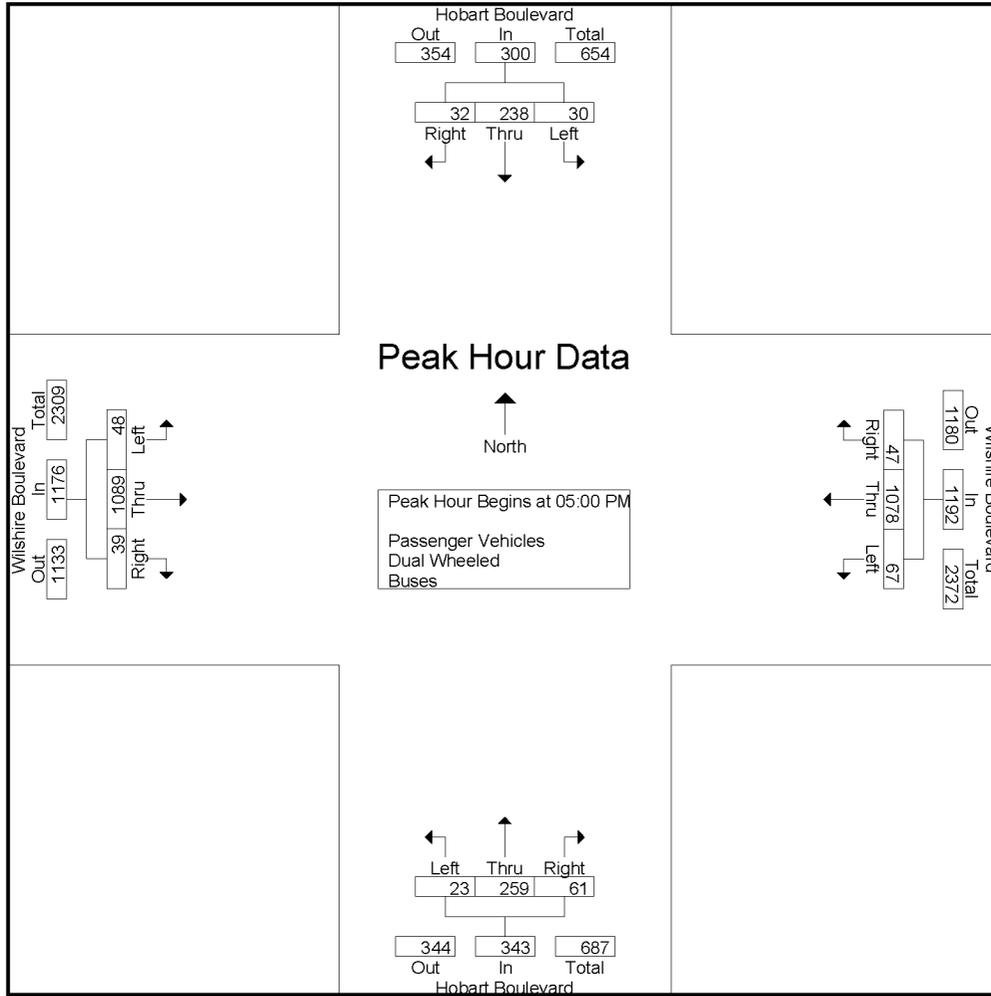
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	3	29	11	43	6	209	13	228	7	47	14	68	8	277	3	288	627
03:15 PM	7	41	5	53	12	223	10	245	2	52	11	65	12	247	6	265	628
03:30 PM	4	39	7	50	12	226	16	254	6	38	15	59	17	252	9	278	641
03:45 PM	9	34	6	49	19	238	3	260	7	45	13	65	5	226	4	235	609
Total	23	143	29	195	49	896	42	987	22	182	53	257	42	1002	22	1066	2505
04:00 PM	12	47	12	71	9	232	5	246	6	55	16	77	7	243	2	252	646
04:15 PM	11	36	8	55	9	209	11	229	9	39	11	59	5	259	4	268	611
04:30 PM	11	43	13	67	11	222	20	253	5	40	12	57	12	241	7	260	637
04:45 PM	5	62	10	77	13	259	20	292	5	58	16	79	9	292	5	306	754
Total	39	188	43	270	42	922	56	1020	25	192	55	272	33	1035	18	1086	2648
05:00 PM	2	63	8	73	21	261	13	295	7	54	14	75	15	284	7	306	749
05:15 PM	8	57	11	76	16	290	15	321	6	62	14	82	8	242	10	260	739
05:30 PM	9	61	6	76	16	260	9	285	7	74	16	97	9	273	11	293	751
05:45 PM	11	57	7	75	14	267	10	291	3	69	17	89	16	290	11	317	772
Total	30	238	32	300	67	1078	47	1192	23	259	61	343	48	1089	39	1176	3011
Grand Total	92	569	104	765	158	2896	145	3199	70	633	169	872	123	3126	79	3328	8164
Apprch %	12	74.4	13.6		4.9	90.5	4.5		8	72.6	19.4		3.7	93.9	2.4		
Total %	1.1	7	1.3	9.4	1.9	35.5	1.8	39.2	0.9	7.8	2.1	10.7	1.5	38.3	1	40.8	
Passenger Vehicles	92	566	101	759	158	2845	145	3148	69	630	167	866	123	3028	76	3227	8000
% Passenger Vehicles	100	99.5	97.1	99.2	100	98.2	100	98.4	98.6	99.5	98.8	99.3	100	96.9	96.2	97	98
Dual Wheeled	0	2	3	5	0	16	0	16	1	3	2	6	0	30	3	33	60
% Dual Wheeled	0	0.4	2.9	0.7	0	0.6	0	0.5	1.4	0.5	1.2	0.7	0	1	3.8	1	0.7
Buses	0	1	0	1	0	35	0	35	0	0	0	0	0	68	0	68	104
% Buses	0	0.2	0	0.1	0	1.2	0	1.1	0	0	0	0	0	2.2	0	2	1.3

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	<b>63</b>	8	73	<b>21</b>	261	13	295	<b>7</b>	54	14	75	15	284	7	306	749
05:15 PM	8	57	<b>11</b>	<b>76</b>	16	<b>290</b>	<b>15</b>	<b>321</b>	6	62	14	82	8	242	10	260	739
05:30 PM	9	61	6	76	16	260	9	285	7	<b>74</b>	16	<b>97</b>	9	273	<b>11</b>	293	751
05:45 PM	<b>11</b>	57	7	75	14	267	10	291	3	69	<b>17</b>	89	<b>16</b>	<b>290</b>	11	<b>317</b>	<b>772</b>
Total Volume	30	238	32	300	67	1078	47	1192	23	259	61	343	48	1089	39	1176	3011
% App. Total	10	79.3	10.7		5.6	90.4	3.9		6.7	75.5	17.8		4.1	92.6	3.3		
PHF	.682	.944	.727	.987	.798	.929	.783	.928	.821	.875	.897	.884	.750	.939	.886	.927	.975

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	5	62	10	<b>77</b>	13	259	<b>20</b>	292	<b>7</b>	54	14	75	15	284	7	306
+15 mins.	2	<b>63</b>	8	73	<b>21</b>	261	13	295	6	62	14	82	8	242	10	260
+30 mins.	8	57	<b>11</b>	76	16	<b>290</b>	15	<b>321</b>	7	<b>74</b>	16	<b>97</b>	9	273	<b>11</b>	293
+45 mins.	<b>9</b>	61	6	76	16	260	9	285	3	69	<b>17</b>	89	<b>16</b>	<b>290</b>	11	<b>317</b>
Total Volume	24	243	35	302	66	1070	57	1193	23	259	61	343	48	1089	39	1176
% App. Total	7.9	80.5	11.6		5.5	89.7	4.8		6.7	75.5	17.8		4.1	92.6	3.3	
PHF	.667	.964	.795	.981	.786	.922	.713	.929	.821	.875	.897	.884	.750	.939	.886	.927

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

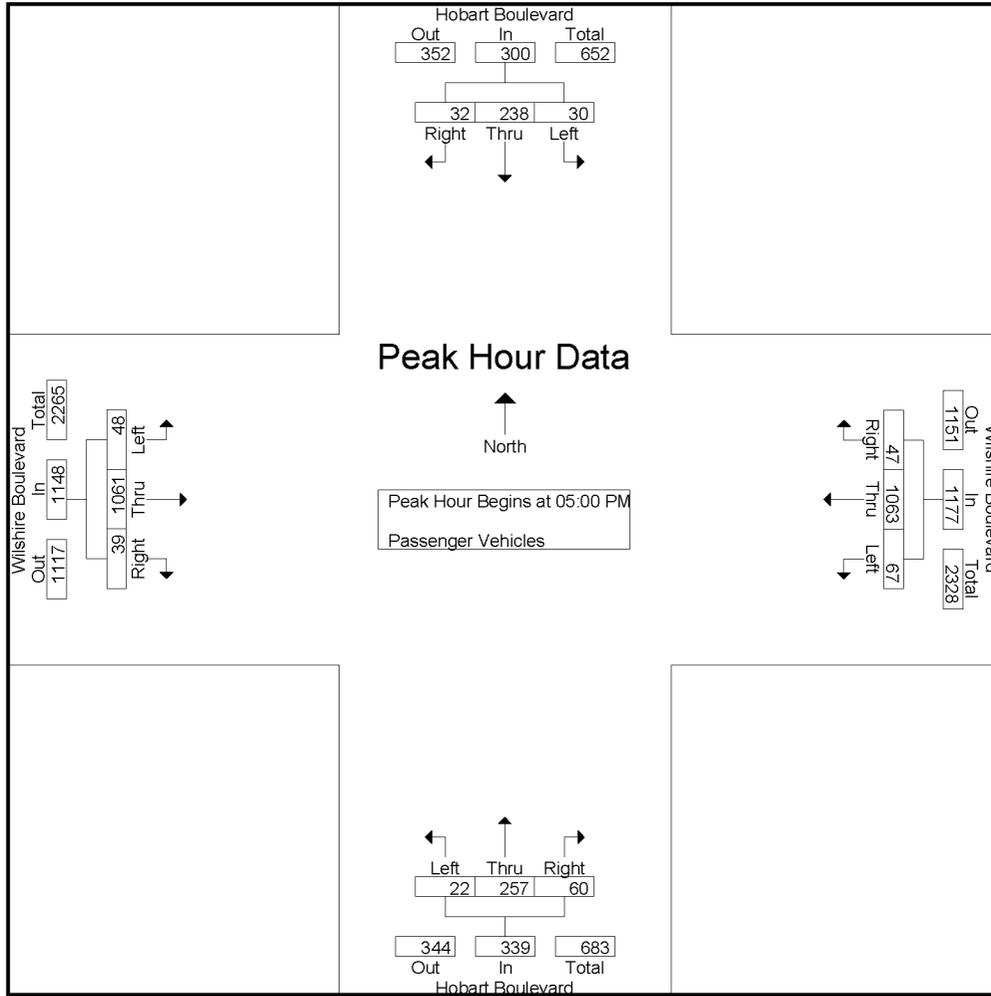
Groups Printed- Passenger Vehicles

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	3	29	10	42	6	205	13	224	7	46	14	67	8	265	3	276	609
03:15 PM	7	40	5	52	12	217	10	239	2	52	11	65	12	241	5	258	614
03:30 PM	4	39	7	50	12	220	16	248	6	38	15	59	17	239	8	264	621
03:45 PM	9	33	5	47	19	234	3	256	7	45	13	65	5	217	4	226	594
Total	23	141	27	191	49	876	42	967	22	181	53	256	42	962	20	1024	2438
04:00 PM	12	46	11	69	9	227	5	241	6	55	16	77	7	233	2	242	629
04:15 PM	11	36	8	55	9	205	11	225	9	39	11	59	5	252	4	261	600
04:30 PM	11	43	13	67	11	218	20	249	5	40	12	57	12	234	6	252	625
04:45 PM	5	62	10	77	13	256	20	289	5	58	15	78	9	286	5	300	744
Total	39	187	42	268	42	906	56	1004	25	192	54	271	33	1005	17	1055	2598
05:00 PM	2	63	8	73	21	257	13	291	7	54	14	75	15	280	7	302	741
05:15 PM	8	57	11	76	16	285	15	316	5	61	13	79	8	233	10	251	722
05:30 PM	9	61	6	76	16	258	9	283	7	74	16	97	9	266	11	286	742
05:45 PM	11	57	7	75	14	263	10	287	3	68	17	88	16	282	11	309	759
Total	30	238	32	300	67	1063	47	1177	22	257	60	339	48	1061	39	1148	2964
Grand Total	92	566	101	759	158	2845	145	3148	69	630	167	866	123	3028	76	3227	8000
Apprch %	12.1	74.6	13.3		5	90.4	4.6		8	72.7	19.3		3.8	93.8	2.4		
Total %	1.1	7.1	1.3	9.5	2	35.6	1.8	39.3	0.9	7.9	2.1	10.8	1.5	37.8	0.9	40.3	

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	<b>63</b>	8	73	<b>21</b>	257	13	291	<b>7</b>	54	14	75	15	280	7	302	741
05:15 PM	8	57	<b>11</b>	<b>76</b>	16	<b>285</b>	<b>15</b>	<b>316</b>	5	61	13	79	8	233	10	251	722
05:30 PM	9	61	6	76	16	258	9	283	7	<b>74</b>	16	<b>97</b>	9	266	<b>11</b>	286	742
05:45 PM	<b>11</b>	57	7	75	14	263	10	287	3	68	<b>17</b>	<b>88</b>	<b>16</b>	<b>282</b>	11	<b>309</b>	<b>759</b>
Total Volume	30	238	32	300	67	1063	47	1177	22	257	60	339	48	1061	39	1148	2964
% App. Total	10	79.3	10.7		5.7	90.3	4		6.5	75.8	17.7		4.2	92.4	3.4		
PHF	.682	.944	.727	.987	.798	.932	.783	.931	.786	.868	.882	.874	.750	.941	.886	.929	.976

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	<b>63</b>	8	73	<b>21</b>	257	13	291	<b>7</b>	54	14	75	15	280	7	302
+15 mins.	8	57	<b>11</b>	<b>76</b>	16	<b>285</b>	<b>15</b>	<b>316</b>	5	61	13	79	8	233	10	251
+30 mins.	9	61	6	76	16	258	9	283	7	<b>74</b>	16	<b>97</b>	9	266	<b>11</b>	286
+45 mins.	<b>11</b>	57	7	75	14	263	10	287	3	68	<b>17</b>	88	<b>16</b>	<b>282</b>	11	<b>309</b>
Total Volume	30	238	32	300	67	1063	47	1177	22	257	60	339	48	1061	39	1148
% App. Total	10	79.3	10.7		5.7	90.3	4		6.5	75.8	17.7		4.2	92.4	3.4	
PHF	.682	.944	.727	.987	.798	.932	.783	.931	.786	.868	.882	.874	.750	.941	.886	.929

City of Los Angeles  
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 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

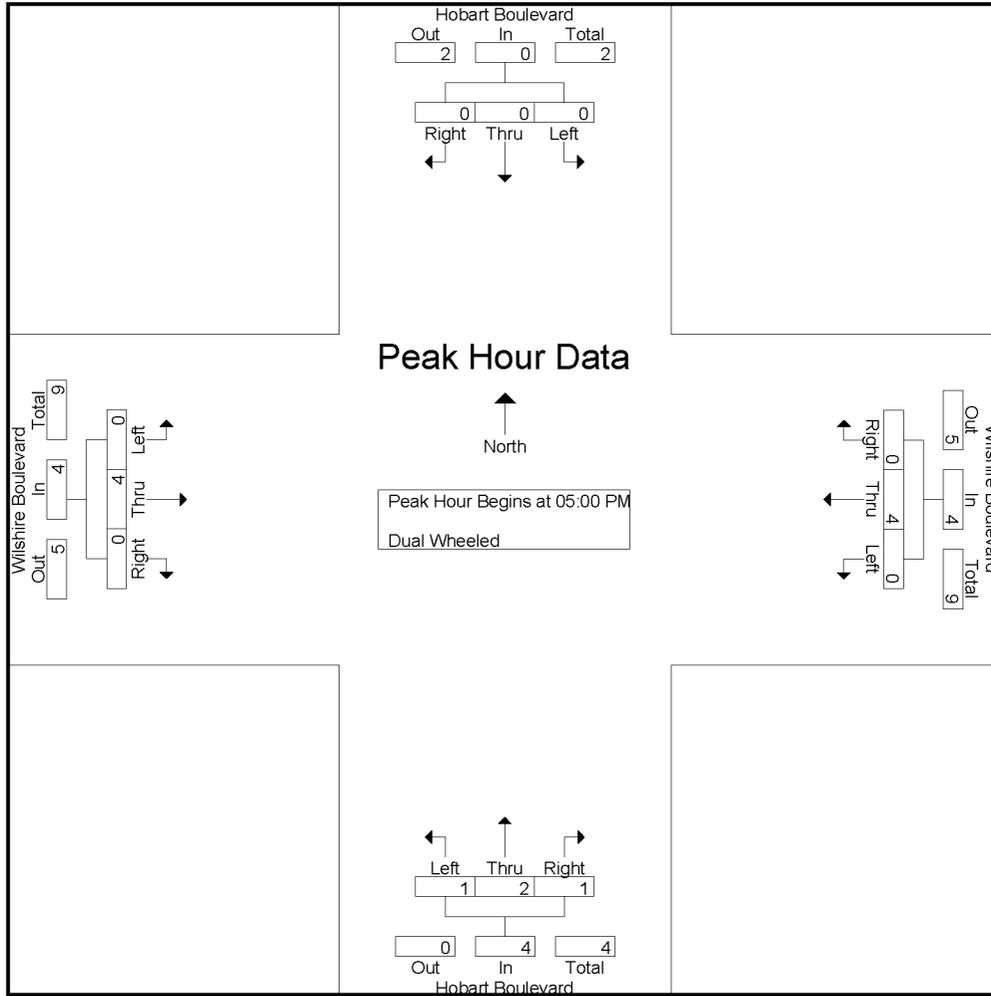
Groups Printed- Dual Wheeled

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	1	1	0	2	0	2	0	1	0	1	0	5	0	5	9
03:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	1	3	6
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	1	7	9
03:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	4	0	4	7
Total	0	2	2	4	0	7	0	7	0	1	0	1	0	17	2	19	31
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
Total	0	0	1	1	0	5	0	5	0	0	1	1	0	9	1	10	17
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	1	1	1	3	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total	0	0	0	0	0	4	0	4	1	2	1	4	0	4	0	4	12
Grand Total	0	2	3	5	0	16	0	16	1	3	2	6	0	30	3	33	60
Apprch %	0	40	60		0	100	0		16.7	50	33.3		0	90.9	9.1		
Total %	0	3.3	5	8.3	0	26.7	0	26.7	1.7	5	3.3	10	0	50	5	55	

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	1	1	1	3	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Total Volume	0	0	0	0	0	4	0	4	1	2	1	4	0	4	0	4	12
% App. Total	0	0	0		0	100	0		25	50	25		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.250	.333	.000	.500	.000	.500	.600

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	1	1	1	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2
Total Volume	0	0	0	0	0	4	0	4	1	2	1	4	0	4	0	4
% App. Total	0	0	0	0	0	100	0	0	25	50	25	100	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.250	.333	.000	.500	.000	.500

City of Los Angeles  
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 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

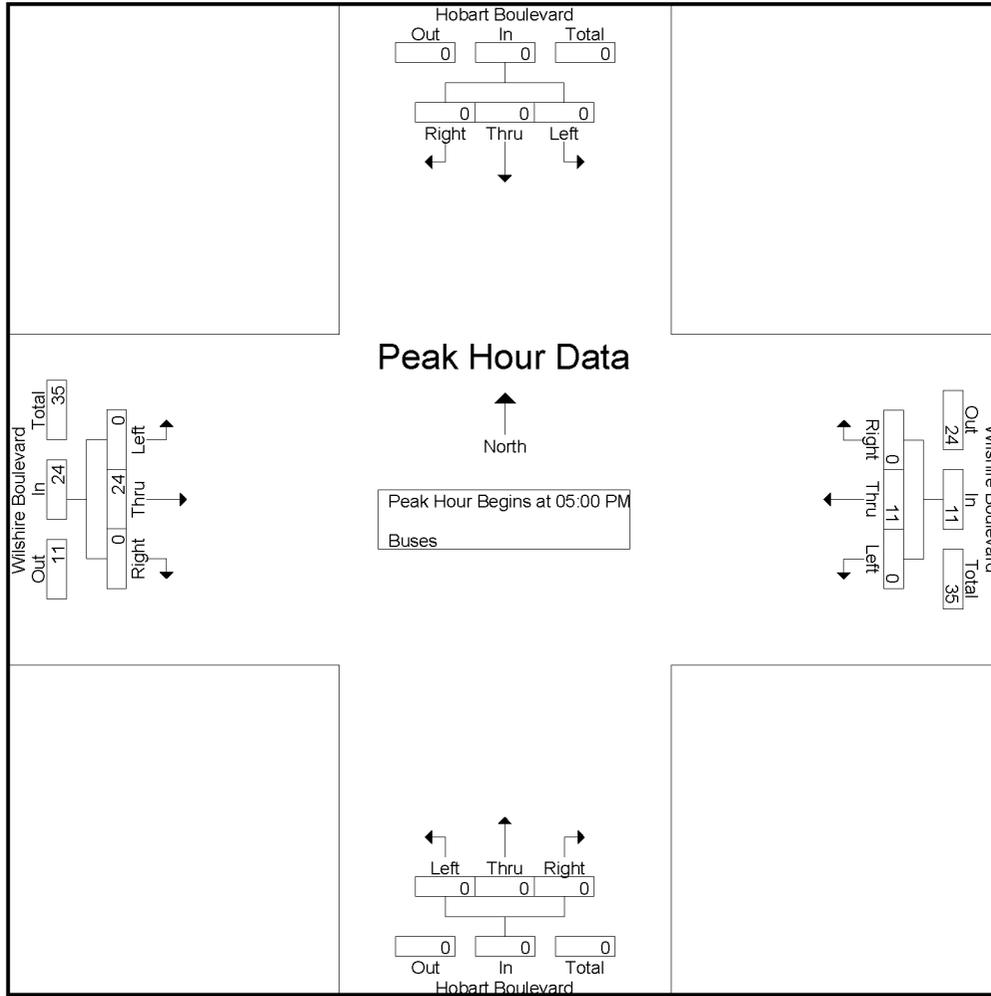
Groups Printed- Buses

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
03:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
03:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
03:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	23	0	23	36
04:00 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	6	0	6	11
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	1	0	1	0	11	0	11	0	0	0	0	0	21	0	21	33
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	24	0	24	35
Grand Total	0	1	0	1	0	35	0	35	0	0	0	0	0	68	0	68	104
Apprch %	0	100	0		0	100	0		0	0	0		0	100	0		
Total %	0	1	0	1	0	33.7	0	33.7	0	0	0	0	0	65.4	0	65.4	

Start Time	Hobart Boulevard Southbound				Wilshire Boulevard Westbound				Hobart Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	<b>9</b>	0	<b>9</b>	<b>12</b>
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	24	0	24	35
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.000	.000	.000	.000	.000	.667	.000	.667	.729

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 03\_LAC\_Hobart\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	<b>9</b>	0	<b>9</b>
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	24	0	24
% App. Total	0	0	0	0	0	100	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.000	.000	.000	.000	.000	.667	.000	.667



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Hobart Boulevard

**East/West** Wilshire Boulevard

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 0

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	11	11	68	55
<b>BUSES</b>	12	9	47	66
<b>BUSES</b>	0	2	105	100

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AMPK 15 MIN</i>	55	7.45	69	8.30	306	8.15	373	7.45
<i>PMPK 15 MIN</i>	97	5.30	77	4.45	317	5.45	321	5.15
<i>AMPK HOUR</i>	201	7.30	247	8.15	1153	7.45	1363	7.15
<i>PMPK HOUR</i>	343	5.00	302	4.45	1176	5.00	1193	4.45

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	7	115	31	153
8-9	18	134	36	188
9-10	23	106	33	162
3-4	22	182	53	257
4-5	25	192	55	272
5-6	23	259	61	343
<b>TOTAL</b>	<b>118</b>	<b>988</b>	<b>269</b>	<b>1375</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	37	87	21	145
8-9	50	155	31	236
9-10	27	117	45	189
3-4	23	143	29	195
4-5	39	188	43	270
5-6	30	238	32	300
<b>TOTAL</b>	<b>206</b>	<b>928</b>	<b>201</b>	<b>1335</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped Sch		Ped Sch	
298	41	25	49	5
424	52	45	77	33
351	56	52	85	17
452	116	33	114	30
542	95	38	101	34
643	99	37	162	24
<b>2710</b>	<b>459</b>	<b>230</b>	<b>588</b>	<b>143</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	26	792	13	831
8-9	62	1031	41	1134
9-10	32	813	26	871
3-4	42	1002	22	1066
4-5	33	1035	18	1086
5-6	48	1089	39	1176
<b>TOTAL</b>	<b>243</b>	<b>5762</b>	<b>159</b>	<b>6164</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	30	1240	45	1315
8-9	61	1155	56	1272
9-10	32	1056	47	1135
3-4	49	896	42	987
4-5	42	922	56	1020
5-6	67	1078	47	1192
<b>TOTAL</b>	<b>281</b>	<b>6347</b>	<b>293</b>	<b>6921</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped Sch		Ped Sch	
2146	6	1	9	5
2406	12	6	19	7
2006	17	3	21	2
2053	21	2	27	7
2106	13	14	22	0
2368	17	11	42	3
<b>13085</b>	<b>86</b>	<b>37</b>	<b>140</b>	<b>24</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Hobart Boulevard				
<b>East/West:</b>	Wilshire Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

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

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	1	0	1	1
8-9	0	0	0	0	1
9-10	1	3	0	4	7
3-4	0	0	0	0	1
4-5	0	2	0	2	8
5-6	0	2	0	2	3
<b>TOTAL</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>21</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	2	0	2
8-9	0	10	0	10
9-10	2	5	0	7
3-4	1	7	0	8
4-5	0	12	0	12
5-6	0	8	0	8
<b>TOTAL</b>	<b>3</b>	<b>44</b>	<b>0</b>	<b>47</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	6	0	6	8
8-9	0	6	0	6	16
9-10	0	12	1	13	20
3-4	0	3	0	3	11
4-5	0	13	0	13	25
5-6	0	25	0	25	33
<b>TOTAL</b>	<b>0</b>	<b>65</b>	<b>1</b>	<b>66</b>	<b>113</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	1	1	2
- No helmet riders	10	8	39	42	99
- Sidewalk Riding	7	4	34	40	85
- Wrong way riding	5	2	17	19	43

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Hobart Boulevard				
<b>East/West:</b>	Wilshire Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	8	17	2	2	29
7:15-7:30	6	13	3	0	22
7:30-7:45	16	16	2	1	35
7:45-8:00	24	20	7	4	55
8:00-8:15	18	18	4	2	42
8:15-8:30	37	25	4	8	74
8:30-8:45	31	30	12	4	77
8:45-9:00	24	24	6	4	58
9:00-9:15	27	22	6	6	61
9:15-9:30	25	25	2	2	54
9:30-9:45	19	34	5	4	62
9:45-10:00	31	27	10	8	76

**Hours**

7 - 8	54	66	14	7	141
8 - 9	110	97	26	18	251
9 - 10	102	108	23	20	253
<b>TOTAL</b>	<b>266</b>	<b>271</b>	<b>63</b>	<b>45</b>	<b>645</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	38	64	28	20	150
3:15-3:30	29	44	10	6	89
3:30-3:45	48	50	12	10	120
3:45-4:00	29	74	4	6	113
4:00-4:15	33	50	12	10	105
4:15-4:30	38	64	10	8	120
4:30-4:45	21	34	18	2	75
4:45-5:00	43	42	4	6	95
5:00-5:15	49	82	32	12	175
5:15-5:30	52	42	26	4	124
5:30-5:45	42	52	14	2	110
5:45-6:00	43	22	12	16	93

**Hours**

3 - 4	144	232	54	42	472
4 - 5	135	190	44	26	395
5 - 6	186	198	84	34	502
<b>TOTAL</b>	<b>465</b>	<b>620</b>	<b>182</b>	<b>102</b>	<b>1369</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	0	0	0	1
- Skateboard/scooter	8	18	1	0	27

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

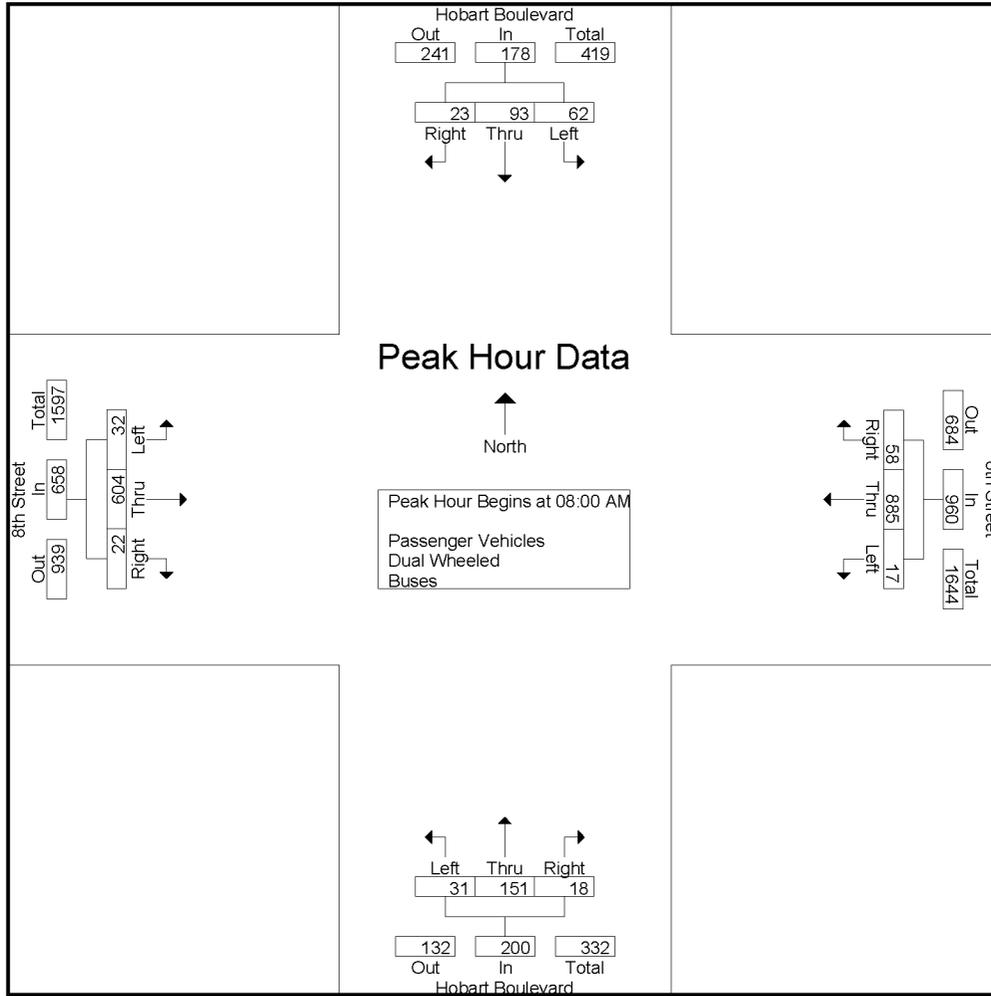
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	13	9	30	3	277	8	288	4	17	2	23	2	82	0	84	425
07:15 AM	6	15	5	26	3	259	3	265	5	13	2	20	8	100	1	109	420
07:30 AM	15	13	6	34	3	277	8	288	4	29	3	36	5	130	3	138	496
07:45 AM	17	21	10	48	5	190	10	205	5	39	6	50	9	121	5	135	438
<b>Total</b>	<b>46</b>	<b>62</b>	<b>30</b>	<b>138</b>	<b>14</b>	<b>1003</b>	<b>29</b>	<b>1046</b>	<b>18</b>	<b>98</b>	<b>13</b>	<b>129</b>	<b>24</b>	<b>433</b>	<b>9</b>	<b>466</b>	<b>1779</b>
08:00 AM	19	34	2	55	8	218	17	243	9	24	3	36	8	172	6	186	520
08:15 AM	12	16	5	33	5	199	19	223	8	40	7	55	14	154	6	174	485
08:30 AM	12	24	7	43	0	229	10	239	7	37	4	48	2	133	6	141	471
08:45 AM	19	19	9	47	4	239	12	255	7	50	4	61	8	145	4	157	520
<b>Total</b>	<b>62</b>	<b>93</b>	<b>23</b>	<b>178</b>	<b>17</b>	<b>885</b>	<b>58</b>	<b>960</b>	<b>31</b>	<b>151</b>	<b>18</b>	<b>200</b>	<b>32</b>	<b>604</b>	<b>22</b>	<b>658</b>	<b>1996</b>
09:00 AM	10	17	11	38	1	204	11	216	4	25	3	32	13	129	6	148	434
09:15 AM	14	21	12	47	4	184	7	195	10	25	5	40	7	108	2	117	399
09:30 AM	8	23	8	39	1	206	9	216	6	18	4	28	2	90	3	95	378
09:45 AM	13	26	8	47	7	207	10	224	4	33	6	43	12	140	5	157	471
<b>Total</b>	<b>45</b>	<b>87</b>	<b>39</b>	<b>171</b>	<b>13</b>	<b>801</b>	<b>37</b>	<b>851</b>	<b>24</b>	<b>101</b>	<b>18</b>	<b>143</b>	<b>34</b>	<b>467</b>	<b>16</b>	<b>517</b>	<b>1682</b>
<b>Grand Total</b>	<b>153</b>	<b>242</b>	<b>92</b>	<b>487</b>	<b>44</b>	<b>2689</b>	<b>124</b>	<b>2857</b>	<b>73</b>	<b>350</b>	<b>49</b>	<b>472</b>	<b>90</b>	<b>1504</b>	<b>47</b>	<b>1641</b>	<b>5457</b>
Apprch %	31.4	49.7	18.9		1.5	94.1	4.3		15.5	74.2	10.4		5.5	91.7	2.9		
Total %	2.8	4.4	1.7	8.9	0.8	49.3	2.3	52.4	1.3	6.4	0.9	8.6	1.6	27.6	0.9	30.1	
Passenger Vehicles	151	240	90	481	41	2640	124	2805	73	346	47	466	90	1466	46	1602	5354
% Passenger Vehicles	98.7	99.2	97.8	98.8	93.2	98.2	100	98.2	100	98.9	95.9	98.7	100	97.5	97.9	97.6	98.1
Dual Wheeled	1	1	2	4	1	32	0	33	0	4	0	4	0	17	1	18	59
% Dual Wheeled	0.7	0.4	2.2	0.8	2.3	1.2	0	1.2	0	1.1	0	0.8	0	1.1	2.1	1.1	1.1
Buses	1	1	0	2	2	17	0	19	0	0	2	2	0	21	0	21	44
% Buses	0.7	0.4	0	0.4	4.5	0.6	0	0.7	0	0	4.1	0.4	0	1.4	0	1.3	0.8

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>19</b>	<b>34</b>	<b>2</b>	<b>55</b>	<b>8</b>	218	17	243	<b>9</b>	24	3	36	<b>8</b>	<b>172</b>	<b>6</b>	<b>186</b>	<b>520</b>
08:15 AM	12	16	5	33	5	199	19	223	8	40	7	55	14	154	6	174	485
08:30 AM	12	24	7	43	0	229	10	239	7	37	4	48	2	133	6	141	471
08:45 AM	19	19	<b>9</b>	47	4	<b>239</b>	12	<b>255</b>	7	<b>50</b>	4	<b>61</b>	8	145	4	157	520
<b>Total Volume</b>	<b>62</b>	<b>93</b>	<b>23</b>	<b>178</b>	<b>17</b>	<b>885</b>	<b>58</b>	<b>960</b>	<b>31</b>	<b>151</b>	<b>18</b>	<b>200</b>	<b>32</b>	<b>604</b>	<b>22</b>	<b>658</b>	<b>1996</b>
% App. Total	34.8	52.2	12.9		1.8	92.2	6		15.5	75.5	9		4.9	91.8	3.3		
PHF	.816	.684	.639	.809	.531	.926	.763	.941	.861	.755	.643	.820	.571	.878	.917	.884	.960

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th AM  
 Site Code : 16616351  
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	17	21	10	48	3	277	8	288	9	24	3	36	8	172	6	186
+15 mins.	19	34	2	55	3	259	3	265	8	40	7	55	14	154	6	174
+30 mins.	12	16	5	33	3	277	8	288	7	37	4	48	2	133	6	141
+45 mins.	12	24	7	43	5	190	10	205	7	50	4	61	8	145	4	157
Total Volume	60	95	24	179	14	1003	29	1046	31	151	18	200	32	604	22	658
% App. Total	33.5	53.1	13.4		1.3	95.9	2.8		15.5	75.5	9		4.9	91.8	3.3	
PHF	.789	.699	.600	.814	.700	.905	.725	.908	.861	.755	.643	.820	.571	.878	.917	.884

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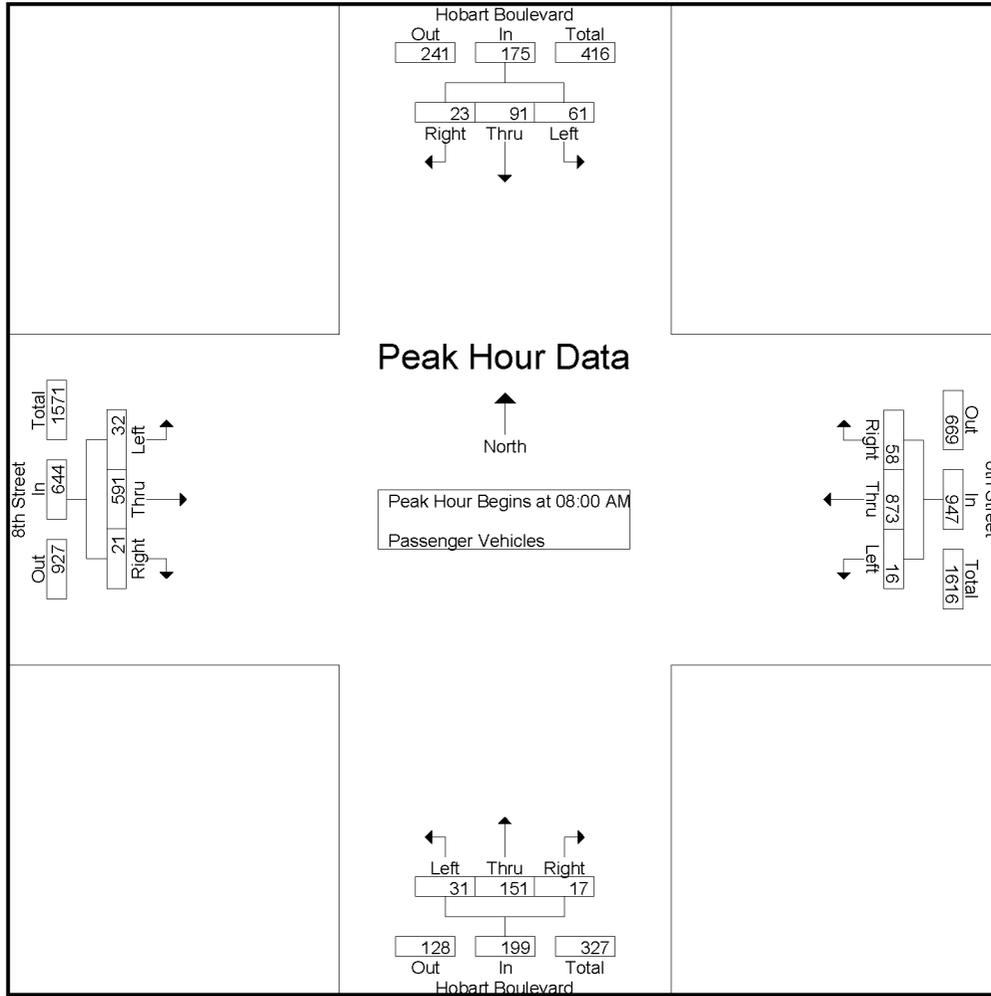
Groups Printed- Passenger Vehicles

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	13	8	29	3	269	8	280	4	17	2	23	2	78	0	80	412
07:15 AM	6	15	5	26	2	253	3	258	5	13	2	20	8	94	1	103	407
07:30 AM	14	13	5	32	3	274	8	285	4	29	2	35	5	126	3	134	486
07:45 AM	17	21	10	48	4	183	10	197	5	39	6	50	9	120	5	134	429
<b>Total</b>	<b>45</b>	<b>62</b>	<b>28</b>	<b>135</b>	<b>12</b>	<b>979</b>	<b>29</b>	<b>1020</b>	<b>18</b>	<b>98</b>	<b>12</b>	<b>128</b>	<b>24</b>	<b>418</b>	<b>9</b>	<b>451</b>	<b>1734</b>
08:00 AM	19	34	2	55	8	211	17	236	9	24	2	35	8	169	6	183	509
08:15 AM	12	16	5	33	5	199	19	223	8	40	7	55	14	150	6	170	481
08:30 AM	12	23	7	42	0	227	10	237	7	37	4	48	2	129	5	136	463
08:45 AM	18	18	9	45	3	236	12	251	7	50	4	61	8	143	4	155	512
<b>Total</b>	<b>61</b>	<b>91</b>	<b>23</b>	<b>175</b>	<b>16</b>	<b>873</b>	<b>58</b>	<b>947</b>	<b>31</b>	<b>151</b>	<b>17</b>	<b>199</b>	<b>32</b>	<b>591</b>	<b>21</b>	<b>644</b>	<b>1965</b>
09:00 AM	10	17	11	38	1	204	11	216	4	25	3	32	13	125	6	144	430
09:15 AM	14	21	12	47	4	181	7	192	10	24	5	39	7	107	2	116	394
09:30 AM	8	23	8	39	1	198	9	208	6	15	4	25	2	88	3	93	365
09:45 AM	13	26	8	47	7	205	10	222	4	33	6	43	12	137	5	154	466
<b>Total</b>	<b>45</b>	<b>87</b>	<b>39</b>	<b>171</b>	<b>13</b>	<b>788</b>	<b>37</b>	<b>838</b>	<b>24</b>	<b>97</b>	<b>18</b>	<b>139</b>	<b>34</b>	<b>457</b>	<b>16</b>	<b>507</b>	<b>1655</b>
<b>Grand Total</b>	<b>151</b>	<b>240</b>	<b>90</b>	<b>481</b>	<b>41</b>	<b>2640</b>	<b>124</b>	<b>2805</b>	<b>73</b>	<b>346</b>	<b>47</b>	<b>466</b>	<b>90</b>	<b>1466</b>	<b>46</b>	<b>1602</b>	<b>5354</b>
Apprch %	31.4	49.9	18.7		1.5	94.1	4.4		15.7	74.2	10.1		5.6	91.5	2.9		
Total %	2.8	4.5	1.7	9	0.8	49.3	2.3	52.4	1.4	6.5	0.9	8.7	1.7	27.4	0.9	29.9	

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>19</b>	<b>34</b>	2	<b>55</b>	<b>8</b>	211	17	236	<b>9</b>	24	2	35	<b>8</b>	<b>169</b>	<b>6</b>	<b>183</b>	509
08:15 AM	12	16	5	33	5	199	<b>19</b>	223	8	40	<b>7</b>	55	<b>14</b>	150	6	170	481
08:30 AM	12	23	7	42	0	227	10	237	7	37	4	48	2	129	5	136	463
08:45 AM	18	18	<b>9</b>	45	3	<b>236</b>	12	<b>251</b>	7	<b>50</b>	4	<b>61</b>	8	143	4	155	<b>512</b>
<b>Total Volume</b>	<b>61</b>	<b>91</b>	<b>23</b>	<b>175</b>	<b>16</b>	<b>873</b>	<b>58</b>	<b>947</b>	<b>31</b>	<b>151</b>	<b>17</b>	<b>199</b>	<b>32</b>	<b>591</b>	<b>21</b>	<b>644</b>	<b>1965</b>
% App. Total	34.9	52	13.1		1.7	92.2	6.1		15.6	75.9	8.5		5	91.8	3.3		
PHF	.803	.669	.639	.795	.500	.925	.763	.943	.861	.755	.607	.816	.571	.874	.875	.880	.959

City of Los Angeles  
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File Name : 04\_LAC\_Hobart\_8th AM  
 Site Code : 16616351  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	19	34	2	55	8	211	17	236	9	24	2	35	8	169	6	183
+15 mins.	12	16	5	33	5	199	19	223	8	40	7	55	14	150	6	170
+30 mins.	12	23	7	42	0	227	10	237	7	37	4	48	2	129	5	136
+45 mins.	18	18	9	45	3	236	12	251	7	50	4	61	8	143	4	155
Total Volume	61	91	23	175	16	873	58	947	31	151	17	199	32	591	21	644
% App. Total	34.9	52	13.1		1.7	92.2	6.1		15.6	75.9	8.5		5	91.8	3.3	
PHF	.803	.669	.639	.795	.500	.925	.763	.943	.861	.755	.607	.816	.571	.874	.875	.880

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 Start Date : 6/6/2018  
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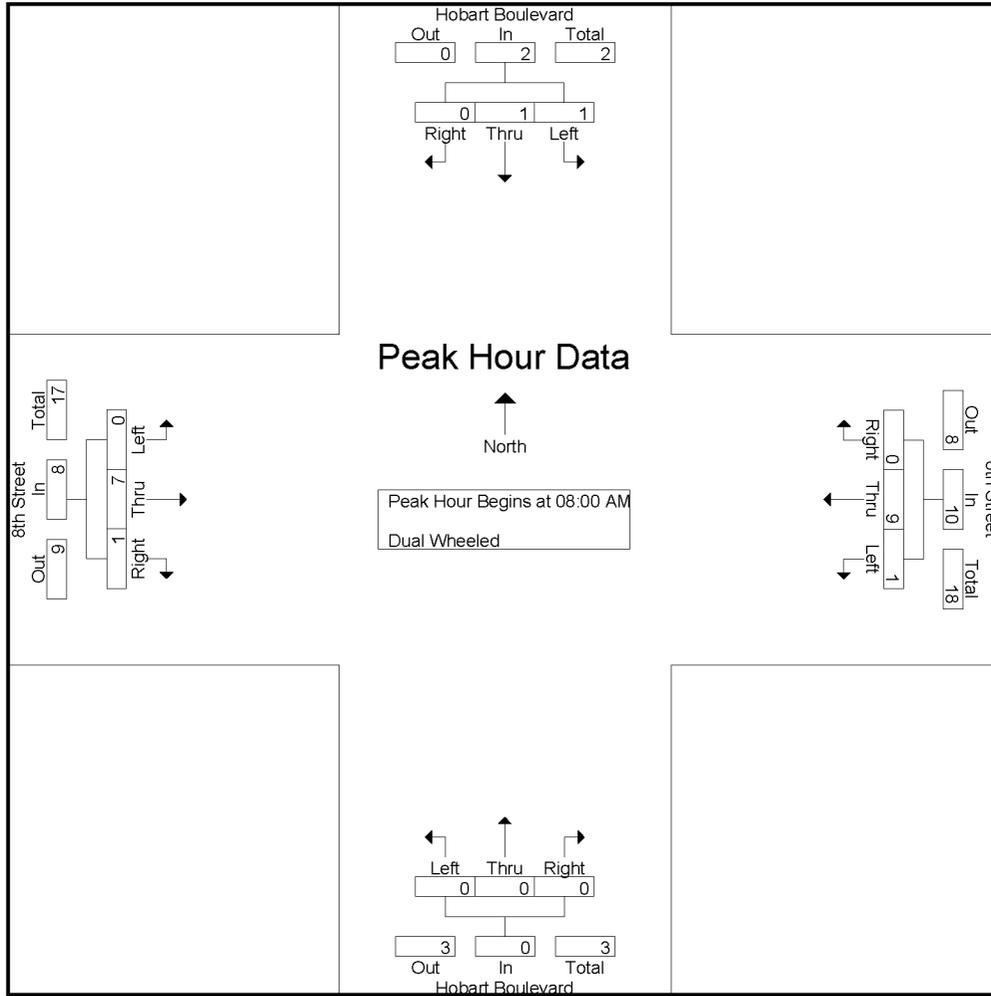
Groups Printed- Dual Wheeled

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>18</b>
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	1	3	5
08:45 AM	1	0	0	1	1	2	0	3	0	0	0	0	0	1	0	1	5
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>20</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
09:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
09:30 AM	0	0	0	0	0	7	0	7	0	3	0	3	0	1	0	1	11
09:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>21</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>18</b>	<b>59</b>
Apprch %	25	25	50		3	97	0		0	100	0		0	94.4	5.6		
Total %	1.7	1.7	3.4	6.8	1.7	54.2	0	55.9	0	6.8	0	6.8	0	28.8	1.7	30.5	

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	<b>6</b>	0	<b>6</b>	0	0	0	0	0	<b>2</b>	0	<b>2</b>	<b>8</b>
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	<b>1</b>	0	<b>1</b>	0	1	0	1	0	0	0	0	0	2	<b>1</b>	<b>3</b>	5
08:45 AM	<b>1</b>	0	0	<b>1</b>	<b>1</b>	2	0	<b>3</b>	0	0	0	0	0	1	0	<b>1</b>	5
<b>Total Volume</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>20</b>
% App. Total	50	50	0		10	90	0		0	0	0		0	87.5	12.5		
PHF	.250	.250	.000	.500	.250	.375	.000	.417	.000	.000	.000	.000	.000	.875	.250	.667	.625

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	<b>6</b>	0	<b>6</b>	0	0	0	0	0	<b>2</b>	0	<b>2</b>
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	<b>1</b>	0	<b>1</b>	0	1	0	1	0	0	0	0	0	2	<b>1</b>	<b>3</b>
+45 mins.	<b>1</b>	0	0	1	<b>1</b>	2	0	3	0	0	0	0	0	1	0	1
Total Volume	1	1	0	2	1	9	0	10	0	0	0	0	0	7	1	8
% App. Total	50	50	0		10	90	0		0	0	0		0	87.5	12.5	
PHF	.250	.250	.000	.500	.250	.375	.000	.417	.000	.000	.000	.000	.000	.875	.250	.667

City of Los Angeles  
 N/S: Hobart Boulevard  
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File Name : 04\_LAC\_Hobart\_8th AM  
 Site Code : 16616351  
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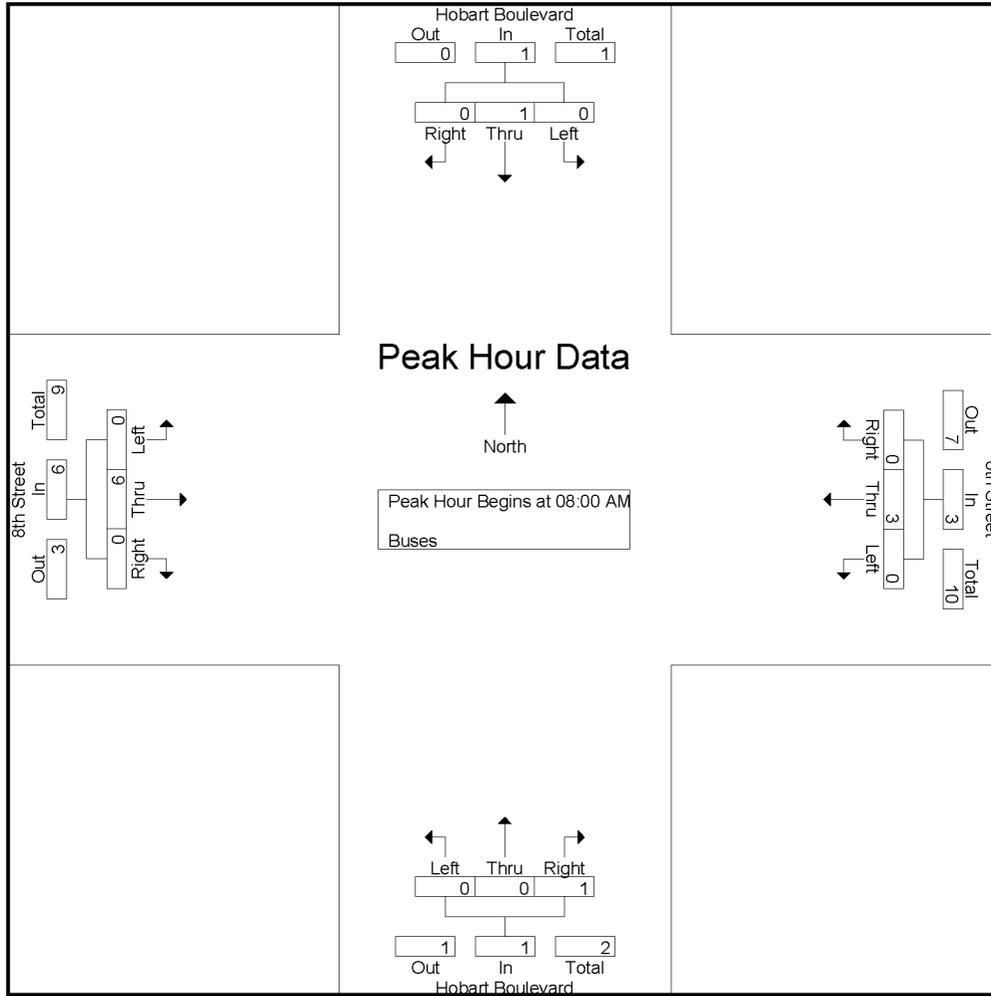
Groups Printed- Buses

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
07:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	4	0	4	8
07:30 AM	1	0	0	1	0	1	0	1	0	0	1	1	0	3	0	3	6
07:45 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>27</b>
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>11</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>44</b>
Apprch %	50	50	0		10.5	89.5	0		0	0	100		0	100	0		
Total %	2.3	2.3	0	4.5	4.5	38.6	0	43.2	0	0	4.5	4.5	0	47.7	0	47.7	

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>11</b>
% App. Total	0	100	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.000	.750	.000	.750	.917

City of Los Angeles  
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 Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	3	0	3	0	0	1	1	0	6	0	6
% App. Total	0	100	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	.000	.750	.000	.750

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
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File Name : 04\_LAC\_Hobart\_8th PM  
 Site Code : 16616351  
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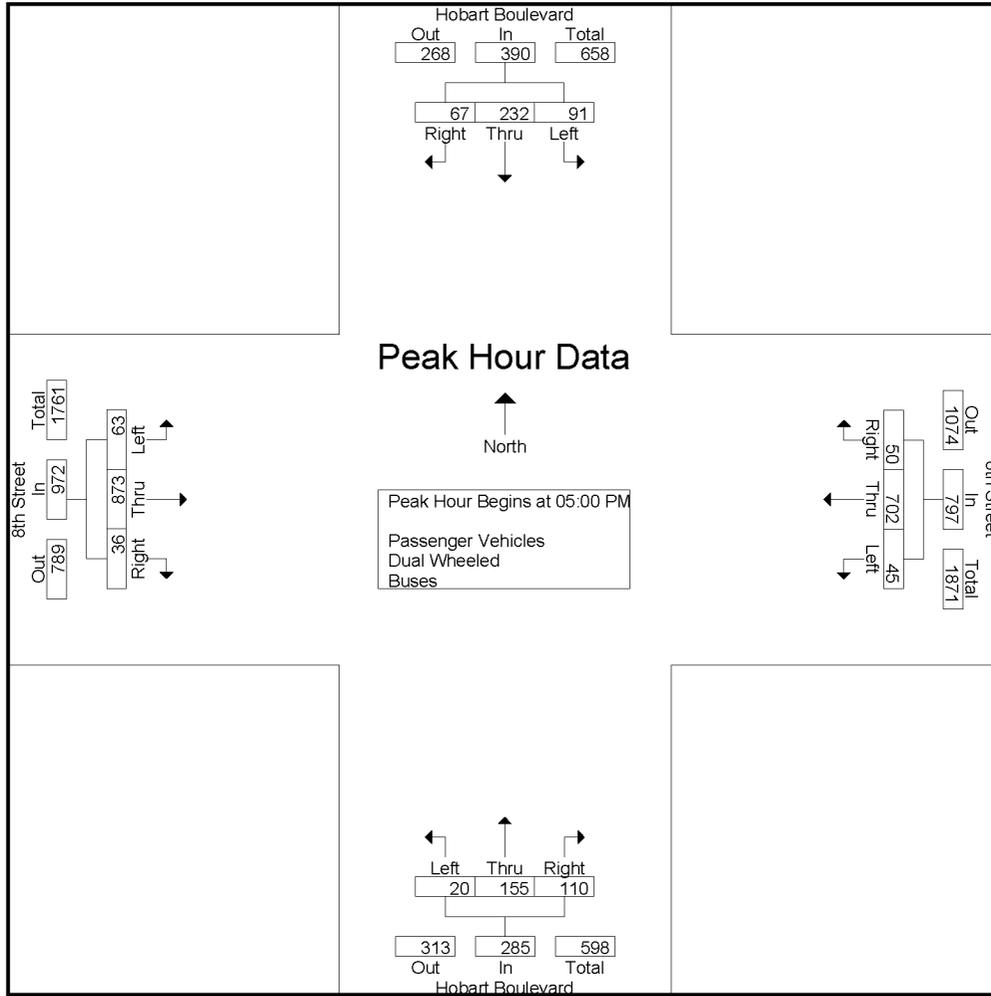
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	8	25	5	38	30	166	11	207	2	38	33	73	10	163	6	179	497
03:15 PM	10	33	10	53	25	171	15	211	5	45	17	67	13	158	9	180	511
03:30 PM	14	41	20	75	31	159	10	200	7	36	29	72	10	186	9	205	552
03:45 PM	10	34	9	53	39	175	18	232	5	49	35	89	14	166	10	190	564
Total	42	133	44	219	125	671	54	850	19	168	114	301	47	673	34	754	2124
04:00 PM	16	32	7	55	28	166	8	202	3	44	27	74	19	159	5	183	514
04:15 PM	18	39	14	71	30	181	18	229	4	33	48	85	10	175	8	193	578
04:30 PM	16	34	7	57	39	147	20	206	3	30	30	63	8	175	11	194	520
04:45 PM	17	50	11	78	26	177	11	214	5	44	39	88	19	189	10	218	598
Total	67	155	39	261	123	671	57	851	15	151	144	310	56	698	34	788	2210
05:00 PM	23	52	14	89	24	180	16	220	1	36	39	76	13	195	7	215	600
05:15 PM	20	66	17	103	6	182	12	200	1	39	51	91	15	203	10	228	622
05:30 PM	30	49	25	104	10	173	7	190	9	29	9	47	16	230	9	255	596
05:45 PM	18	65	11	94	5	167	15	187	9	51	11	71	19	245	10	274	626
Total	91	232	67	390	45	702	50	797	20	155	110	285	63	873	36	972	2444
Grand Total	200	520	150	870	293	2044	161	2498	54	474	368	896	166	2244	104	2514	6778
Apprch %	23	59.8	17.2		11.7	81.8	6.4		6	52.9	41.1		6.6	89.3	4.1		
Total %	3	7.7	2.2	12.8	4.3	30.2	2.4	36.9	0.8	7	5.4	13.2	2.4	33.1	1.5	37.1	
Passenger Vehicles	199	517	150	866	290	2013	159	2462	52	472	365	889	164	2206	103	2473	6690
% Passenger Vehicles	99.5	99.4	100	99.5	99	98.5	98.8	98.6	96.3	99.6	99.2	99.2	98.8	98.3	99	98.4	98.7
Dual Wheeled	1	2	0	3	3	14	2	19	1	2	2	5	2	24	1	27	54
% Dual Wheeled	0.5	0.4	0	0.3	1	0.7	1.2	0.8	1.9	0.4	0.5	0.6	1.2	1.1	1	1.1	0.8
Buses	0	1	0	1	0	17	0	17	1	0	1	2	0	14	0	14	34
% Buses	0	0.2	0	0.1	0	0.8	0	0.7	1.9	0	0.3	0.2	0	0.6	0	0.6	0.5

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	52	14	89	<b>24</b>	180	<b>16</b>	<b>220</b>	1	36	39	76	13	195	7	215	600
05:15 PM	20	<b>66</b>	17	103	6	<b>182</b>	12	200	1	39	<b>51</b>	<b>91</b>	15	203	<b>10</b>	228	622
05:30 PM	<b>30</b>	49	<b>25</b>	<b>104</b>	10	173	7	190	<b>9</b>	29	9	47	16	230	9	255	596
05:45 PM	18	65	11	94	5	167	15	187	9	<b>51</b>	11	71	<b>19</b>	<b>245</b>	10	<b>274</b>	<b>626</b>
Total Volume	91	232	67	390	45	702	50	797	20	155	110	285	63	873	36	972	2444
% App. Total	23.3	59.5	17.2		5.6	88.1	6.3		7	54.4	38.6		6.5	89.8	3.7		
PHF	.758	.879	.670	.938	.469	.964	.781	.906	.556	.760	.539	.783	.829	.891	.900	.887	.976

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th PM  
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				03:45 PM				03:30 PM				05:00 PM			
+0 mins.	23	52	14	89	<b>39</b>	175	18	<b>232</b>	<b>7</b>	36	29	72	13	195	7	215
+15 mins.	20	<b>66</b>	17	103	28	166	8	202	5	<b>49</b>	35	<b>89</b>	15	203	<b>10</b>	228
+30 mins.	<b>30</b>	49	<b>25</b>	<b>104</b>	30	<b>181</b>	18	229	3	44	27	74	16	230	9	255
+45 mins.	18	65	11	94	39	147	<b>20</b>	206	4	33	<b>48</b>	85	<b>19</b>	<b>245</b>	10	<b>274</b>
Total Volume	91	232	67	390	136	669	64	869	19	162	139	320	63	873	36	972
% App. Total	23.3	59.5	17.2		15.7	77	7.4		5.9	50.6	43.4		6.5	89.8	3.7	
PHF	.758	.879	.670	.938	.872	.924	.800	.936	.679	.827	.724	.899	.829	.891	.900	.887

City of Los Angeles  
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 E/W: 8th Street  
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File Name : 04\_LAC\_Hobart\_8th PM  
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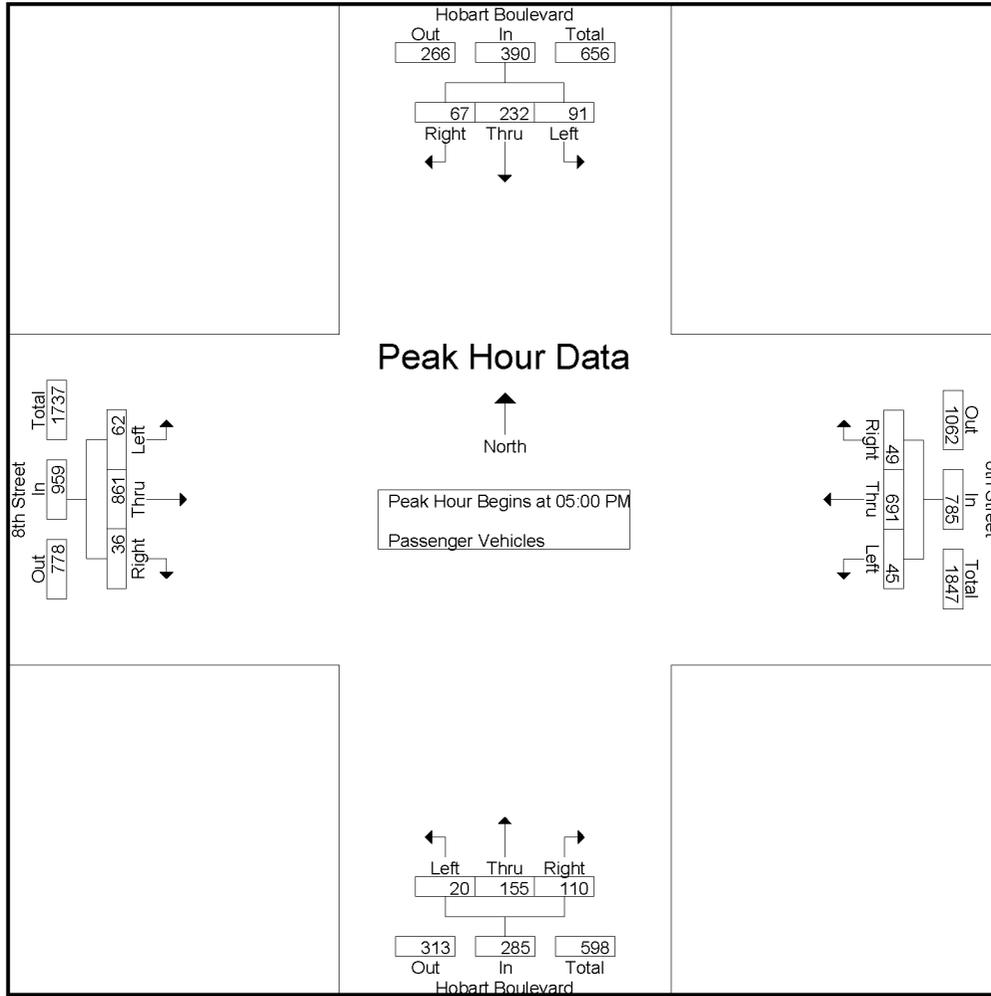
Groups Printed- Passenger Vehicles

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	8	25	5	38	29	163	11	203	2	37	32	71	9	160	6	175	487
03:15 PM	10	33	10	53	25	168	15	208	5	44	17	66	13	156	9	178	505
03:30 PM	14	40	20	74	30	156	10	196	6	36	29	71	10	181	9	200	541
03:45 PM	10	33	9	52	38	173	18	229	4	49	34	87	14	161	10	185	553
Total	42	131	44	217	122	660	54	836	17	166	112	295	46	658	34	738	2086
04:00 PM	16	32	7	55	28	165	8	201	3	44	26	73	19	158	5	182	511
04:15 PM	18	38	14	70	30	177	18	225	4	33	48	85	10	170	8	188	568
04:30 PM	15	34	7	56	39	145	19	203	3	30	30	63	8	172	11	191	513
04:45 PM	17	50	11	78	26	175	11	212	5	44	39	88	19	187	9	215	593
Total	66	154	39	259	123	662	56	841	15	151	143	309	56	687	33	776	2185
05:00 PM	23	52	14	89	24	177	16	217	1	36	39	76	13	193	7	213	595
05:15 PM	20	66	17	103	6	179	11	196	1	39	51	91	14	200	10	224	614
05:30 PM	30	49	25	104	10	172	7	189	9	29	9	47	16	228	9	253	593
05:45 PM	18	65	11	94	5	163	15	183	9	51	11	71	19	240	10	269	617
Total	91	232	67	390	45	691	49	785	20	155	110	285	62	861	36	959	2419
Grand Total	199	517	150	866	290	2013	159	2462	52	472	365	889	164	2206	103	2473	6690
Apprch %	23	59.7	17.3		11.8	81.8	6.5		5.8	53.1	41.1		6.6	89.2	4.2		
Total %	3	7.7	2.2	12.9	4.3	30.1	2.4	36.8	0.8	7.1	5.5	13.3	2.5	33	1.5	37	

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	23	52	14	89	<b>24</b>	177	<b>16</b>	<b>217</b>	1	36	39	76	13	193	7	213	595
05:15 PM	20	<b>66</b>	17	103	6	<b>179</b>	11	196	1	39	<b>51</b>	<b>91</b>	14	200	<b>10</b>	224	614
05:30 PM	<b>30</b>	49	<b>25</b>	<b>104</b>	10	172	7	189	<b>9</b>	29	9	47	16	228	9	253	593
05:45 PM	18	65	11	94	5	163	15	183	9	<b>51</b>	11	71	<b>19</b>	<b>240</b>	10	<b>269</b>	<b>617</b>
Total Volume	91	232	67	390	45	691	49	785	20	155	110	285	62	861	36	959	2419
% App. Total	23.3	59.5	17.2		5.7	88	6.2		7	54.4	38.6		6.5	89.8	3.8		
PHF	.758	.879	.670	.938	.469	.965	.766	.904	.556	.760	.539	.783	.816	.897	.900	.891	.980

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	23	52	14	89	<b>24</b>	177	<b>16</b>	<b>217</b>	1	36	39	76	13	193	7	213
+15 mins.	20	<b>66</b>	17	103	6	<b>179</b>	11	196	1	39	<b>51</b>	<b>91</b>	14	200	<b>10</b>	224
+30 mins.	<b>30</b>	49	<b>25</b>	<b>104</b>	10	172	7	189	<b>9</b>	29	9	47	16	228	9	253
+45 mins.	18	65	11	94	5	163	15	183	9	<b>51</b>	11	71	<b>19</b>	<b>240</b>	10	<b>269</b>
Total Volume	91	232	67	390	45	691	49	785	20	155	110	285	62	861	36	959
% App. Total	23.3	59.5	17.2		5.7	88	6.2		7	54.4	38.6		6.5	89.8	3.8	
PHF	.758	.879	.670	.938	.469	.965	.766	.904	.556	.760	.539	.783	.816	.897	.900	.891

City of Los Angeles  
 N/S: Hobart Boulevard  
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File Name : 04\_LAC\_Hobart\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

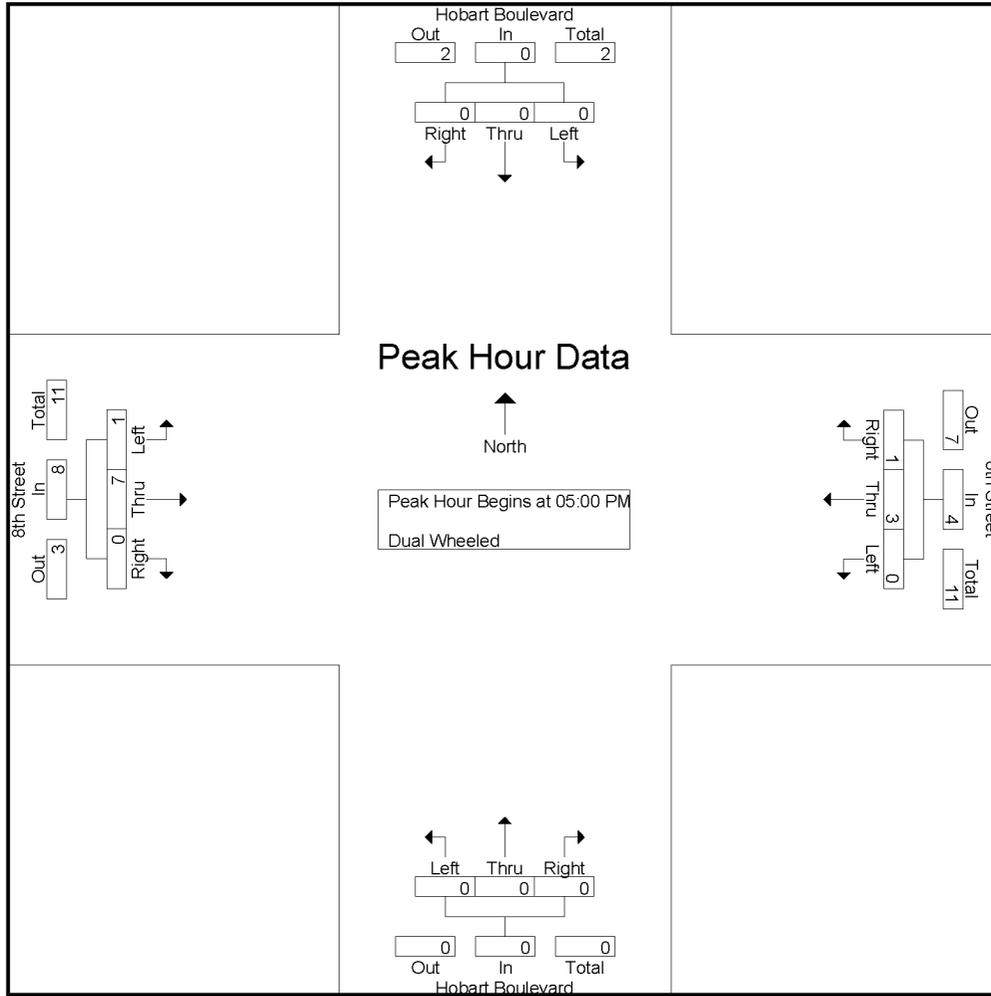
Groups Printed- Dual Wheeled

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	1	2	0	3	0	1	1	2	1	2	0	3	8
03:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
03:30 PM	0	1	0	1	1	1	0	2	1	0	0	1	0	4	0	4	8
03:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>26</b>
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
04:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>16</b>
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	1	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>12</b>
<b>Grand Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>1</b>	<b>27</b>	<b>54</b>
Apprch %	33.3	66.7	0		15.8	73.7	10.5		20	40	40		7.4	88.9	3.7		
Total %	1.9	3.7	0	5.6	5.6	25.9	3.7	35.2	1.9	3.7	3.7	9.3	3.7	44.4	1.9	50	

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	<b>1</b>	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	<b>1</b>	2	0	0	0	0	<b>1</b>	1	0	2	<b>4</b>
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	<b>3</b>	0	<b>3</b>	4
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>12</b>
% App. Total	0	0	0		0	75	25		0	0	0		12.5	87.5	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.000	.000	.250	.583	.000	.667	.750

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	3	1	4	0	0	0	0	1	7	0	8
% App. Total	0	0	0	0	0	75	25		0	0	0		12.5	87.5	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.000	.000	.000	.250	.583	.000	.667

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

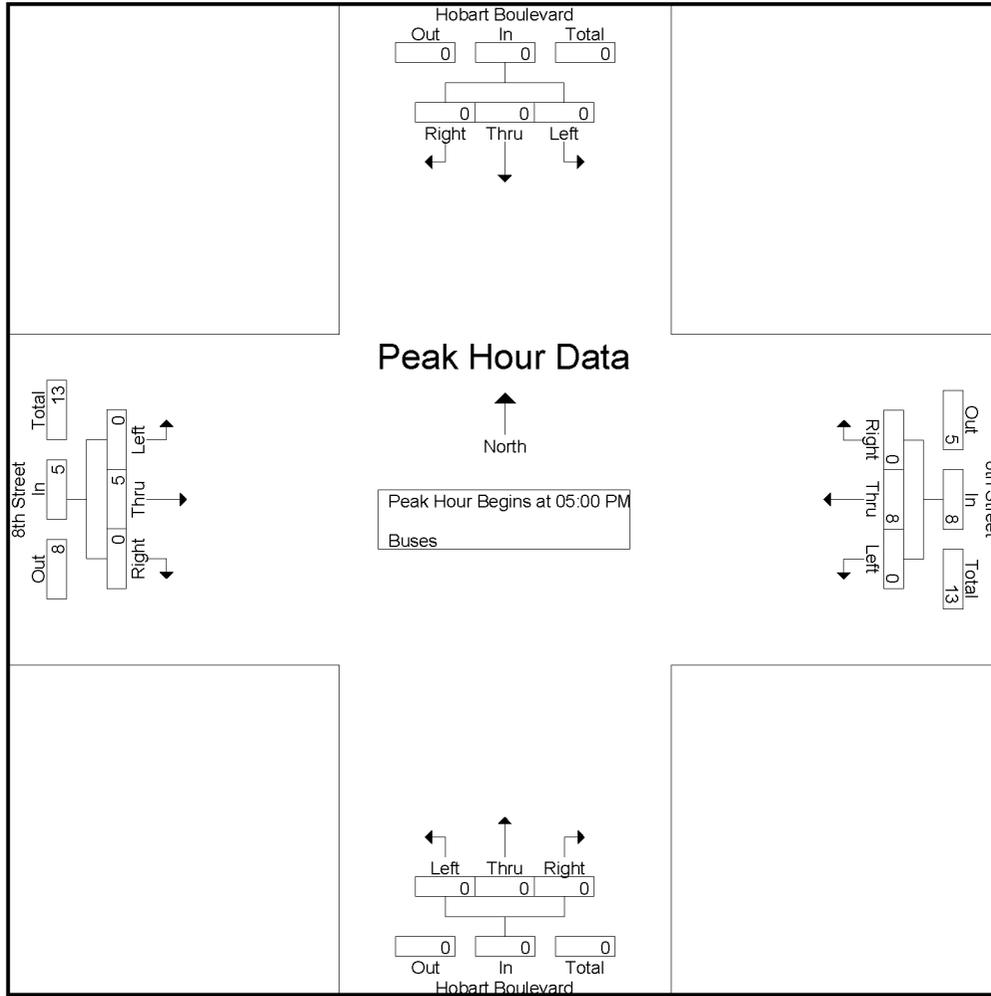
Groups Printed- Buses

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
Total	0	0	0	0	0	5	0	5	1	0	1	2	0	5	0	5	12
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	1	0	1	0	4	0	4	0	0	0	0	0	4	0	4	9
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Grand Total	0	1	0	1	0	17	0	17	1	0	1	2	0	14	0	14	34
Apprch %	0	100	0		0	100	0		50	0	50		0	100	0		
Total %	0	2.9	0	2.9	0	50	0	50	2.9	0	2.9	5.9	0	41.2	0	41.2	

Start Time	Hobart Boulevard Southbound				8th Street Westbound				Hobart Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625	.650

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 04\_LAC\_Hobart\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	<b>2</b>	0	<b>2</b>
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.625	.000	.625



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Hobart Boulevard

**East/West** 8th Street

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 0

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	9	7	45	52
<b>BUSES</b>	18	12	37	64
<b>BUSES</b>	4	3	35	36

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AMPK 15 MIN</i>	61 8.45	55 8.00	186 8.00	288 7.00
<i>PMPK 15 MIN</i>	91 5.15	104 5.30	274 5.45	232 3.45
<i>AMPK HOUR</i>	200 8.00	179 7.45	658 8.00	1046 7.00
<i>PMPK HOUR</i>	320 3.30	390 5.00	972 5.00	869 3.45

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	18	98	13	129
8-9	31	151	18	200
9-10	24	101	18	143
3-4	19	168	114	301
4-5	15	151	144	310
5-6	20	155	110	285
<b>TOTAL</b>	<b>127</b>	<b>824</b>	<b>417</b>	<b>1368</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	46	62	30	138
8-9	62	93	23	178
9-10	45	87	39	171
3-4	42	133	44	219
4-5	67	155	39	261
5-6	91	232	67	390
<b>TOTAL</b>	<b>353</b>	<b>762</b>	<b>242</b>	<b>1357</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
267	26	10	36	3
378	40	4	20	4
314	29	1	34	0
520	69	12	46	2
571	60	14	39	0
675	95	17	70	1
<b>2725</b>	<b>319</b>	<b>58</b>	<b>245</b>	<b>10</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	24	433	9	466
8-9	32	604	22	658
9-10	34	467	16	517
3-4	47	673	34	754
4-5	56	698	34	788
5-6	63	873	36	972
<b>TOTAL</b>	<b>256</b>	<b>3748</b>	<b>151</b>	<b>4155</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	14	1003	29	1046
8-9	17	885	58	960
9-10	13	801	37	851
3-4	125	671	54	850
4-5	123	671	57	851
5-6	45	702	50	797
<b>TOTAL</b>	<b>337</b>	<b>4733</b>	<b>285</b>	<b>5355</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
1512	20	0	23	6
1618	23	5	27	2
1368	18	2	19	1
1604	46	1	20	1
1639	45	0	28	4
1769	61	1	36	0
<b>9510</b>	<b>213</b>	<b>9</b>	<b>153</b>	<b>14</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Hobart Boulevard		
<b>East/West:</b>	8th Street		
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI
		<b>Weather:</b>	CLEAR
		<b>I/S Code:</b>	0

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	1	0	0	1
8-9	0	1	0	1
9-10	0	4	0	4
3-4	0	2	1	3
4-5	1	3	3	7
5-6	0	1	1	2
<b>TOTAL</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>18</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	1	0	0	1	2
8-9	0	0	0	0	1
9-10	1	3	0	4	8
3-4	1	0	0	1	4
4-5	0	2	0	2	9
5-6	0	3	1	4	6
<b>TOTAL</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>12</b>	<b>30</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	3	0	3
9-10	0	2	0	2
3-4	2	10	0	12
4-5	2	8	0	10
5-6	0	4	1	5
<b>TOTAL</b>	<b>4</b>	<b>32</b>	<b>1</b>	<b>37</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	2	13	0	15	20
8-9	1	5	0	6	9
9-10	0	3	1	4	6
3-4	4	6	0	10	22
4-5	3	10	2	15	25
5-6	5	9	0	14	19
<b>TOTAL</b>	<b>15</b>	<b>46</b>	<b>3</b>	<b>64</b>	<b>101</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
- Female Riders	1	0	3	0	4
- No helmet riders	14	10	34	53	111
- Sidewalk Riding	9	6	27	7	49
- Wrong way riding	3	6	14	29	52

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Hobart Boulevard				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	10	6	8	5	29
7:15-7:30	8	9	6	5	28
7:30-7:45	14	15	8	6	43
7:45-8:00	7	6	7	4	24
8:00-8:15	7	10	8	5	30
8:15-8:30	7	9	9	13	38
8:30-8:45	8	12	6	5	31
8:45-9:00	2	13	6	5	26
9:00-9:15	5	10	3	6	24
9:15-9:30	7	6	5	6	24
9:30-9:45	8	7	3	5	23
9:45-10:00	14	7	9	3	33

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	39	36	29	20	124
8 - 9	24	44	29	28	125
9 - 10	34	30	20	20	104
<b>TOTAL</b>	<b>97</b>	<b>110</b>	<b>78</b>	<b>68</b>	<b>353</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	20	36	8	22	86
3:15-3:30	16	30	14	28	88
3:30-3:45	6	40	4	20	70
3:45-4:00	6	32	14	22	74
4:00-4:15	10	28	16	26	80
4:15-4:30	10	30	10	18	68
4:30-4:45	6	34	12	18	70
4:45-5:00	13	28	18	28	87
5:00-5:15	15	38	12	14	79
5:15-5:30	16	66	34	34	150
5:30-5:45	16	44	18	34	112
5:45-6:00	24	42	8	40	114

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	48	138	40	92	318
4 - 5	39	120	56	90	305
5 - 6	71	190	72	122	455
<b>TOTAL</b>	<b>158</b>	<b>448</b>	<b>168</b>	<b>304</b>	<b>1078</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
3	4	3	2	12

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

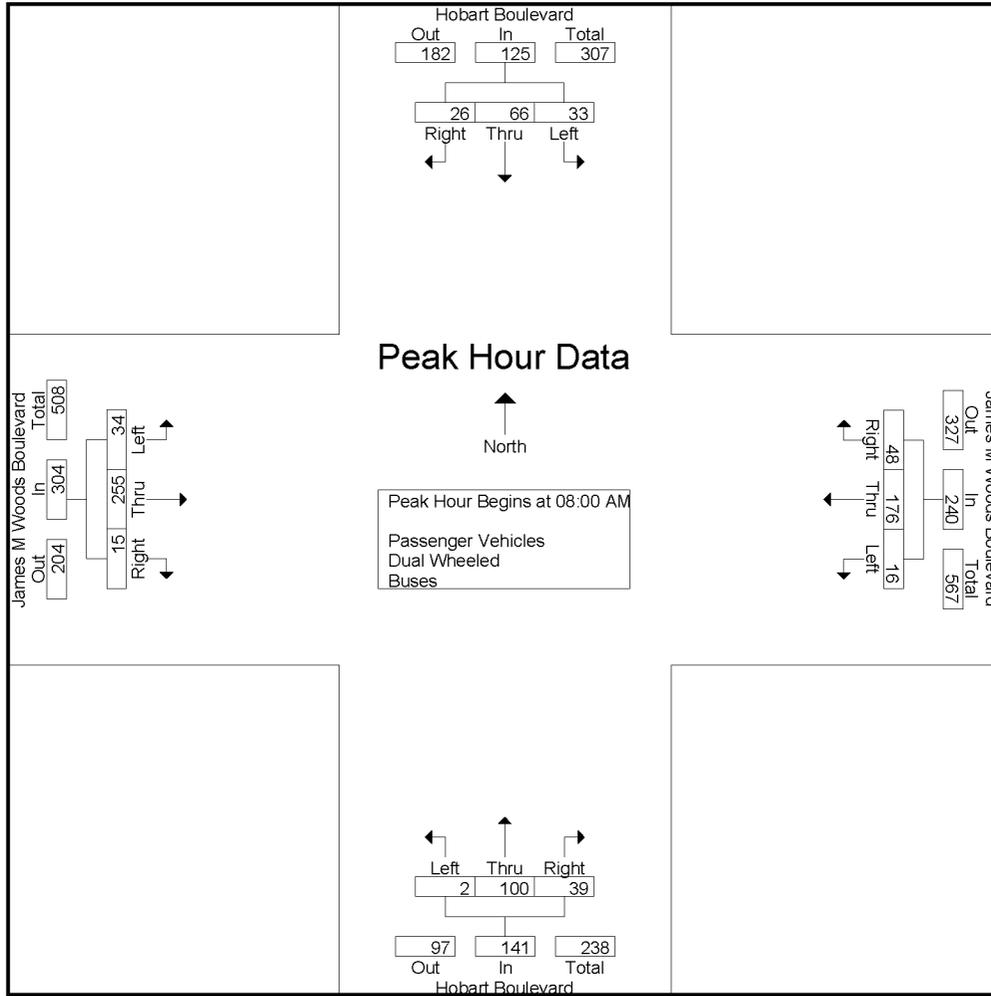
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	9	5	20	3	35	7	45	1	7	5	13	3	36	2	41	119
07:15 AM	4	3	13	20	1	37	6	44	0	7	5	12	1	30	7	38	114
07:30 AM	6	9	4	19	4	39	11	54	2	21	6	29	9	57	3	69	171
07:45 AM	13	13	10	36	3	40	13	56	2	21	12	35	11	54	4	69	196
Total	29	34	32	95	11	151	37	199	5	56	28	89	24	177	16	217	600
08:00 AM	15	18	11	44	4	53	11	68	0	14	11	25	8	57	4	69	206
08:15 AM	7	13	4	24	4	54	11	69	0	30	11	41	8	67	2	77	211
08:30 AM	6	18	2	26	4	37	17	58	1	20	10	31	8	69	4	81	196
08:45 AM	5	17	9	31	4	32	9	45	1	36	7	44	10	62	5	77	197
Total	33	66	26	125	16	176	48	240	2	100	39	141	34	255	15	304	810
09:00 AM	2	12	9	23	3	36	5	44	3	13	4	20	3	43	0	46	133
09:15 AM	5	19	2	26	2	32	11	45	3	13	5	21	5	30	7	42	134
09:30 AM	5	18	9	32	4	34	8	46	1	13	5	19	4	38	2	44	141
09:45 AM	4	16	12	32	5	45	11	61	1	18	2	21	8	32	4	44	158
Total	16	65	32	113	14	147	35	196	8	57	16	81	20	143	13	176	566
Grand Total	78	165	90	333	41	474	120	635	15	213	83	311	78	575	44	697	1976
Apprch %	23.4	49.5	27		6.5	74.6	18.9		4.8	68.5	26.7		11.2	82.5	6.3		
Total %	3.9	8.4	4.6	16.9	2.1	24	6.1	32.1	0.8	10.8	4.2	15.7	3.9	29.1	2.2	35.3	
Passenger Vehicles	77	163	87	327	40	461	117	618	15	211	81	307	76	561	42	679	1931
% Passenger Vehicles	98.7	98.8	96.7	98.2	97.6	97.3	97.5	97.3	100	99.1	97.6	98.7	97.4	97.6	95.5	97.4	97.7
Dual Wheeled	1	2	1	4	1	4	3	8	0	1	1	2	1	5	1	7	21
% Dual Wheeled	1.3	1.2	1.1	1.2	2.4	0.8	2.5	1.3	0	0.5	1.2	0.6	1.3	0.9	2.3	1	1.1
Buses	0	0	2	2	0	9	0	9	0	1	1	2	1	9	1	11	24
% Buses	0	0	2.2	0.6	0	1.9	0	1.4	0	0.5	1.2	0.6	1.3	1.6	2.3	1.6	1.2

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>15</b>	<b>18</b>	<b>11</b>	<b>44</b>	<b>4</b>	<b>53</b>	<b>11</b>	<b>68</b>	0	14	<b>11</b>	25	8	57	4	69	206
08:15 AM	7	13	4	24	4	<b>54</b>	11	<b>69</b>	0	30	11	41	8	67	2	77	<b>211</b>
08:30 AM	6	18	2	26	4	37	<b>17</b>	58	<b>1</b>	20	10	31	8	<b>69</b>	4	<b>81</b>	196
08:45 AM	5	17	9	31	4	32	9	45	1	<b>36</b>	7	<b>44</b>	<b>10</b>	62	<b>5</b>	77	197
Total Volume	33	66	26	125	16	176	48	240	2	100	39	141	34	255	15	304	810
% App. Total	26.4	52.8	20.8		6.7	73.3	20		1.4	70.9	27.7		11.2	83.9	4.9		
PHF	.550	.917	.591	.710	1.00	.815	.706	.870	.500	.694	.886	.801	.850	.924	.750	.938	.960

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	13	13	10	36	3	40	13	56	0	14	11	25	8	57	4	69
+15 mins.	<b>15</b>	<b>18</b>	<b>11</b>	<b>44</b>	<b>4</b>	53	11	68	0	30	11	41	8	67	2	77
+30 mins.	7	13	4	24	4	<b>54</b>	11	<b>69</b>	<b>1</b>	20	10	31	8	<b>69</b>	4	<b>81</b>
+45 mins.	6	18	2	26	4	37	<b>17</b>	58	1	<b>36</b>	7	<b>44</b>	<b>10</b>	62	<b>5</b>	77
Total Volume	41	62	27	130	15	184	52	251	2	100	39	141	34	255	15	304
% App. Total	31.5	47.7	20.8		6	73.3	20.7		1.4	70.9	27.7		11.2	83.9	4.9	
PHF	.683	.861	.614	.739	.938	.852	.765	.909	.500	.694	.886	.801	.850	.924	.750	.938

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
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 Page No : 1

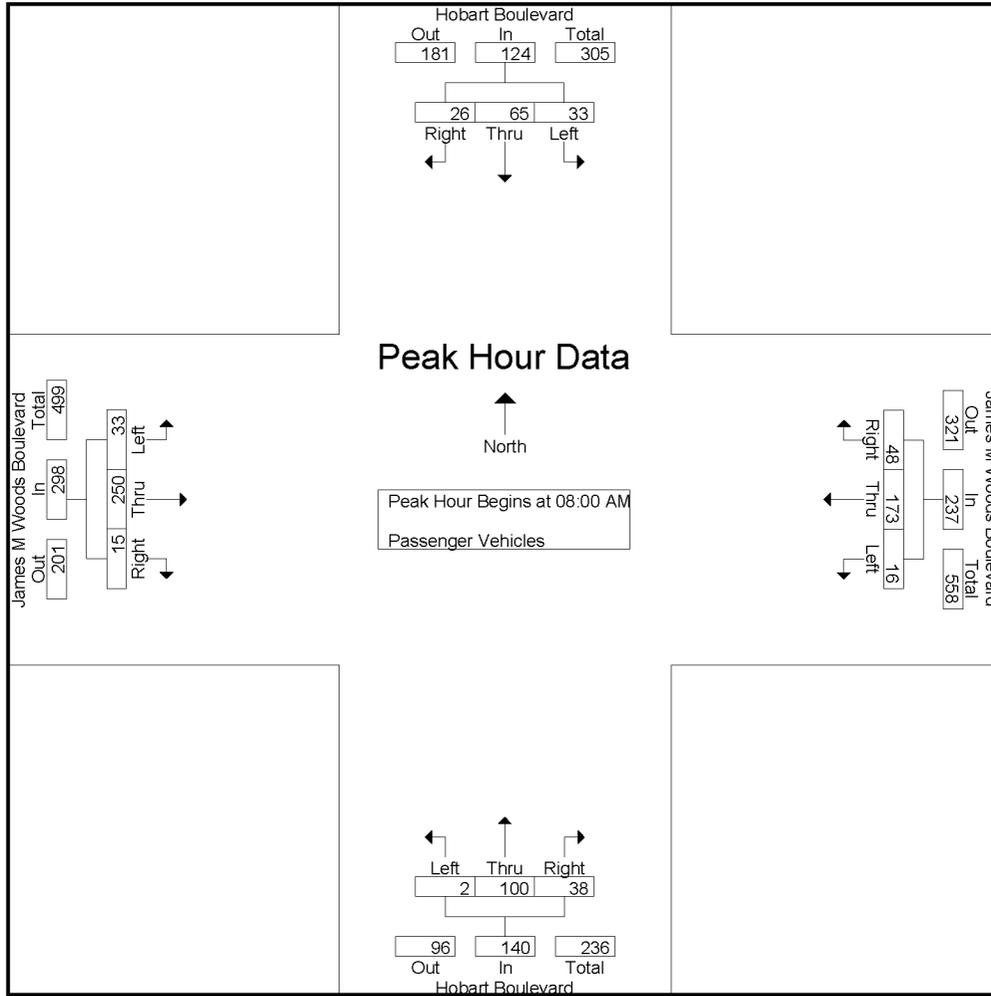
Groups Printed- Passenger Vehicles

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	9	5	20	3	33	7	43	1	7	5	13	3	35	2	40	116
07:15 AM	4	3	12	19	1	37	6	44	0	7	5	12	1	29	7	37	112
07:30 AM	6	9	3	18	4	38	11	53	2	20	5	27	9	56	2	67	165
07:45 AM	13	13	9	35	3	39	13	55	2	21	12	35	11	54	4	69	194
Total	29	34	29	92	11	147	37	195	5	55	27	87	24	174	15	213	587
08:00 AM	15	18	11	44	4	53	11	68	0	14	10	24	7	55	4	66	202
08:15 AM	7	13	4	24	4	53	11	68	0	30	11	41	8	66	2	76	209
08:30 AM	6	17	2	25	4	35	17	56	1	20	10	31	8	68	4	80	192
08:45 AM	5	17	9	31	4	32	9	45	1	36	7	44	10	61	5	76	196
Total	33	65	26	124	16	173	48	237	2	100	38	140	33	250	15	298	799
09:00 AM	1	11	9	21	3	33	4	40	3	13	4	20	3	42	0	45	126
09:15 AM	5	19	2	26	2	32	11	45	3	12	5	20	5	28	7	40	131
09:30 AM	5	18	9	32	3	32	6	41	1	13	5	19	3	36	2	41	133
09:45 AM	4	16	12	32	5	44	11	60	1	18	2	21	8	31	3	42	155
Total	15	64	32	111	13	141	32	186	8	56	16	80	19	137	12	168	545
Grand Total	77	163	87	327	40	461	117	618	15	211	81	307	76	561	42	679	1931
Apprch %	23.5	49.8	26.6		6.5	74.6	18.9		4.9	68.7	26.4		11.2	82.6	6.2		
Total %	4	8.4	4.5	16.9	2.1	23.9	6.1	32	0.8	10.9	4.2	15.9	3.9	29.1	2.2	35.2	

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>15</b>	<b>18</b>	<b>11</b>	<b>44</b>	<b>4</b>	<b>53</b>	11	<b>68</b>	0	14	10	24	7	55	4	66	202
08:15 AM	7	13	4	24	4	53	11	68	0	30	<b>11</b>	41	8	66	2	76	<b>209</b>
08:30 AM	6	17	2	25	4	35	<b>17</b>	56	<b>1</b>	20	10	31	<b>8</b>	<b>68</b>	4	<b>80</b>	192
08:45 AM	5	17	9	31	4	32	9	45	1	<b>36</b>	7	<b>44</b>	<b>10</b>	61	<b>5</b>	76	196
Total Volume	33	65	26	124	16	173	48	237	2	100	38	140	33	250	15	298	799
% App. Total	26.6	52.4	21		6.8	73	20.3		1.4	71.4	27.1		11.1	83.9	5		
PHF	.550	.903	.591	.705	1.00	.816	.706	.871	.500	.694	.864	.795	.825	.919	.750	.931	.956

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	15	18	11	44	4	53	11	68	0	14	10	24	7	55	4	66
+15 mins.	7	13	4	24	4	53	11	68	0	30	11	41	8	66	2	76
+30 mins.	6	17	2	25	4	35	17	56	1	20	10	31	8	68	4	80
+45 mins.	5	17	9	31	4	32	9	45	1	36	7	44	10	61	5	76
Total Volume	33	65	26	124	16	173	48	237	2	100	38	140	33	250	15	298
% App. Total	26.6	52.4	21		6.8	73	20.3		1.4	71.4	27.1		11.1	83.9	5	
PHF	.550	.903	.591	.705	1.000	.816	.706	.871	.500	.694	.864	.795	.825	.919	.750	.931

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

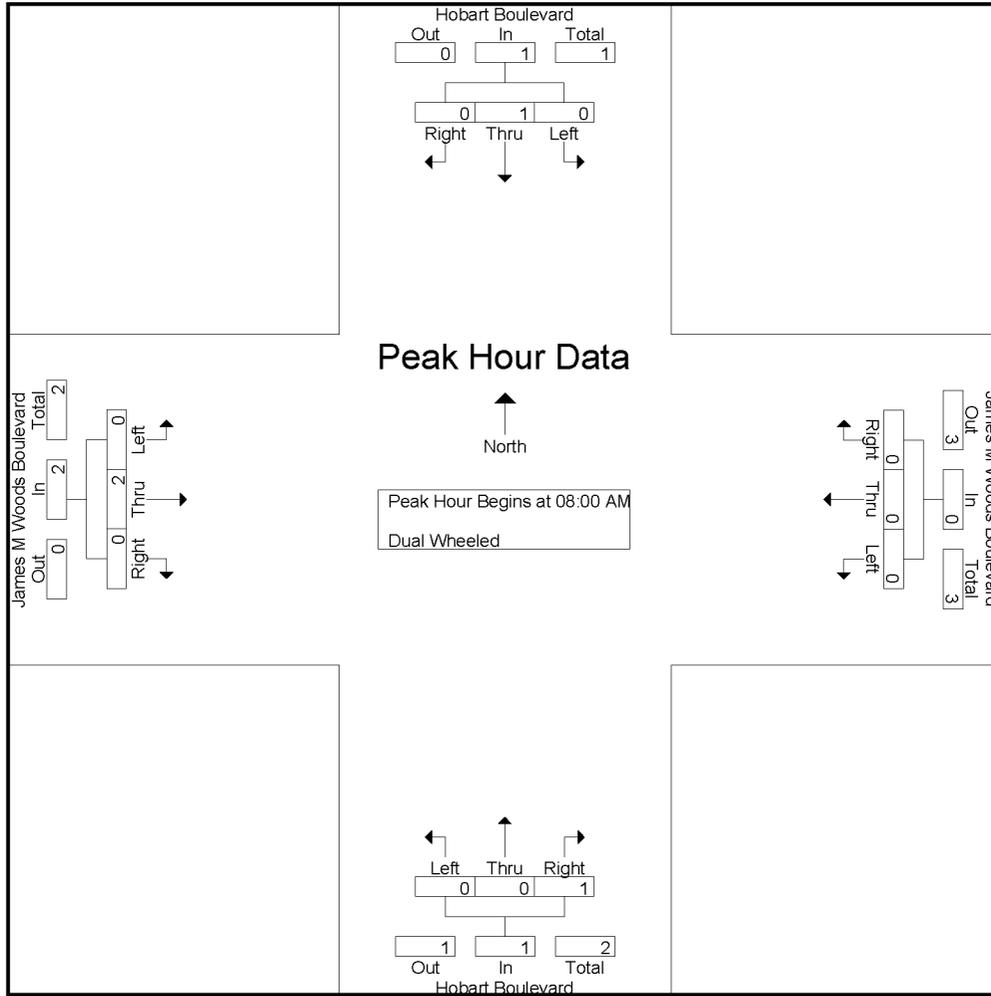
Groups Printed- Dual Wheeled

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
09:00 AM	1	1	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
09:30 AM	0	0	0	0	1	2	2	5	0	0	0	0	1	1	0	2	7
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>15</b>
<b>Grand Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>21</b>
Apprch %	25	50	25		12.5	50	37.5		0	50	50		14.3	71.4	14.3		
Total %	4.8	9.5	4.8	19	4.8	19	14.3	38.1	0	4.8	4.8	9.5	4.8	23.8	4.8	33.3	

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>
% App. Total	0	100	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.500

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1
+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	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0	0	100	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
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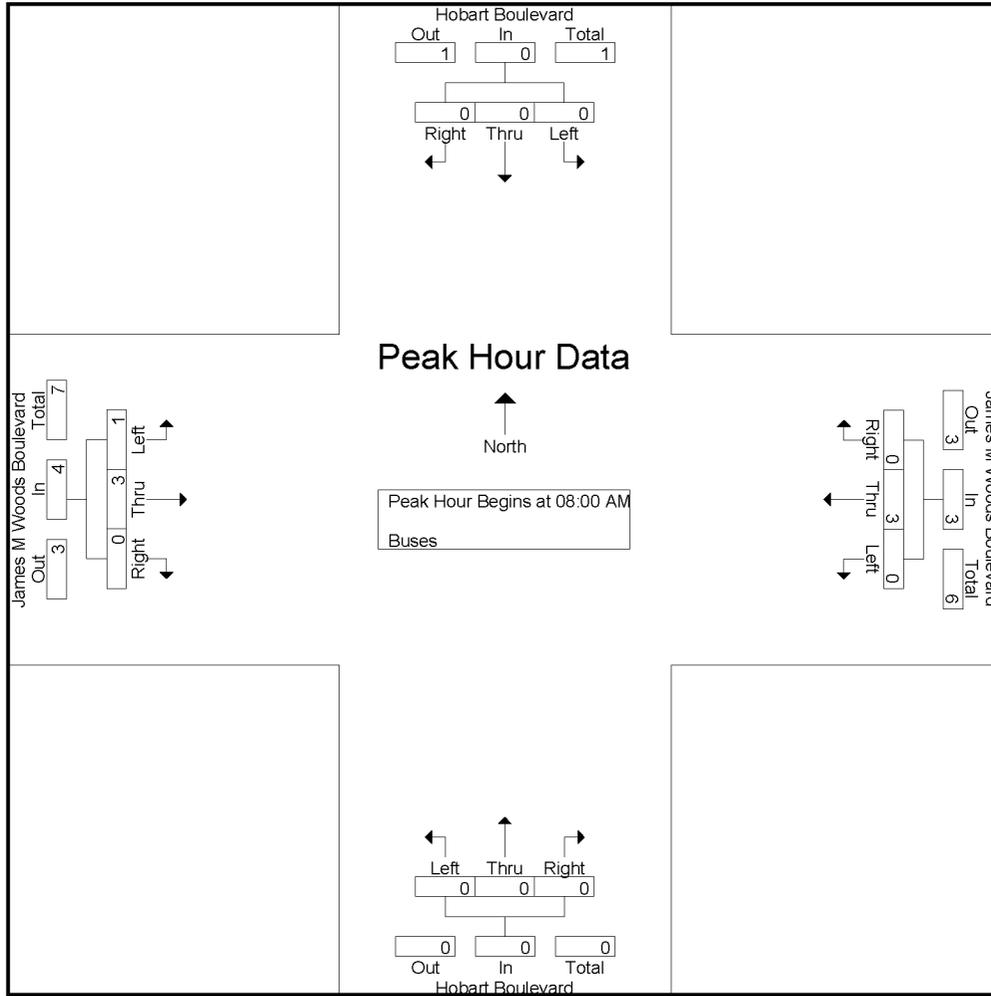
Groups Printed- Buses

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	1	2	5
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>11</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>11</b>	<b>24</b>
Apprch %	0	0	100		0	100	0		0	50	50		9.1	81.8	9.1		
Total %	0	0	8.3	8.3	0	37.5	0	37.5	0	4.2	4.2	8.3	4.2	37.5	4.2	45.8	

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.750	.000	.500	.583

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	25	75	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.750	.000	.500

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

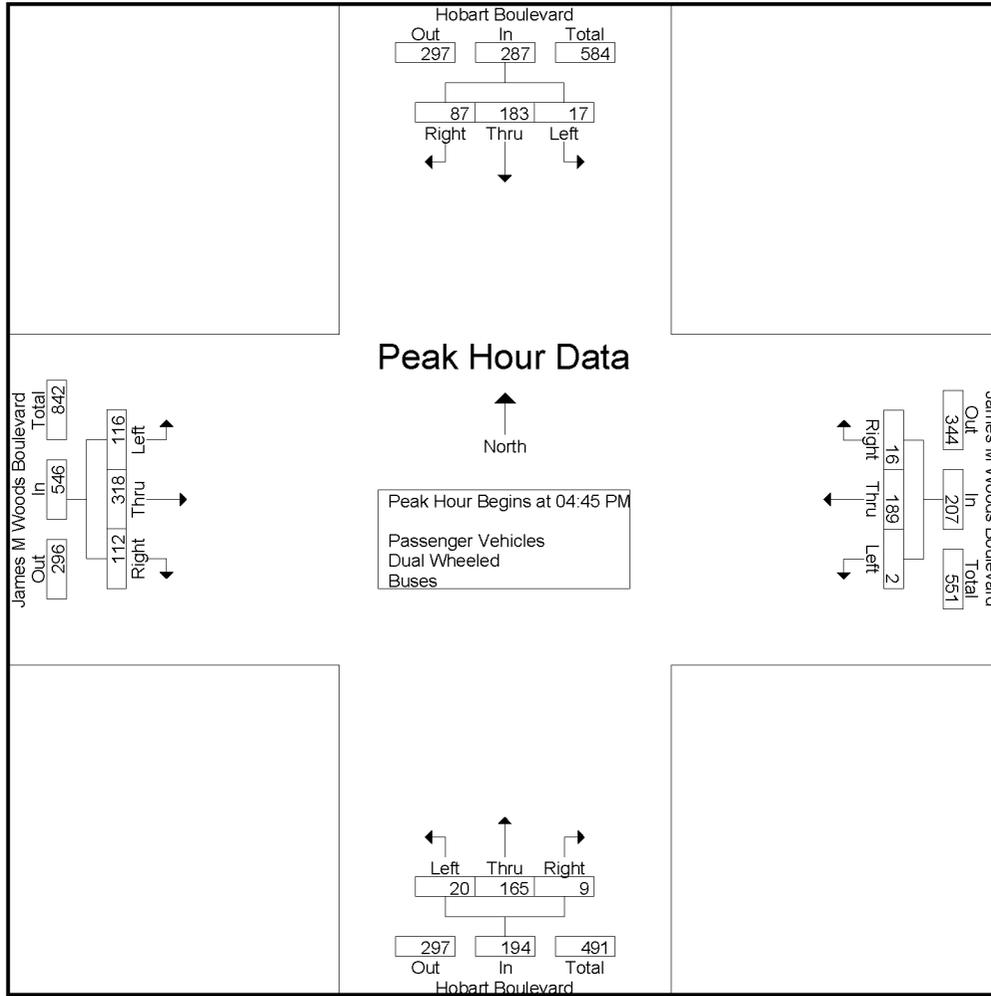
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	4	44	10	58	0	12	0	12	4	49	0	53	25	51	32	108	231
03:15 PM	0	54	10	64	0	15	0	15	4	43	1	48	14	52	37	103	230
03:30 PM	0	60	14	74	1	16	1	18	4	37	0	41	28	73	51	152	285
03:45 PM	0	64	13	77	0	19	2	21	2	62	0	64	30	63	34	127	289
Total	4	222	47	273	1	62	3	66	14	191	1	206	97	239	154	490	1035
04:00 PM	0	60	15	75	0	18	1	19	3	54	0	57	25	70	48	143	294
04:15 PM	0	48	23	71	1	27	2	30	6	43	0	49	33	71	41	145	295
04:30 PM	0	69	10	79	0	20	0	20	5	46	0	51	26	50	29	105	255
04:45 PM	0	55	22	77	0	21	2	23	5	54	0	59	34	75	43	152	311
Total	0	232	70	302	1	86	5	92	19	197	0	216	118	266	161	545	1155
05:00 PM	0	51	26	77	1	36	1	38	7	41	1	49	26	65	34	125	289
05:15 PM	6	39	31	76	1	57	4	62	6	42	3	51	43	97	23	163	352
05:30 PM	11	38	8	57	0	75	9	84	2	28	5	35	13	81	12	106	282
05:45 PM	14	38	11	63	1	58	11	70	3	46	4	53	8	93	9	110	296
Total	31	166	76	273	3	226	25	254	18	157	13	188	90	336	78	504	1219
Grand Total	35	620	193	848	5	374	33	412	51	545	14	610	305	841	393	1539	3409
Apprch %	4.1	73.1	22.8		1.2	90.8	8		8.4	89.3	2.3		19.8	54.6	25.5		
Total %	1	18.2	5.7	24.9	0.1	11	1	12.1	1.5	16	0.4	17.9	8.9	24.7	11.5	45.1	
Passenger Vehicles	35	614	191	840	5	365	33	403	46	538	14	598	304	822	381	1507	3348
% Passenger Vehicles	100	99	99	99.1	100	97.6	100	97.8	90.2	98.7	100	98	99.7	97.7	96.9	97.9	98.2
Dual Wheeled	0	6	1	7	0	1	0	1	1	4	0	5	1	9	6	16	29
% Dual Wheeled	0	1	0.5	0.8	0	0.3	0	0.2	2	0.7	0	0.8	0.3	1.1	1.5	1	0.9
Buses	0	0	1	1	0	8	0	8	4	3	0	7	0	10	6	16	32
% Buses	0	0	0.5	0.1	0	2.1	0	1.9	7.8	0.6	0	1.1	0	1.2	1.5	1	0.9

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	<b>55</b>	22	<b>77</b>	0	21	2	23	5	<b>54</b>	0	<b>59</b>	34	75	<b>43</b>	152	311
05:00 PM	0	51	26	77	1	36	1	38	7	41	1	49	26	65	34	125	289
05:15 PM	6	39	<b>31</b>	76	1	57	4	62	6	42	3	51	<b>43</b>	<b>97</b>	23	<b>163</b>	<b>352</b>
05:30 PM	<b>11</b>	38	8	57	0	<b>75</b>	<b>9</b>	<b>84</b>	2	28	<b>5</b>	35	13	81	12	106	282
Total Volume	17	183	87	287	2	189	16	207	20	165	9	194	116	318	112	546	1234
% App. Total	5.9	63.8	30.3		1	91.3	7.7		10.3	85.1	4.6		21.2	58.2	20.5		
PHF	.386	.832	.702	.932	.500	.630	.444	.616	.714	.764	.450	.822	.674	.820	.651	.837	.876

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				03:45 PM				03:30 PM			
+0 mins.	0	<b>69</b>	10	<b>79</b>	<b>1</b>	36	1	38	2	<b>62</b>	0	<b>64</b>	28	<b>73</b>	<b>51</b>	<b>152</b>
+15 mins.	0	55	22	77	1	57	4	62	3	54	0	57	30	63	34	127
+30 mins.	0	51	26	77	0	<b>75</b>	9	<b>84</b>	<b>6</b>	43	0	49	25	70	48	143
+45 mins.	<b>6</b>	39	<b>31</b>	76	1	58	<b>11</b>	70	5	46	0	51	<b>33</b>	71	41	145
Total Volume	6	214	89	309	3	226	25	254	16	205	0	221	116	277	174	567
% App. Total	1.9	69.3	28.8		1.2	89	9.8		7.2	92.8	0		20.5	48.9	30.7	
PHF	.250	.775	.718	.978	.750	.753	.568	.756	.667	.827	.000	.863	.879	.949	.853	.933

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

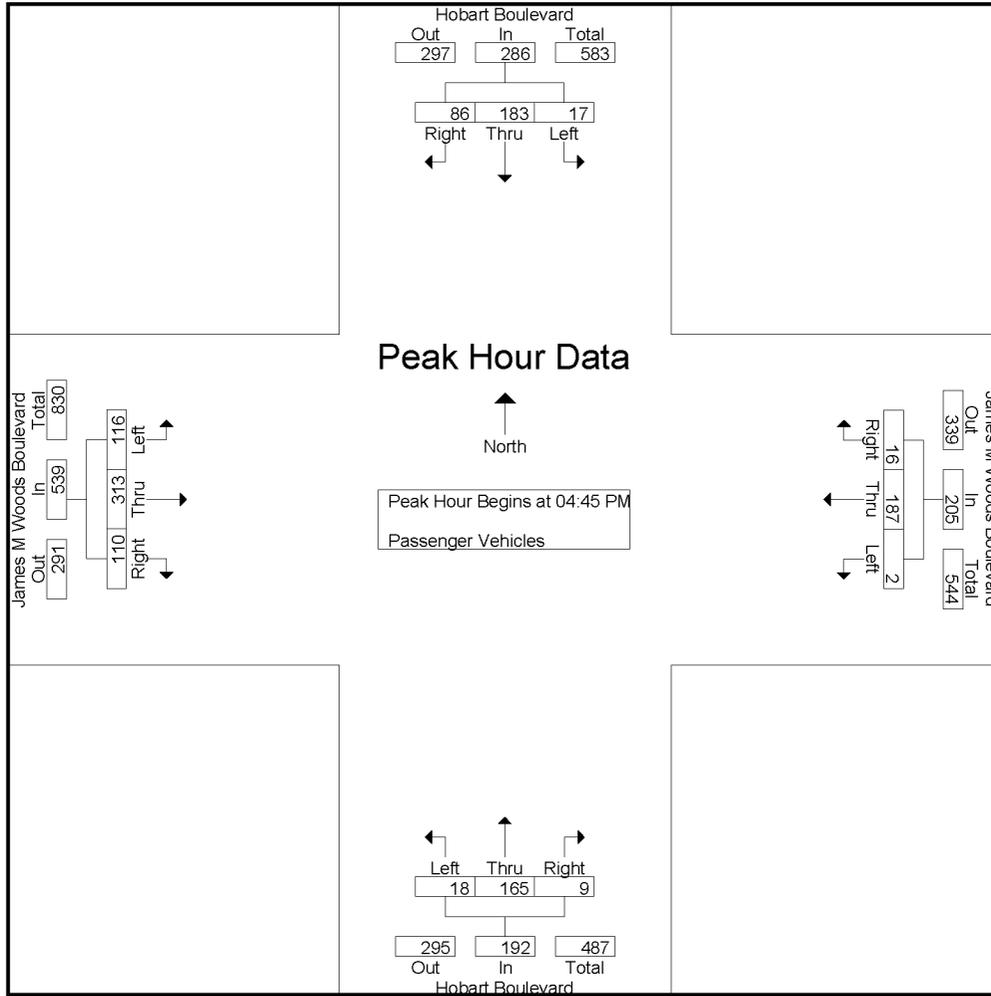
Groups Printed- Passenger Vehicles

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	4	43	10	57	0	12	0	12	4	48	0	52	24	49	30	103	224
03:15 PM	0	54	10	64	0	14	0	14	3	41	1	45	14	48	35	97	220
03:30 PM	0	58	14	72	1	16	1	18	4	37	0	41	28	72	50	150	281
03:45 PM	0	62	13	75	0	17	2	19	1	60	0	61	30	61	33	124	279
Total	4	217	47	268	1	59	3	63	12	186	1	199	96	230	148	474	1004
04:00 PM	0	60	15	75	0	18	1	19	3	53	0	56	25	68	46	139	289
04:15 PM	0	47	22	69	1	25	2	28	6	43	0	49	33	69	40	142	288
04:30 PM	0	69	10	79	0	19	0	19	4	45	0	49	26	50	28	104	251
04:45 PM	0	55	21	76	0	21	2	23	4	54	0	58	34	73	43	150	307
Total	0	231	68	299	1	83	5	89	17	195	0	212	118	260	157	535	1135
05:00 PM	0	51	26	77	1	36	1	38	7	41	1	49	26	63	33	122	286
05:15 PM	6	39	31	76	1	56	4	61	5	42	3	50	43	96	22	161	348
05:30 PM	11	38	8	57	0	74	9	83	2	28	5	35	13	81	12	106	281
05:45 PM	14	38	11	63	1	57	11	69	3	46	4	53	8	92	9	109	294
Total	31	166	76	273	3	223	25	251	17	157	13	187	90	332	76	498	1209
Grand Total	35	614	191	840	5	365	33	403	46	538	14	598	304	822	381	1507	3348
Apprch %	4.2	73.1	22.7		1.2	90.6	8.2		7.7	90	2.3		20.2	54.5	25.3		
Total %	1	18.3	5.7	25.1	0.1	10.9	1	12	1.4	16.1	0.4	17.9	9.1	24.6	11.4	45	

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	<b>55</b>	21	76	0	21	2	23	4	<b>54</b>	0	<b>58</b>	34	73	<b>43</b>	150	307
05:00 PM	0	51	26	<b>77</b>	1	36	1	38	<b>7</b>	41	1	49	26	63	33	122	286
05:15 PM	6	39	<b>31</b>	76	1	56	4	61	5	42	3	50	<b>43</b>	<b>96</b>	22	<b>161</b>	<b>348</b>
05:30 PM	<b>11</b>	38	8	57	0	<b>74</b>	<b>9</b>	<b>83</b>	2	28	<b>5</b>	35	13	81	12	106	281
Total Volume	17	183	86	286	2	187	16	205	18	165	9	192	116	313	110	539	1222
% App. Total	5.9	64	30.1		1	91.2	7.8		9.4	85.9	4.7		21.5	58.1	20.4		
PHF	.386	.832	.694	.929	.500	.632	.444	.617	.643	.764	.450	.828	.674	.815	.640	.837	.878

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	<b>55</b>	21	76	0	21	2	23	4	<b>54</b>	0	<b>58</b>	34	73	<b>43</b>	150
+15 mins.	0	51	26	<b>77</b>	<b>1</b>	36	1	38	<b>7</b>	41	1	49	26	63	33	122
+30 mins.	6	39	<b>31</b>	76	1	56	4	61	5	42	3	50	<b>43</b>	<b>96</b>	22	<b>161</b>
+45 mins.	<b>11</b>	38	8	57	0	<b>74</b>	<b>9</b>	<b>83</b>	2	28	<b>5</b>	35	13	81	12	106
Total Volume	17	183	86	286	2	187	16	205	18	165	9	192	116	313	110	539
% App. Total	5.9	64	30.1		1	91.2	7.8		9.4	85.9	4.7		21.5	58.1	20.4	
PHF	.386	.832	.694	.929	.500	.632	.444	.617	.643	.764	.450	.828	.674	.815	.640	.837

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

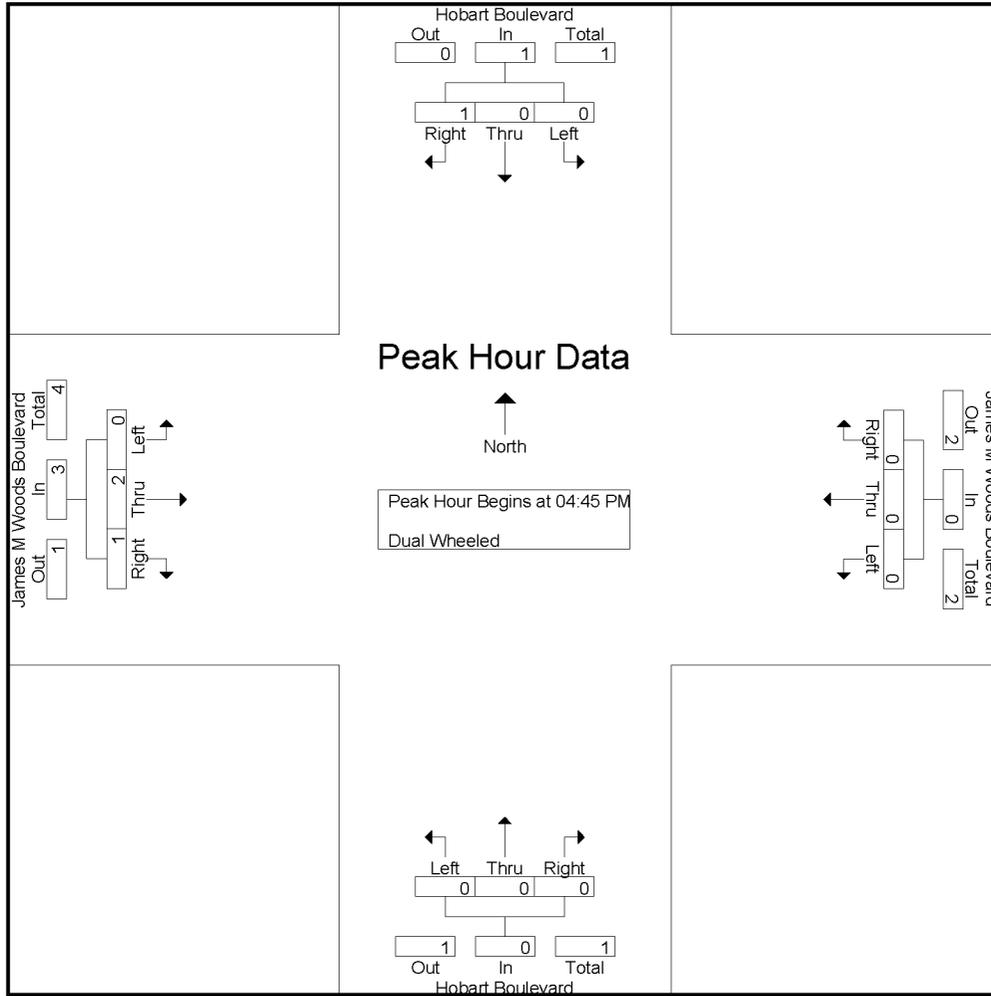
Groups Printed- Dual Wheeled

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	1	1	3	5	
03:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	3	0	1	1	2	5
03:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	4
03:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	5	0	5	0	0	0	0	0	1	3	0	4	1	4	3	8	17
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
04:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	1	1	2	0	1	0	1	0	0	1	0	1	0	3	2	5	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Grand Total	0	6	1	7	0	1	0	1	1	4	0	5	1	9	6	16	29	
Apprch %	0	85.7	14.3		0	100	0		20	80	0		6.2	56.2	37.5			
Total %	0	20.7	3.4	24.1	0	3.4	0	3.4	3.4	13.8	0	17.2	3.4	31	20.7	55.2		

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3	4
% App. Total	0	0	100		0	0	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.500

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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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				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	3
% App. Total	0	0	100		0	0	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

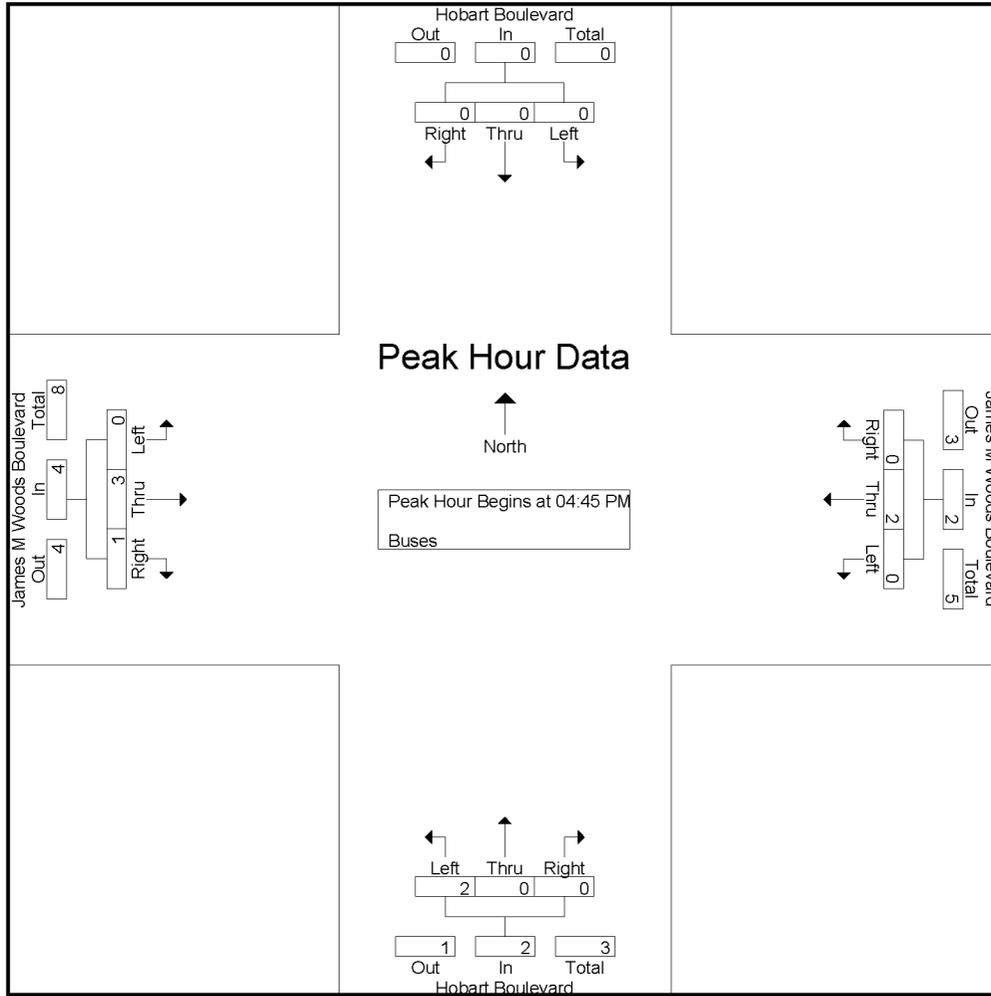
Groups Printed- Buses

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	2	0	2	1	2	0	3	0	1	1	2	7
Total	0	0	0	0	0	3	0	3	1	2	0	3	0	5	3	8	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	1	1	4
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	0	0	1	1	0	2	0	2	2	1	0	3	0	3	2	5	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
Grand Total	0	0	1	1	0	8	0	8	4	3	0	7	0	10	6	16	32
Apprch %	0	0	100		0	100	0		57.1	42.9	0		0	62.5	37.5		
Total %	0	0	3.1	3.1	0	25	0	25	12.5	9.4	0	21.9	0	31.2	18.8	50	

Start Time	Hobart Boulevard Southbound				James M Woods Boulevard Westbound				Hobart Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	0	3	1	4	8
% App. Total	0	0	0		0	100	0		100	0	0		0	75	25		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.750	.250	.500	.500

City of Los Angeles  
 N/S: Hobart Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 05\_LAC\_Hobart\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	2	0	0	2	0	3	1	4
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	75	25	500
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.000	.750	.250	.500



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Hobart Boulevard

**East/West** James M Woods Boulevard

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 7972

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	7	11	23	9
<b>BUSES</b>	16	22	25	22
<b>BUSES</b>	9	3	27	17

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AMPK 15 MIN</i>	44	8.45	44	8.00	81	8.30	69	8.15
<i>PMPK 15 MIN</i>	64	3.45	79	4.30	163	5.15	84	5.30
<i>AMPK HOUR</i>	141	8.00	130	7.45	304	8.00	251	7.45
<i>PMPK HOUR</i>	221	3.45	309	4.30	567	3.30	254	5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	5	56	28	89
8-9	2	100	39	141
9-10	8	57	16	81
3-4	14	191	1	206
4-5	19	197	0	216
5-6	18	157	13	188
<b>TOTAL</b>	<b>66</b>	<b>758</b>	<b>97</b>	<b>921</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	29	34	32	95
8-9	33	66	26	125
9-10	16	65	32	113
3-4	4	222	47	273
4-5	0	232	70	302
5-6	31	166	76	273
<b>TOTAL</b>	<b>113</b>	<b>785</b>	<b>283</b>	<b>1181</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped Sch		Ped Sch	
184	32	14	16	11
266	34	4	18	2
194	16	1	16	3
479	20	9	21	14
518	32	2	17	5
461	31	5	24	3
<b>2102</b>	<b>165</b>	<b>35</b>	<b>112</b>	<b>38</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	24	177	16	217
8-9	34	255	15	304
9-10	20	143	13	176
3-4	97	239	154	490
4-5	118	266	161	545
5-6	90	336	78	504
<b>TOTAL</b>	<b>383</b>	<b>1416</b>	<b>437</b>	<b>2236</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	11	151	37	199
8-9	16	176	48	240
9-10	14	147	35	196
3-4	1	62	3	66
4-5	1	86	5	92
5-6	3	226	25	254
<b>TOTAL</b>	<b>46</b>	<b>848</b>	<b>153</b>	<b>1047</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped Sch		Ped Sch	
416	11	5	16	12
544	19	2	19	3
372	15	1	14	0
556	20	17	19	10
637	30	12	35	8
758	32	7	20	2
<b>3283</b>	<b>127</b>	<b>44</b>	<b>123</b>	<b>35</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Hobart Boulevard				
<b>East/West:</b>	James M Woods Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7972
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	1	1	0	2
8-9	1	0	0	1
9-10	0	1	1	2
3-4	0	3	0	3
4-5	0	8	0	8
5-6	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>16</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	1	0	1	3
8-9	0	1	0	1	2
9-10	0	2	1	3	5
3-4	0	3	2	5	8
4-5	0	5	2	7	15
5-6	1	1	3	5	5
<b>TOTAL</b>	<b>1</b>	<b>13</b>	<b>8</b>	<b>22</b>	<b>38</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	4	1	5
9-10	2	3	0	5
3-4	0	0	0	0
4-5	4	0	3	7
5-6	2	1	0	3
<b>TOTAL</b>	<b>8</b>	<b>13</b>	<b>4</b>	<b>25</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	5	0	5	10
8-9	0	6	0	6	11
9-10	0	6	0	6	11
3-4	0	0	1	1	1
4-5	0	0	0	0	7
5-6	1	3	0	4	7
<b>TOTAL</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>22</b>	<b>47</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	4	1	5
- No helmet riders	14	17	13	15	59
- Sidewalk Riding	9	9	5	9	32
- Wrong way riding	6	5	6	4	21

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Hobart Boulevard				
<b>East/West:</b>	James M Woods Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7972
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	3	17	6	3	29
7:15-7:30	4	7	4	1	16
7:30-7:45	5	14	7	3	29
7:45-8:00	15	8	11	9	43
8:00-8:15	9	13	7	4	33
8:15-8:30	5	12	11	10	38
8:30-8:45	2	6	3	3	14
8:45-9:00	4	7	1	4	16
9:00-9:15	7	4	3	10	24
9:15-9:30	5	5	2	4	16
9:30-9:45	0	4	5	0	9
9:45-10:00	7	4	4	2	17

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	27	46	28	16	117
8 - 9	20	38	22	21	101
9 - 10	19	17	14	16	66
<b>TOTAL</b>	<b>66</b>	<b>101</b>	<b>64</b>	<b>53</b>	<b>284</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	7	6	12	0	25
3:15-3:30	8	10	2	12	32
3:30-3:45	9	8	8	16	41
3:45-4:00	11	16	16	12	55
4:00-4:15	7	20	30	14	71
4:15-4:30	4	12	16	14	46
4:30-4:45	9	20	8	18	55
4:45-5:00	2	12	16	14	44
5:00-5:15	3	18	8	12	41
5:15-5:30	7	4	12	20	43
5:30-5:45	8	20	14	16	58
5:45-6:00	9	20	6	16	51

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	35	40	38	40	153
4 - 5	22	64	70	60	216
5 - 6	27	62	40	64	193
<b>TOTAL</b>	<b>84</b>	<b>166</b>	<b>148</b>	<b>164</b>	<b>562</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
3	0	0	1	4

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

Source:

LADOT 2015 CMP

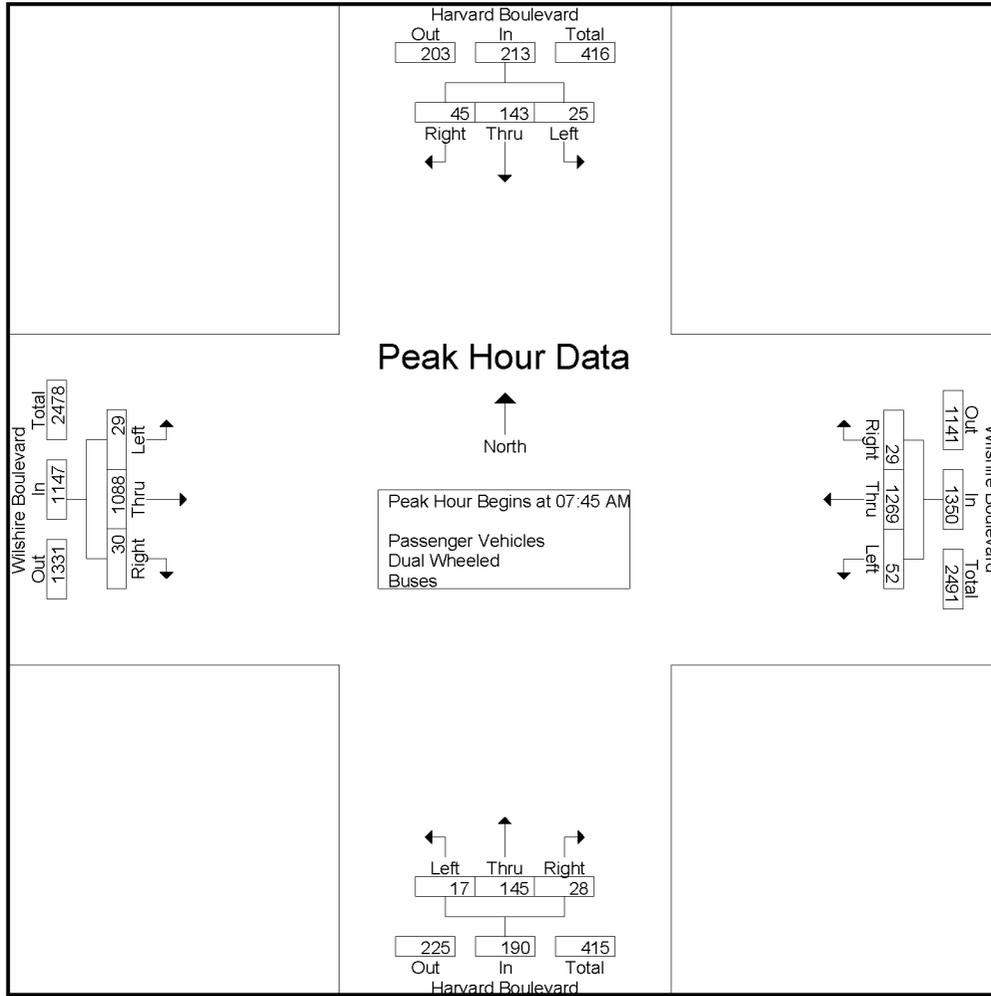
City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	11	5	18	6	310	2	318	1	14	8	23	4	188	0	192	551
07:15 AM	8	19	4	31	2	285	1	288	8	30	8	46	6	182	3	191	556
07:30 AM	9	33	9	51	5	297	8	310	5	31	3	39	2	255	3	260	660
07:45 AM	3	30	10	43	13	355	5	373	4	34	6	44	8	265	7	280	740
Total	22	93	28	143	26	1247	16	1289	18	109	25	152	20	890	13	923	2507
08:00 AM	10	31	12	53	9	332	12	353	5	34	9	48	10	278	5	293	747
08:15 AM	8	46	10	64	10	266	8	284	4	31	6	41	9	299	10	318	707
08:30 AM	4	36	13	53	20	316	4	340	4	46	7	57	2	246	8	256	706
08:45 AM	6	31	9	46	12	278	13	303	0	41	10	51	6	242	11	259	659
Total	28	144	44	216	51	1192	37	1280	13	152	32	197	27	1065	34	1126	2819
09:00 AM	6	43	9	58	17	254	10	281	12	46	13	71	10	230	10	250	660
09:15 AM	8	33	16	57	9	253	3	265	4	37	13	54	11	247	5	263	639
09:30 AM	4	30	6	40	9	293	7	309	2	24	8	34	12	245	4	261	644
09:45 AM	9	21	7	37	9	255	8	272	3	36	13	52	6	227	4	237	598
Total	27	127	38	192	44	1055	28	1127	21	143	47	211	39	949	23	1011	2541
Grand Total	77	364	110	551	121	3494	81	3696	52	404	104	560	86	2904	70	3060	7867
Apprch %	14	66.1	20		3.3	94.5	2.2		9.3	72.1	18.6		2.8	94.9	2.3		
Total %	1	4.6	1.4	7	1.5	44.4	1	47	0.7	5.1	1.3	7.1	1.1	36.9	0.9	38.9	
Passenger Vehicles	76	360	109	545	120	3386	81	3587	52	401	102	555	84	2836	68	2988	7675
% Passenger Vehicles	98.7	98.9	99.1	98.9	99.2	96.9	100	97.1	100	99.3	98.1	99.1	97.7	97.7	97.1	97.6	97.6
Dual Wheeled	1	4	1	6	1	44	0	45	0	3	1	4	2	32	2	36	91
% Dual Wheeled	1.3	1.1	0.9	1.1	0.8	1.3	0	1.2	0	0.7	1	0.7	2.3	1.1	2.9	1.2	1.2
Buses	0	0	0	0	0	64	0	64	0	0	1	1	0	36	0	36	101
% Buses	0	0	0	0	0	1.8	0	1.7	0	0	1	0.2	0	1.2	0	1.2	1.3

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	30	10	43	13	<b>355</b>	5	<b>373</b>	4	34	6	44	8	265	7	280	740
08:00 AM	<b>10</b>	31	12	53	9	332	<b>12</b>	353	<b>5</b>	34	<b>9</b>	48	<b>10</b>	278	5	293	<b>747</b>
08:15 AM	8	<b>46</b>	10	<b>64</b>	10	266	8	284	4	31	6	41	9	<b>299</b>	<b>10</b>	<b>318</b>	707
08:30 AM	4	36	<b>13</b>	53	<b>20</b>	316	4	340	4	<b>46</b>	7	<b>57</b>	2	246	8	256	706
Total Volume	25	143	45	213	52	1269	29	1350	17	145	28	190	29	1088	30	1147	2900
% App. Total	11.7	67.1	21.1		3.9	94	2.1		8.9	76.3	14.7		2.5	94.9	2.6		
PHF	.625	.777	.865	.832	.650	.894	.604	.905	.850	.788	.778	.833	.725	.910	.750	.902	.971



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

	08:15 AM				07:45 AM				08:30 AM				07:30 AM			
+0 mins.	8	46	10	64	13	355	5	373	4	46	7	57	2	255	3	260
+15 mins.	4	36	13	53	9	332	12	353	0	41	10	51	8	265	7	280
+30 mins.	6	31	9	46	10	266	8	284	12	46	13	71	10	278	5	293
+45 mins.	6	43	9	58	20	316	4	340	4	37	13	54	9	299	10	318
Total Volume	24	156	41	221	52	1269	29	1350	20	170	43	233	29	1097	25	1151
% App. Total	10.9	70.6	18.6		3.9	94	2.1		8.6	73	18.5		2.5	95.3	2.2	
PHF	.750	.848	.788	.863	.650	.894	.604	.905	.417	.924	.827	.820	.725	.917	.625	.905

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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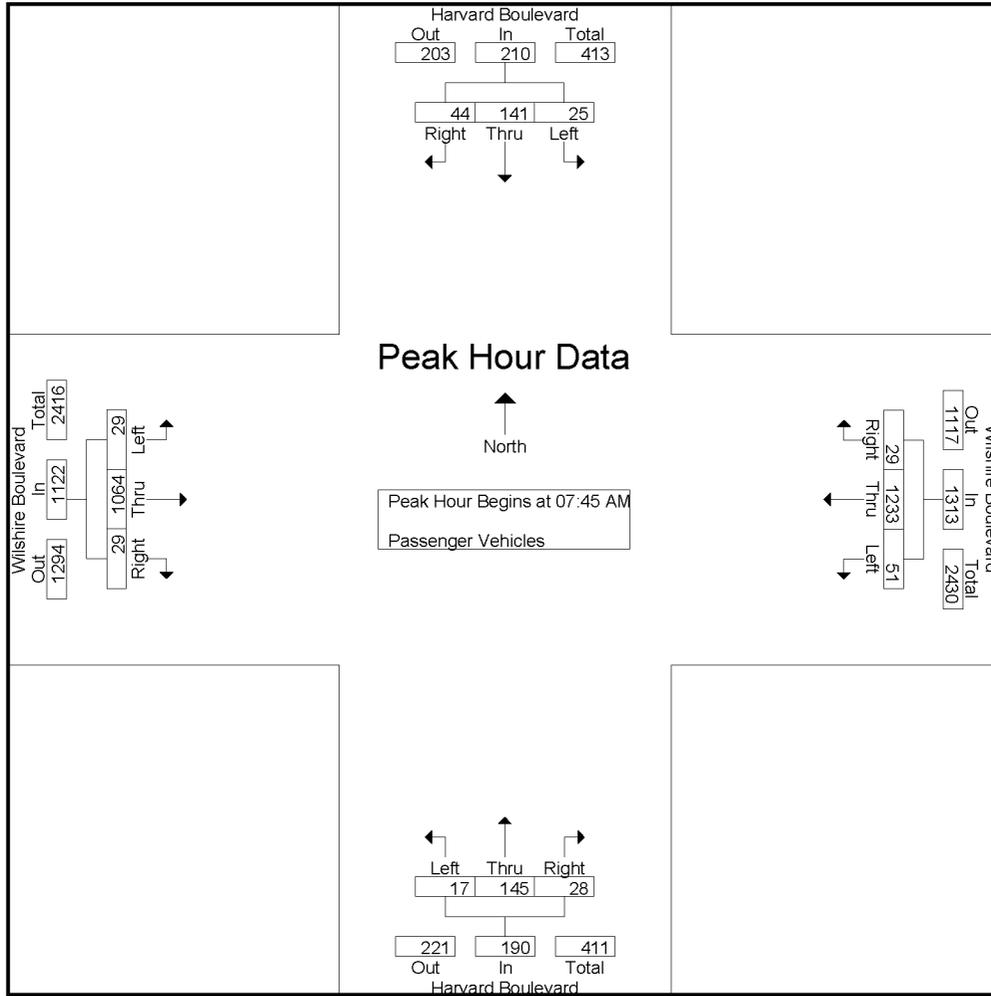
Groups Printed- Passenger Vehicles

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	11	5	18	6	297	2	305	1	13	8	22	4	181	0	185	530
07:15 AM	8	18	4	30	2	279	1	282	8	30	8	46	5	177	3	185	543
07:30 AM	9	33	9	51	5	289	8	302	5	31	2	38	2	252	3	257	648
07:45 AM	3	30	9	42	13	343	5	361	4	34	6	44	8	259	6	273	720
Total	22	92	27	141	26	1208	16	1250	18	108	24	150	19	869	12	900	2441
08:00 AM	10	31	12	53	9	327	12	348	5	34	9	48	10	275	5	290	739
08:15 AM	8	46	10	64	10	257	8	275	4	31	6	41	9	295	10	314	694
08:30 AM	4	34	13	51	19	306	4	329	4	46	7	57	2	235	8	245	682
08:45 AM	6	31	9	46	12	268	13	293	0	40	10	50	6	239	11	256	645
Total	28	142	44	214	50	1158	37	1245	13	151	32	196	27	1044	34	1105	2760
09:00 AM	6	42	9	57	17	246	10	273	12	45	13	70	10	225	10	245	645
09:15 AM	8	33	16	57	9	245	3	257	4	37	12	53	11	236	4	251	618
09:30 AM	4	30	6	40	9	284	7	300	2	24	8	34	11	238	4	253	627
09:45 AM	8	21	7	36	9	245	8	262	3	36	13	52	6	224	4	234	584
Total	26	126	38	190	44	1020	28	1092	21	142	46	209	38	923	22	983	2474
Grand Total	76	360	109	545	120	3386	81	3587	52	401	102	555	84	2836	68	2988	7675
Apprch %	13.9	66.1	20		3.3	94.4	2.3		9.4	72.3	18.4		2.8	94.9	2.3		
Total %	1	4.7	1.4	7.1	1.6	44.1	1.1	46.7	0.7	5.2	1.3	7.2	1.1	37	0.9	38.9	

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	30	9	42	13	<b>343</b>	5	<b>361</b>	4	34	6	44	8	259	6	273	720
08:00 AM	<b>10</b>	31	12	53	9	327	<b>12</b>	348	<b>5</b>	34	<b>9</b>	48	<b>10</b>	275	5	290	<b>739</b>
08:15 AM	8	<b>46</b>	10	<b>64</b>	10	257	8	275	4	31	6	41	9	<b>295</b>	<b>10</b>	<b>314</b>	694
08:30 AM	4	34	<b>13</b>	51	<b>19</b>	306	4	329	4	<b>46</b>	7	<b>57</b>	2	235	8	245	682
Total Volume	25	141	44	210	51	1233	29	1313	17	145	28	190	29	1064	29	1122	2835
% App. Total	11.9	67.1	21		3.9	93.9	2.2		8.9	76.3	14.7		2.6	94.8	2.6		
PHF	.625	.766	.846	.820	.671	.899	.604	.909	.850	.788	.778	.833	.725	.902	.725	.893	.959

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	3	30	9	42	13	<b>343</b>	5	<b>361</b>	4	34	6	44	8	259	6	273
+15 mins.	<b>10</b>	31	12	53	9	327	<b>12</b>	348	<b>5</b>	34	<b>9</b>	48	<b>10</b>	275	5	290
+30 mins.	8	<b>46</b>	10	<b>64</b>	10	257	8	275	4	31	6	41	9	<b>295</b>	<b>10</b>	<b>314</b>
+45 mins.	4	34	<b>13</b>	51	<b>19</b>	306	4	329	4	<b>46</b>	7	<b>57</b>	2	235	8	245
Total Volume	25	141	44	210	51	1233	29	1313	17	145	28	190	29	1064	29	1122
% App. Total	11.9	67.1	21		3.9	93.9	2.2		8.9	76.3	14.7		2.6	94.8	2.6	
PHF	.625	.766	.846	.820	.671	.899	.604	.909	.850	.788	.778	.833	.725	.902	.725	.893

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

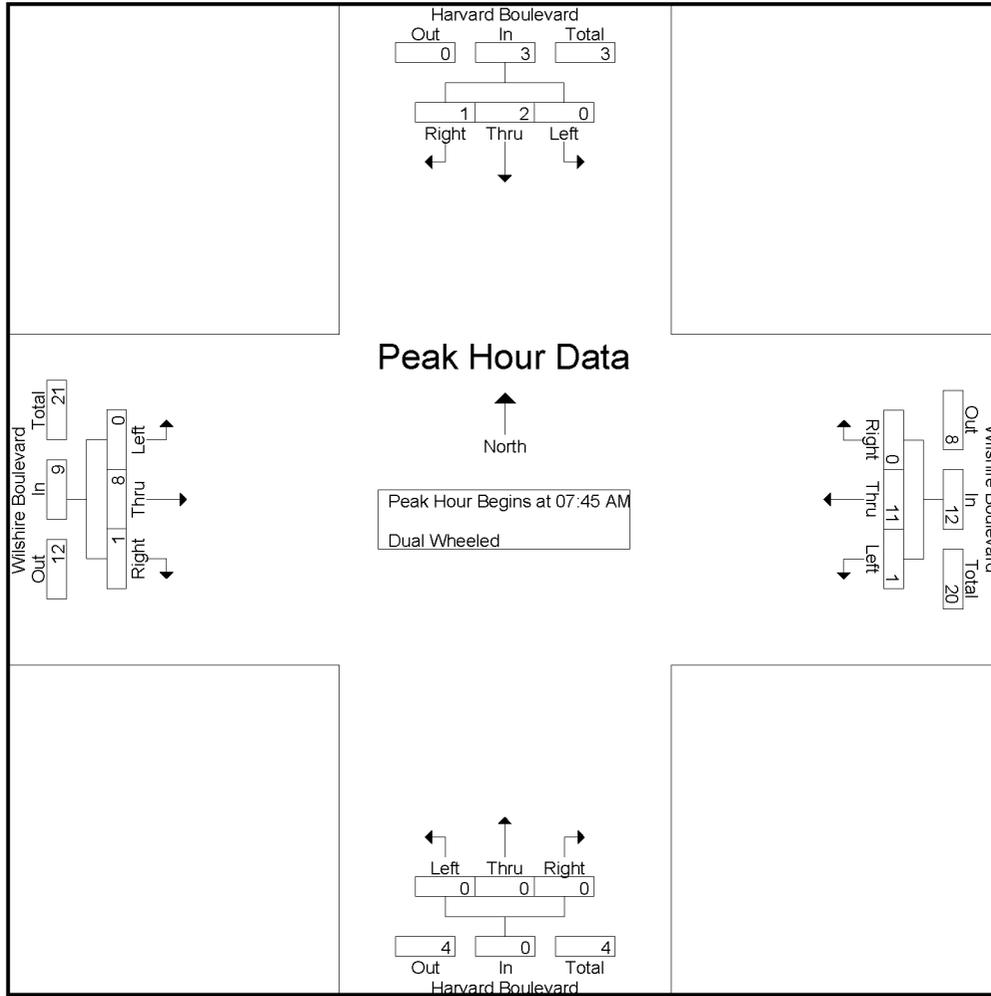
Groups Printed- Dual Wheeled

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	3	0	3	8
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	1	3	0	4	7
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	1	3	8
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>28</b>
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	2	0	2	1	5	0	6	0	0	0	0	0	5	0	5	13
08:45 AM	0	0	0	0	0	5	0	5	0	1	0	1	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>22</b>
09:00 AM	0	1	0	1	0	6	0	6	0	1	0	1	0	3	0	3	11
09:15 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	8	1	9	13
09:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	1	4	0	5	11
09:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>18</b>	<b>41</b>
<b>Grand Total</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>32</b>	<b>2</b>	<b>36</b>	<b>91</b>
<b>Apprch %</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>		<b>2.2</b>	<b>97.8</b>	<b>0</b>		<b>0</b>	<b>75</b>	<b>25</b>		<b>5.6</b>	<b>88.9</b>	<b>5.6</b>		
<b>Total %</b>	<b>1.1</b>	<b>4.4</b>	<b>1.1</b>	<b>6.6</b>	<b>1.1</b>	<b>48.4</b>	<b>0</b>	<b>49.5</b>	<b>0</b>	<b>3.3</b>	<b>1.1</b>	<b>4.4</b>	<b>2.2</b>	<b>35.2</b>	<b>2.2</b>	<b>39.6</b>	

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	1	3	8
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	2	0	2	1	5	0	6	0	0	0	0	0	5	0	5	13
<b>Total Volume</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>24</b>
<b>% App. Total</b>	<b>0</b>	<b>66.7</b>	<b>33.3</b>		<b>8.3</b>	<b>91.7</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>88.9</b>	<b>11.1</b>		
<b>PHF</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>	<b>.375</b>	<b>.250</b>	<b>.550</b>	<b>.000</b>	<b>.500</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.400</b>	<b>.250</b>	<b>.450</b>	<b>.462</b>

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	1	1	0	4	0	4	0	0	0	0	0	2	1	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	2	0	2	1	5	0	6	0	0	0	0	0	5	0	5
Total Volume	0	2	1	3	1	11	0	12	0	0	0	0	0	8	1	9
% App. Total	0	66.7	33.3		8.3	91.7	0		0	0	0		0	88.9	11.1	
PHF	.000	.250	.250	.375	.250	.550	.000	.500	.000	.000	.000	.000	.000	.400	.250	.450

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

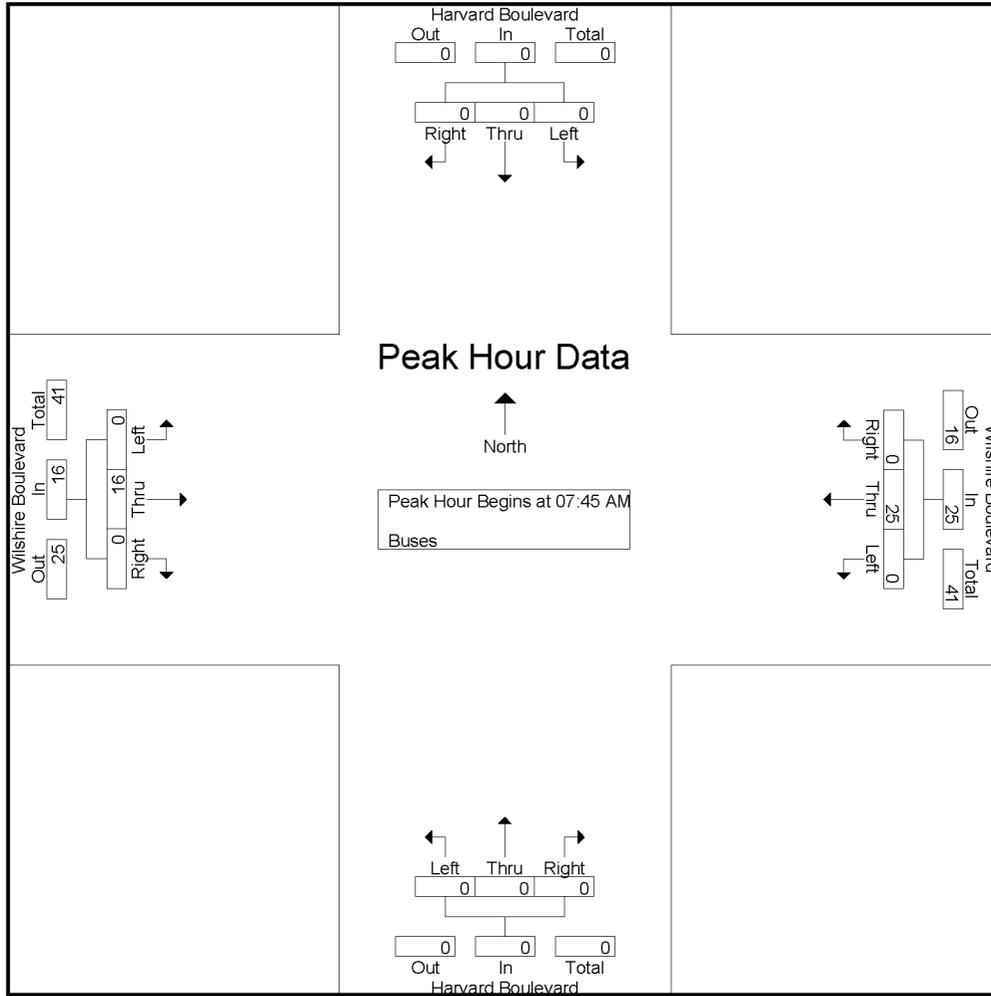
Groups Printed- Buses

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	0	1	7
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	0	0	0	26	0	26	0	0	1	1	0	11	0	11	38
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	15	0	15	37
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
09:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
09:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	10	0	10	26
Grand Total	0	0	0	0	0	64	0	64	0	0	1	1	0	36	0	36	101
Apprch %	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100	
Total %	0	0	0	0	0	63.4	0	63.4	0	0	1	1	0	35.6	0	35.6	

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16	41
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667	.854

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	<b>8</b>	0	<b>8</b>	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	<b>6</b>	0	<b>6</b>
Total Volume	0	0	0	0	0	25	0	25	0	0	0	0	0	16	0	16
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.781	.000	.781	.000	.000	.000	.000	.000	.667	.000	.667

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

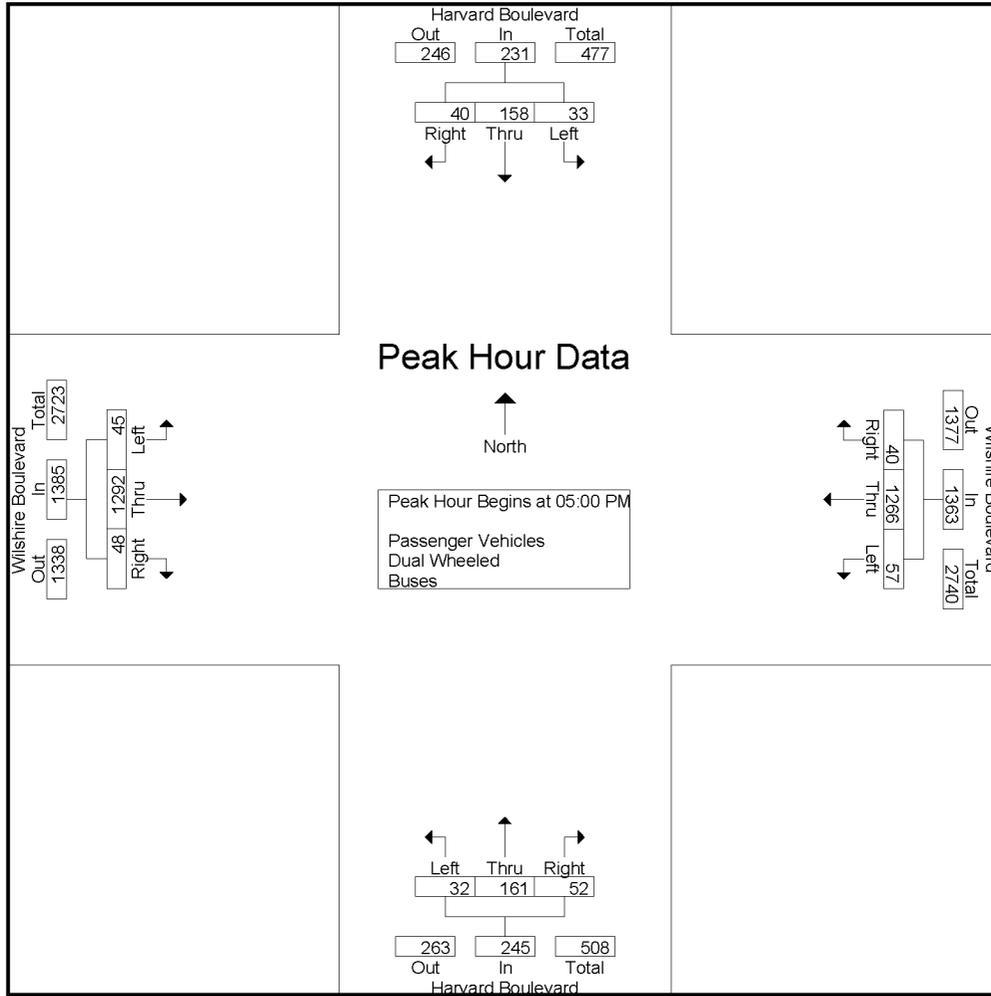
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	8	45	24	77	18	229	8	255	3	49	11	63	9	232	11	252	647
03:15 PM	9	40	19	68	23	280	8	311	8	53	19	80	3	278	18	299	758
03:30 PM	11	48	7	66	16	268	4	288	7	40	12	59	6	297	10	313	726
03:45 PM	8	43	11	62	19	261	7	287	4	46	15	65	5	266	13	284	698
Total	36	176	61	273	76	1038	27	1141	22	188	57	267	23	1073	52	1148	2829
04:00 PM	13	45	6	64	13	238	3	254	9	49	15	73	13	266	8	287	678
04:15 PM	10	35	9	54	24	281	9	314	6	38	14	58	9	320	4	333	759
04:30 PM	13	37	8	58	19	254	11	284	11	52	20	83	15	294	10	319	744
04:45 PM	9	42	11	62	13	291	8	312	4	41	14	59	7	311	7	325	758
Total	45	159	34	238	69	1064	31	1164	30	180	63	273	44	1191	29	1264	2939
05:00 PM	9	36	10	55	15	323	8	346	9	47	11	67	8	327	13	348	816
05:15 PM	8	38	8	54	20	296	15	331	6	32	18	56	10	299	8	317	758
05:30 PM	10	45	13	68	14	336	9	359	8	47	13	68	13	323	15	351	846
05:45 PM	6	39	9	54	8	311	8	327	9	35	10	54	14	343	12	369	804
Total	33	158	40	231	57	1266	40	1363	32	161	52	245	45	1292	48	1385	3224
Grand Total	114	493	135	742	202	3368	98	3668	84	529	172	785	112	3556	129	3797	8992
Apprch %	15.4	66.4	18.2		5.5	91.8	2.7		10.7	67.4	21.9		2.9	93.7	3.4		
Total %	1.3	5.5	1.5	8.3	2.2	37.5	1.1	40.8	0.9	5.9	1.9	8.7	1.2	39.5	1.4	42.2	
Passenger Vehicles	114	488	134	736	202	3273	98	3573	84	518	171	773	112	3504	128	3744	8826
% Passenger Vehicles	100	99	99.3	99.2	100	97.2	100	97.4	100	97.9	99.4	98.5	100	98.5	99.2	98.6	98.2
Dual Wheeled	0	5	1	6	0	7	0	7	0	11	1	12	0	7	1	8	33
% Dual Wheeled	0	1	0.7	0.8	0	0.2	0	0.2	0	2.1	0.6	1.5	0	0.2	0.8	0.2	0.4
Buses	0	0	0	0	0	88	0	88	0	0	0	0	0	45	0	45	133
% Buses	0	0	0	0	0	2.6	0	2.4	0	0	0	0	0	1.3	0	1.2	1.5

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	36	10	55	15	323	8	346	<b>9</b>	<b>47</b>	11	67	8	327	13	348	816
05:15 PM	8	38	8	54	<b>20</b>	296	<b>15</b>	331	6	32	<b>18</b>	56	10	299	8	317	758
05:30 PM	<b>10</b>	<b>45</b>	<b>13</b>	<b>68</b>	14	<b>336</b>	9	<b>359</b>	8	47	13	<b>68</b>	13	323	<b>15</b>	351	<b>846</b>
05:45 PM	6	39	9	54	8	311	8	327	9	35	10	54	<b>14</b>	<b>343</b>	12	<b>369</b>	804
Total Volume	33	158	40	231	57	1266	40	1363	32	161	52	245	45	1292	48	1385	3224
% App. Total	14.3	68.4	17.3		4.2	92.9	2.9		13.1	65.7	21.2		3.2	93.3	3.5		
PHF	.825	.878	.769	.849	.713	.942	.667	.949	.889	.856	.722	.901	.804	.942	.800	.938	.953

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:00 PM				05:00 PM				03:45 PM				05:00 PM			
+0 mins.	8	45	<b>24</b>	<b>77</b>	15	323	8	346	4	46	15	65	8	327	13	348
+15 mins.	9	40	19	68	<b>20</b>	296	<b>15</b>	331	9	49	15	73	10	299	8	317
+30 mins.	<b>11</b>	<b>48</b>	7	66	14	<b>336</b>	9	<b>359</b>	6	38	14	58	13	323	<b>15</b>	351
+45 mins.	8	43	11	62	8	311	8	327	<b>11</b>	<b>52</b>	<b>20</b>	<b>83</b>	<b>14</b>	<b>343</b>	12	<b>369</b>
Total Volume	36	176	61	273	57	1266	40	1363	30	185	64	279	45	1292	48	1385
% App. Total	13.2	64.5	22.3		4.2	92.9	2.9		10.8	66.3	22.9		3.2	93.3	3.5	
PHF	.818	.917	.635	.886	.713	.942	.667	.949	.682	.889	.800	.840	.804	.942	.800	.938

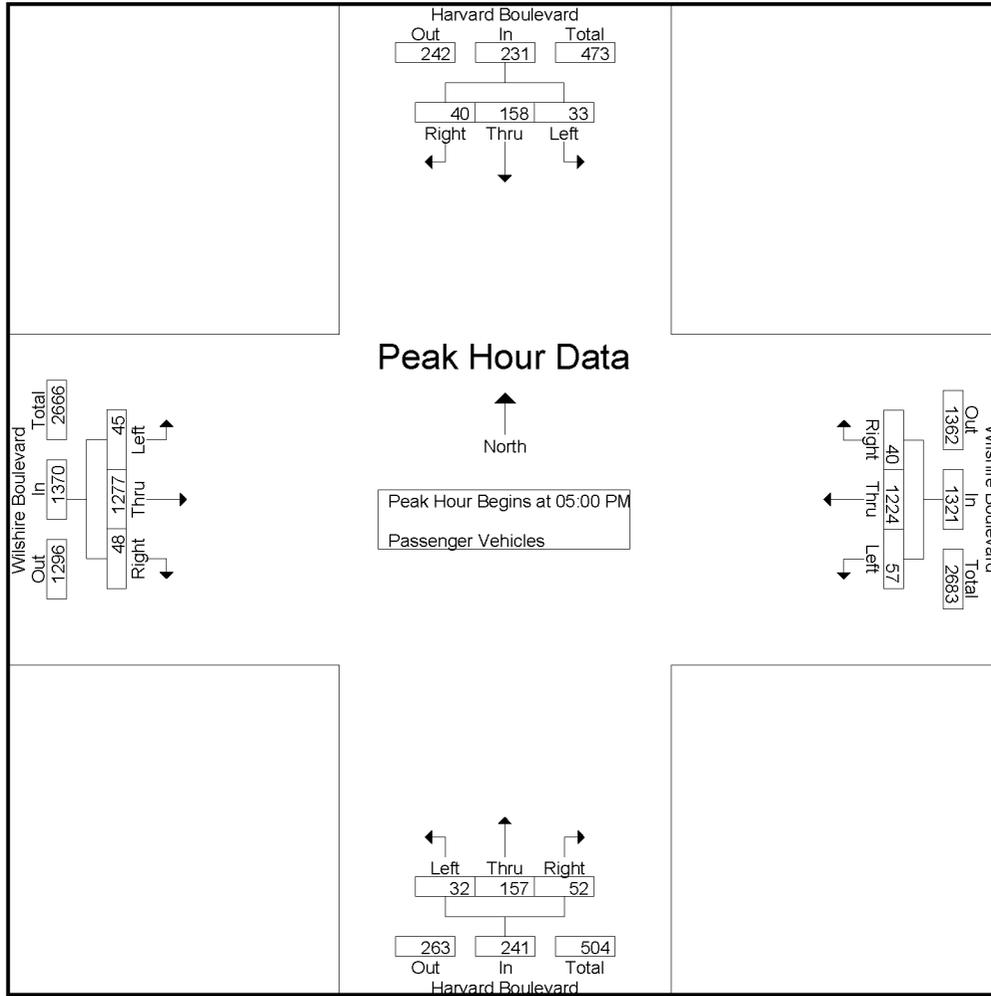
City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	8	45	23	76	18	224	8	250	3	48	11	62	9	229	11	249	637
03:15 PM	9	39	19	67	23	273	8	304	8	53	19	80	3	274	18	295	746
03:30 PM	11	47	7	65	16	261	4	281	7	39	12	58	6	292	9	307	711
03:45 PM	8	43	11	62	19	258	7	284	4	45	15	64	5	264	13	282	692
Total	36	174	60	270	76	1016	27	1119	22	185	57	264	23	1059	51	1133	2786
04:00 PM	13	45	6	64	13	231	3	247	9	47	15	71	13	259	8	280	662
04:15 PM	10	33	9	52	24	272	9	305	6	38	13	57	9	313	4	326	740
04:30 PM	13	37	8	58	19	246	11	276	11	50	20	81	15	291	10	316	731
04:45 PM	9	41	11	61	13	284	8	305	4	41	14	59	7	305	7	319	744
Total	45	156	34	235	69	1033	31	1133	30	176	62	268	44	1168	29	1241	2877
05:00 PM	9	36	10	55	15	313	8	336	9	43	11	63	8	324	13	345	799
05:15 PM	8	38	8	54	20	284	15	319	6	32	18	56	10	294	8	312	741
05:30 PM	10	45	13	68	14	324	9	347	8	47	13	68	13	321	15	349	832
05:45 PM	6	39	9	54	8	303	8	319	9	35	10	54	14	338	12	364	791
Total	33	158	40	231	57	1224	40	1321	32	157	52	241	45	1277	48	1370	3163
Grand Total	114	488	134	736	202	3273	98	3573	84	518	171	773	112	3504	128	3744	8826
Apprch %	15.5	66.3	18.2		5.7	91.6	2.7		10.9	67	22.1		3	93.6	3.4		
Total %	1.3	5.5	1.5	8.3	2.3	37.1	1.1	40.5	1	5.9	1.9	8.8	1.3	39.7	1.5	42.4	

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	36	10	55	15	313	8	336	<b>9</b>	43	11	63	8	324	13	345	799
05:15 PM	8	38	8	54	<b>20</b>	284	<b>15</b>	319	6	32	<b>18</b>	56	10	294	8	312	741
05:30 PM	<b>10</b>	<b>45</b>	<b>13</b>	<b>68</b>	14	<b>324</b>	9	<b>347</b>	8	<b>47</b>	13	<b>68</b>	13	321	<b>15</b>	349	<b>832</b>
05:45 PM	6	39	9	54	8	303	8	319	9	35	10	54	<b>14</b>	<b>338</b>	12	<b>364</b>	791
Total Volume	33	158	40	231	57	1224	40	1321	32	157	52	241	45	1277	48	1370	3163
% App. Total	14.3	68.4	17.3		4.3	92.7	3		13.3	65.1	21.6		3.3	93.2	3.5		
PHF	.825	.878	.769	.849	.713	.944	.667	.952	.889	.835	.722	.886	.804	.945	.800	.941	.950



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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	9	36	10	55	15	313	8	336	9	43	11	63	8	324	13	345
+15 mins.	8	38	8	54	20	284	15	319	6	32	18	56	10	294	8	312
+30 mins.	10	45	13	68	14	324	9	347	8	47	13	68	13	321	15	349
+45 mins.	6	39	9	54	8	303	8	319	9	35	10	54	14	338	12	364
Total Volume	33	158	40	231	57	1224	40	1321	32	157	52	241	45	1277	48	1370
% App. Total	14.3	68.4	17.3		4.3	92.7	3		13.3	65.1	21.6		3.3	93.2	3.5	
PHF	.825	.878	.769	.849	.713	.944	.667	.952	.889	.835	.722	.886	.804	.945	.800	.941

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

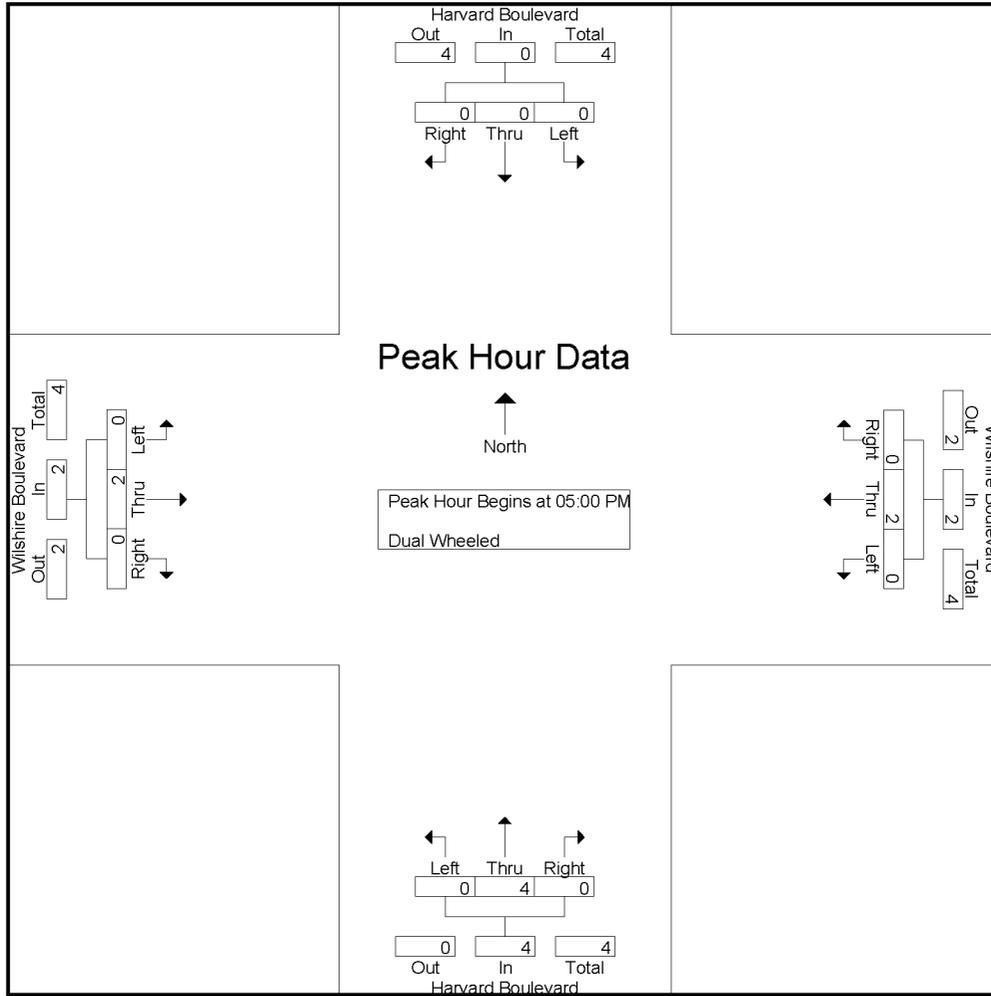
Groups Printed- Dual Wheeled

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
03:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	2	1	3	0	2	0	2	0	3	0	3	0	1	1	2	10
04:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
04:15 PM	0	2	0	2	0	1	0	1	0	0	1	1	0	2	0	2	6
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	3	0	3	0	4	1	5	0	4	0	4	15
05:00 PM	0	0	0	0	0	1	0	1	0	4	0	4	0	1	0	1	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	4	0	4	0	2	0	2	8
Grand Total	0	5	1	6	0	7	0	7	0	11	1	12	0	7	1	8	33
Apprch %	0	83.3	16.7		0	100	0		0	91.7	8.3		0	87.5	12.5		
Total %	0	15.2	3	18.2	0	21.2	0	21.2	0	33.3	3	36.4	0	21.2	3	24.2	

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	4	0	4	0	1	0	1	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	4	0	4	0	2	0	2	8
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.333

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	4	0	4	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	4	0	4	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

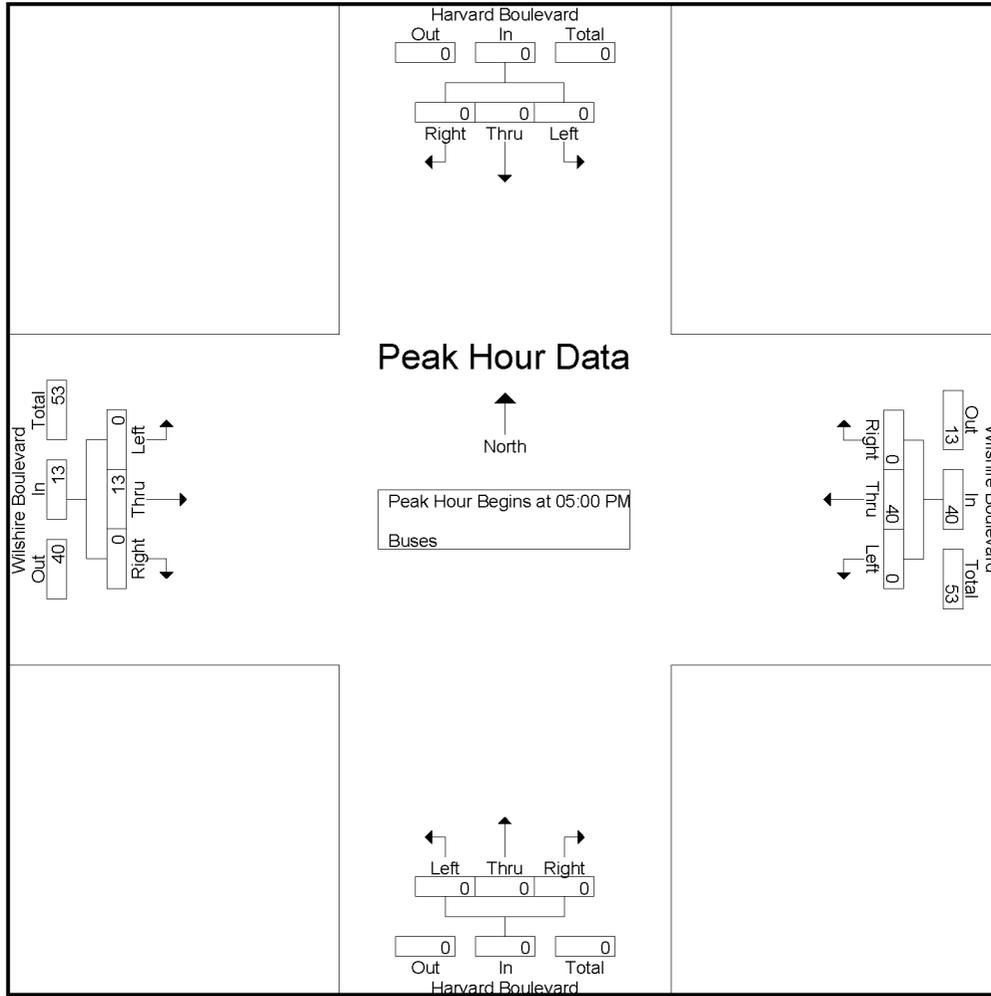
Groups Printed- Buses

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
03:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
03:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	20	0	20	0	0	0	0	0	13	0	13	33
04:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
04:15 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
Total	0	0	0	0	0	28	0	28	0	0	0	0	0	19	0	19	47
05:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
05:15 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
05:30 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	2	14
05:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Total	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13	53
Grand Total	0	0	0	0	0	88	0	88	0	0	0	0	0	45	0	45	133
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	66.2	0	66.2	0	0	0	0	0	33.8	0	33.8	

Start Time	Harvard Boulevard Southbound				Wilshire Boulevard Westbound				Harvard Boulevard Northbound				Wilshire Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2	11
05:15 PM	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
05:30 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	2	0	2	14
05:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Total Volume	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13	53
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.000	.650	.000	.650	.883

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: Wilshire Boulevard  
 Weather: Clear

File Name : 06\_LAC\_Harvard\_Wilshire PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	<b>12</b>	0	<b>12</b>	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	<b>5</b>	0	<b>5</b>
Total Volume	0	0	0	0	0	40	0	40	0	0	0	0	0	13	0	13
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.833	.000	.833	.000	.000	.000	.000	.000	.650	.000	.650



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Harvard Boulevard

**East/West** Wilshire Boulevard

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 50935

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	16	12	44	52
<b>BUSES</b>	1	0	81	152

	N/B TIME		S/B TIME		E/B TIME		W/B TIME	
<i>AMPK 15 MIN</i>	71	9.00	64	8.15	318	8.15	373	7.45
<i>PMPK 15 MIN</i>	83	4.30	77	3.00	369	5.45	359	5.30
<i>AMPK HOUR</i>	233	8.30	221	8.15	1151	7.30	1350	7.45
<i>PMPK HOUR</i>	279	3.45	273	3.00	1385	5.00	1363	5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	18	109	25	152
8-9	13	152	32	197
9-10	21	143	47	211
3-4	22	188	57	267
4-5	30	180	63	273
5-6	32	161	52	245
<b>TOTAL</b>	<b>136</b>	<b>933</b>	<b>276</b>	<b>1345</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	22	93	28	143
8-9	28	144	44	216
9-10	27	127	38	192
3-4	36	176	61	273
4-5	45	159	34	238
5-6	33	158	40	231
<b>TOTAL</b>	<b>191</b>	<b>857</b>	<b>245</b>	<b>1293</b>

**TOTAL**

N-S	295
413	
403	
540	
511	
476	
<b>2638</b>	

**XING S/L**

Ped Sch	70 1
128 1	
150 3	
72 2	
91 9	
115 0	
<b>626 16</b>	

**XING N/L**

Ped Sch	61 1
92 7	
85 1	
76 2	
94 2	
87 0	
<b>495 13</b>	

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	20	890	13	923
8-9	27	1065	34	1126
9-10	39	949	23	1011
3-4	23	1073	52	1148
4-5	44	1191	29	1264
5-6	45	1292	48	1385
<b>TOTAL</b>	<b>198</b>	<b>6460</b>	<b>199</b>	<b>6857</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	26	1247	16	1289
8-9	51	1192	37	1280
9-10	44	1055	28	1127
3-4	76	1038	27	1141
4-5	69	1064	31	1164
5-6	57	1266	40	1363
<b>TOTAL</b>	<b>323</b>	<b>6862</b>	<b>179</b>	<b>7364</b>

**TOTAL**

E-W	2212
2406	
2138	
2289	
2428	
2748	
<b>14221</b>	

**XING W/L**

Ped Sch	11 0
21 0	
16 0	
16 1	
20 0	
19 0	
<b>103 1</b>	

**XING E/L**

Ped Sch	14 3
30 0	
20 1	
14 0	
25 0	
18 0	
<b>121 4</b>	

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Harvard Boulevard				
<b>East/West:</b>	Wilshire Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	50935
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

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

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	1
8-9	0	0	0	0	2
9-10	0	3	0	3	5
3-4	0	0	0	0	2
4-5	1	2	0	3	6
5-6	0	1	0	1	3
<b>TOTAL</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>19</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	4	0	4
8-9	0	12	0	12
9-10	0	8	0	8
3-4	0	13	1	14
4-5	0	14	0	14
5-6	0	21	0	21
<b>TOTAL</b>	<b>0</b>	<b>72</b>	<b>1</b>	<b>73</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	2	0	2	6
8-9	0	5	0	5	17
9-10	0	14	0	14	22
3-4	0	12	0	12	26
4-5	0	9	0	9	23
5-6	2	16	0	18	39
<b>TOTAL</b>	<b>2</b>	<b>58</b>	<b>0</b>	<b>60</b>	<b>133</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
Female Riders	1	1	1	6	9
No helmet riders	8	6	63	46	123
Sidewalk Riding	6	2	57	48	113
Wrong way riding	5	1	26	20	52

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Harvard Boulevard				
<b>East/West:</b>	Wilshire Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	50935
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	9	19	6	2	36
7:15-7:30	7	12	2	4	25
7:30-7:45	18	19	7	2	46
7:45-8:00	28	21	2	3	54
8:00-8:15	14	23	8	10	55
8:15-8:30	26	29	9	2	66
8:30-8:45	34	38	6	7	85
8:45-9:00	25	39	7	2	73
9:00-9:15	17	34	3	5	59
9:15-9:30	22	38	2	7	69
9:30-9:45	24	35	10	2	71
9:45-10:00	23	46	6	2	77

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	62	71	17	11	161
8 - 9	99	129	30	21	279
9 - 10	86	153	21	16	276
<b>TOTAL</b>	<b>247</b>	<b>353</b>	<b>68</b>	<b>48</b>	<b>716</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	22	22	10	4	58
3:15-3:30	22	46	10	10	88
3:30-3:45	20	50	2	10	82
3:45-4:00	14	26	6	8	54
4:00-4:15	25	36	10	6	77
4:15-4:30	23	48	14	16	101
4:30-4:45	26	44	14	10	94
4:45-5:00	22	54	12	8	96
5:00-5:15	14	50	8	10	82
5:15-5:30	31	62	10	4	107
5:30-5:45	17	48	8	10	83
5:45-6:00	25	70	10	14	119

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	78	144	28	32	282
4 - 5	96	182	50	40	368
5 - 6	87	230	36	38	391
<b>TOTAL</b>	<b>261</b>	<b>556</b>	<b>114</b>	<b>110</b>	<b>1041</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
1	2	1	0	4
6	19	2	0	27

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

Source:

LADOT 2015 CMP

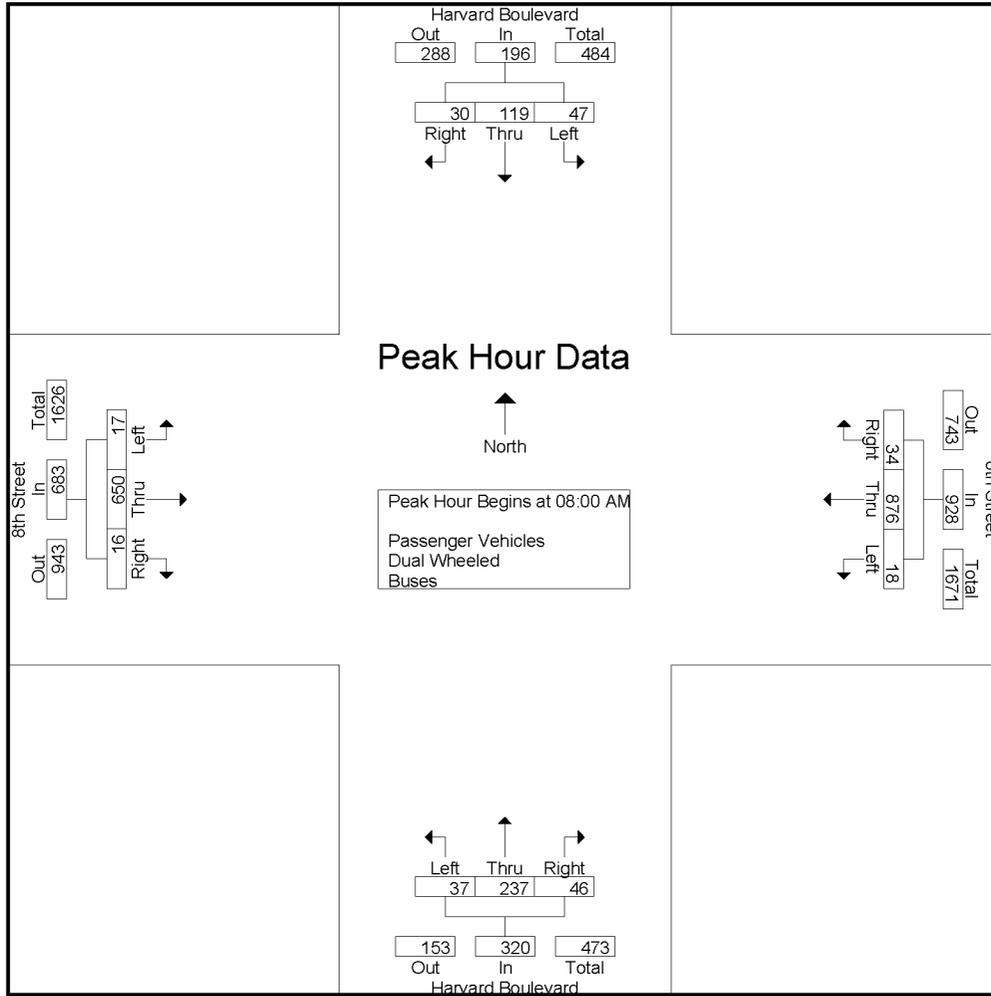
City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	8	5	18	1	278	2	281	3	25	6	34	3	96	0	99	432
07:15 AM	3	14	6	23	5	238	4	247	11	43	7	61	3	103	1	107	438
07:30 AM	10	32	7	49	3	268	7	278	9	42	6	57	0	138	2	140	524
07:45 AM	11	25	8	44	5	182	8	195	5	42	11	58	7	136	0	143	440
<b>Total</b>	<b>29</b>	<b>79</b>	<b>26</b>	<b>134</b>	<b>14</b>	<b>966</b>	<b>21</b>	<b>1001</b>	<b>28</b>	<b>152</b>	<b>30</b>	<b>210</b>	<b>13</b>	<b>473</b>	<b>3</b>	<b>489</b>	<b>1834</b>
08:00 AM	10	33	8	51	5	205	5	215	17	48	12	77	5	180	5	190	533
08:15 AM	14	36	9	59	5	200	10	215	7	47	12	66	3	166	5	174	514
08:30 AM	12	28	6	46	5	239	9	253	7	68	9	84	3	149	1	153	536
08:45 AM	11	22	7	40	3	232	10	245	6	74	13	93	6	155	5	166	544
<b>Total</b>	<b>47</b>	<b>119</b>	<b>30</b>	<b>196</b>	<b>18</b>	<b>876</b>	<b>34</b>	<b>928</b>	<b>37</b>	<b>237</b>	<b>46</b>	<b>320</b>	<b>17</b>	<b>650</b>	<b>16</b>	<b>683</b>	<b>2127</b>
09:00 AM	6	31	9	46	10	193	10	213	7	55	15	77	7	133	1	141	477
09:15 AM	2	28	7	37	9	185	8	202	5	52	6	63	4	119	2	125	427
09:30 AM	9	27	6	42	5	201	7	213	4	39	5	48	3	94	5	102	405
09:45 AM	5	28	11	44	4	192	14	210	7	47	6	60	5	153	5	163	477
<b>Total</b>	<b>22</b>	<b>114</b>	<b>33</b>	<b>169</b>	<b>28</b>	<b>771</b>	<b>39</b>	<b>838</b>	<b>23</b>	<b>193</b>	<b>32</b>	<b>248</b>	<b>19</b>	<b>499</b>	<b>13</b>	<b>531</b>	<b>1786</b>
<b>Grand Total</b>	<b>98</b>	<b>312</b>	<b>89</b>	<b>499</b>	<b>60</b>	<b>2613</b>	<b>94</b>	<b>2767</b>	<b>88</b>	<b>582</b>	<b>108</b>	<b>778</b>	<b>49</b>	<b>1622</b>	<b>32</b>	<b>1703</b>	<b>5747</b>
Apprch %	19.6	62.5	17.8		2.2	94.4	3.4		11.3	74.8	13.9		2.9	95.2	1.9		
Total %	1.7	5.4	1.5	8.7	1	45.5	1.6	48.1	1.5	10.1	1.9	13.5	0.9	28.2	0.6	29.6	
Passenger Vehicles	97	311	88	496	58	2562	94	2714	85	577	107	769	48	1580	31	1659	5638
% Passenger Vehicles	99	99.7	98.9	99.4	96.7	98	100	98.1	96.6	99.1	99.1	98.8	98	97.4	96.9	97.4	98.1
Dual Wheeled	1	1	1	3	1	32	0	33	2	4	1	7	0	20	0	20	63
% Dual Wheeled	1	0.3	1.1	0.6	1.7	1.2	0	1.2	2.3	0.7	0.9	0.9	0	1.2	0	1.2	1.1
Buses	0	0	0	0	1	19	0	20	1	1	0	2	1	22	1	24	46
% Buses	0	0	0	0	1.7	0.7	0	0.7	1.1	0.2	0	0.3	2	1.4	3.1	1.4	0.8

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	33	8	51	5	205	5	215	17	48	12	77	5	180	5	190	533
08:15 AM	14	36	9	59	5	200	10	215	7	47	12	66	3	166	5	174	514
08:30 AM	12	28	6	46	5	239	9	253	7	68	9	84	3	149	1	153	536
08:45 AM	11	22	7	40	3	232	10	245	6	74	13	93	6	155	5	166	544
<b>Total Volume</b>	<b>47</b>	<b>119</b>	<b>30</b>	<b>196</b>	<b>18</b>	<b>876</b>	<b>34</b>	<b>928</b>	<b>37</b>	<b>237</b>	<b>46</b>	<b>320</b>	<b>17</b>	<b>650</b>	<b>16</b>	<b>683</b>	<b>2127</b>
% App. Total	24	60.7	15.3		1.9	94.4	3.7		11.6	74.1	14.4		2.5	95.2	2.3		
PHF	.839	.826	.833	.831	.900	.916	.850	.917	.544	.801	.885	.860	.708	.903	.800	.899	.977



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

	07:30 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	10	32	7	49	1	278	2	281	17	48	12	77	5	180	5	190
+15 mins.	11	25	8	44	5	238	4	247	7	47	12	66	3	166	5	174
+30 mins.	10	33	8	51	3	268	7	278	7	68	9	84	3	149	1	153
+45 mins.	14	36	9	59	5	182	8	195	6	74	13	93	6	155	5	166
Total Volume	45	126	32	203	14	966	21	1001	37	237	46	320	17	650	16	683
% App. Total	22.2	62.1	15.8		1.4	96.5	2.1		11.6	74.1	14.4		2.5	95.2	2.3	
PHF	.804	.875	.889	.860	.700	.869	.656	.891	.544	.801	.885	.860	.708	.903	.800	.899

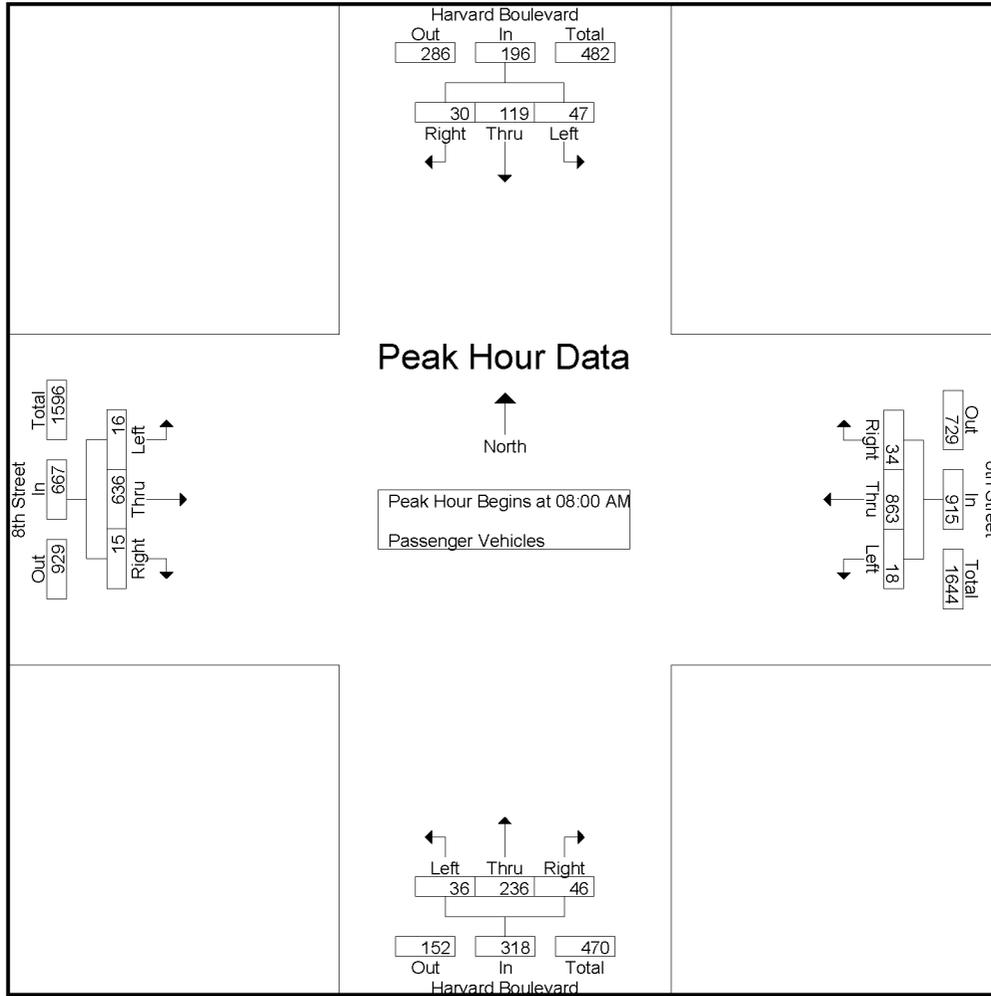
City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	8	5	17	1	272	2	275	2	24	6	32	3	92	0	95	419
07:15 AM	3	14	6	23	5	230	4	239	11	43	7	61	3	97	1	101	424
07:30 AM	10	32	7	49	3	263	7	273	9	40	6	55	0	132	2	134	511
07:45 AM	11	24	8	43	5	176	8	189	5	42	11	58	7	135	0	142	432
Total	28	78	26	132	14	941	21	976	27	149	30	206	13	456	3	472	1786
08:00 AM	10	33	8	51	5	198	5	208	17	48	12	77	4	177	5	186	522
08:15 AM	14	36	9	59	5	199	10	214	7	47	12	66	3	162	4	169	508
08:30 AM	12	28	6	46	5	237	9	251	7	68	9	84	3	145	1	149	530
08:45 AM	11	22	7	40	3	229	10	242	5	73	13	91	6	152	5	163	536
Total	47	119	30	196	18	863	34	915	36	236	46	318	16	636	15	667	2096
09:00 AM	6	31	9	46	10	193	10	213	7	54	14	75	7	128	1	136	470
09:15 AM	2	28	6	36	8	180	8	196	5	52	6	63	4	118	2	124	419
09:30 AM	9	27	6	42	5	193	7	205	4	39	5	48	3	92	5	100	395
09:45 AM	5	28	11	44	3	192	14	209	6	47	6	59	5	150	5	160	472
Total	22	114	32	168	26	758	39	823	22	192	31	245	19	488	13	520	1756
Grand Total	97	311	88	496	58	2562	94	2714	85	577	107	769	48	1580	31	1659	5638
Apprch %	19.6	62.7	17.7		2.1	94.4	3.5		11.1	75	13.9		2.9	95.2	1.9		
Total %	1.7	5.5	1.6	8.8	1	45.4	1.7	48.1	1.5	10.2	1.9	13.6	0.9	28	0.5	29.4	

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	33	8	51	<b>5</b>	198	5	208	<b>17</b>	48	12	77	4	<b>177</b>	<b>5</b>	<b>186</b>	522
08:15 AM	<b>14</b>	<b>36</b>	<b>9</b>	<b>59</b>	5	199	<b>10</b>	214	7	47	12	66	3	162	4	169	508
08:30 AM	12	28	6	46	5	<b>237</b>	9	<b>251</b>	7	68	9	84	3	145	1	149	530
08:45 AM	11	22	7	40	3	229	10	242	5	<b>73</b>	<b>13</b>	<b>91</b>	<b>6</b>	152	5	163	<b>536</b>
Total Volume	47	119	30	196	18	863	34	915	36	236	46	318	16	636	15	667	2096
% App. Total	24	60.7	15.3		2	94.3	3.7		11.3	74.2	14.5		2.4	95.4	2.2		
PHF	.839	.826	.833	.831	.900	.910	.850	.911	.529	.808	.885	.874	.667	.898	.750	.897	.978



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	10	33	8	51	5	198	5	208	17	48	12	77	4	177	5	186
+15 mins.	14	36	9	59	5	199	10	214	7	47	12	66	3	162	4	169
+30 mins.	12	28	6	46	5	237	9	251	7	68	9	84	3	145	1	149
+45 mins.	11	22	7	40	3	229	10	242	5	73	13	91	6	152	5	163
Total Volume	47	119	30	196	18	863	34	915	36	236	46	318	16	636	15	667
% App. Total	24	60.7	15.3		2	94.3	3.7		11.3	74.2	14.5		2.4	95.4	2.2	
PHF	.839	.826	.833	.831	.900	.910	.850	.911	.529	.808	.885	.874	.667	.898	.750	.897

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

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 Page No : 1

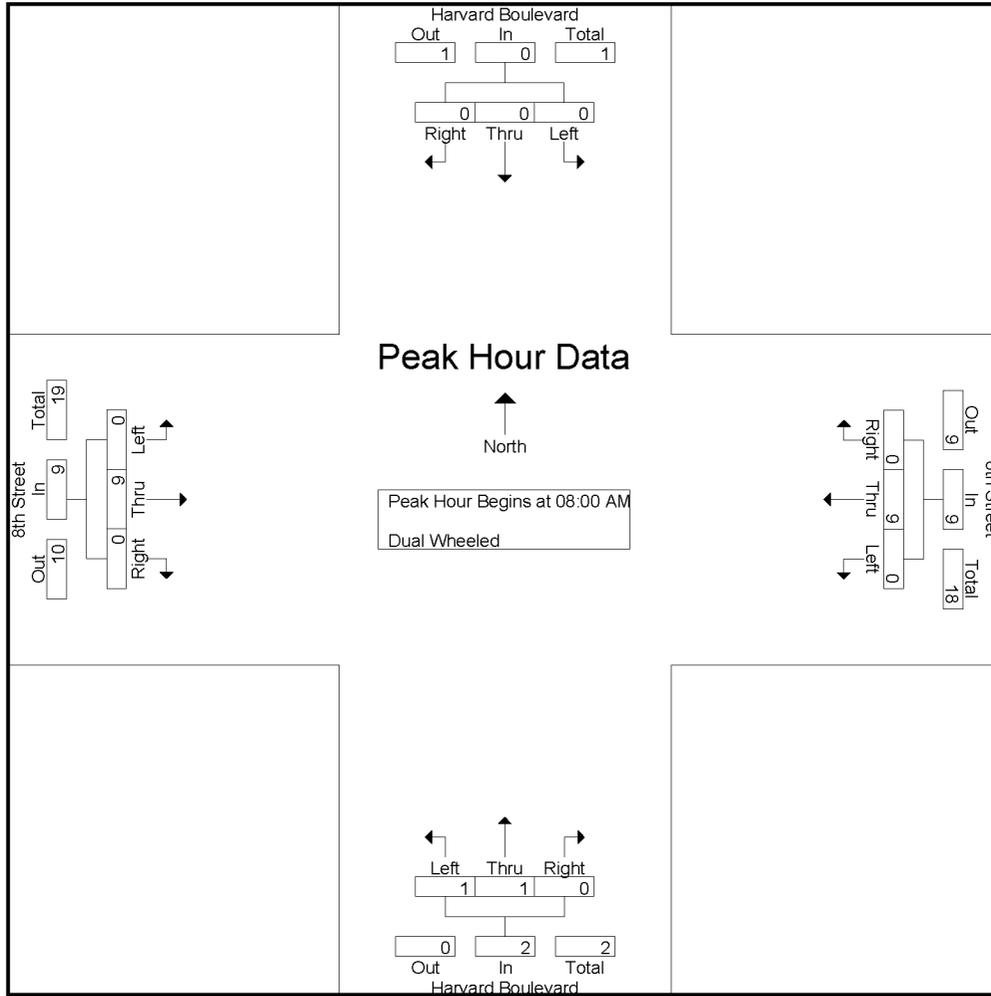
Groups Printed- Dual Wheeled

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	5
07:45 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>20</b>
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	2	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>20</b>
09:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	4	0	4	6
09:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
09:30 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
09:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	2	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>23</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>63</b>
Apprch %	33.3	33.3	33.3		3	97	0		28.6	57.1	14.3		0	100	0		
Total %	1.6	1.6	1.6	4.8	1.6	50.8	0	52.4	3.2	6.3	1.6	11.1	0	31.7	0	31.7	

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	<b>6</b>	0	<b>6</b>	0	0	0	0	0	2	0	2	<b>8</b>
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	2	0	2	<b>1</b>	<b>1</b>	0	<b>2</b>	0	2	0	2	6
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>20</b>
% App. Total	0	0	0		0	100	0		50	50	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.250	.000	.250	.000	.750	.000	.750	.625

City of Los Angeles  
 N/S: Harvard Boulevard  
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File Name : 07\_LAC\_Harvard\_8th AM  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	<b>6</b>	0	<b>6</b>	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	<b>1</b>	<b>1</b>	0	<b>2</b>	0	2	0	2
Total Volume	0	0	0	0	0	9	0	9	1	1	0	2	0	9	0	9
% App. Total	0	0	0	0	0	100	0	100	50	50	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.250	.250	.000	.250	.000	.750	.000	.750

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th AM  
 Site Code : 16616351  
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 Page No : 1

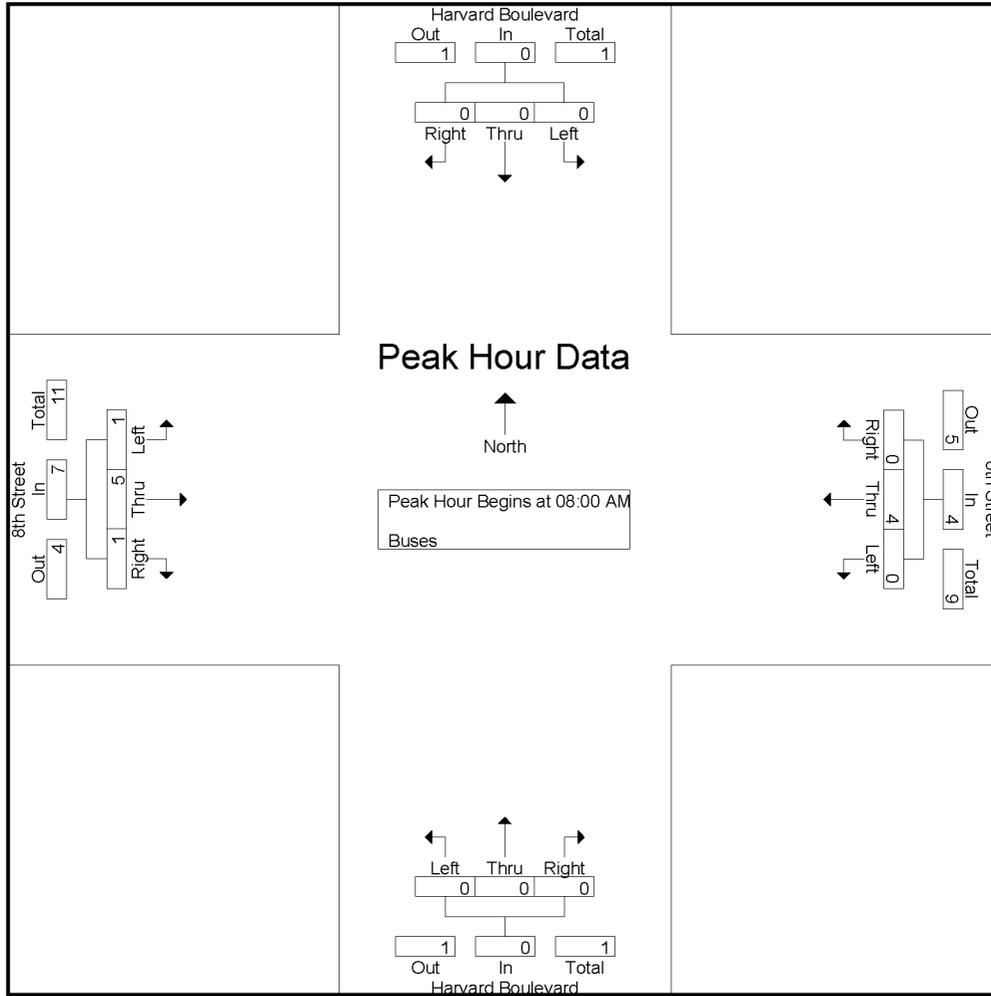
Groups Printed- Buses

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	4	0	4	9
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	5	0	5	8
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>28</b>
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>11</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>24</b>	<b>46</b>
Apprch %	0	0	0	0	5	95	0	100	50	50	0	100	4.2	91.7	4.2	100	
Total %	0	0	0	0	2.2	41.3	0	43.5	2.2	2.2	0	4.3	2.2	47.8	2.2	52.2	

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>11</b>
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	14.3	71.4	14.3	100	
PHF	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.000	.000	.250	.625	.250	.875	.917

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	1	5	1	7
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	14.3	71.4	14.3	
PHF	.000	.000	.000	.000	.000	1.000	.000	1.000	.000	.000	.000	.000	.250	.625	.250	.875

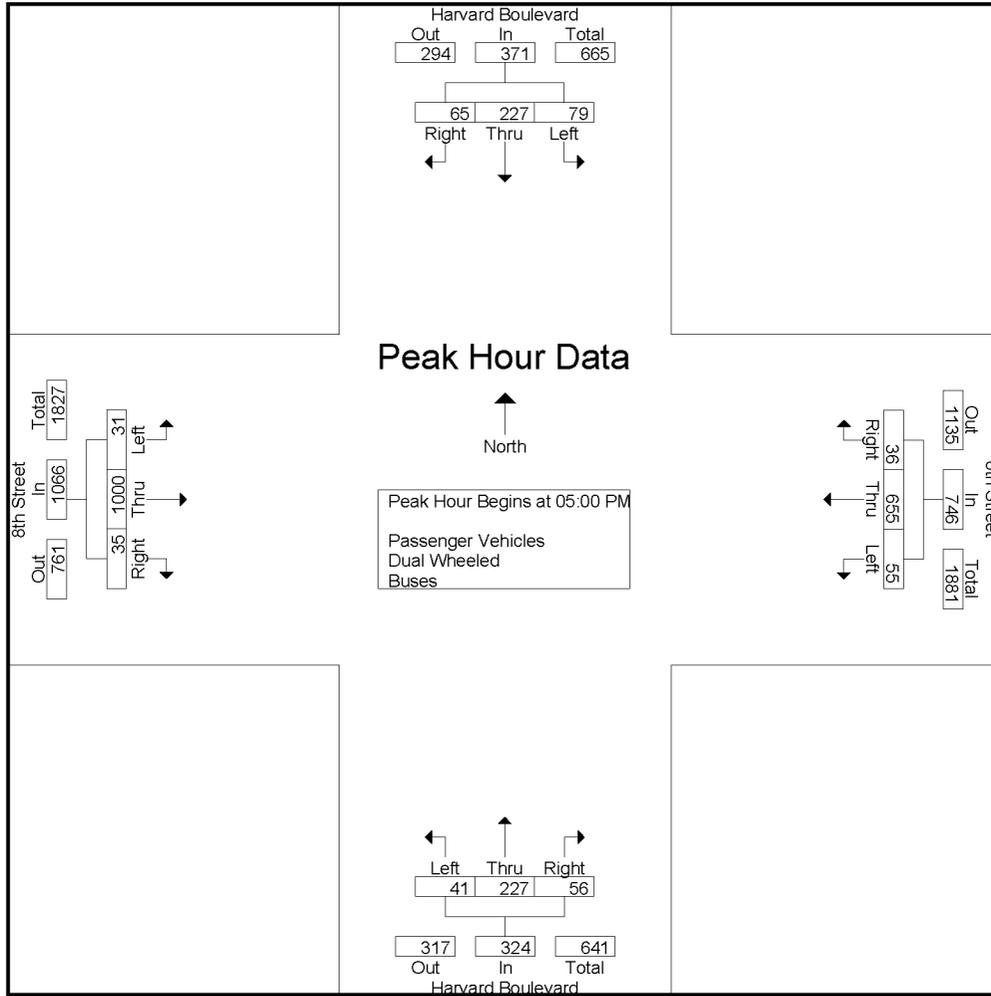
City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	27	7	28	62	13	173	12	198	8	3	11	22	9	182	6	197	479
03:15 PM	40	12	33	85	23	161	12	196	12	1	21	34	6	177	9	192	507
03:30 PM	33	4	34	71	14	155	15	184	7	1	18	26	7	215	12	234	515
03:45 PM	30	6	34	70	11	173	13	197	8	1	14	23	7	183	8	198	488
Total	130	29	129	288	61	662	52	775	35	6	64	105	29	757	35	821	1989
04:00 PM	31	8	30	69	13	175	16	204	5	1	17	23	8	187	7	202	498
04:15 PM	29	7	28	64	12	191	12	215	2	0	19	21	4	219	14	237	537
04:30 PM	29	11	40	80	19	151	13	183	10	0	20	30	15	196	8	219	512
04:45 PM	36	12	35	83	20	173	13	206	11	3	23	37	13	220	6	239	565
Total	125	38	133	296	64	690	54	808	28	4	79	111	40	822	35	897	2112
05:00 PM	19	39	26	84	15	167	14	196	12	27	13	52	4	242	10	256	588
05:15 PM	25	51	18	94	14	154	6	174	17	72	8	97	11	250	12	273	638
05:30 PM	15	77	8	100	13	172	4	189	6	62	21	89	8	247	6	261	639
05:45 PM	20	60	13	93	13	162	12	187	6	66	14	86	8	261	7	276	642
Total	79	227	65	371	55	655	36	746	41	227	56	324	31	1000	35	1066	2507
Grand Total	334	294	327	955	180	2007	142	2329	104	237	199	540	100	2579	105	2784	6608
Apprch %	35	30.8	34.2		7.7	86.2	6.1		19.3	43.9	36.9		3.6	92.6	3.8		
Total %	5.1	4.4	4.9	14.5	2.7	30.4	2.1	35.2	1.6	3.6	3	8.2	1.5	39	1.6	42.1	
Passenger Vehicles	330	294	324	948	179	1976	142	2297	102	235	199	536	100	2540	104	2744	6525
% Passenger Vehicles	98.8	100	99.1	99.3	99.4	98.5	100	98.6	98.1	99.2	100	99.3	100	98.5	99	98.6	98.7
Dual Wheeled	4	0	3	7	1	13	0	14	2	2	0	4	0	24	1	25	50
% Dual Wheeled	1.2	0	0.9	0.7	0.6	0.6	0	0.6	1.9	0.8	0	0.7	0	0.9	1	0.9	0.8
Buses	0	0	0	0	0	18	0	18	0	0	0	0	0	15	0	15	33
% Buses	0	0	0	0	0	0.9	0	0.8	0	0	0	0	0	0.6	0	0.5	0.5

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	39	<b>26</b>	84	<b>15</b>	167	<b>14</b>	<b>196</b>	12	27	13	52	4	242	10	256	588
05:15 PM	<b>25</b>	51	18	94	14	154	6	174	<b>17</b>	<b>72</b>	8	<b>97</b>	<b>11</b>	250	<b>12</b>	273	638
05:30 PM	15	<b>77</b>	8	<b>100</b>	13	<b>172</b>	4	189	6	62	<b>21</b>	89	8	247	6	261	639
05:45 PM	20	60	13	93	13	162	12	187	6	66	14	86	8	<b>261</b>	7	<b>276</b>	<b>642</b>
Total Volume	79	227	65	371	55	655	36	746	41	227	56	324	31	1000	35	1066	2507
% App. Total	21.3	61.2	17.5		7.4	87.8	4.8		12.7	70.1	17.3		2.9	93.8	3.3		
PHF	.790	.737	.625	.928	.917	.952	.643	.952	.603	.788	.667	.835	.705	.958	.729	.966	.976



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

	05:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	19	39	<b>26</b>	84	13	175	<b>16</b>	204	12	27	13	52	4	242	10	256
+15 mins.	<b>25</b>	51	18	94	12	<b>191</b>	12	<b>215</b>	<b>17</b>	<b>72</b>	8	<b>97</b>	<b>11</b>	250	<b>12</b>	273
+30 mins.	15	<b>77</b>	8	<b>100</b>	19	151	13	183	6	62	<b>21</b>	89	8	247	6	261
+45 mins.	20	60	13	93	<b>20</b>	173	13	206	6	66	14	86	8	<b>261</b>	7	<b>276</b>
Total Volume	79	227	65	371	64	690	54	808	41	227	56	324	31	1000	35	1066
% App. Total	21.3	61.2	17.5		7.9	85.4	6.7		12.7	70.1	17.3		2.9	93.8	3.3	
PHF	.790	.737	.625	.928	.800	.903	.844	.940	.603	.788	.667	.835	.705	.958	.729	.966

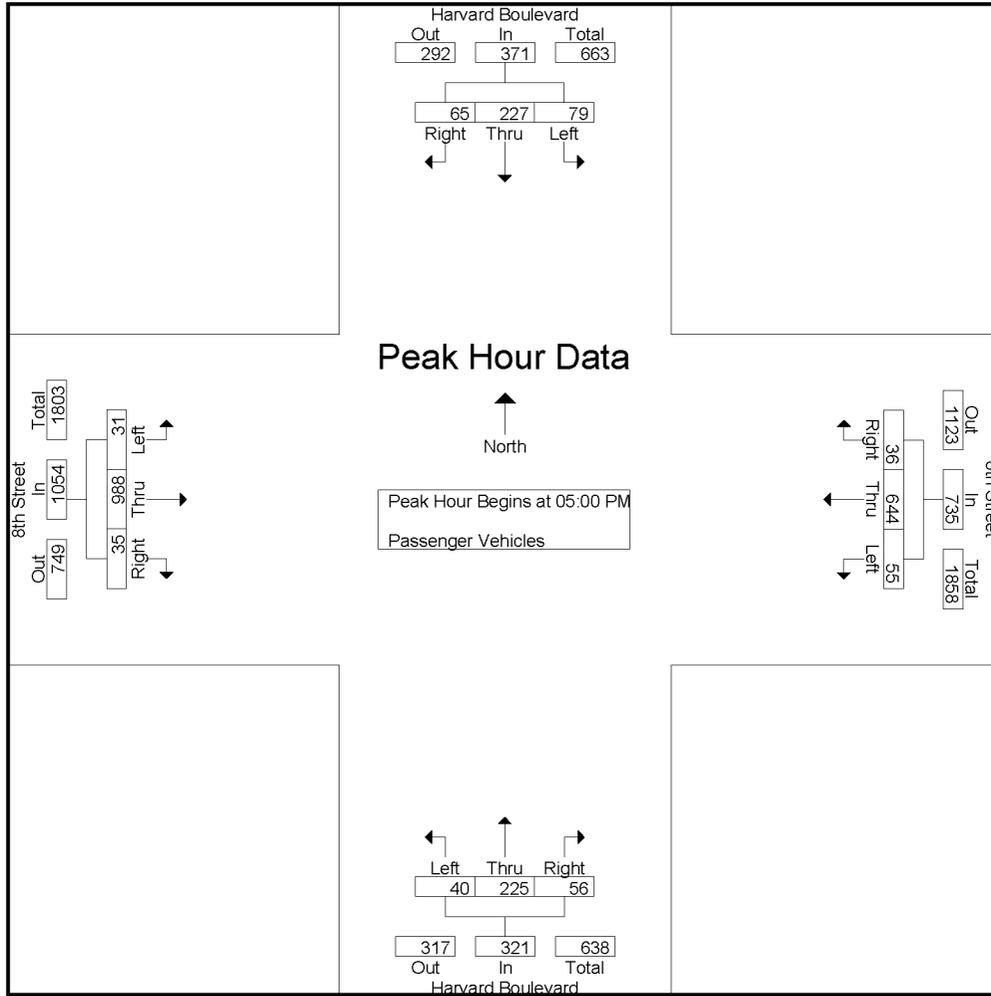
City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	26	7	28	61	13	170	12	195	8	3	11	22	9	179	6	194	472
03:15 PM	40	12	33	85	23	158	12	193	12	1	21	34	6	175	8	189	501
03:30 PM	33	4	33	70	14	152	15	181	7	1	18	26	7	210	12	229	506
03:45 PM	30	6	34	70	11	170	13	194	8	1	14	23	7	179	8	194	481
<b>Total</b>	<b>129</b>	<b>29</b>	<b>128</b>	<b>286</b>	<b>61</b>	<b>650</b>	<b>52</b>	<b>763</b>	<b>35</b>	<b>6</b>	<b>64</b>	<b>105</b>	<b>29</b>	<b>743</b>	<b>34</b>	<b>806</b>	<b>1960</b>
04:00 PM	30	8	30	68	13	173	16	202	5	1	17	23	8	184	7	199	492
04:15 PM	28	7	28	63	12	186	12	210	2	0	19	21	4	215	14	233	527
04:30 PM	29	11	38	78	19	151	13	183	10	0	20	30	15	192	8	215	506
04:45 PM	35	12	35	82	19	172	13	204	10	3	23	36	13	218	6	237	559
<b>Total</b>	<b>122</b>	<b>38</b>	<b>131</b>	<b>291</b>	<b>63</b>	<b>682</b>	<b>54</b>	<b>799</b>	<b>27</b>	<b>4</b>	<b>79</b>	<b>110</b>	<b>40</b>	<b>809</b>	<b>35</b>	<b>884</b>	<b>2084</b>
05:00 PM	19	39	26	84	15	165	14	194	12	27	13	52	4	240	10	254	584
05:15 PM	25	51	18	94	14	151	6	171	16	71	8	95	11	247	12	270	630
05:30 PM	15	77	8	100	13	170	4	187	6	62	21	89	8	245	6	259	635
05:45 PM	20	60	13	93	13	158	12	183	6	65	14	85	8	256	7	271	632
<b>Total</b>	<b>79</b>	<b>227</b>	<b>65</b>	<b>371</b>	<b>55</b>	<b>644</b>	<b>36</b>	<b>735</b>	<b>40</b>	<b>225</b>	<b>56</b>	<b>321</b>	<b>31</b>	<b>988</b>	<b>35</b>	<b>1054</b>	<b>2481</b>
Grand Total	330	294	324	948	179	1976	142	2297	102	235	199	536	100	2540	104	2744	6525
Apprch %	34.8	31	34.2		7.8	86	6.2		19	43.8	37.1		3.6	92.6	3.8		
Total %	5.1	4.5	5	14.5	2.7	30.3	2.2	35.2	1.6	3.6	3	8.2	1.5	38.9	1.6	42.1	

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	39	<b>26</b>	84	<b>15</b>	165	<b>14</b>	<b>194</b>	12	27	13	52	4	240	10	254	584
05:15 PM	<b>25</b>	51	18	94	14	151	6	171	<b>16</b>	<b>71</b>	8	<b>95</b>	<b>11</b>	247	<b>12</b>	270	630
05:30 PM	15	<b>77</b>	8	<b>100</b>	13	<b>170</b>	4	187	6	62	<b>21</b>	89	8	245	6	259	<b>635</b>
05:45 PM	20	60	13	93	13	158	12	183	6	65	14	85	8	<b>256</b>	7	<b>271</b>	632
Total Volume	79	227	65	371	55	644	36	735	40	225	56	321	31	988	35	1054	2481
% App. Total	21.3	61.2	17.5		7.5	87.6	4.9		12.5	70.1	17.4		2.9	93.7	3.3		
PHF	.790	.737	.625	.928	.917	.947	.643	.947	.625	.792	.667	.845	.705	.965	.729	.972	.977



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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	19	39	26	84	15	165	14	194	12	27	13	52	4	240	10	254
+15 mins.	25	51	18	94	14	151	6	171	16	71	8	95	11	247	12	270
+30 mins.	15	77	8	100	13	170	4	187	6	62	21	89	8	245	6	259
+45 mins.	20	60	13	93	13	158	12	183	6	65	14	85	8	256	7	271
Total Volume	79	227	65	371	55	644	36	735	40	225	56	321	31	988	35	1054
% App. Total	21.3	61.2	17.5		7.5	87.6	4.9		12.5	70.1	17.4		2.9	93.7	3.3	
PHF	.790	.737	.625	.928	.917	.947	.643	.947	.625	.792	.667	.845	.705	.965	.729	.972

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

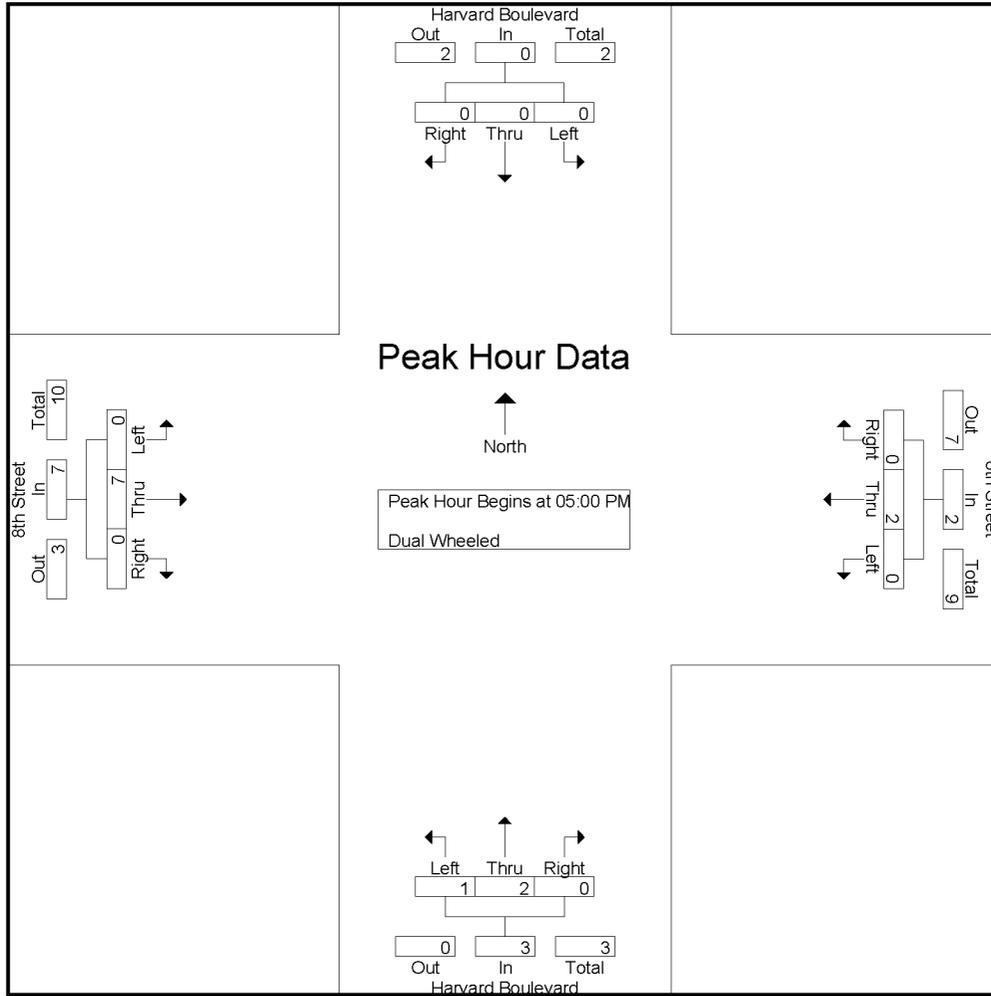
Groups Printed- Dual Wheeled

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
03:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
03:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	1	0	1	2	0	7	0	7	0	0	0	0	0	8	1	9	18
04:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:15 PM	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
04:45 PM	1	0	0	1	1	0	0	1	1	0	0	1	0	1	0	1	4
Total	3	0	2	5	1	4	0	5	1	0	0	1	0	9	0	9	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
Total	0	0	0	0	0	2	0	2	1	2	0	3	0	7	0	7	12
Grand Total	4	0	3	7	1	13	0	14	2	2	0	4	0	24	1	25	50
Apprch %	57.1	0	42.9		7.1	92.9	0		50	50	0		0	96	4		
Total %	8	0	6	14	2	26	0	28	4	4	0	8	0	48	2	50	

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
Total Volume	0	0	0	0	0	2	0	2	1	2	0	3	0	7	0	7	12
% App. Total	0	0	0		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.000	.375	.000	.583	.000	.583	.750

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	1	1	0	2	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3
Total Volume	0	0	0	0	0	2	0	2	1	2	0	3	0	7	0	7
% App. Total	0	0	0	0	0	100	0	0	33.3	66.7	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.500	.000	.375	.000	.583	.000	.583

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

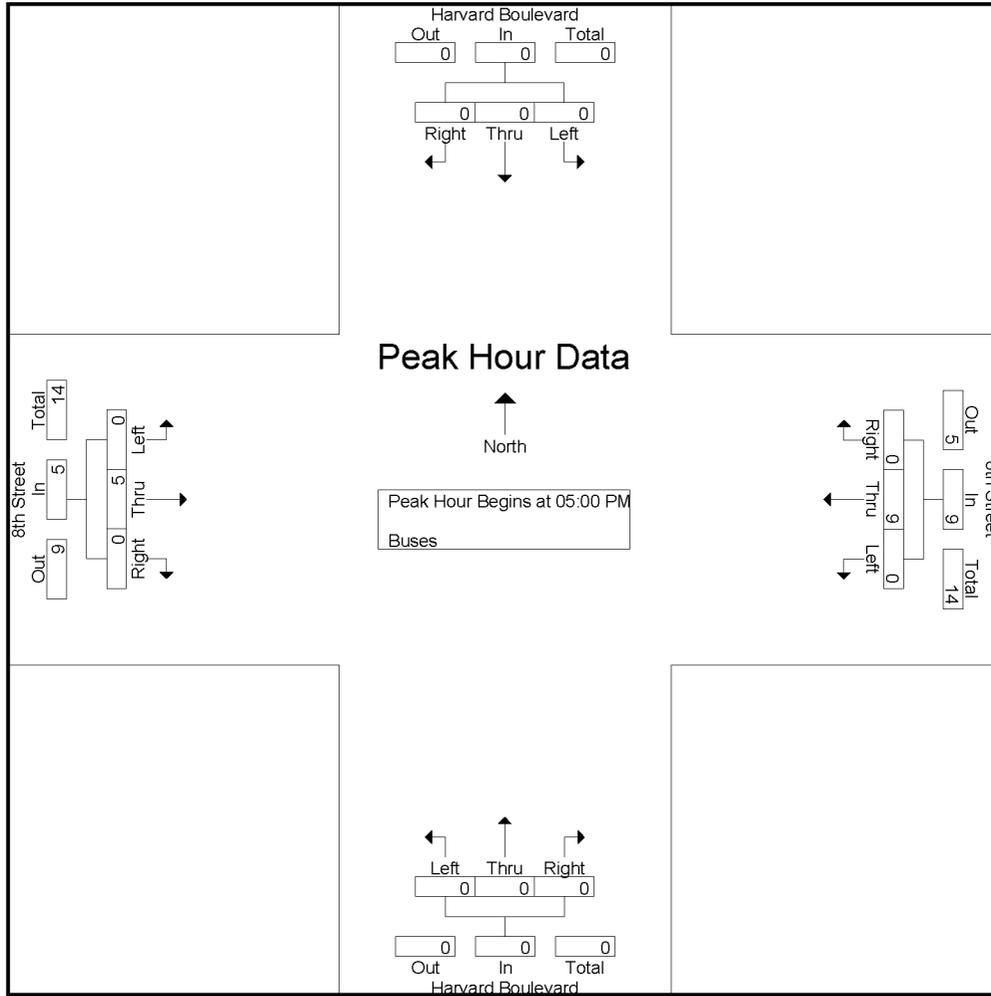
Groups Printed- Buses

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
<b>Total</b>	0	0	0	0	0	5	0	5	0	0	0	0	0	6	0	6	11
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
<b>Total</b>	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
<b>Total</b>	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
<b>Grand Total</b>	0	0	0	0	0	18	0	18	0	0	0	0	0	15	0	15	33
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	54.5	0	54.5	0	0	0	0	0	45.5	0	45.5	

Start Time	Harvard Boulevard Southbound				8th Street Westbound				Harvard Boulevard Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
<b>Total Volume</b>	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5	14
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625	.583

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: 8th Street  
 Weather: Clear

File Name : 07\_LAC\_Harvard\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	<b>2</b>	0	<b>2</b>
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	<b>4</b>	0	<b>4</b>	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Harvard Boulevard

**East/West** 8th Street

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 7989

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	11	10	45	47
<b>BUSES</b>	16	26	36	26
<b>BUSES</b>	2	0	39	38

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AMPK 15 MIN</i>	93 8.45	59 8.15	190 8.00	281 7.00
<i>PMPK 15 MIN</i>	97 5.15	100 5.30	276 5.45	215 4.15
<i>AMPK HOUR</i>	320 8.00	203 7.30	683 8.00	1001 7.00
<i>PMPK HOUR</i>	324 5.00	371 5.00	1066 5.00	808 4.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	28	152	30	210
8-9	37	237	46	320
9-10	23	193	32	248
3-4	35	6	64	105
4-5	28	4	79	111
5-6	41	227	56	324
<b>TOTAL</b>	<b>192</b>	<b>819</b>	<b>307</b>	<b>1318</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	29	79	26	134
8-9	47	119	30	196
9-10	22	114	33	169
3-4	130	29	129	288
4-5	125	38	133	296
5-6	79	227	65	371
<b>TOTAL</b>	<b>432</b>	<b>606</b>	<b>416</b>	<b>1454</b>

**TOTAL**

N-S	344
516	
417	
393	
407	
695	
<b>2772</b>	

**XING S/L**

Ped	Sch
33	0
35	0
35	0
76	2
77	3
81	2
<b>337</b>	<b>7</b>

**XING N/L**

Ped	Sch
40	2
33	0
24	0
55	0
42	1
61	0
<b>255</b>	<b>3</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	13	473	3	489
8-9	17	650	16	683
9-10	19	499	13	531
3-4	29	757	35	821
4-5	40	822	35	897
5-6	31	1000	35	1066
<b>TOTAL</b>	<b>149</b>	<b>4201</b>	<b>137</b>	<b>4487</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	14	966	21	1001
8-9	18	876	34	928
9-10	28	771	39	838
3-4	61	662	52	775
4-5	64	690	54	808
5-6	55	655	36	746
<b>TOTAL</b>	<b>240</b>	<b>4620</b>	<b>236</b>	<b>5096</b>

**TOTAL**

E-W	1490
1611	
1369	
1596	
1705	
1812	
<b>9583</b>	

**XING W/L**

Ped	Sch
27	2
24	0
15	0
29	0
41	0
49	2
<b>185</b>	<b>4</b>

**XING E/L**

Ped	Sch
46	16
37	0
16	0
40	0
64	1
49	3
<b>252</b>	<b>20</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Harvard Boulevard		
<b>East/West:</b>	8th Street		
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI
		<b>Weather:</b>	CLEAR
		<b>I/S Code:</b>	7989

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	1	1	2
8-9	0	2	0	2
9-10	0	1	3	4
3-4	0	1	1	2
4-5	0	2	0	2
5-6	0	1	3	4
<b>TOTAL</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>16</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	2	0	2	4
8-9	0	6	2	8	10
9-10	0	3	0	3	7
3-4	0	2	0	2	4
4-5	0	6	2	8	10
5-6	0	3	0	3	7
<b>TOTAL</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>26</b>	<b>42</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	1	7	1	9
8-9	1	5	1	7
9-10	0	2	0	2
3-4	1	7	1	9
4-5	1	5	1	7
5-6	0	2	0	2
<b>TOTAL</b>	<b>4</b>	<b>28</b>	<b>4</b>	<b>36</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	4	1	5	14
8-9	0	2	0	2	9
9-10	1	4	1	6	8
3-4	0	4	1	5	14
4-5	0	2	0	2	9
5-6	1	4	1	6	8
<b>TOTAL</b>	<b>2</b>	<b>20</b>	<b>4</b>	<b>26</b>	<b>62</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
	0	1	2	3	6
	11	18	31	18	78
	5	8	22	12	47
	5	7	17	11	40

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Harvard Boulevard				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7989
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	12	11	15	5	43
7:15-7:30	7	6	10	2	25
7:30-7:45	17	12	14	6	49
7:45-8:00	6	4	23	16	49
8:00-8:15	14	7	9	9	39
8:15-8:30	5	9	10	6	30
8:30-8:45	8	8	6	4	26
8:45-9:00	6	11	12	5	34
9:00-9:15	3	10	4	8	25
9:15-9:30	7	10	2	1	20
9:30-9:45	6	7	4	2	19
9:45-10:00	8	8	6	4	26

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	42	33	62	29	166
8 - 9	33	35	37	24	129
9 - 10	24	35	16	15	90
<b>TOTAL</b>	<b>99</b>	<b>103</b>	<b>115</b>	<b>68</b>	<b>385</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	19	36	22	4	81
3:15-3:30	10	36	20	24	90
3:30-3:45	10	44	24	14	92
3:45-4:00	16	36	14	16	82
4:00-4:15	3	48	28	24	103
4:15-4:30	15	20	38	26	99
4:30-4:45	16	66	24	18	124
4:45-5:00	9	20	38	14	81
5:00-5:15	6	46	30	28	110
5:15-5:30	18	38	10	24	90
5:30-5:45	11	44	20	14	89
5:45-6:00	26	34	38	32	130

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	55	152	80	58	345
4 - 5	43	154	128	82	407
5 - 6	61	162	98	98	419
<b>TOTAL</b>	<b>159</b>	<b>468</b>	<b>306</b>	<b>238</b>	<b>1171</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
0	8	2	2	12

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

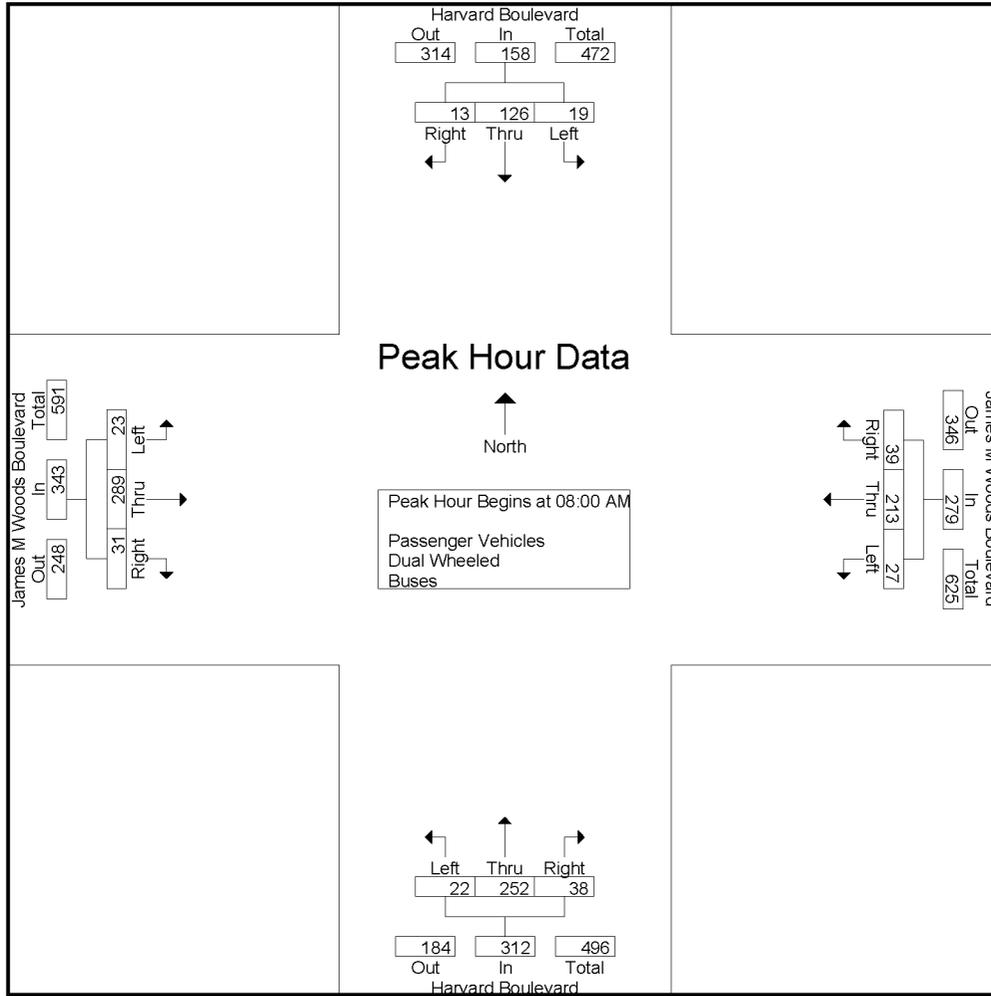
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	2	11	2	40	5	47	2	22	4	28	1	40	5	46	132
07:15 AM	2	15	3	20	4	35	11	50	3	42	9	54	5	30	3	38	162
07:30 AM	7	23	7	37	11	42	6	59	3	48	3	54	4	65	6	75	225
07:45 AM	3	27	1	31	6	51	13	70	2	38	8	48	2	71	3	76	225
Total	12	74	13	99	23	168	35	226	10	150	24	184	12	206	17	235	744
08:00 AM	6	28	4	38	7	60	10	77	9	56	5	70	8	74	7	89	274
08:15 AM	9	33	5	47	6	58	11	75	7	50	8	65	9	67	9	85	272
08:30 AM	3	36	3	42	6	51	12	69	5	66	13	84	1	86	5	92	287
08:45 AM	1	29	1	31	8	44	6	58	1	80	12	93	5	62	10	77	259
Total	19	126	13	158	27	213	39	279	22	252	38	312	23	289	31	343	1092
09:00 AM	0	42	4	46	4	38	9	51	4	65	11	80	2	43	6	51	228
09:15 AM	2	31	4	37	5	31	3	39	6	58	4	68	2	33	3	38	182
09:30 AM	2	33	5	40	3	41	7	51	2	38	7	47	1	45	12	58	196
09:45 AM	4	27	8	39	3	46	7	56	5	48	7	60	6	25	5	36	191
Total	8	133	21	162	15	156	26	197	17	209	29	255	11	146	26	183	797
Grand Total	39	333	47	419	65	537	100	702	49	611	91	751	46	641	74	761	2633
Apprch %	9.3	79.5	11.2		9.3	76.5	14.2		6.5	81.4	12.1		6	84.2	9.7		
Total %	1.5	12.6	1.8	15.9	2.5	20.4	3.8	26.7	1.9	23.2	3.5	28.5	1.7	24.3	2.8	28.9	
Passenger Vehicles	39	330	47	416	64	521	99	684	47	605	91	743	46	625	73	744	2587
% Passenger Vehicles	100	99.1	100	99.3	98.5	97	99	97.4	95.9	99	100	98.9	100	97.5	98.6	97.8	98.3
Dual Wheeled	0	1	0	1	0	7	1	8	2	4	0	6	0	6	1	7	22
% Dual Wheeled	0	0.3	0	0.2	0	1.3	1	1.1	4.1	0.7	0	0.8	0	0.9	1.4	0.9	0.8
Buses	0	2	0	2	1	9	0	10	0	2	0	2	0	10	0	10	24
% Buses	0	0.6	0	0.5	1.5	1.7	0	1.4	0	0.3	0	0.3	0	1.6	0	1.3	0.9

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	28	4	38	7	<b>60</b>	10	<b>77</b>	<b>9</b>	56	5	70	8	74	7	89	274
08:15 AM	<b>9</b>	33	<b>5</b>	<b>47</b>	6	58	11	75	7	50	8	65	<b>9</b>	67	9	85	272
08:30 AM	3	<b>36</b>	3	42	6	51	<b>12</b>	69	5	66	<b>13</b>	84	1	<b>86</b>	5	<b>92</b>	<b>287</b>
08:45 AM	1	29	1	31	<b>8</b>	44	6	58	1	<b>80</b>	12	<b>93</b>	5	62	<b>10</b>	77	259
Total Volume	19	126	13	158	27	213	39	279	22	252	38	312	23	289	31	343	1092
% App. Total	12	79.7	8.2		9.7	76.3	14		7.1	80.8	12.2		6.7	84.3	9		
PHF	.528	.875	.650	.840	.844	.888	.813	.906	.611	.788	.731	.839	.639	.840	.775	.932	.951

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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:

	08:15 AM				07:45 AM				08:30 AM				08:00 AM			
+0 mins.	<b>9</b>	33	<b>5</b>	<b>47</b>	6	51	<b>13</b>	70	5	66	<b>13</b>	84	8	74	7	89
+15 mins.	3	36	3	42	<b>7</b>	<b>60</b>	10	<b>77</b>	1	<b>80</b>	12	<b>93</b>	<b>9</b>	67	9	85
+30 mins.	1	29	1	31	6	58	11	75	4	65	11	80	1	<b>86</b>	5	<b>92</b>
+45 mins.	0	<b>42</b>	4	46	6	51	12	69	<b>6</b>	58	4	68	5	62	<b>10</b>	77
Total Volume	13	140	13	166	25	220	46	291	16	269	40	325	23	289	31	343
% App. Total	7.8	84.3	7.8		8.6	75.6	15.8		4.9	82.8	12.3		6.7	84.3	9	
PHF	.361	.833	.650	.883	.893	.917	.885	.945	.667	.841	.769	.874	.639	.840	.775	.932

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
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 Start Date : 6/6/2018  
 Page No : 1

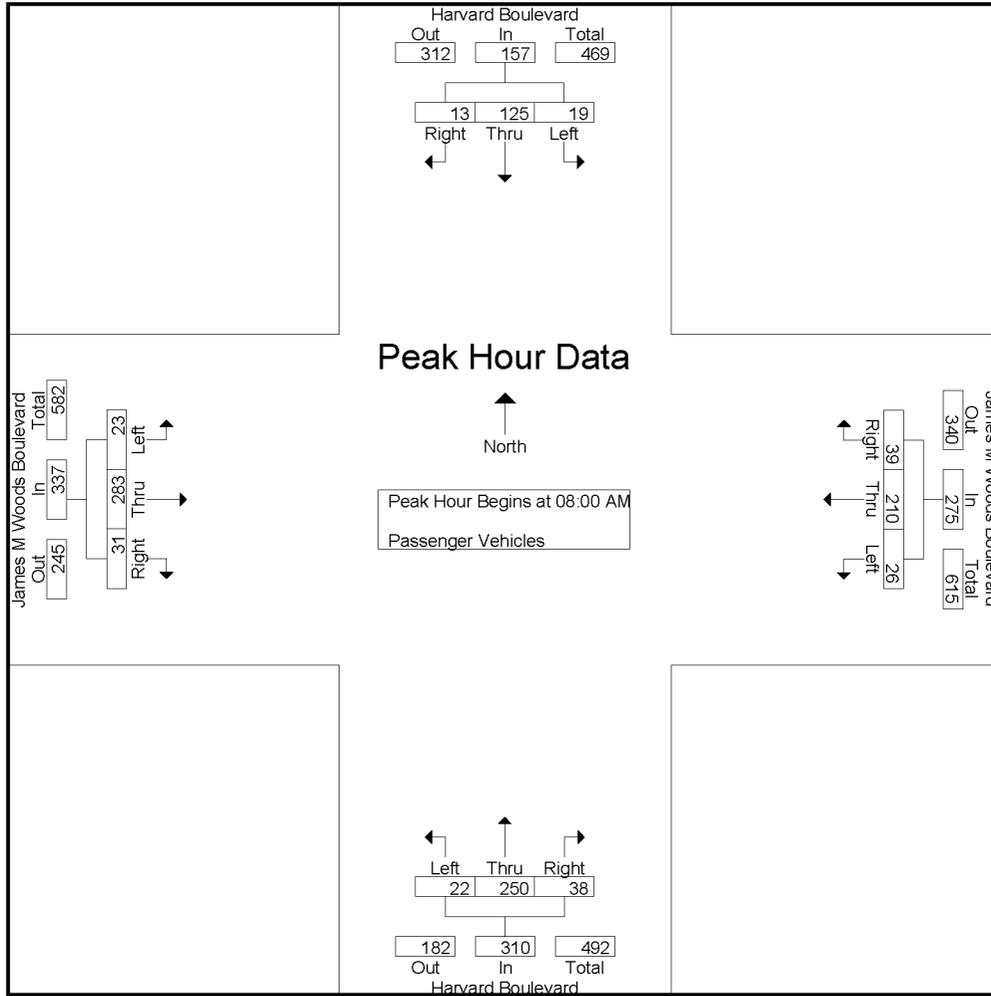
Groups Printed- Passenger Vehicles

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	2	11	2	38	4	44	2	21	4	27	1	39	5	45	127
07:15 AM	2	15	3	20	4	35	11	50	3	42	9	54	5	29	3	37	161
07:30 AM	7	23	7	37	11	41	6	58	3	47	3	53	4	63	6	73	221
07:45 AM	3	27	1	31	6	50	13	69	2	38	8	48	2	71	3	76	224
Total	12	74	13	99	23	164	34	221	10	148	24	182	12	202	17	231	733
08:00 AM	6	28	4	38	7	60	10	77	9	56	5	70	8	72	7	87	272
08:15 AM	9	32	5	46	6	57	11	74	7	50	8	65	9	66	9	84	269
08:30 AM	3	36	3	42	5	49	12	66	5	66	13	84	1	84	5	90	282
08:45 AM	1	29	1	31	8	44	6	58	1	78	12	91	5	61	10	76	256
Total	19	125	13	157	26	210	39	275	22	250	38	310	23	283	31	337	1079
09:00 AM	0	42	4	46	4	35	9	48	2	64	11	77	2	41	6	49	220
09:15 AM	2	30	4	36	5	31	3	39	6	58	4	68	2	32	3	37	180
09:30 AM	2	33	5	40	3	36	7	46	2	38	7	47	1	42	12	55	188
09:45 AM	4	26	8	38	3	45	7	55	5	47	7	59	6	25	4	35	187
Total	8	131	21	160	15	147	26	188	15	207	29	251	11	140	25	176	775
Grand Total	39	330	47	416	64	521	99	684	47	605	91	743	46	625	73	744	2587
Apprch %	9.4	79.3	11.3		9.4	76.2	14.5		6.3	81.4	12.2		6.2	84	9.8		
Total %	1.5	12.8	1.8	16.1	2.5	20.1	3.8	26.4	1.8	23.4	3.5	28.7	1.8	24.2	2.8	28.8	

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	28	4	38	7	<b>60</b>	10	<b>77</b>	<b>9</b>	56	5	70	8	72	7	87	272
08:15 AM	<b>9</b>	32	<b>5</b>	<b>46</b>	6	57	11	74	7	50	8	65	<b>9</b>	66	9	84	269
08:30 AM	3	<b>36</b>	3	42	5	49	<b>12</b>	66	5	66	<b>13</b>	84	1	<b>84</b>	5	<b>90</b>	<b>282</b>
08:45 AM	1	29	1	31	<b>8</b>	44	6	58	1	<b>78</b>	12	<b>91</b>	5	61	<b>10</b>	76	256
Total Volume	19	125	13	157	26	210	39	275	22	250	38	310	23	283	31	337	1079
% App. Total	12.1	79.6	8.3		9.5	76.4	14.2		7.1	80.6	12.3		6.8	84	9.2		
PHF	.528	.868	.650	.853	.813	.875	.813	.893	.611	.801	.731	.852	.639	.842	.775	.936	.957

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	6	28	4	38	7	<b>60</b>	10	<b>77</b>	<b>9</b>	56	5	70	8	72	7	87
+15 mins.	<b>9</b>	32	<b>5</b>	<b>46</b>	6	57	11	74	7	50	8	65	<b>9</b>	66	9	84
+30 mins.	3	<b>36</b>	3	42	5	49	<b>12</b>	66	5	66	<b>13</b>	84	1	<b>84</b>	5	<b>90</b>
+45 mins.	1	29	1	31	<b>8</b>	44	6	58	1	<b>78</b>	12	<b>91</b>	5	61	<b>10</b>	76
Total Volume	19	125	13	157	26	210	39	275	22	250	38	310	23	283	31	337
% App. Total	12.1	79.6	8.3		9.5	76.4	14.2		7.1	80.6	12.3		6.8	84	9.2	
PHF	.528	.868	.650	.853	.813	.875	.813	.893	.611	.801	.731	.852	.639	.842	.775	.936

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
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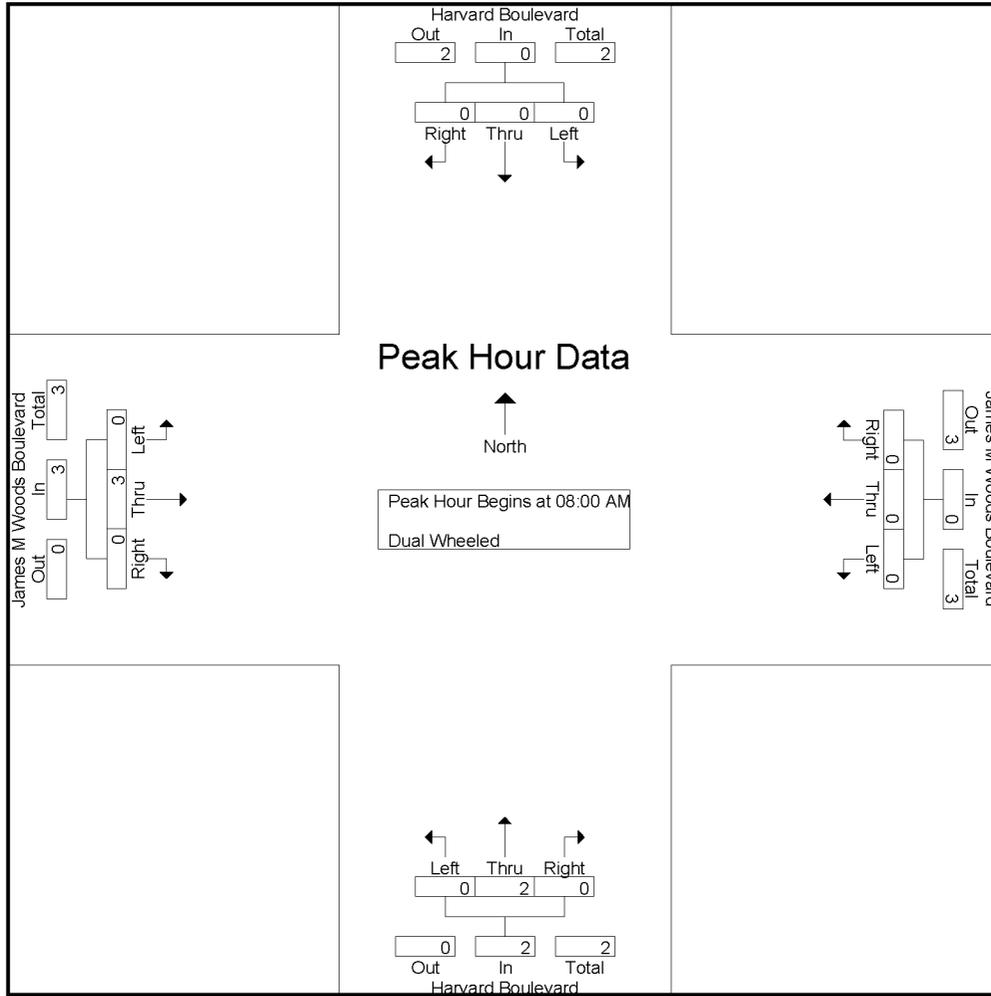
Groups Printed- Dual Wheeled

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>
09:00 AM	0	0	0	0	0	1	0	1	2	1	0	3	0	1	0	1	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
09:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>15</b>
<b>Grand Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>22</b>
<b>Apprch %</b>	<b>0</b>	<b>100</b>	<b>0</b>		<b>0</b>	<b>87.5</b>	<b>12.5</b>		<b>33.3</b>	<b>66.7</b>	<b>0</b>		<b>0</b>	<b>85.7</b>	<b>14.3</b>		
<b>Total %</b>	<b>0</b>	<b>4.5</b>	<b>0</b>	<b>4.5</b>	<b>0</b>	<b>31.8</b>	<b>4.5</b>	<b>36.4</b>	<b>9.1</b>	<b>18.2</b>	<b>0</b>	<b>27.3</b>	<b>0</b>	<b>27.3</b>	<b>4.5</b>	<b>31.8</b>	

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>100</b>	<b>0</b>		<b>0</b>	<b>100</b>	<b>0</b>		
<b>PHF</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>	<b>.250</b>	<b>.000</b>	<b>.750</b>	<b>.000</b>	<b>.750</b>	<b>.417</b>

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.750	.000	.750

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

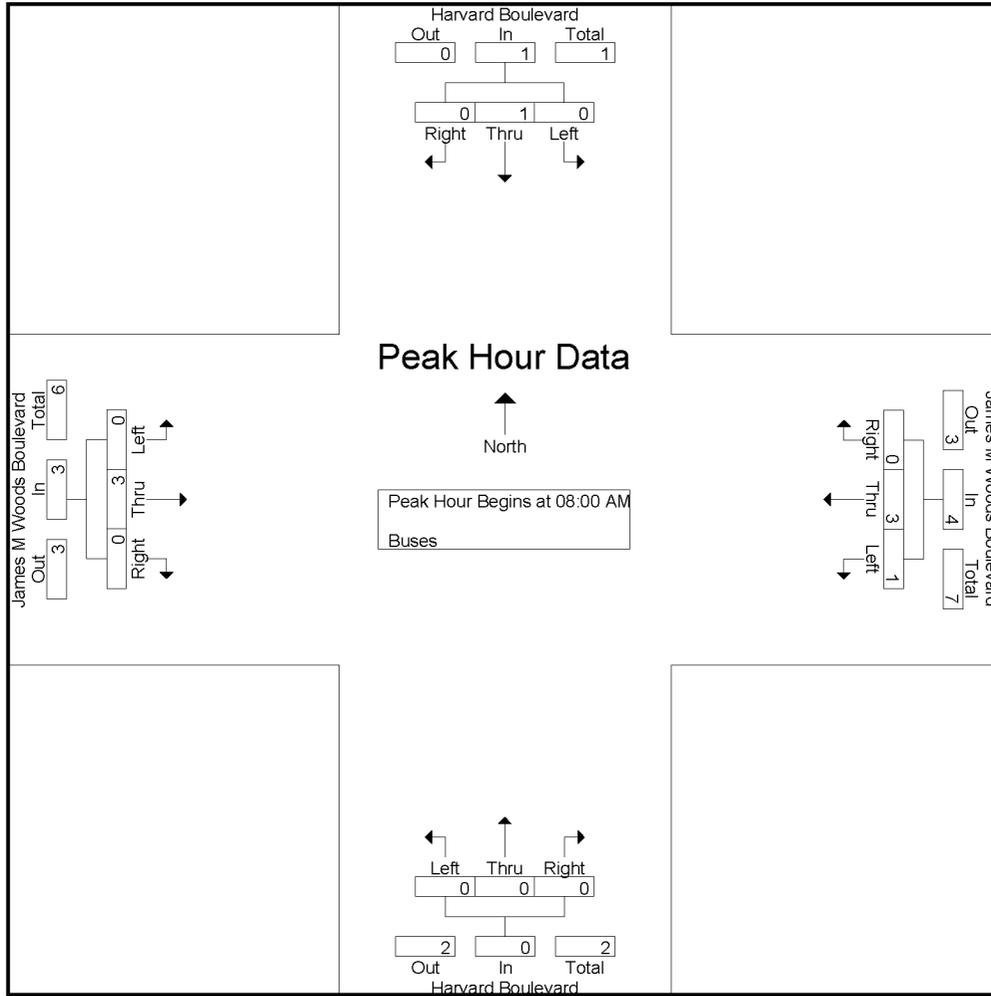
Groups Printed- Buses

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>8</b>
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>24</b>
Apprch %	0	100	0		10	90	0		0	100	0		0	100	0		
Total %	0	8.3	0	8.3	4.2	37.5	0	41.7	0	8.3	0	8.3	0	41.7	0	41.7	

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>8</b>
% App. Total	0	100	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.250	.375	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.500

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	3	0	4	0	0	0	0	0	3	0	3
% App. Total	0	100	0	0	25	75	0	0	0	0	0	0	0	100	0	0
PHF	.000	.250	.000	.250	.250	.375	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

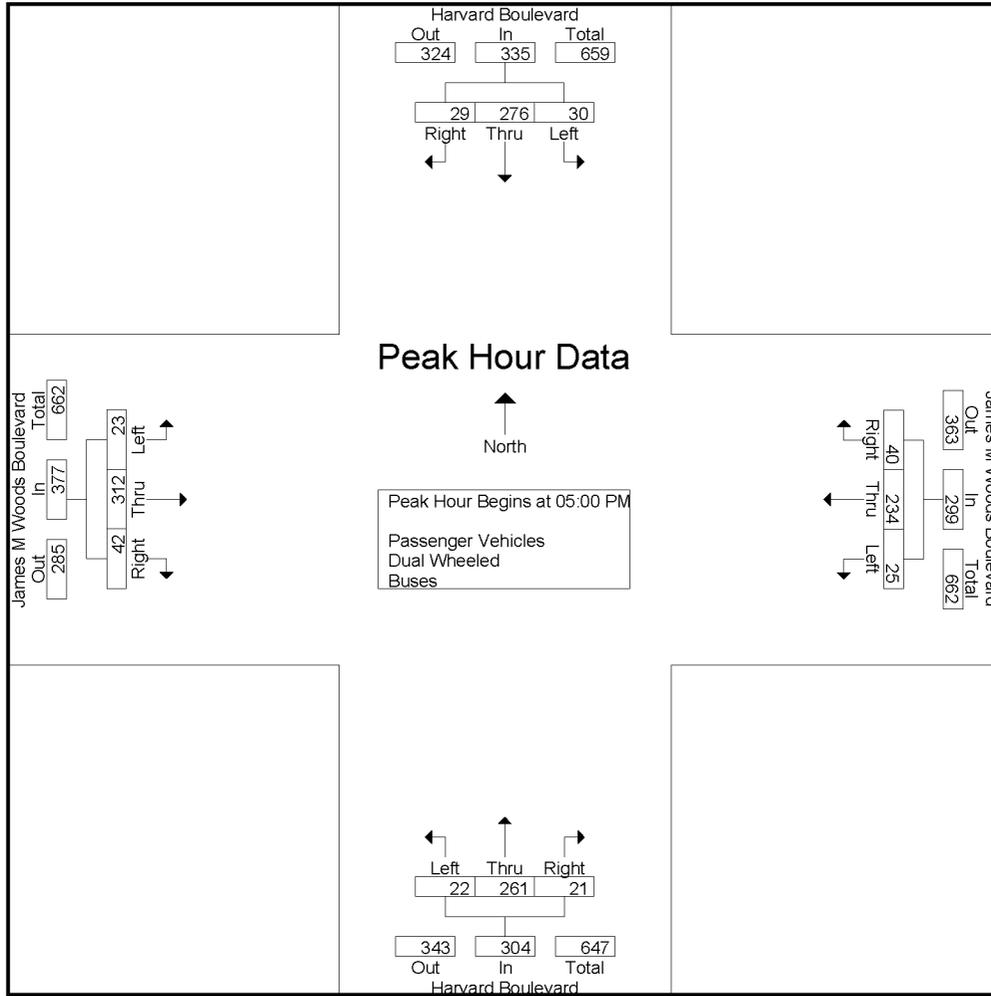
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	2	41	5	48	5	35	6	46	4	46	3	53	3	61	10	74	221
03:15 PM	4	38	9	51	6	45	2	53	6	39	5	50	2	57	9	68	222
03:30 PM	6	45	6	57	4	49	7	60	2	55	7	64	4	60	7	71	252
03:45 PM	6	46	4	56	5	39	3	47	3	61	5	69	5	63	16	84	256
Total	18	170	24	212	20	168	18	206	15	201	20	236	14	241	42	297	951
04:00 PM	5	57	8	70	6	45	7	58	3	51	9	63	2	58	14	74	265
04:15 PM	3	51	7	61	10	38	14	62	2	48	4	54	2	68	8	78	255
04:30 PM	6	56	4	66	7	42	7	56	6	62	5	73	5	71	12	88	283
04:45 PM	13	50	8	71	7	37	8	52	3	55	8	66	1	58	8	67	256
Total	27	214	27	268	30	162	36	228	14	216	26	256	10	255	42	307	1059
05:00 PM	6	71	6	83	8	50	10	68	6	59	4	69	7	76	11	94	314
05:15 PM	6	58	10	74	6	72	10	88	6	58	8	72	5	81	7	93	327
05:30 PM	6	64	8	78	4	53	15	72	6	74	1	81	6	83	16	105	336
05:45 PM	12	83	5	100	7	59	5	71	4	70	8	82	5	72	8	85	338
Total	30	276	29	335	25	234	40	299	22	261	21	304	23	312	42	377	1315
Grand Total	75	660	80	815	75	564	94	733	51	678	67	796	47	808	126	981	3325
Apprch %	9.2	81	9.8		10.2	76.9	12.8		6.4	85.2	8.4		4.8	82.4	12.8		
Total %	2.3	19.8	2.4	24.5	2.3	17	2.8	22	1.5	20.4	2	23.9	1.4	24.3	3.8	29.5	
Passenger Vehicles	75	655	80	810	75	556	94	725	51	677	66	794	46	790	125	961	3290
% Passenger Vehicles	100	99.2	100	99.4	100	98.6	100	98.9	100	99.9	98.5	99.7	97.9	97.8	99.2	98	98.9
Dual Wheeled	0	5	0	5	0	1	0	1	0	1	1	2	1	7	1	9	17
% Dual Wheeled	0	0.8	0	0.6	0	0.2	0	0.1	0	0.1	1.5	0.3	2.1	0.9	0.8	0.9	0.5
Buses	0	0	0	0	0	7	0	7	0	0	0	0	0	11	0	11	18
% Buses	0	0	0	0	0	1.2	0	1	0	0	0	0	0	1.4	0	1.1	0.5

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	71	6	83	8	50	10	68	6	59	4	69	7	76	11	94	314
05:15 PM	6	58	10	74	6	72	10	88	6	58	8	72	5	81	7	93	327
05:30 PM	6	64	8	78	4	53	15	72	6	74	1	81	6	83	16	105	336
05:45 PM	12	83	5	100	7	59	5	71	4	70	8	82	5	72	8	85	338
Total Volume	30	276	29	335	25	234	40	299	22	261	21	304	23	312	42	377	1315
% App. Total	9	82.4	8.7		8.4	78.3	13.4		7.2	85.9	6.9		6.1	82.8	11.1		
PHF	.625	.831	.725	.838	.781	.813	.667	.849	.917	.882	.656	.927	.821	.940	.656	.898	.973

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	71	6	83	<b>8</b>	50	10	68	<b>6</b>	59	4	69	<b>7</b>	76	11	94
+15 mins.	6	58	<b>10</b>	74	6	<b>72</b>	10	<b>88</b>	6	58	<b>8</b>	72	5	81	7	93
+30 mins.	6	64	8	78	4	53	<b>15</b>	72	6	<b>74</b>	1	81	6	<b>83</b>	<b>16</b>	<b>105</b>
+45 mins.	<b>12</b>	<b>83</b>	5	<b>100</b>	7	59	5	71	4	70	8	<b>82</b>	5	72	8	85
Total Volume	30	276	29	335	25	234	40	299	22	261	21	304	23	312	42	377
% App. Total	9	82.4	8.7		8.4	78.3	13.4		7.2	85.9	6.9		6.1	82.8	11.1	
PHF	.625	.831	.725	.838	.781	.813	.667	.849	.917	.882	.656	.927	.821	.940	.656	.898

City of Los Angeles  
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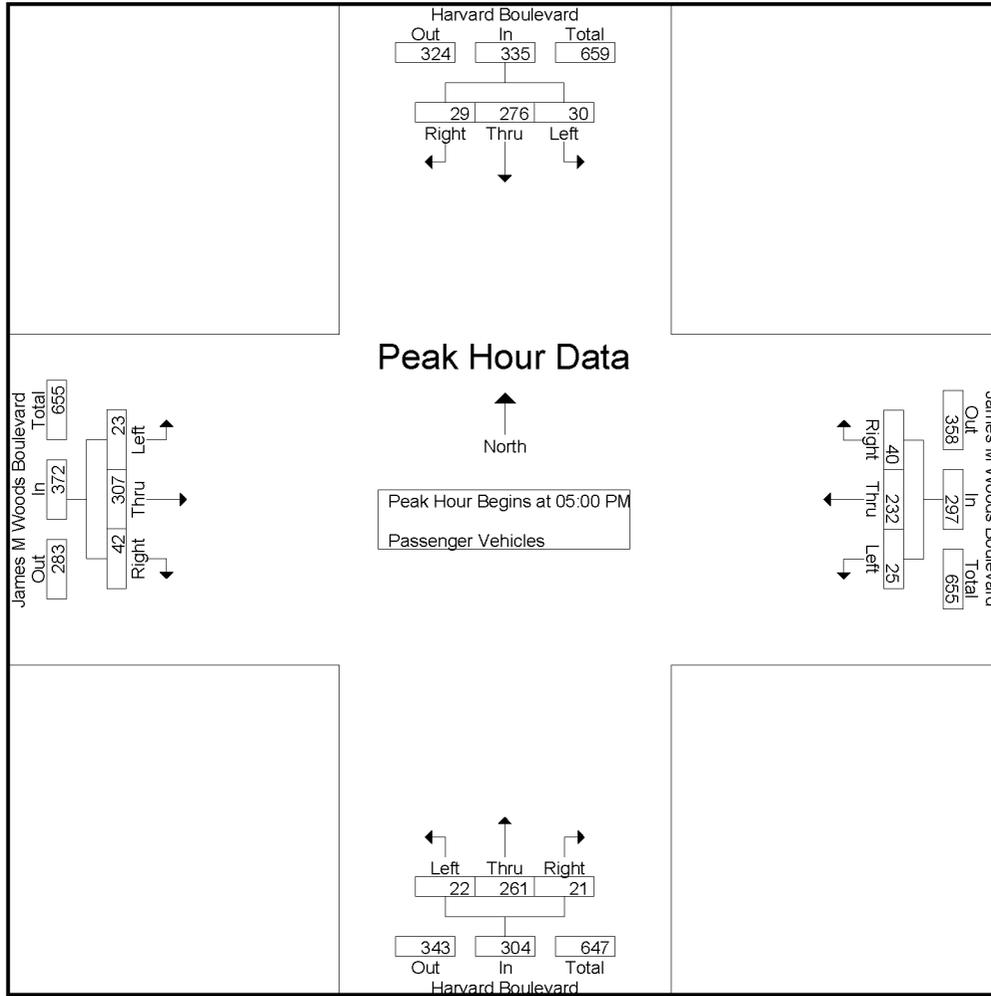
Groups Printed- Passenger Vehicles

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	2	41	5	48	5	35	6	46	4	46	3	53	3	59	10	72	219
03:15 PM	4	38	9	51	6	44	2	52	6	39	5	50	2	53	9	64	217
03:30 PM	6	43	6	55	4	49	7	60	2	55	7	64	3	60	7	70	249
03:45 PM	6	45	4	55	5	37	3	45	3	61	5	69	5	62	15	82	251
Total	18	167	24	209	20	165	18	203	15	201	20	236	13	234	41	288	936
04:00 PM	5	56	8	69	6	45	7	58	3	51	9	63	2	56	14	72	262
04:15 PM	3	51	7	61	10	36	14	60	2	48	4	54	2	66	8	76	251
04:30 PM	6	55	4	65	7	41	7	55	6	62	5	73	5	71	12	88	281
04:45 PM	13	50	8	71	7	37	8	52	3	54	7	64	1	56	8	65	252
Total	27	212	27	266	30	159	36	225	14	215	25	254	10	249	42	301	1046
05:00 PM	6	71	6	83	8	49	10	67	6	59	4	69	7	74	11	92	311
05:15 PM	6	58	10	74	6	71	10	87	6	58	8	72	5	81	7	93	326
05:30 PM	6	64	8	78	4	53	15	72	6	74	1	81	6	82	16	104	335
05:45 PM	12	83	5	100	7	59	5	71	4	70	8	82	5	70	8	83	336
Total	30	276	29	335	25	232	40	297	22	261	21	304	23	307	42	372	1308
Grand Total	75	655	80	810	75	556	94	725	51	677	66	794	46	790	125	961	3290
Apprch %	9.3	80.9	9.9		10.3	76.7	13		6.4	85.3	8.3		4.8	82.2	13		
Total %	2.3	19.9	2.4	24.6	2.3	16.9	2.9	22	1.6	20.6	2	24.1	1.4	24	3.8	29.2	

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	71	6	83	<b>8</b>	49	10	67	<b>6</b>	59	4	69	<b>7</b>	74	11	92	311
05:15 PM	6	58	<b>10</b>	74	6	<b>71</b>	10	<b>87</b>	6	58	<b>8</b>	72	5	81	7	93	326
05:30 PM	6	64	8	78	4	53	<b>15</b>	72	6	<b>74</b>	1	81	6	<b>82</b>	<b>16</b>	<b>104</b>	335
05:45 PM	<b>12</b>	<b>83</b>	5	<b>100</b>	7	59	5	71	4	70	8	<b>82</b>	5	70	8	83	<b>336</b>
Total Volume	30	276	29	335	25	232	40	297	22	261	21	304	23	307	42	372	1308
% App. Total	9	82.4	8.7		8.4	78.1	13.5		7.2	85.9	6.9		6.2	82.5	11.3		
PHF	.625	.831	.725	.838	.781	.817	.667	.853	.917	.882	.656	.927	.821	.936	.656	.894	.973

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	71	6	83	<b>8</b>	49	10	67	<b>6</b>	59	4	69	<b>7</b>	74	11	92
+15 mins.	6	58	<b>10</b>	74	6	<b>71</b>	10	<b>87</b>	6	58	<b>8</b>	72	5	81	7	93
+30 mins.	6	64	8	78	4	53	<b>15</b>	72	6	<b>74</b>	1	81	6	<b>82</b>	<b>16</b>	<b>104</b>
+45 mins.	<b>12</b>	<b>83</b>	5	<b>100</b>	7	59	5	71	4	70	8	<b>82</b>	5	70	8	83
Total Volume	30	276	29	335	25	232	40	297	22	261	21	304	23	307	42	372
% App. Total	9	82.4	8.7		8.4	78.1	13.5		7.2	85.9	6.9		6.2	82.5	11.3	
PHF	.625	.831	.725	.838	.781	.817	.667	.853	.917	.882	.656	.927	.821	.936	.656	.894

City of Los Angeles  
 N/S: Harvard Boulevard  
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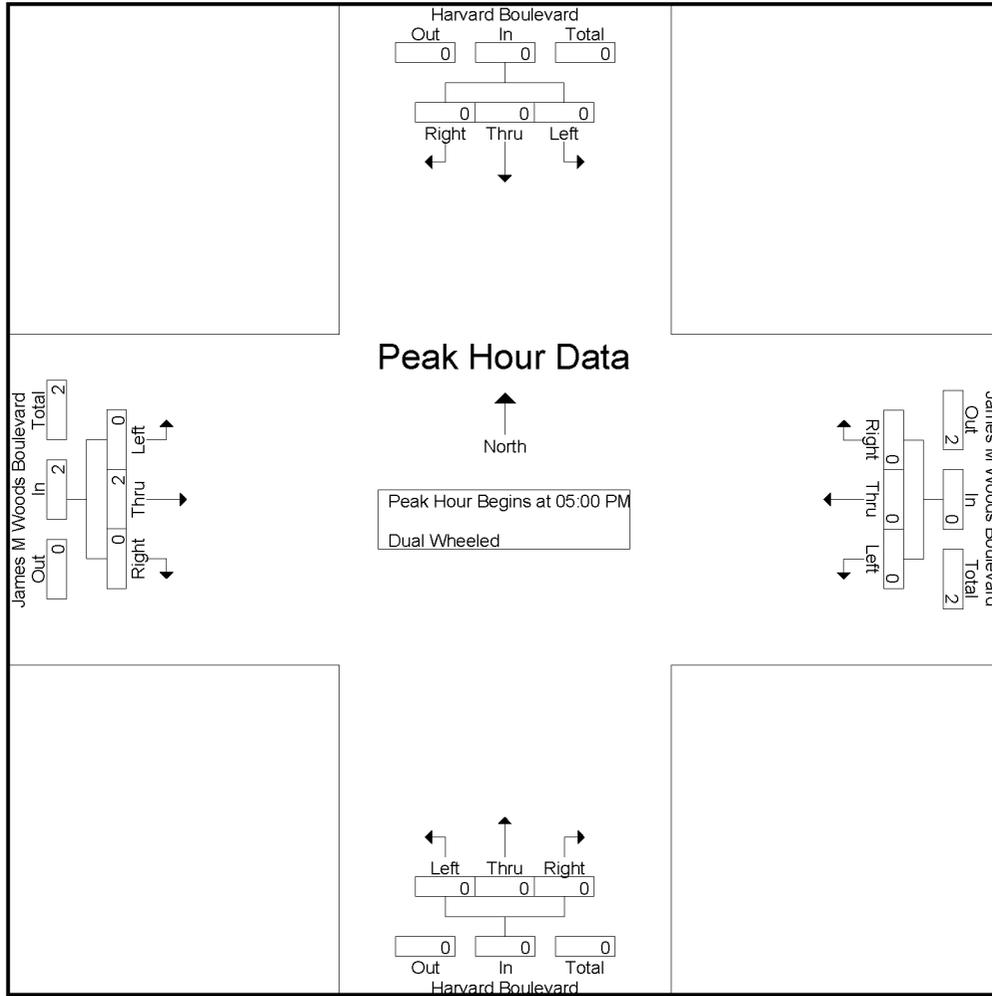
Groups Printed- Dual Wheeled

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
03:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	3	0	3	0	0	0	0	0	0	0	0	1	2	1	4	7
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
Total	0	2	0	2	0	1	0	1	0	1	1	2	0	3	0	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	5	0	5	0	1	0	1	0	1	1	2	1	7	1	9	17
Apprch %	0	100	0		0	100	0		0	50	50		11.1	77.8	11.1		
Total %	0	29.4	0	29.4	0	5.9	0	5.9	0	5.9	5.9	11.8	5.9	41.2	5.9	52.9	

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

City of Los Angeles  
 N/S: Harvard Boulevard  
 E/W: James M Woods Boulevard  
 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Los Angeles  
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File Name : 08\_LAC\_Harvard\_James M Woods PM  
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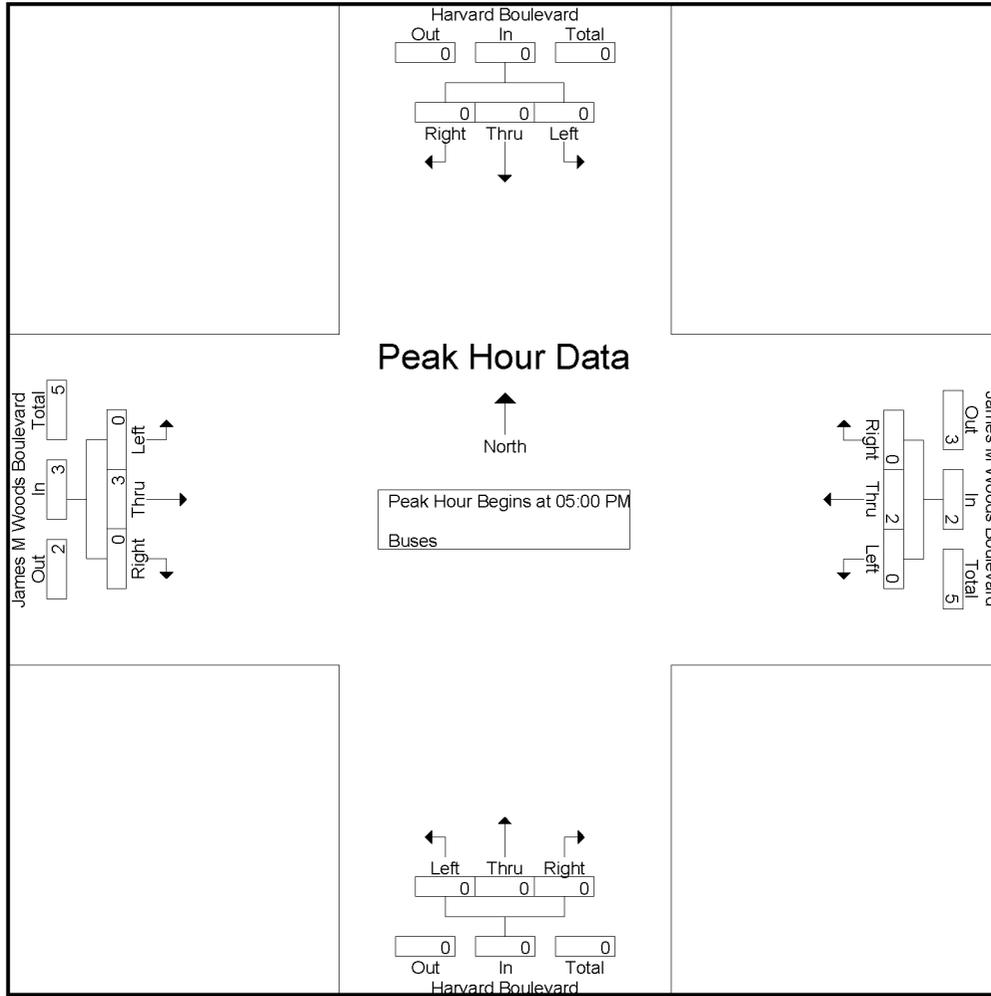
Groups Printed- Buses

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total</b>	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
<b>Grand Total</b>	0	0	0	0	0	7	0	7	0	0	0	0	0	11	0	11	18
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
Total %	0	0	0	0	0	38.9	0	38.9	0	0	0	0	0	61.1	0	61.1	

Start Time	Harvard Boulevard Southbound				James M Woods Boulevard Westbound				Harvard Boulevard Northbound				James M Woods Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
<b>Total Volume</b>	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.625

City of Los Angeles  
 N/S: Harvard Boulevard  
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 Weather: Clear

File Name : 08\_LAC\_Harvard\_James M Woods PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Harvard Boulevard

**East/West** James M Woods Boulevard

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 0

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	8	6	16	9
<b>BIKES</b>	26	20	37	30
<b>BUSES</b>	2	2	21	17

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AMPK 15 MIN</i>	93 8.45	47 8.15	92 8.30	77 8.00
<i>PMPK 15 MIN</i>	82 5.45	100 5.45	105 5.30	88 5.15
<i>AMPK HOUR</i>	325 8.30	166 8.15	343 8.00	291 7.45
<i>PMPK HOUR</i>	304 5.00	335 5.00	377 5.00	299 5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	10	150	24	184
8-9	22	252	38	312
9-10	17	209	29	255
3-4	15	201	20	236
4-5	14	216	26	256
5-6	22	261	21	304
<b>TOTAL</b>	<b>100</b>	<b>1289</b>	<b>158</b>	<b>1547</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	12	74	13	99
8-9	19	126	13	158
9-10	8	133	21	162
3-4	18	170	24	212
4-5	27	214	27	268
5-6	30	276	29	335
<b>TOTAL</b>	<b>114</b>	<b>993</b>	<b>127</b>	<b>1234</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
283	31	19	28	31
470	28	4	47	12
417	19	3	11	1
448	17	1	19	0
524	16	2	28	5
639	28	2	22	2
<b>2781</b>	<b>139</b>	<b>31</b>	<b>155</b>	<b>51</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	12	206	17	235
8-9	23	289	31	343
9-10	11	146	26	183
3-4	14	241	42	297
4-5	10	255	42	307
5-6	23	312	42	377
<b>TOTAL</b>	<b>93</b>	<b>1449</b>	<b>200</b>	<b>1742</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	23	168	35	226
8-9	27	213	39	279
9-10	15	156	26	197
3-4	20	168	18	206
4-5	30	162	36	228
5-6	25	234	40	299
<b>TOTAL</b>	<b>140</b>	<b>1101</b>	<b>194</b>	<b>1435</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
461	34	41	28	22
622	44	12	24	3
380	9	0	14	3
503	16	5	10	0
535	22	3	14	3
676	36	4	22	5
<b>3177</b>	<b>161</b>	<b>65</b>	<b>112</b>	<b>36</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Harvard Boulevard				
<b>East/West:</b>	James M Woods Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	4	0	4
9-10	0	4	0	4
3-4	1	3	2	6
4-5	1	5	0	6
5-6	0	1	0	1
<b>TOTAL</b>	<b>2</b>	<b>22</b>	<b>2</b>	<b>26</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	1	1	1	3	8
8-9	1	2	2	5	9
9-10	2	2	2	6	10
3-4	0	0	1	1	7
4-5	1	1	0	2	8
5-6	0	2	1	3	4
<b>TOTAL</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>20</b>	<b>46</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	1	5	0	6
8-9	0	4	1	5
9-10	1	4	0	5
3-4	0	3	1	4
4-5	1	7	0	8
5-6	0	9	0	9
<b>TOTAL</b>	<b>3</b>	<b>32</b>	<b>2</b>	<b>37</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	2	0	2	8
8-9	0	4	1	5	10
9-10	1	4	2	7	12
3-4	0	4	1	5	9
4-5	0	9	1	10	18
5-6	0	1	0	1	10
<b>TOTAL</b>	<b>1</b>	<b>24</b>	<b>5</b>	<b>30</b>	<b>67</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
	1	1	3	5	10
	18	14	23	24	79
	8	5	13	12	38
	4	5	6	7	22

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Harvard Boulevard				
<b>East/West:</b>	James M Woods Boulevard				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	4	7	4	4	19
7:15-7:30	4	8	6	9	27
7:30-7:45	15	13	13	23	64
7:45-8:00	36	22	27	39	124
8:00-8:15	34	15	16	35	100
8:15-8:30	15	8	4	7	34
8:30-8:45	4	5	3	5	17
8:45-9:00	6	4	4	9	23
9:00-9:15	6	7	7	4	24
9:15-9:30	4	4	1	1	10
9:30-9:45	2	5	5	2	14
9:45-10:00	0	6	4	2	12

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	59	50	50	75	234
8 - 9	59	32	27	56	174
9 - 10	12	22	17	9	60
<b>TOTAL</b>	<b>130</b>	<b>104</b>	<b>94</b>	<b>140</b>	<b>468</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	5	10	6	8	29
3:15-3:30	4	6	4	16	30
3:30-3:45	5	10	4	8	27
3:45-4:00	5	8	6	0	19
4:00-4:15	7	6	8	12	33
4:15-4:30	10	6	4	8	28
4:30-4:45	9	8	6	14	37
4:45-5:00	7	12	10	10	39
5:00-5:15	3	4	8	20	35
5:15-5:30	8	26	18	22	74
5:30-5:45	7	8	10	10	35
5:45-6:00	6	18	8	20	52

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	19	34	20	32	105
4 - 5	33	32	28	44	137
5 - 6	24	56	44	72	196
<b>TOTAL</b>	<b>76</b>	<b>122</b>	<b>92</b>	<b>148</b>	<b>438</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	0	0	0
0	4	3	0	7

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

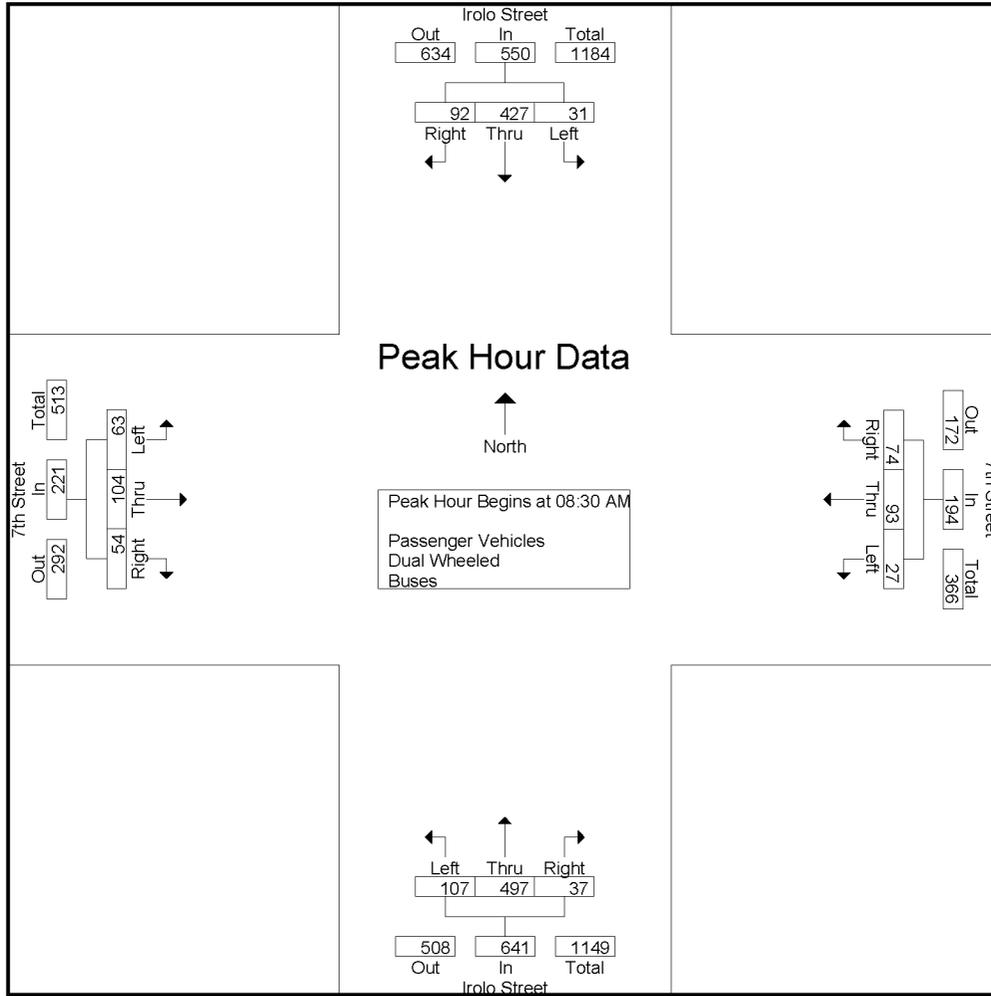
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	90	9	102	6	9	10	25	7	131	6	144	5	15	10	30	301
07:15 AM	4	89	13	106	4	11	15	30	18	136	5	159	6	14	12	32	327
07:30 AM	9	126	15	150	2	11	17	30	13	135	8	156	10	19	11	40	376
07:45 AM	8	119	14	141	3	18	7	28	12	123	14	149	13	25	22	60	378
<b>Total</b>	<b>24</b>	<b>424</b>	<b>51</b>	<b>499</b>	<b>15</b>	<b>49</b>	<b>49</b>	<b>113</b>	<b>50</b>	<b>525</b>	<b>33</b>	<b>608</b>	<b>34</b>	<b>73</b>	<b>55</b>	<b>162</b>	<b>1382</b>
08:00 AM	8	117	16	141	6	23	15	44	29	120	9	158	9	34	21	64	407
08:15 AM	12	114	24	150	3	21	16	40	18	124	8	150	18	23	10	51	391
08:30 AM	8	101	17	126	4	22	13	39	25	108	7	140	17	28	10	55	360
08:45 AM	3	111	24	138	6	24	23	53	30	138	11	179	13	25	14	52	422
<b>Total</b>	<b>31</b>	<b>443</b>	<b>81</b>	<b>555</b>	<b>19</b>	<b>90</b>	<b>67</b>	<b>176</b>	<b>102</b>	<b>490</b>	<b>35</b>	<b>627</b>	<b>57</b>	<b>110</b>	<b>55</b>	<b>222</b>	<b>1580</b>
09:00 AM	12	117	26	155	8	23	21	52	27	131	11	169	14	24	16	54	430
09:15 AM	8	98	25	131	9	24	17	50	25	120	8	153	19	27	14	60	394
09:30 AM	8	118	16	142	5	9	9	23	13	128	7	148	15	14	6	35	348
09:45 AM	11	129	18	158	3	22	17	42	18	139	10	167	14	27	11	52	419
<b>Total</b>	<b>39</b>	<b>462</b>	<b>85</b>	<b>586</b>	<b>25</b>	<b>78</b>	<b>64</b>	<b>167</b>	<b>83</b>	<b>518</b>	<b>36</b>	<b>637</b>	<b>62</b>	<b>92</b>	<b>47</b>	<b>201</b>	<b>1591</b>
<b>Grand Total</b>	<b>94</b>	<b>1329</b>	<b>217</b>	<b>1640</b>	<b>59</b>	<b>217</b>	<b>180</b>	<b>456</b>	<b>235</b>	<b>1533</b>	<b>104</b>	<b>1872</b>	<b>153</b>	<b>275</b>	<b>157</b>	<b>585</b>	<b>4553</b>
Apprch %	5.7	81	13.2		12.9	47.6	39.5		12.6	81.9	5.6		26.2	47	26.8		
Total %	2.1	29.2	4.8	36	1.3	4.8	4	10	5.2	33.7	2.3	41.1	3.4	6	3.4	12.8	
Passenger Vehicles	92	1284	210	1586	57	215	178	450	231	1485	100	1816	147	273	157	577	4429
% Passenger Vehicles	97.9	96.6	96.8	96.7	96.6	99.1	98.9	98.7	98.3	96.9	96.2	97	96.1	99.3	100	98.6	97.3
Dual Wheeled	1	18	6	25	1	2	2	5	4	23	1	28	4	2	0	6	64
% Dual Wheeled	1.1	1.4	2.8	1.5	1.7	0.9	1.1	1.1	1.7	1.5	1	1.5	2.6	0.7	0	1	1.4
Buses	1	27	1	29	1	0	0	1	0	25	3	28	2	0	0	2	60
% Buses	1.1	2	0.5	1.8	1.7	0	0	0.2	0	1.6	2.9	1.5	1.3	0	0	0.3	1.3

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	8	101	17	126	4	22	13	39	25	108	7	140	17	<b>28</b>	10	55	360
08:45 AM	3	111	24	138	6	<b>24</b>	<b>23</b>	<b>53</b>	<b>30</b>	<b>138</b>	<b>11</b>	<b>179</b>	13	25	14	52	422
09:00 AM	<b>12</b>	<b>117</b>	<b>26</b>	<b>155</b>	8	23	21	52	27	131	11	169	14	24	<b>16</b>	54	<b>430</b>
09:15 AM	8	98	25	131	<b>9</b>	24	17	50	25	120	8	153	<b>19</b>	27	14	<b>60</b>	394
Total Volume	31	427	92	550	27	93	74	194	107	497	37	641	63	104	54	221	1606
% App. Total	5.6	77.6	16.7		13.9	47.9	38.1		16.7	77.5	5.8		28.5	47.1	24.4		
PHF	.646	.912	.885	.887	.750	.969	.804	.915	.892	.900	.841	.895	.829	.929	.844	.921	.934

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				08:30 AM				08:45 AM				07:45 AM			
+0 mins.	12	117	26	155	4	22	13	39	30	138	11	179	13	25	22	60
+15 mins.	8	98	25	131	6	24	23	53	27	131	11	169	9	34	21	64
+30 mins.	8	118	16	142	8	23	21	52	25	120	8	153	18	23	10	51
+45 mins.	11	129	18	158	9	24	17	50	13	128	7	148	17	28	10	55
Total Volume	39	462	85	586	27	93	74	194	95	517	37	649	57	110	63	230
% App. Total	6.7	78.8	14.5		13.9	47.9	38.1		14.6	79.7	5.7		24.8	47.8	27.4	
PHF	.813	.895	.817	.927	.750	.969	.804	.915	.792	.937	.841	.906	.792	.809	.716	.898

City of Los Angeles  
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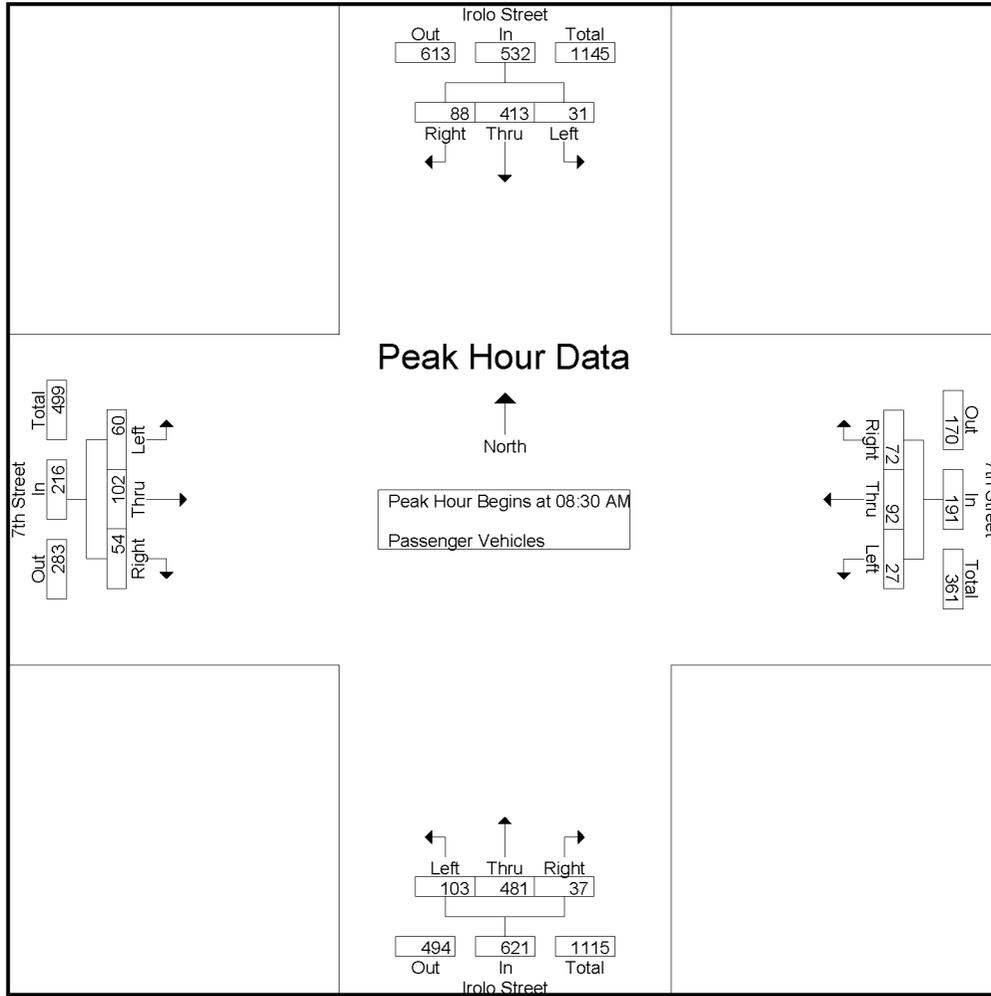
Groups Printed- Passenger Vehicles

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	82	9	94	4	9	10	23	7	125	5	137	4	15	10	29	283
07:15 AM	4	86	13	103	4	11	15	30	18	132	4	154	6	14	12	32	319
07:30 AM	8	124	15	147	2	11	17	30	13	134	8	155	10	19	11	40	372
07:45 AM	8	115	14	137	3	18	7	28	12	119	13	144	13	25	22	60	369
Total	23	407	51	481	13	49	49	111	50	510	30	590	33	73	55	161	1343
08:00 AM	7	114	16	137	6	23	15	44	29	114	9	152	9	34	21	64	397
08:15 AM	12	111	22	145	3	21	16	40	18	118	8	144	18	23	10	51	380
08:30 AM	8	99	16	123	4	21	12	37	23	105	7	135	16	26	10	52	347
08:45 AM	3	108	22	133	6	24	23	53	29	134	11	174	12	25	14	51	411
Total	30	432	76	538	19	89	66	174	99	471	35	605	55	108	55	218	1535
09:00 AM	12	110	26	148	8	23	20	51	27	124	11	162	13	24	16	53	414
09:15 AM	8	96	24	128	9	24	17	50	24	118	8	150	19	27	14	60	388
09:30 AM	8	114	15	137	5	9	9	23	13	124	6	143	14	14	6	34	337
09:45 AM	11	125	18	154	3	21	17	41	18	138	10	166	13	27	11	51	412
Total	39	445	83	567	25	77	63	165	82	504	35	621	59	92	47	198	1551
Grand Total	92	1284	210	1586	57	215	178	450	231	1485	100	1816	147	273	157	577	4429
Apprch %	5.8	81	13.2		12.7	47.8	39.6		12.7	81.8	5.5		25.5	47.3	27.2		
Total %	2.1	29	4.7	35.8	1.3	4.9	4	10.2	5.2	33.5	2.3	41	3.3	6.2	3.5	13	

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	8	99	16	123	4	21	12	37	23	105	7	135	16	26	10	52	347
08:45 AM	3	108	22	133	6	<b>24</b>	<b>23</b>	<b>53</b>	<b>29</b>	<b>134</b>	<b>11</b>	<b>174</b>	12	25	14	51	411
09:00 AM	<b>12</b>	<b>110</b>	<b>26</b>	<b>148</b>	8	23	20	51	27	124	11	162	13	24	<b>16</b>	53	<b>414</b>
09:15 AM	8	96	24	128	<b>9</b>	24	17	50	24	118	8	150	<b>19</b>	<b>27</b>	14	<b>60</b>	388
Total Volume	31	413	88	532	27	92	72	191	103	481	37	621	60	102	54	216	1560
% App. Total	5.8	77.6	16.5		14.1	48.2	37.7		16.6	77.5	6		27.8	47.2	25		
PHF	.646	.939	.846	.899	.750	.958	.783	.901	.888	.897	.841	.892	.789	.944	.844	.900	.942

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:30 AM				08:30 AM				08:30 AM				08:30 AM			
+0 mins.	8	99	16	123	4	21	12	37	23	105	7	135	16	26	10	52
+15 mins.	3	108	22	133	6	<b>24</b>	<b>23</b>	<b>53</b>	<b>29</b>	<b>134</b>	<b>11</b>	<b>174</b>	12	25	14	51
+30 mins.	<b>12</b>	<b>110</b>	<b>26</b>	<b>148</b>	8	23	20	51	27	124	11	162	13	24	<b>16</b>	53
+45 mins.	8	96	24	128	<b>9</b>	24	17	50	24	118	8	150	<b>19</b>	<b>27</b>	14	<b>60</b>
Total Volume	31	413	88	532	27	92	72	191	103	481	37	621	60	102	54	216
% App. Total	5.8	77.6	16.5		14.1	48.2	37.7		16.6	77.5	6		27.8	47.2	25	
PHF	.646	.939	.846	.899	.750	.958	.783	.901	.888	.897	.841	.892	.789	.944	.844	.900

City of Los Angeles  
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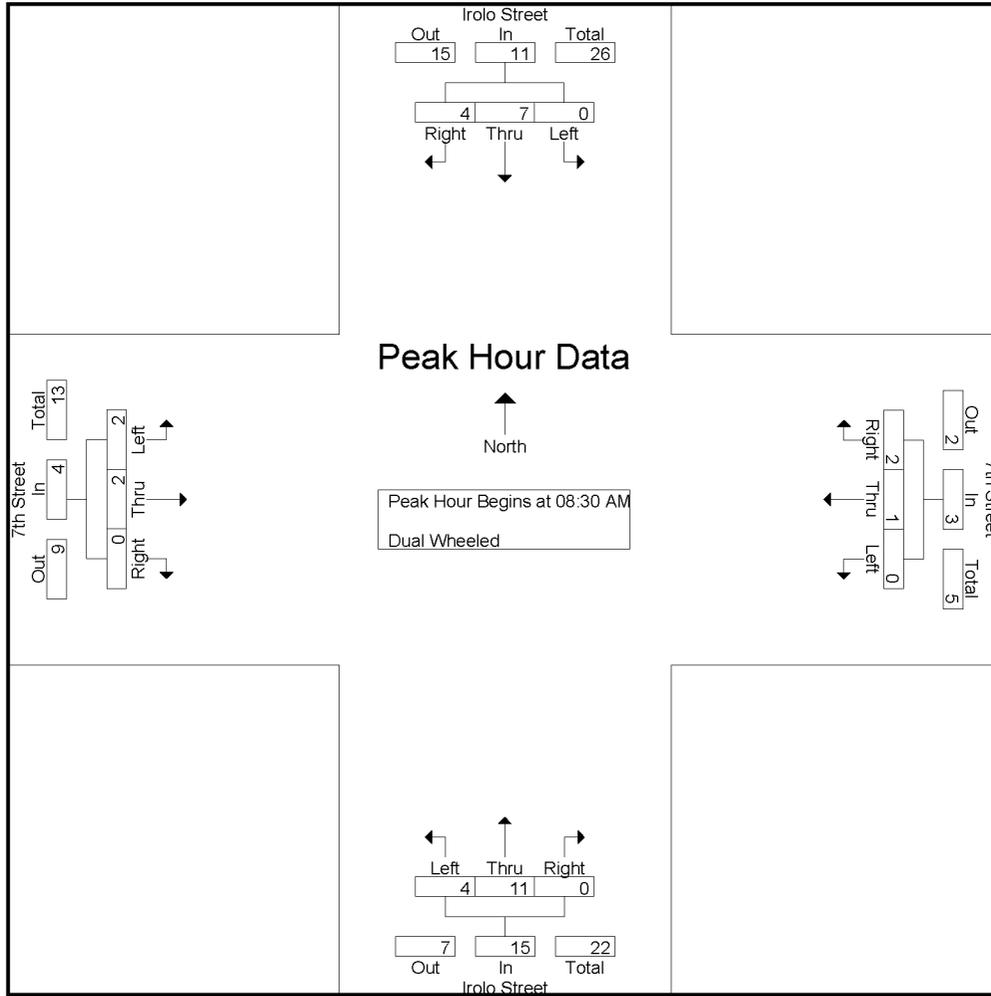
Groups Printed- Dual Wheeled

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
08:15 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	1	1	2	0	1	1	2	2	0	0	2	0	2	0	2	8
08:45 AM	0	2	2	4	0	0	0	0	1	4	0	5	1	0	0	1	10
<b>Total</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>28</b>
09:00 AM	0	3	0	3	0	0	1	1	0	5	0	5	1	0	0	1	10
09:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
09:30 AM	0	3	1	4	0	0	0	0	0	3	1	4	1	0	0	1	9
09:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>28</b>
<b>Grand Total</b>	<b>1</b>	<b>18</b>	<b>6</b>	<b>25</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>23</b>	<b>1</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>64</b>
<b>Apprch %</b>	<b>4</b>	<b>72</b>	<b>24</b>		<b>20</b>	<b>40</b>	<b>40</b>		<b>14.3</b>	<b>82.1</b>	<b>3.6</b>		<b>66.7</b>	<b>33.3</b>	<b>0</b>		
<b>Total %</b>	<b>1.6</b>	<b>28.1</b>	<b>9.4</b>	<b>39.1</b>	<b>1.6</b>	<b>3.1</b>	<b>3.1</b>	<b>7.8</b>	<b>6.2</b>	<b>35.9</b>	<b>1.6</b>	<b>43.8</b>	<b>6.2</b>	<b>3.1</b>	<b>0</b>	<b>9.4</b>	

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	1	2	0	1	1	2	2	0	0	2	0	2	0	2	8
08:45 AM	0	2	2	4	0	0	0	0	1	4	0	5	1	0	0	1	10
09:00 AM	0	3	0	3	0	0	1	1	0	5	0	5	1	0	0	1	10
09:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
<b>Total Volume</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>33</b>
<b>% App. Total</b>	<b>0</b>	<b>63.6</b>	<b>36.4</b>		<b>0</b>	<b>33.3</b>	<b>66.7</b>		<b>26.7</b>	<b>73.3</b>	<b>0</b>		<b>50</b>	<b>50</b>	<b>0</b>		
<b>PHF</b>	<b>.000</b>	<b>.583</b>	<b>.500</b>	<b>.688</b>	<b>.000</b>	<b>.250</b>	<b>.500</b>	<b>.375</b>	<b>.500</b>	<b>.550</b>	<b>.000</b>	<b>.750</b>	<b>.500</b>	<b>.250</b>	<b>.000</b>	<b>.500</b>	<b>.825</b>

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

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Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:30 AM				08:30 AM				08:30 AM				08:30 AM			
+0 mins.	0	1	1	2	0	1	1	2	2	0	0	2	0	2	0	2
+15 mins.	0	2	2	4	0	0	0	0	1	4	0	5	1	0	0	1
+30 mins.	0	3	0	3	0	0	1	1	0	5	0	5	1	0	0	1
+45 mins.	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0
Total Volume	0	7	4	11	0	1	2	3	4	11	0	15	2	2	0	4
% App. Total	0	63.6	36.4		0	33.3	66.7		26.7	73.3	0		50	50	0	
PHF	.000	.583	.500	.688	.000	.250	.500	.375	.500	.550	.000	.750	.500	.250	.000	.500

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

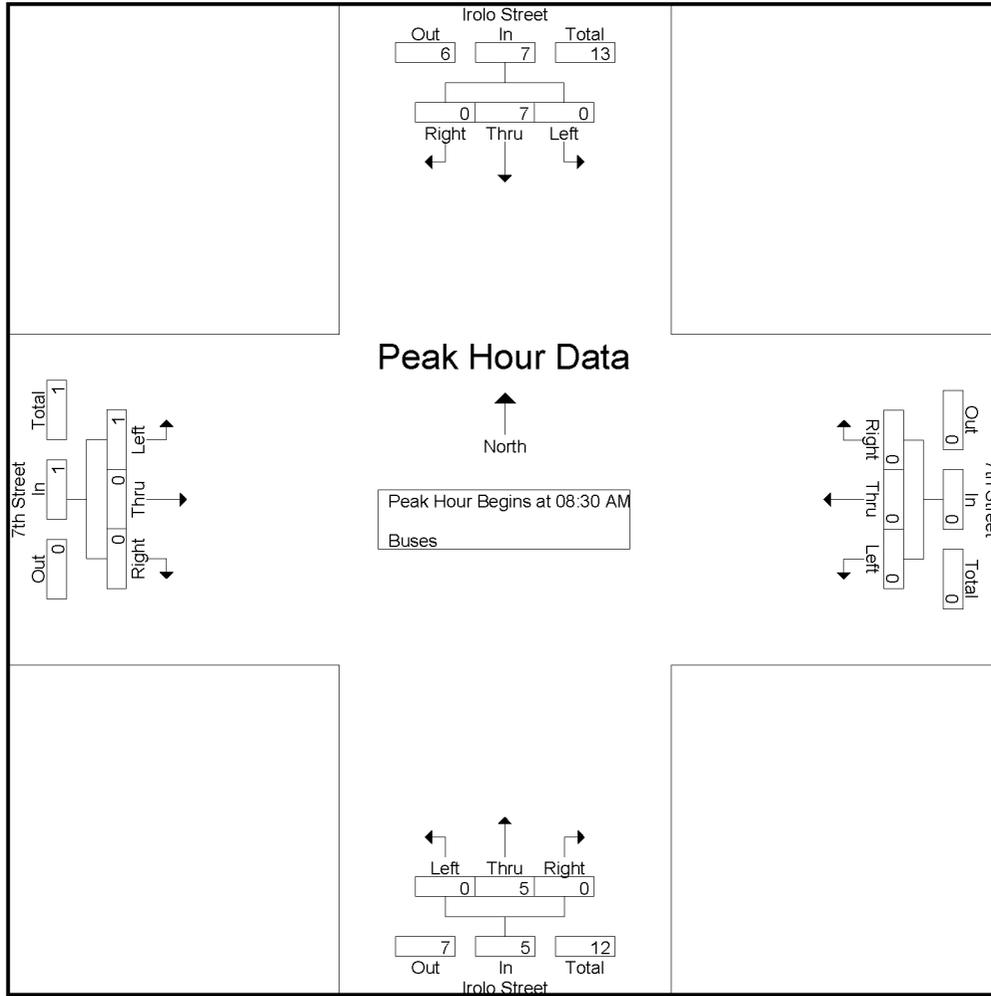
Groups Printed- Buses

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	7	0	7	1	0	0	1	0	4	1	5	1	0	0	1	14
07:15 AM	0	1	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	3	0	3	0	0	0	0	0	4	1	5	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>31</b>
08:00 AM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	2	1	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>
09:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Grand Total</b>	<b>1</b>	<b>27</b>	<b>1</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>60</b>
Apprch %	3.4	93.1	3.4		100	0	0		0	89.3	10.7		100	0	0		
Total %	1.7	45	1.7	48.3	1.7	0	0	1.7	0	41.7	5	46.7	3.3	0	0	3.3	

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total Volume</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.417	.000	.417	.250	.000	.000	.250	.542

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th AM  
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Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:30 AM				08:30 AM				08:30 AM				08:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	<b>3</b>	0	<b>3</b>	<b>1</b>	0	0	<b>1</b>
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	<b>4</b>	0	<b>4</b>	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	5	0	5	1	0	0	1
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.417	.000	.417	.250	.000	.000	.250

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th PM  
 Site Code : 16616351  
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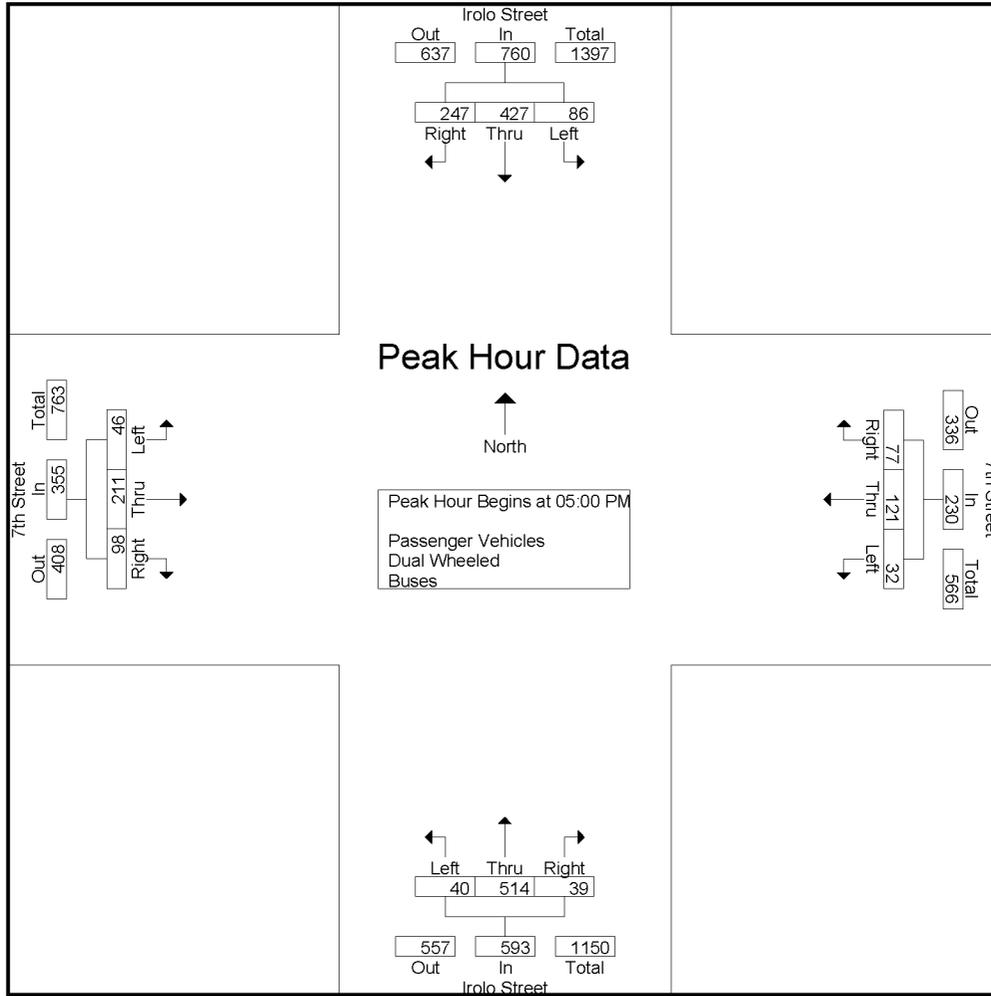
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	16	132	22	170	8	21	17	46	18	150	7	175	9	37	17	63	454
03:15 PM	20	148	27	195	8	32	10	50	17	137	5	159	8	35	12	55	459
03:30 PM	21	117	39	177	2	22	13	37	13	140	12	165	7	40	19	66	445
03:45 PM	9	128	27	164	7	28	19	54	11	121	3	135	10	32	10	52	405
Total	66	525	115	706	25	103	59	187	59	548	27	634	34	144	58	236	1763
04:00 PM	16	124	35	175	10	21	20	51	14	137	7	158	10	27	22	59	443
04:15 PM	12	114	47	173	9	25	14	48	12	121	6	139	9	25	15	49	409
04:30 PM	25	116	57	198	3	19	22	44	21	133	11	165	7	42	24	73	480
04:45 PM	14	121	38	173	6	28	14	48	22	119	12	153	8	35	26	69	443
Total	67	475	177	719	28	93	70	191	69	510	36	615	34	129	87	250	1775
05:00 PM	12	105	66	183	7	38	13	58	11	128	6	145	12	53	25	90	476
05:15 PM	30	122	91	243	8	22	16	46	10	132	9	151	15	51	23	89	529
05:30 PM	19	102	33	154	5	34	17	56	10	134	7	151	10	53	17	80	441
05:45 PM	25	98	57	180	12	27	31	70	9	120	17	146	9	54	33	96	492
Total	86	427	247	760	32	121	77	230	40	514	39	593	46	211	98	355	1938
Grand Total	219	1427	539	2185	85	317	206	608	168	1572	102	1842	114	484	243	841	5476
Apprch %	10	65.3	24.7		14	52.1	33.9		9.1	85.3	5.5		13.6	57.6	28.9		
Total %	4	26.1	9.8	39.9	1.6	5.8	3.8	11.1	3.1	28.7	1.9	33.6	2.1	8.8	4.4	15.4	
Passenger Vehicles	215	1393	537	2145	84	314	202	600	167	1541	101	1809	112	477	240	829	5383
% Passenger Vehicles	98.2	97.6	99.6	98.2	98.8	99.1	98.1	98.7	99.4	98	99	98.2	98.2	98.6	98.8	98.6	98.3
Dual Wheeled	3	15	2	20	1	3	4	8	1	11	1	13	2	6	2	10	51
% Dual Wheeled	1.4	1.1	0.4	0.9	1.2	0.9	1.9	1.3	0.6	0.7	1	0.7	1.8	1.2	0.8	1.2	0.9
Buses	1	19	0	20	0	0	0	0	0	20	0	20	0	1	1	2	42
% Buses	0.5	1.3	0	0.9	0	0	0	0	0	1.3	0	1.1	0	0.2	0.4	0.2	0.8

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	105	66	183	7	<b>38</b>	13	58	<b>11</b>	128	6	145	12	53	25	90	476
05:15 PM	<b>30</b>	<b>122</b>	<b>91</b>	<b>243</b>	8	22	16	46	10	132	9	<b>151</b>	<b>15</b>	51	23	89	<b>529</b>
05:30 PM	19	102	33	154	5	34	17	56	10	<b>134</b>	7	151	10	53	17	80	441
05:45 PM	25	98	57	180	<b>12</b>	27	<b>31</b>	<b>70</b>	9	120	<b>17</b>	146	9	<b>54</b>	<b>33</b>	<b>96</b>	492
Total Volume	86	427	247	760	32	121	77	230	40	514	39	593	46	211	98	355	1938
% App. Total	11.3	56.2	32.5		13.9	52.6	33.5		6.7	86.7	6.6		13	59.4	27.6		
PHF	.717	.875	.679	.782	.667	.796	.621	.821	.909	.959	.574	.982	.767	.977	.742	.924	.916

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

	04:30 PM				05:00 PM				03:00 PM				05:00 PM			
+0 mins.	25	116	57	198	7	<b>38</b>	13	58	<b>18</b>	<b>150</b>	7	<b>175</b>	12	53	25	90
+15 mins.	14	121	38	173	8	22	16	46	17	137	5	159	<b>15</b>	51	23	89
+30 mins.	12	105	66	183	5	34	17	56	13	140	<b>12</b>	165	10	53	17	80
+45 mins.	<b>30</b>	<b>122</b>	<b>91</b>	<b>243</b>	<b>12</b>	27	<b>31</b>	<b>70</b>	11	121	3	135	9	<b>54</b>	<b>33</b>	<b>96</b>
Total Volume	81	464	252	797	32	121	77	230	59	548	27	634	46	211	98	355
% App. Total	10.2	58.2	31.6		13.9	52.6	33.5		9.3	86.4	4.3		13	59.4	27.6	
PHF	.675	.951	.692	.820	.667	.796	.621	.821	.819	.913	.563	.906	.767	.977	.742	.924

City of Los Angeles  
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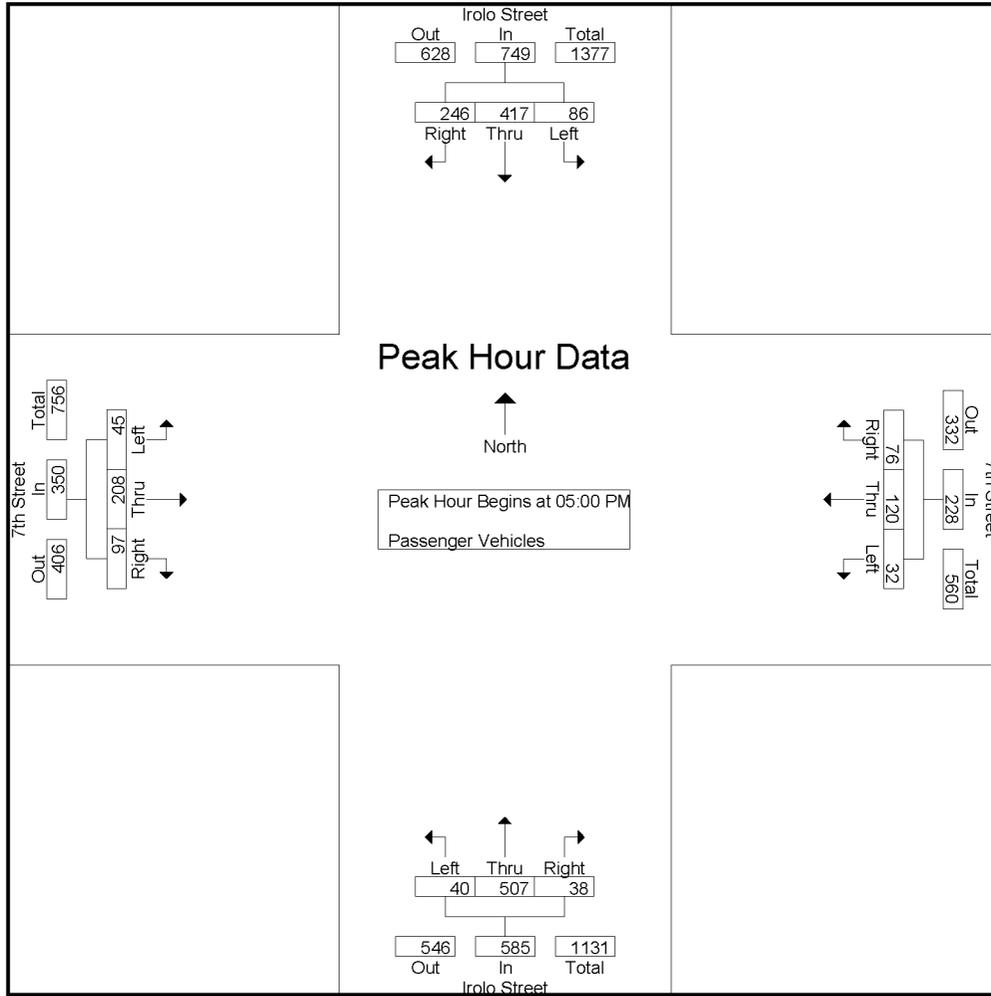
Groups Printed- Passenger Vehicles

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	15	126	22	163	7	21	15	43	18	148	7	173	9	37	17	63	442
03:15 PM	20	147	27	194	8	32	10	50	17	134	5	156	8	34	12	54	454
03:30 PM	21	115	39	175	2	22	13	37	13	135	12	160	6	40	19	65	437
03:45 PM	9	127	26	162	7	27	19	53	11	119	3	133	10	30	10	50	398
<b>Total</b>	<b>65</b>	<b>515</b>	<b>114</b>	<b>694</b>	<b>24</b>	<b>102</b>	<b>57</b>	<b>183</b>	<b>59</b>	<b>536</b>	<b>27</b>	<b>622</b>	<b>33</b>	<b>141</b>	<b>58</b>	<b>232</b>	<b>1731</b>
04:00 PM	15	118	35	168	10	20	20	50	14	130	7	151	10	27	22	59	428
04:15 PM	11	109	47	167	9	25	13	47	12	117	6	135	9	25	15	49	398
04:30 PM	25	115	57	197	3	19	22	44	20	132	11	163	7	41	22	70	474
04:45 PM	13	119	38	170	6	28	14	48	22	119	12	153	8	35	26	69	440
<b>Total</b>	<b>64</b>	<b>461</b>	<b>177</b>	<b>702</b>	<b>28</b>	<b>92</b>	<b>69</b>	<b>189</b>	<b>68</b>	<b>498</b>	<b>36</b>	<b>602</b>	<b>34</b>	<b>128</b>	<b>85</b>	<b>247</b>	<b>1740</b>
05:00 PM	12	103	66	181	7	37	12	56	11	125	6	142	12	52	25	89	468
05:15 PM	30	118	90	238	8	22	16	46	10	131	9	150	15	51	22	88	522
05:30 PM	19	100	33	152	5	34	17	56	10	133	7	150	10	51	17	78	436
05:45 PM	25	96	57	178	12	27	31	70	9	118	16	143	8	54	33	95	486
<b>Total</b>	<b>86</b>	<b>417</b>	<b>246</b>	<b>749</b>	<b>32</b>	<b>120</b>	<b>76</b>	<b>228</b>	<b>40</b>	<b>507</b>	<b>38</b>	<b>585</b>	<b>45</b>	<b>208</b>	<b>97</b>	<b>350</b>	<b>1912</b>
<b>Grand Total</b>	<b>215</b>	<b>1393</b>	<b>537</b>	<b>2145</b>	<b>84</b>	<b>314</b>	<b>202</b>	<b>600</b>	<b>167</b>	<b>1541</b>	<b>101</b>	<b>1809</b>	<b>112</b>	<b>477</b>	<b>240</b>	<b>829</b>	<b>5383</b>
Apprch %	10	64.9	25		14	52.3	33.7		9.2	85.2	5.6		13.5	57.5	29		
Total %	4	25.9	10	39.8	1.6	5.8	3.8	11.1	3.1	28.6	1.9	33.6	2.1	8.9	4.5	15.4	

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	103	66	181	7	<b>37</b>	12	56	<b>11</b>	125	6	142	12	52	25	89	468
05:15 PM	<b>30</b>	<b>118</b>	<b>90</b>	<b>238</b>	8	22	16	46	10	131	9	<b>150</b>	<b>15</b>	51	22	88	<b>522</b>
05:30 PM	19	100	33	152	5	34	17	56	10	<b>133</b>	7	150	10	51	17	78	436
05:45 PM	25	96	57	178	<b>12</b>	27	<b>31</b>	<b>70</b>	9	118	<b>16</b>	143	8	<b>54</b>	<b>33</b>	<b>95</b>	486
<b>Total Volume</b>	<b>86</b>	<b>417</b>	<b>246</b>	<b>749</b>	<b>32</b>	<b>120</b>	<b>76</b>	<b>228</b>	<b>40</b>	<b>507</b>	<b>38</b>	<b>585</b>	<b>45</b>	<b>208</b>	<b>97</b>	<b>350</b>	<b>1912</b>
% App. Total	11.5	55.7	32.8		14	52.6	33.3		6.8	86.7	6.5		12.9	59.4	27.7		
PHF	.717	.883	.683	.787	.667	.811	.613	.814	.909	.953	.594	.975	.750	.963	.735	.921	.916

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	103	66	181	7	<b>37</b>	12	56	<b>11</b>	125	6	142	12	52	25	89
+15 mins.	<b>30</b>	<b>118</b>	<b>90</b>	<b>238</b>	8	22	16	46	10	131	9	<b>150</b>	<b>15</b>	51	22	88
+30 mins.	19	100	33	152	5	34	17	56	10	<b>133</b>	7	150	10	51	17	78
+45 mins.	25	96	57	178	<b>12</b>	27	<b>31</b>	<b>70</b>	9	118	<b>16</b>	143	8	<b>54</b>	<b>33</b>	<b>95</b>
Total Volume	86	417	246	749	32	120	76	228	40	507	38	585	45	208	97	350
% App. Total	11.5	55.7	32.8		14	52.6	33.3		6.8	86.7	6.5		12.9	59.4	27.7	
PHF	.717	.883	.683	.787	.667	.811	.613	.814	.909	.953	.594	.975	.750	.963	.735	.921

City of Los Angeles  
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File Name : 09\_LAC\_Irolo\_7th PM  
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 Start Date : 6/6/2018  
 Page No : 1

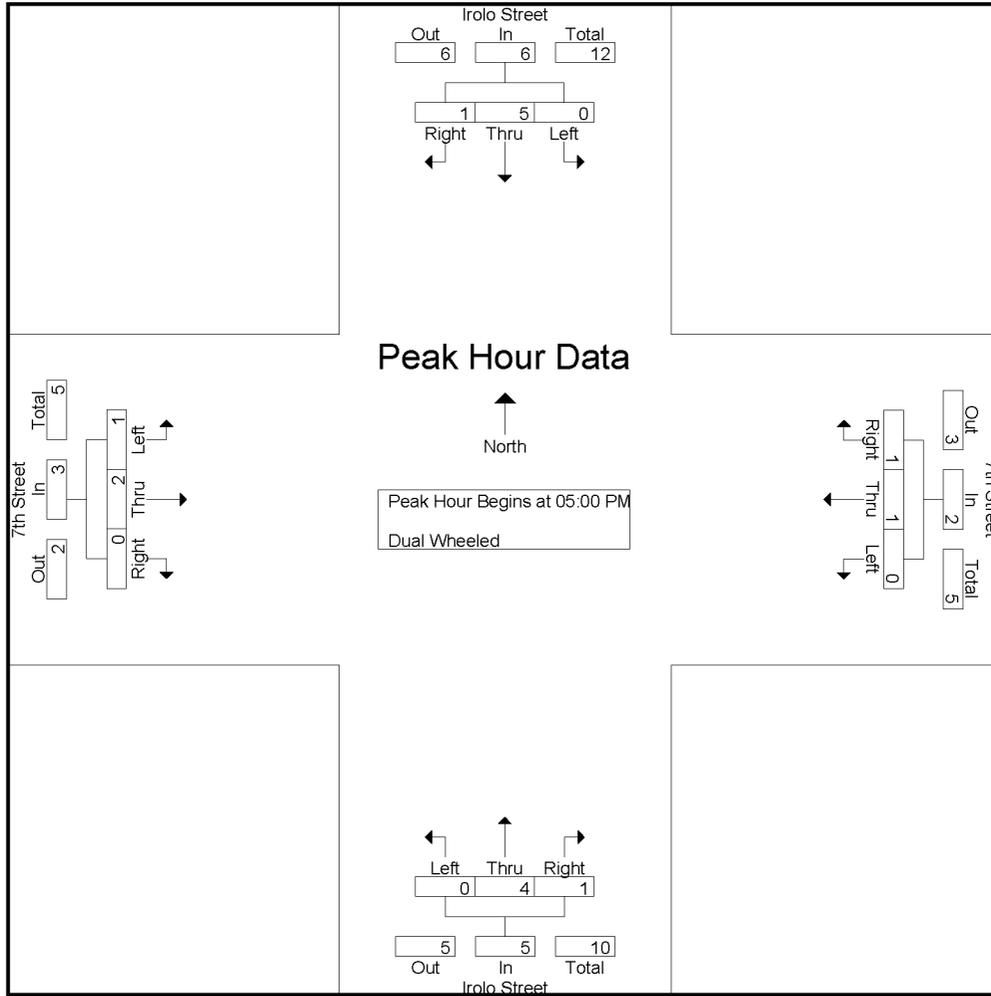
Groups Printed- Dual Wheeled

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	1	5	0	6	1	0	2	3	0	1	0	1	0	0	0	0	10
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
03:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
03:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	2	0	2	5
<b>Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>21</b>
04:00 PM	0	2	0	2	0	1	0	1	0	1	0	1	0	0	0	0	4
04:15 PM	1	1	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	3	4
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>14</b>
05:00 PM	0	1	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
05:15 PM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>16</b>
<b>Grand Total</b>	<b>3</b>	<b>15</b>	<b>2</b>	<b>20</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>51</b>
<b>Apprch %</b>	<b>15</b>	<b>75</b>	<b>10</b>		<b>12.5</b>	<b>37.5</b>	<b>50</b>		<b>7.7</b>	<b>84.6</b>	<b>7.7</b>		<b>20</b>	<b>60</b>	<b>20</b>		
<b>Total %</b>	<b>5.9</b>	<b>29.4</b>	<b>3.9</b>	<b>39.2</b>	<b>2</b>	<b>5.9</b>	<b>7.8</b>	<b>15.7</b>	<b>2</b>	<b>21.6</b>	<b>2</b>	<b>25.5</b>	<b>3.9</b>	<b>11.8</b>	<b>3.9</b>	<b>19.6</b>	

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
05:15 PM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
<b>Total Volume</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>16</b>
<b>% App. Total</b>	<b>0</b>	<b>83.3</b>	<b>16.7</b>		<b>0</b>	<b>50</b>	<b>50</b>		<b>0</b>	<b>80</b>	<b>20</b>		<b>33.3</b>	<b>66.7</b>	<b>0</b>		
<b>PHF</b>	<b>.000</b>	<b>.417</b>	<b>.250</b>	<b>.375</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>	<b>.250</b>	<b>.000</b>	<b>1.00</b>	<b>.250</b>	<b>.625</b>	<b>.250</b>	<b>.250</b>	<b>.000</b>	<b>.375</b>	<b>.800</b>

City of Los Angeles  
 N/S: Irolo Street  
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File Name : 09\_LAC\_Irolo\_7th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	1	1	2	0	1	0	1	0	0	0	0
+15 mins.	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1
Total Volume	0	5	1	6	0	1	1	2	0	4	1	5	1	2	0	3
% App. Total	0	83.3	16.7		0	50	50		0	80	20		33.3	66.7	0	
PHF	.000	.417	.250	.375	.000	.250	.250	.250	.000	1.000	.250	.625	.250	.250	.000	.375

City of Los Angeles  
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File Name : 09\_LAC\_Irolo\_7th PM  
 Site Code : 16616351  
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 Page No : 1

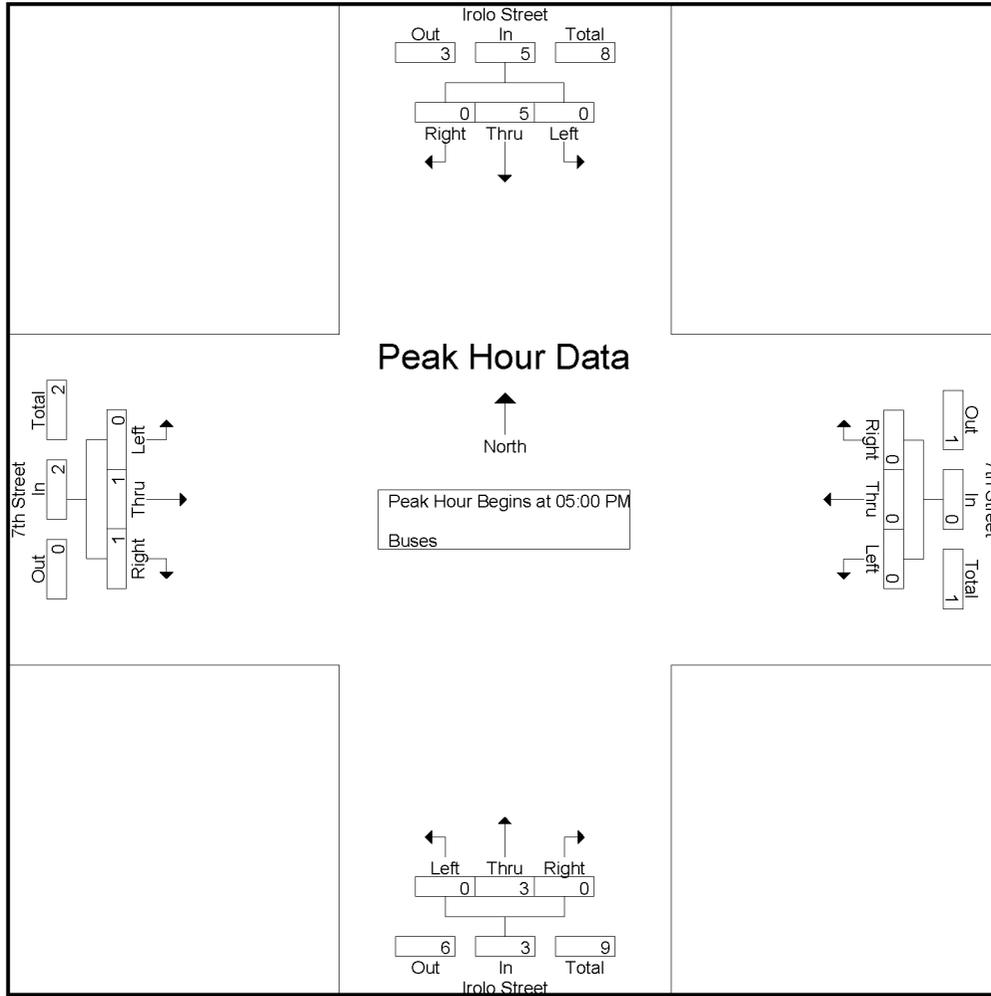
Groups Printed- Buses

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
03:30 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
04:00 PM	1	4	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
04:15 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>10</b>
<b>Grand Total</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>42</b>
Apprch %	5	95	0		0	0	0		0	100	0		0	50	50		
Total %	2.4	45.2	0	47.6	0	0	0	0	0	47.6	0	47.6	0	2.4	2.4	4.8	

Start Time	Irolo Street Southbound				7th Street Westbound				Irolo Street Northbound				7th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
<b>Total Volume</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>10</b>
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.250	.500	.625

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 7th Street  
 Weather: Clear

File Name : 09\_LAC\_Irolo\_7th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	<b>2</b>	0	<b>2</b>	0	<b>1</b>	0	<b>1</b>
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	<b>2</b>	0	<b>2</b>	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	3	0	3	0	1	1	2
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.250	.500



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Irolo Street

**East/West** 7th Street

**Day:** Wednesday **Date:** June 6, 2018 **Weather:** CLEAR

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

**School Day:** YES **District:** Hollywood **I/S CODE** 7994

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	41	45	16	13
<b>BUSES</b>	31	28	18	18
<b>BUSES</b>	48	49	4	1

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AMPK 15 MIN</i>	179 8.45	158 9.45	64 8.00	53 8.45
<i>PMPK 15 MIN</i>	175 3.00	243 5.15	96 5.45	70 5.45
<i>AMPK HOUR</i>	649 8.45	586 9.00	230 7.45	194 8.30
<i>PMPK HOUR</i>	634 3.00	797 4.30	355 5.00	230 5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	50	525	33	608
8-9	102	490	35	627
9-10	83	518	36	637
3-4	59	548	27	634
4-5	69	510	36	615
5-6	40	514	39	593
<b>TOTAL</b>	<b>403</b>	<b>3105</b>	<b>206</b>	<b>3714</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	24	424	51	499
8-9	31	443	81	555
9-10	39	462	85	586
3-4	66	525	115	706
4-5	67	475	177	719
5-6	86	427	247	760
<b>TOTAL</b>	<b>313</b>	<b>2756</b>	<b>756</b>	<b>3825</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
1107	25	10	57	13
1182	36	12	40	13
1223	33	1	36	7
1340	51	12	53	9
1334	57	13	29	4
1353	56	1	44	0
<b>7539</b>	<b>258</b>	<b>49</b>	<b>259</b>	<b>46</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	34	73	55	162
8-9	57	110	55	222
9-10	62	92	47	201
3-4	34	144	58	236
4-5	34	129	87	250
5-6	46	211	98	355
<b>TOTAL</b>	<b>267</b>	<b>759</b>	<b>400</b>	<b>1426</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	15	49	49	113
8-9	19	90	67	176
9-10	25	78	64	167
3-4	25	103	59	187
4-5	28	93	70	191
5-6	32	121	77	230
<b>TOTAL</b>	<b>144</b>	<b>534</b>	<b>386</b>	<b>1064</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
275	49	18	59	11
398	61	16	66	10
368	57	9	64	9
423	89	22	72	19
441	89	41	68	19
585	109	22	90	6
<b>2490</b>	<b>454</b>	<b>128</b>	<b>419</b>	<b>74</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Irolo Street				
<b>East/West:</b>	7th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7994
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	5	0	5
8-9	0	4	0	4
9-10	0	5	0	5
3-4	2	4	0	6
4-5	0	6	0	6
5-6	0	4	1	5
<b>TOTAL</b>	<b>2</b>	<b>28</b>	<b>1</b>	<b>31</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	3	0	3	8
8-9	0	3	0	3	7
9-10	0	5	0	5	10
3-4	0	7	0	7	13
4-5	2	4	1	7	13
5-6	0	3	0	3	8
<b>TOTAL</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>28</b>	<b>59</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	1	0	0	1
9-10	0	1	0	1
3-4	1	6	0	7
4-5	0	0	2	2
5-6	0	5	1	6
<b>TOTAL</b>	<b>2</b>	<b>13</b>	<b>3</b>	<b>18</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	1
8-9	1	1	0	2	3
9-10	1	6	0	7	8
3-4	0	1	0	1	8
4-5	2	1	1	4	6
5-6	1	3	0	4	10
<b>TOTAL</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>18</b>	<b>36</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
- Female Riders	2	1	0	1	4
- No helmet riders	29	25	16	12	82
- Sidewalk Riding	21	19	7	4	51
- Wrong way riding	10	16	7	2	35

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Irolo Street				
<b>East/West:</b>	7th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	7994
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	15	5	22	10	52
7:15-7:30	6	4	10	15	35
7:30-7:45	25	5	19	11	60
7:45-8:00	24	21	19	31	95
8:00-8:15	19	13	21	15	68
8:15-8:30	3	12	19	17	51
8:30-8:45	14	11	19	27	71
8:45-9:00	17	12	17	18	64
9:00-9:15	9	16	17	20	62
9:15-9:30	13	7	23	16	59
9:30-9:45	9	5	14	14	42
9:45-10:00	12	6	19	16	53

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	70	35	70	67	242
8 - 9	53	48	76	77	254
9 - 10	43	34	73	66	216
<b>TOTAL</b>	<b>166</b>	<b>117</b>	<b>219</b>	<b>210</b>	<b>712</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	17	12	32	38	99
3:15-3:30	15	30	30	64	139
3:30-3:45	12	20	52	34	118
3:45-4:00	18	40	30	42	130
4:00-4:15	8	18	40	32	98
4:15-4:30	9	30	22	34	95
4:30-4:45	10	36	30	60	136
4:45-5:00	6	30	44	52	132
5:00-5:15	8	10	22	42	82
5:15-5:30	11	40	66	60	177
5:30-5:45	13	38	58	44	153
5:45-6:00	12	24	34	72	142

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	62	102	144	178	486
4 - 5	33	114	136	178	461
5 - 6	44	112	180	218	554
<b>TOTAL</b>	<b>139</b>	<b>328</b>	<b>460</b>	<b>574</b>	<b>1501</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
0	0	1	1	2
7	1	6	5	19

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

Source:

LADOT 2015 CMP

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

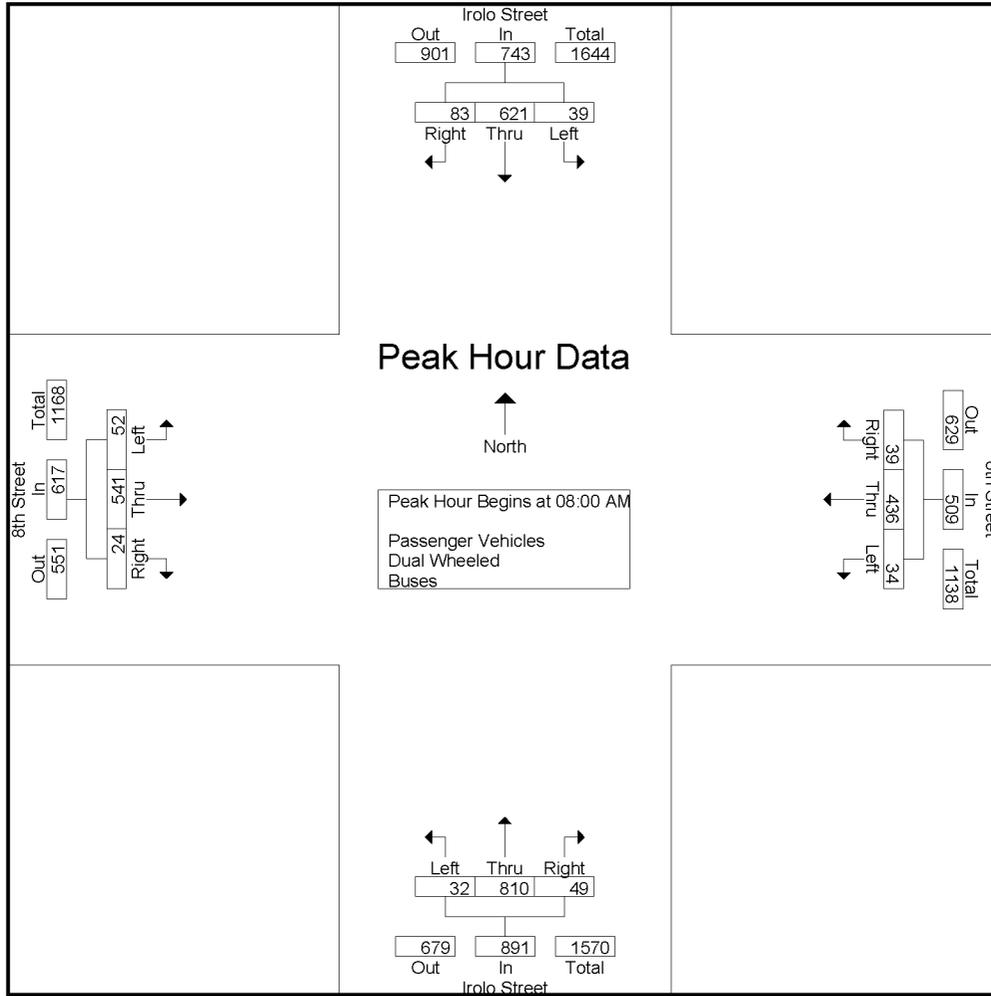
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	70	12	86	6	86	10	102	14	244	7	265	7	131	8	146	599
07:15 AM	6	98	15	119	4	100	9	113	2	218	6	226	7	147	6	160	618
07:30 AM	6	138	9	153	7	124	4	135	9	219	9	237	8	131	6	145	670
07:45 AM	6	124	22	152	12	127	11	150	12	167	13	192	9	127	5	141	635
<b>Total</b>	<b>22</b>	<b>430</b>	<b>58</b>	<b>510</b>	<b>29</b>	<b>437</b>	<b>34</b>	<b>500</b>	<b>37</b>	<b>848</b>	<b>35</b>	<b>920</b>	<b>31</b>	<b>536</b>	<b>25</b>	<b>592</b>	<b>2522</b>
08:00 AM	6	150	21	177	13	113	6	132	11	188	15	214	16	139	4	159	682
08:15 AM	15	165	26	206	10	116	12	138	9	185	7	201	18	123	11	152	697
08:30 AM	11	158	14	183	9	97	11	117	6	220	12	238	7	127	8	142	680
08:45 AM	7	148	22	177	2	110	10	122	6	217	15	238	11	152	1	164	701
<b>Total</b>	<b>39</b>	<b>621</b>	<b>83</b>	<b>743</b>	<b>34</b>	<b>436</b>	<b>39</b>	<b>509</b>	<b>32</b>	<b>810</b>	<b>49</b>	<b>891</b>	<b>52</b>	<b>541</b>	<b>24</b>	<b>617</b>	<b>2760</b>
09:00 AM	12	122	16	150	11	123	17	151	6	199	12	217	17	139	6	162	680
09:15 AM	12	104	13	129	7	98	16	121	9	168	14	191	8	128	4	140	581
09:30 AM	10	103	13	126	7	99	12	118	9	185	12	206	9	138	4	151	601
09:45 AM	10	120	10	140	2	128	9	139	12	192	14	218	9	139	6	154	651
<b>Total</b>	<b>44</b>	<b>449</b>	<b>52</b>	<b>545</b>	<b>27</b>	<b>448</b>	<b>54</b>	<b>529</b>	<b>36</b>	<b>744</b>	<b>52</b>	<b>832</b>	<b>43</b>	<b>544</b>	<b>20</b>	<b>607</b>	<b>2513</b>
<b>Grand Total</b>	<b>105</b>	<b>1500</b>	<b>193</b>	<b>1798</b>	<b>90</b>	<b>1321</b>	<b>127</b>	<b>1538</b>	<b>105</b>	<b>2402</b>	<b>136</b>	<b>2643</b>	<b>126</b>	<b>1621</b>	<b>69</b>	<b>1816</b>	<b>7795</b>
Apprch %	5.8	83.4	10.7		5.9	85.9	8.3		4	90.9	5.1		6.9	89.3	3.8		
Total %	1.3	19.2	2.5	23.1	1.2	16.9	1.6	19.7	1.3	30.8	1.7	33.9	1.6	20.8	0.9	23.3	
Passenger Vehicles	104	1461	189	1754	87	1281	125	1493	100	2349	129	2578	121	1568	66	1755	7580
% Passenger Vehicles	99	97.4	97.9	97.6	96.7	97	98.4	97.1	95.2	97.8	94.9	97.5	96	96.7	95.7	96.6	97.2
Dual Wheeled	1	19	3	23	2	14	2	18	3	32	3	38	5	28	2	35	114
% Dual Wheeled	1	1.3	1.6	1.3	2.2	1.1	1.6	1.2	2.9	1.3	2.2	1.4	4	1.7	2.9	1.9	1.5
Buses	0	20	1	21	1	26	0	27	2	21	4	27	0	25	1	26	101
% Buses	0	1.3	0.5	1.2	1.1	2	0	1.8	1.9	0.9	2.9	1	0	1.5	1.4	1.4	1.3

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	150	21	177	13	113	6	132	11	188	15	214	16	139	4	159	682
08:15 AM	15	165	26	206	10	116	12	138	9	185	7	201	18	123	11	152	697
08:30 AM	11	158	14	183	9	97	11	117	6	220	12	238	7	127	8	142	680
08:45 AM	7	148	22	177	2	110	10	122	6	217	15	238	11	152	1	164	701
<b>Total Volume</b>	<b>39</b>	<b>621</b>	<b>83</b>	<b>743</b>	<b>34</b>	<b>436</b>	<b>39</b>	<b>509</b>	<b>32</b>	<b>810</b>	<b>49</b>	<b>891</b>	<b>52</b>	<b>541</b>	<b>24</b>	<b>617</b>	<b>2760</b>
% App. Total	5.2	83.6	11.2		6.7	85.7	7.7		3.6	90.9	5.5		8.4	87.7	3.9		
PHF	.650	.941	.798	.902	.654	.940	.813	.922	.727	.920	.817	.936	.722	.890	.545	.941	.984

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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:

	08:00 AM				07:30 AM				07:00 AM				08:15 AM			
+0 mins.	6	150	21	177	7	124	4	135	<b>14</b>	<b>244</b>	7	<b>265</b>	<b>18</b>	123	<b>11</b>	152
+15 mins.	<b>15</b>	<b>165</b>	<b>26</b>	<b>206</b>	12	<b>127</b>	11	<b>150</b>	2	218	6	226	7	127	8	142
+30 mins.	11	158	14	183	<b>13</b>	113	6	132	9	219	9	237	11	<b>152</b>	1	<b>164</b>
+45 mins.	7	148	22	177	10	116	<b>12</b>	138	12	167	<b>13</b>	192	17	139	6	162
Total Volume	39	621	83	743	42	480	33	555	37	848	35	920	53	541	26	620
% App. Total	5.2	83.6	11.2		7.6	86.5	5.9		4	92.2	3.8		8.5	87.3	4.2	
PHF	.650	.941	.798	.902	.808	.945	.688	.925	.661	.869	.673	.868	.736	.890	.591	.945

City of Los Angeles  
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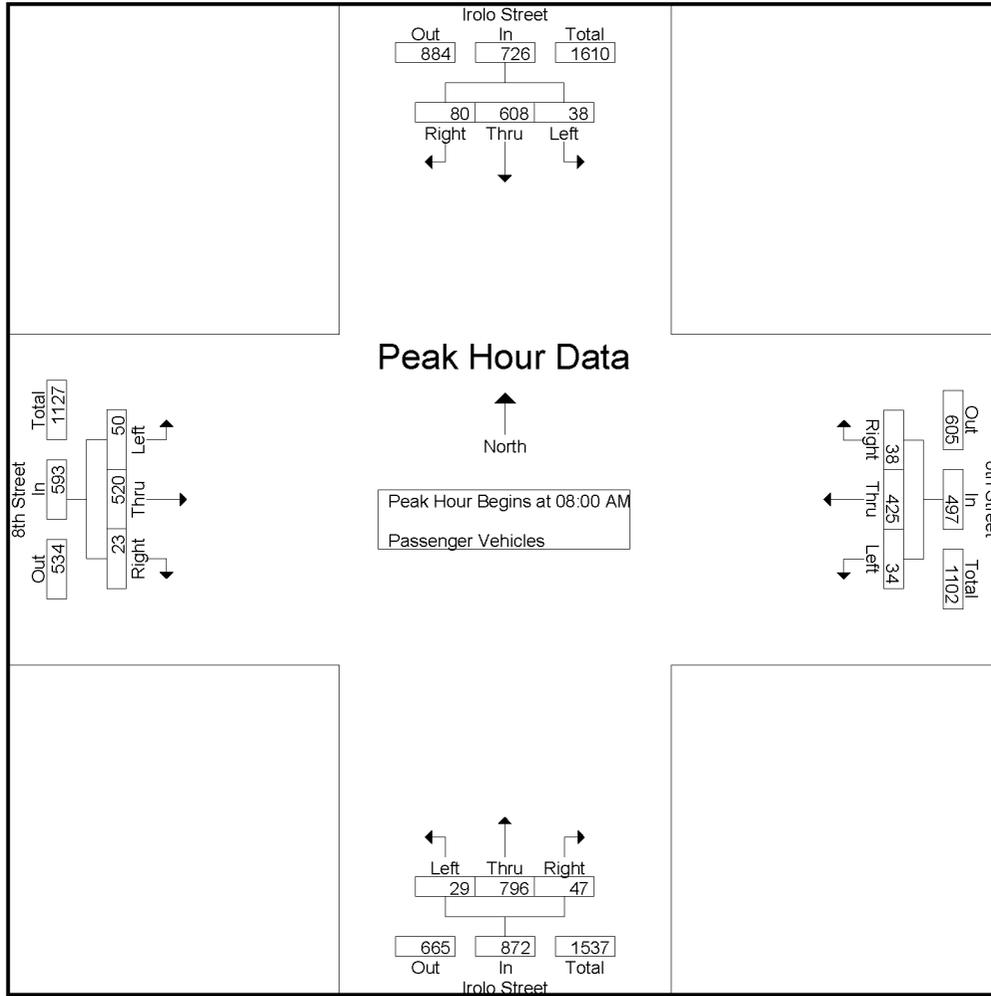
Groups Printed- Passenger Vehicles

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	65	12	81	4	78	10	92	14	234	6	254	7	125	8	140	567
07:15 AM	6	93	15	114	4	97	9	110	2	213	4	219	7	144	5	156	599
07:30 AM	6	134	9	149	7	122	4	133	9	215	9	233	7	130	6	143	658
07:45 AM	6	123	22	151	12	124	11	147	11	161	12	184	9	123	5	137	619
Total	22	415	58	495	27	421	34	482	36	823	31	890	30	522	24	576	2443
08:00 AM	5	148	21	174	13	110	6	129	11	179	13	203	15	135	4	154	660
08:15 AM	15	160	25	200	10	112	12	134	8	184	7	199	18	116	11	145	678
08:30 AM	11	155	14	180	9	96	10	115	5	219	12	236	6	122	7	135	666
08:45 AM	7	145	20	172	2	107	10	119	5	214	15	234	11	147	1	159	684
Total	38	608	80	726	34	425	38	497	29	796	47	872	50	520	23	593	2688
09:00 AM	12	119	15	146	10	117	17	144	6	198	12	216	15	131	6	152	658
09:15 AM	12	101	13	126	7	96	16	119	8	164	14	186	8	124	4	136	567
09:30 AM	10	100	13	123	7	96	11	114	9	178	11	198	9	134	4	147	582
09:45 AM	10	118	10	138	2	126	9	137	12	190	14	216	9	137	5	151	642
Total	44	438	51	533	26	435	53	514	35	730	51	816	41	526	19	586	2449
Grand Total	104	1461	189	1754	87	1281	125	1493	100	2349	129	2578	121	1568	66	1755	7580
Apprch %	5.9	83.3	10.8		5.8	85.8	8.4		3.9	91.1	5		6.9	89.3	3.8		
Total %	1.4	19.3	2.5	23.1	1.1	16.9	1.6	19.7	1.3	31	1.7	34	1.6	20.7	0.9	23.2	

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	148	21	174	<b>13</b>	110	6	129	<b>11</b>	179	13	203	15	135	4	154	660
08:15 AM	<b>15</b>	<b>160</b>	<b>25</b>	<b>200</b>	10	<b>112</b>	<b>12</b>	<b>134</b>	8	184	7	199	<b>18</b>	116	<b>11</b>	145	678
08:30 AM	11	155	14	180	9	96	10	115	5	<b>219</b>	12	<b>236</b>	6	122	7	135	666
08:45 AM	7	145	20	172	2	107	10	119	5	214	<b>15</b>	234	11	<b>147</b>	1	<b>159</b>	<b>684</b>
Total Volume	38	608	80	726	34	425	38	497	29	796	47	872	50	520	23	593	2688
% App. Total	5.2	83.7	11		6.8	85.5	7.6		3.3	91.3	5.4		8.4	87.7	3.9		
PHF	.633	.950	.800	.908	.654	.949	.792	.927	.659	.909	.783	.924	.694	.884	.523	.932	.982

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	5	148	21	174	<b>13</b>	110	6	129	<b>11</b>	179	13	203	15	135	4	154
+15 mins.	<b>15</b>	<b>160</b>	<b>25</b>	<b>200</b>	10	<b>112</b>	<b>12</b>	<b>134</b>	8	184	7	199	<b>18</b>	116	<b>11</b>	145
+30 mins.	11	155	14	180	9	96	10	115	5	<b>219</b>	12	<b>236</b>	6	122	7	135
+45 mins.	7	145	20	172	2	107	10	119	5	214	<b>15</b>	234	11	<b>147</b>	1	<b>159</b>
Total Volume	38	608	80	726	34	425	38	497	29	796	47	872	50	520	23	593
% App. Total	5.2	83.7	11		6.8	85.5	7.6		3.3	91.3	5.4		8.4	87.7	3.9	
PHF	.633	.950	.800	.908	.654	.949	.792	.927	.659	.909	.783	.924	.694	.884	.523	.932

City of Los Angeles  
 N/S: Irolo Street  
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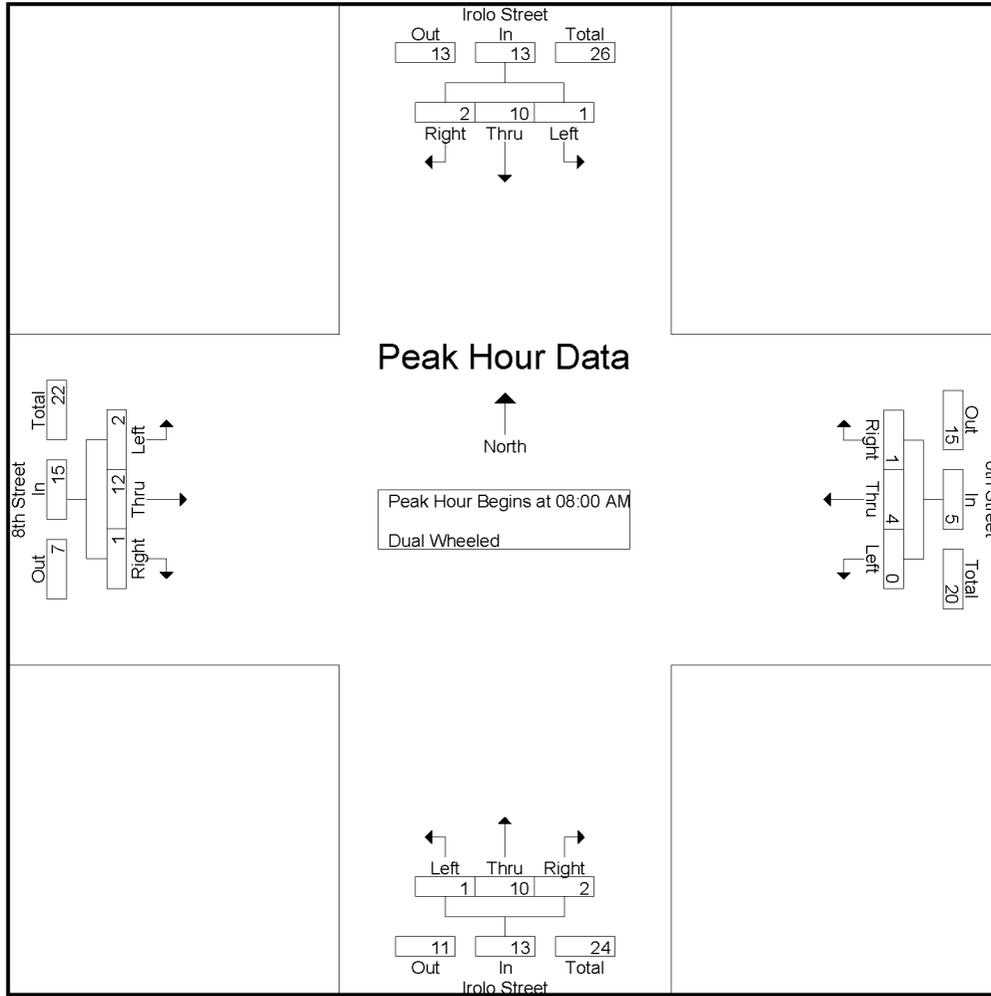
Groups Printed- Dual Wheeled

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	0	2	0	5	0	5	0	2	0	2	9
07:15 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
07:45 AM	0	0	0	0	0	1	0	1	1	3	0	4	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>23</b>
08:00 AM	1	1	0	2	0	0	0	0	0	8	2	10	1	2	0	3	15
08:15 AM	0	4	0	4	0	2	0	2	1	0	0	1	0	3	0	3	10
08:30 AM	0	3	0	3	0	0	1	1	0	0	0	0	1	2	1	4	8
08:45 AM	0	2	2	4	0	2	0	2	0	2	0	2	0	5	0	5	13
<b>Total</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>15</b>	<b>46</b>
09:00 AM	0	2	1	3	1	2	0	3	0	1	0	1	2	6	0	8	15
09:15 AM	0	2	0	2	0	1	0	1	1	1	0	2	0	4	0	4	9
09:30 AM	0	2	0	2	0	2	1	3	0	6	1	7	0	3	0	3	15
09:45 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	1	1	2	6
<b>Total</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>17</b>	<b>45</b>
<b>Grand Total</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>23</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>18</b>	<b>3</b>	<b>32</b>	<b>3</b>	<b>38</b>	<b>5</b>	<b>28</b>	<b>2</b>	<b>35</b>	<b>114</b>
Apprch %	4.3	82.6	13		11.1	77.8	11.1		7.9	84.2	7.9		14.3	80	5.7		
Total %	0.9	16.7	2.6	20.2	1.8	12.3	1.8	15.8	2.6	28.1	2.6	33.3	4.4	24.6	1.8	30.7	

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>15</b>
08:15 AM	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>10</b>
08:30 AM	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>8</b>
08:45 AM	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>13</b>
<b>Total Volume</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>15</b>	<b>46</b>
% App. Total	7.7	76.9	15.4		0	80	20		7.7	76.9	15.4		13.3	80	6.7		
PHF	.250	.625	.250	.813	.000	.500	.250	.625	.250	.313	.250	.325	.500	.600	.250	.750	.767

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th AM  
 Site Code : 16616351  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	0	2	0	0	0	0	0	8	2	10	1	2	0	3
+15 mins.	0	4	0	4	0	2	0	2	1	0	0	1	0	3	0	3
+30 mins.	0	3	0	3	0	0	1	1	0	0	0	0	1	2	1	4
+45 mins.	0	2	2	4	0	2	0	2	0	2	0	2	0	5	0	5
Total Volume	1	10	2	13	0	4	1	5	1	10	2	13	2	12	1	15
% App. Total	7.7	76.9	15.4		0	80	20		7.7	76.9	15.4		13.3	80	6.7	
PHF	.250	.625	.250	.813	.000	.500	.250	.625	.250	.313	.250	.325	.500	.600	.250	.750

City of Los Angeles  
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File Name : 10\_LAC\_Irolo\_8th AM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

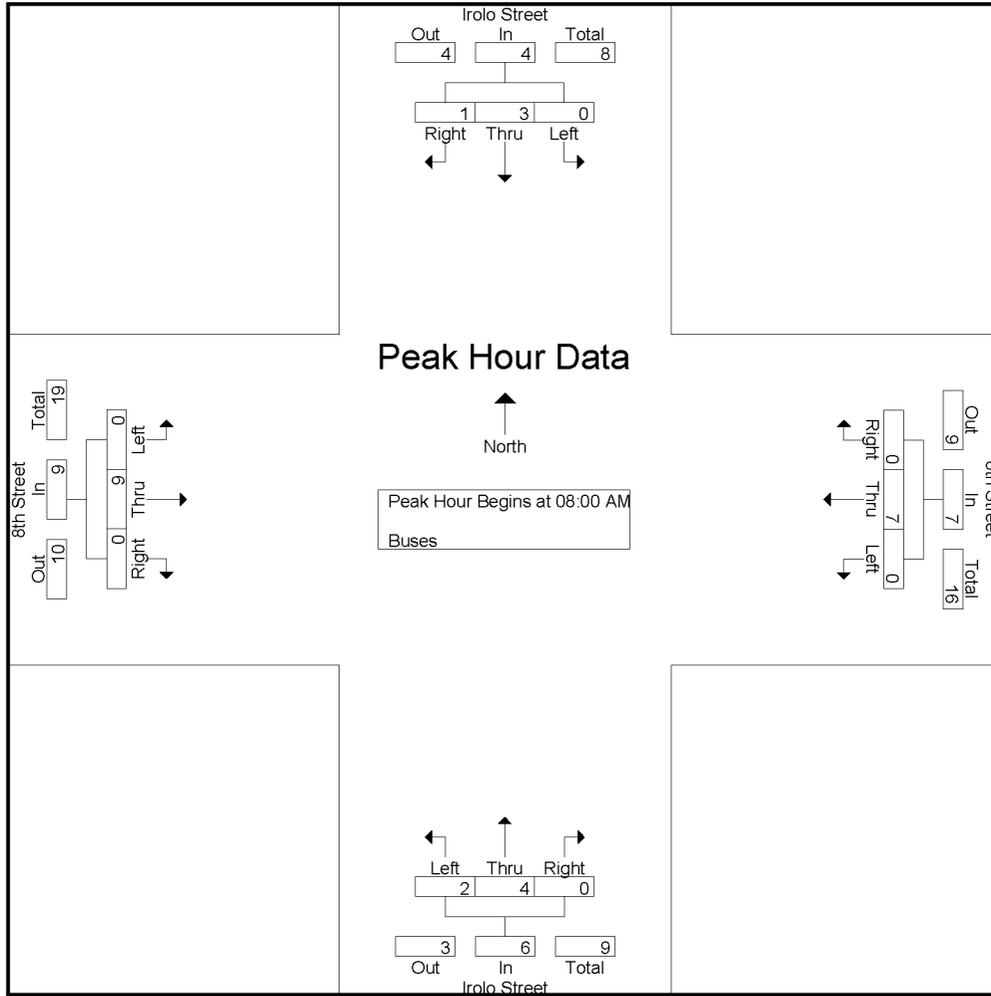
Groups Printed- Buses

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	1	7	0	8	0	5	1	6	0	4	0	4	23
07:15 AM	0	4	0	4	0	1	0	1	0	3	2	5	0	3	1	4	14
07:30 AM	0	3	0	3	0	2	0	2	0	2	0	2	0	1	0	1	8
07:45 AM	0	1	0	1	0	2	0	2	0	3	1	4	0	4	0	4	11
Total	0	13	0	13	1	12	0	13	0	13	4	17	0	12	1	13	56
08:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2	7
08:15 AM	0	1	1	2	0	2	0	2	0	1	0	1	0	4	0	4	9
08:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	3	0	3	6
08:45 AM	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0	4
Total	0	3	1	4	0	7	0	7	2	4	0	6	0	9	0	9	26
09:00 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
09:15 AM	0	1	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
09:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
09:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	4	0	4	0	7	0	7	0	4	0	4	0	4	0	4	19
Grand Total	0	20	1	21	1	26	0	27	2	21	4	27	0	25	1	26	101
Apprch %	0	95.2	4.8		3.7	96.3	0		7.4	77.8	14.8		0	96.2	3.8		
Total %	0	19.8	1	20.8	1	25.7	0	26.7	2	20.8	4	26.7	0	24.8	1	25.7	

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2	7
08:15 AM	0	1	1	2	0	2	0	2	0	1	0	1	0	4	0	4	9
08:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	3	0	3	6
08:45 AM	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0	4
Total Volume	0	3	1	4	0	7	0	7	2	4	0	6	0	9	0	9	26
% App. Total	0	75	25		0	100	0		33.3	66.7	0		0	100	0		
PHF	.000	.750	.250	.500	.000	.583	.000	.583	.500	1.00	.000	.750	.000	.563	.000	.563	.722

City of Los Angeles  
 N/S: Irolo Street  
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 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th AM  
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2
+15 mins.	0	1	1	2	0	2	0	2	0	1	0	1	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	1	1	0	2	0	3	0	3
+45 mins.	0	1	0	1	0	1	0	1	1	1	0	2	0	0	0	0
Total Volume	0	3	1	4	0	7	0	7	2	4	0	6	0	9	0	9
% App. Total	0	75	25		0	100	0		33.3	66.7	0		0	100	0	
PHF	.000	.750	.250	.500	.000	.583	.000	.583	.500	1.000	.000	.750	.000	.563	.000	.563

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

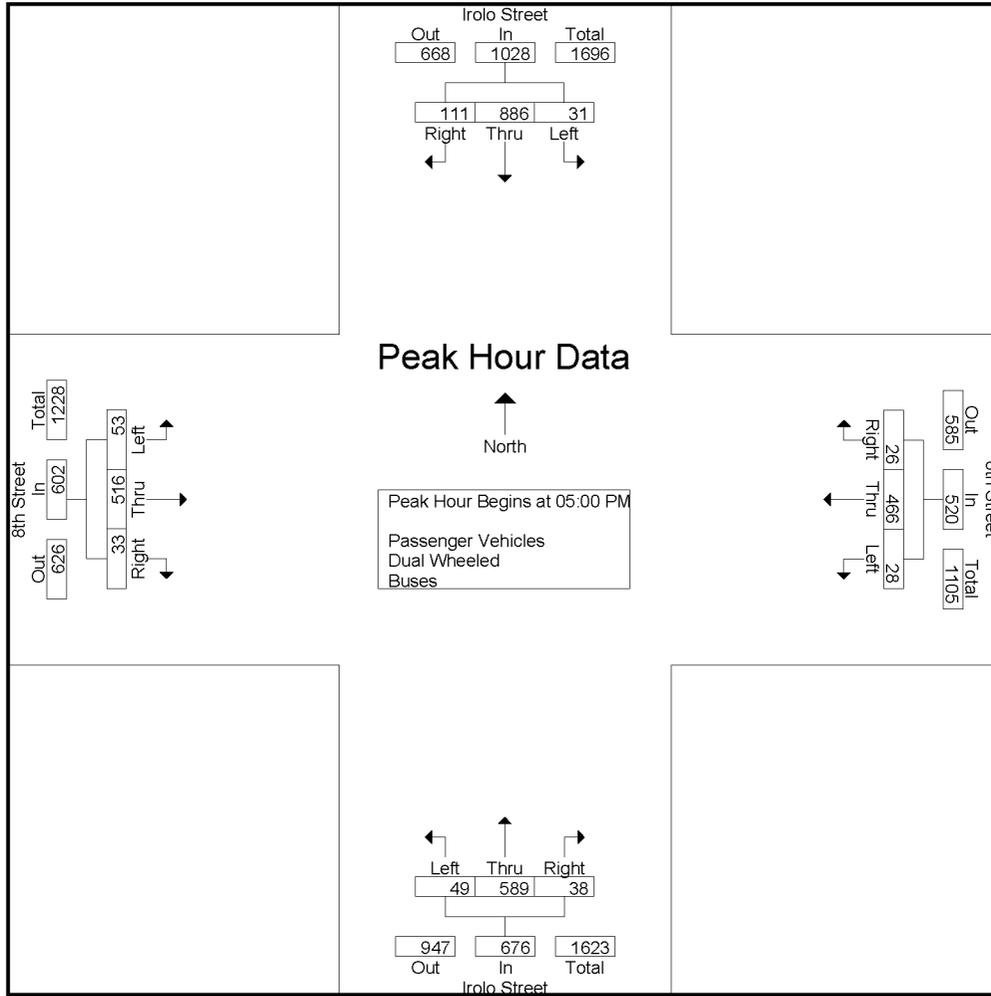
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	12	150	26	188	10	134	14	158	12	142	10	164	16	153	6	175	685
03:15 PM	11	177	29	217	6	135	12	153	9	143	9	161	16	135	11	162	693
03:30 PM	10	199	35	244	10	115	5	130	13	142	15	170	12	138	1	151	695
03:45 PM	5	173	32	210	9	107	7	123	8	125	9	142	16	101	2	119	594
<b>Total</b>	<b>38</b>	<b>699</b>	<b>122</b>	<b>859</b>	<b>35</b>	<b>491</b>	<b>38</b>	<b>564</b>	<b>42</b>	<b>552</b>	<b>43</b>	<b>637</b>	<b>60</b>	<b>527</b>	<b>20</b>	<b>607</b>	<b>2667</b>
04:00 PM	11	154	18	183	15	119	3	137	17	128	13	158	19	142	11	172	650
04:15 PM	4	223	39	266	11	114	10	135	8	144	15	167	15	117	10	142	710
04:30 PM	14	188	35	237	6	113	8	127	10	137	15	162	17	137	2	156	682
04:45 PM	15	186	41	242	11	128	5	144	7	108	8	123	15	129	9	153	662
<b>Total</b>	<b>44</b>	<b>751</b>	<b>133</b>	<b>928</b>	<b>43</b>	<b>474</b>	<b>26</b>	<b>543</b>	<b>42</b>	<b>517</b>	<b>51</b>	<b>610</b>	<b>66</b>	<b>525</b>	<b>32</b>	<b>623</b>	<b>2704</b>
05:00 PM	6	239	50	295	5	109	6	120	12	133	6	151	13	134	6	153	719
05:15 PM	8	211	24	243	8	121	10	139	12	149	8	169	12	122	4	138	689
05:30 PM	8	216	19	243	8	107	6	121	13	161	9	183	8	137	10	155	702
05:45 PM	9	220	18	247	7	129	4	140	12	146	15	173	20	123	13	156	716
<b>Total</b>	<b>31</b>	<b>886</b>	<b>111</b>	<b>1028</b>	<b>28</b>	<b>466</b>	<b>26</b>	<b>520</b>	<b>49</b>	<b>589</b>	<b>38</b>	<b>676</b>	<b>53</b>	<b>516</b>	<b>33</b>	<b>602</b>	<b>2826</b>
<b>Grand Total</b>	<b>113</b>	<b>2336</b>	<b>366</b>	<b>2815</b>	<b>106</b>	<b>1431</b>	<b>90</b>	<b>1627</b>	<b>133</b>	<b>1658</b>	<b>132</b>	<b>1923</b>	<b>179</b>	<b>1568</b>	<b>85</b>	<b>1832</b>	<b>8197</b>
<b>Apprch %</b>	<b>4</b>	<b>83</b>	<b>13</b>		<b>6.5</b>	<b>88</b>	<b>5.5</b>		<b>6.9</b>	<b>86.2</b>	<b>6.9</b>		<b>9.8</b>	<b>85.6</b>	<b>4.6</b>		
<b>Total %</b>	<b>1.4</b>	<b>28.5</b>	<b>4.5</b>	<b>34.3</b>	<b>1.3</b>	<b>17.5</b>	<b>1.1</b>	<b>19.8</b>	<b>1.6</b>	<b>20.2</b>	<b>1.6</b>	<b>23.5</b>	<b>2.2</b>	<b>19.1</b>	<b>1</b>	<b>22.3</b>	
<b>Passenger Vehicles</b>	<b>110</b>	<b>2303</b>	<b>363</b>	<b>2776</b>	<b>105</b>	<b>1396</b>	<b>89</b>	<b>1590</b>	<b>132</b>	<b>1632</b>	<b>130</b>	<b>1894</b>	<b>178</b>	<b>1534</b>	<b>85</b>	<b>1797</b>	<b>8057</b>
<b>% Passenger Vehicles</b>	<b>97.3</b>	<b>98.6</b>	<b>99.2</b>	<b>98.6</b>	<b>99.1</b>	<b>97.6</b>	<b>98.9</b>	<b>97.7</b>	<b>99.2</b>	<b>98.4</b>	<b>98.5</b>	<b>98.5</b>	<b>99.4</b>	<b>97.8</b>	<b>100</b>	<b>98.1</b>	<b>98.3</b>
<b>Dual Wheeled</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>28</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>72</b>
<b>% Dual Wheeled</b>	<b>2.7</b>	<b>0.9</b>	<b>0.8</b>	<b>1</b>	<b>0.9</b>	<b>1.1</b>	<b>0</b>	<b>1</b>	<b>0.8</b>	<b>0.5</b>	<b>1.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.9</b>	<b>0</b>	<b>0.8</b>	<b>0.9</b>
<b>Buses</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>68</b>
<b>% Buses</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>1.3</b>	<b>1.1</b>	<b>1.2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>1.1</b>	<b>0.8</b>

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	<b>239</b>	<b>50</b>	<b>295</b>	5	109	6	120	12	133	6	151	13	134	6	153	<b>719</b>
05:15 PM	8	211	24	243	<b>8</b>	121	<b>10</b>	139	12	149	8	169	12	122	4	138	689
05:30 PM	8	216	19	243	8	107	6	121	<b>13</b>	<b>161</b>	9	<b>183</b>	8	<b>137</b>	10	155	702
05:45 PM	<b>9</b>	220	18	247	7	<b>129</b>	4	<b>140</b>	12	146	<b>15</b>	173	<b>20</b>	123	<b>13</b>	<b>156</b>	716
<b>Total Volume</b>	<b>31</b>	<b>886</b>	<b>111</b>	<b>1028</b>	<b>28</b>	<b>466</b>	<b>26</b>	<b>520</b>	<b>49</b>	<b>589</b>	<b>38</b>	<b>676</b>	<b>53</b>	<b>516</b>	<b>33</b>	<b>602</b>	<b>2826</b>
<b>% App. Total</b>	<b>3</b>	<b>86.2</b>	<b>10.8</b>		<b>5.4</b>	<b>89.6</b>	<b>5</b>		<b>7.2</b>	<b>87.1</b>	<b>5.6</b>		<b>8.8</b>	<b>85.7</b>	<b>5.5</b>		
<b>PHF</b>	<b>.861</b>	<b>.927</b>	<b>.555</b>	<b>.871</b>	<b>.875</b>	<b>.903</b>	<b>.650</b>	<b>.929</b>	<b>.942</b>	<b>.915</b>	<b>.633</b>	<b>.923</b>	<b>.663</b>	<b>.942</b>	<b>.635</b>	<b>.965</b>	<b>.983</b>

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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:

	04:15 PM				03:00 PM				05:00 PM				04:00 PM			
+0 mins.	4	223	39	266	<b>10</b>	134	<b>14</b>	<b>158</b>	12	133	6	151	<b>19</b>	<b>142</b>	<b>11</b>	<b>172</b>
+15 mins.	14	188	35	237	6	<b>135</b>	12	153	12	149	8	169	15	117	10	142
+30 mins.	<b>15</b>	186	41	242	10	115	5	130	<b>13</b>	<b>161</b>	9	<b>183</b>	17	137	2	156
+45 mins.	6	<b>239</b>	<b>50</b>	<b>295</b>	9	107	7	123	12	146	<b>15</b>	173	15	129	9	153
Total Volume	39	836	165	1040	35	491	38	564	49	589	38	676	66	525	32	623
% App. Total	3.8	80.4	15.9		6.2	87.1	6.7		7.2	87.1	5.6		10.6	84.3	5.1	
PHF	.650	.874	.825	.881	.875	.909	.679	.892	.942	.915	.633	.923	.868	.924	.727	.906

City of Los Angeles  
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File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

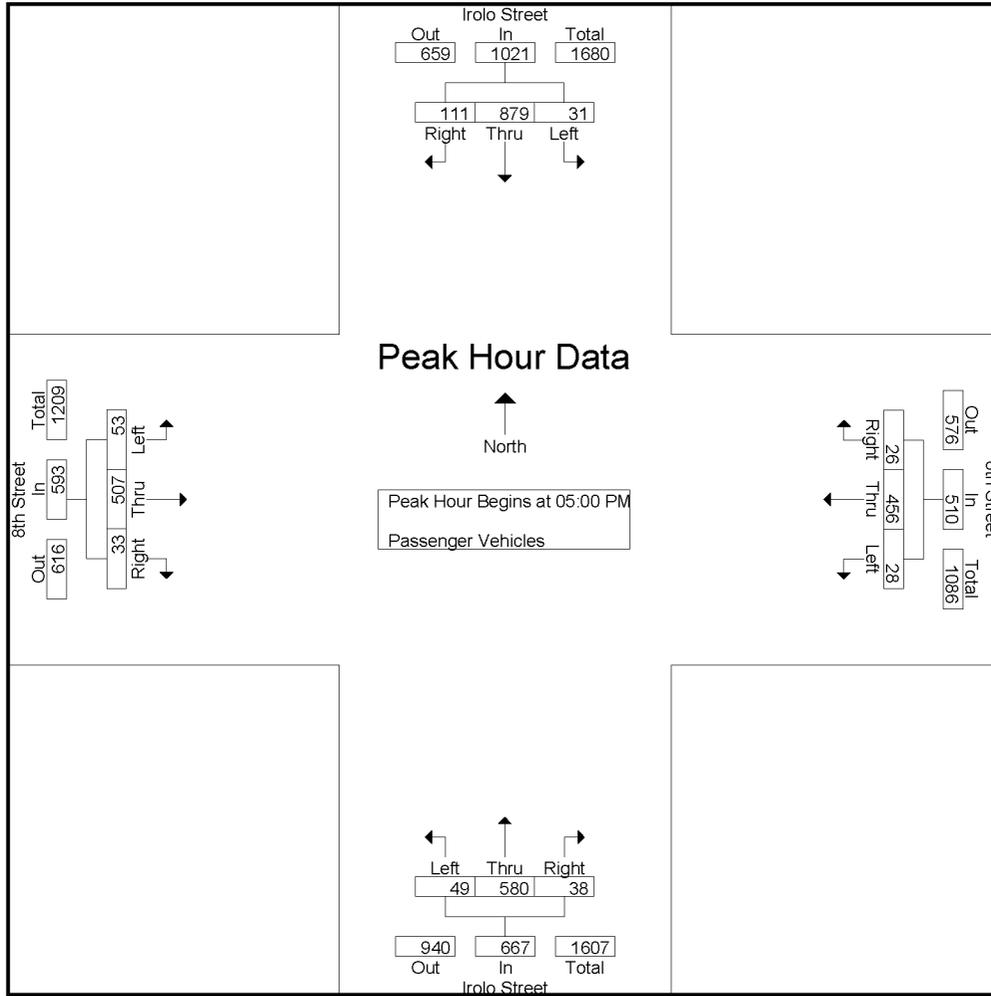
Groups Printed- Passenger Vehicles

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	11	146	25	182	9	127	14	150	11	140	10	161	16	149	6	171	664
03:15 PM	11	173	28	212	6	134	12	152	9	141	9	159	16	133	11	160	683
03:30 PM	10	197	34	241	10	114	5	129	13	141	14	168	12	134	1	147	685
03:45 PM	5	169	32	206	9	106	7	122	8	122	9	139	15	100	2	117	584
Total	37	685	119	841	34	481	38	553	41	544	42	627	59	516	20	595	2616
04:00 PM	11	152	18	181	15	113	3	131	17	126	12	155	19	135	11	165	632
04:15 PM	4	218	39	261	11	110	9	130	8	140	15	163	15	112	10	137	691
04:30 PM	13	185	35	233	6	109	8	123	10	135	15	160	17	136	2	155	671
04:45 PM	14	184	41	239	11	127	5	143	7	107	8	122	15	128	9	152	656
Total	42	739	133	914	43	459	25	527	42	508	50	600	66	511	32	609	2650
05:00 PM	6	237	50	293	5	107	6	118	12	131	6	149	13	131	6	150	710
05:15 PM	8	210	24	242	8	119	10	137	12	148	8	168	12	121	4	137	684
05:30 PM	8	213	19	240	8	104	6	118	13	158	9	180	8	136	10	154	692
05:45 PM	9	219	18	246	7	126	4	137	12	143	15	170	20	119	13	152	705
Total	31	879	111	1021	28	456	26	510	49	580	38	667	53	507	33	593	2791
Grand Total	110	2303	363	2776	105	1396	89	1590	132	1632	130	1894	178	1534	85	1797	8057
Apprch %	4	83	13.1		6.6	87.8	5.6		7	86.2	6.9		9.9	85.4	4.7		
Total %	1.4	28.6	4.5	34.5	1.3	17.3	1.1	19.7	1.6	20.3	1.6	23.5	2.2	19	1.1	22.3	

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	<b>237</b>	<b>50</b>	<b>293</b>	5	107	6	118	12	131	6	149	13	131	6	150	<b>710</b>
05:15 PM	8	210	24	242	<b>8</b>	119	<b>10</b>	<b>137</b>	12	148	8	168	12	121	4	137	684
05:30 PM	8	213	19	240	8	104	6	118	<b>13</b>	<b>158</b>	9	<b>180</b>	8	<b>136</b>	10	<b>154</b>	692
05:45 PM	<b>9</b>	219	18	246	7	<b>126</b>	4	137	12	143	<b>15</b>	170	<b>20</b>	119	<b>13</b>	152	705
Total Volume	31	879	111	1021	28	456	26	510	49	580	38	667	53	507	33	593	2791
% App. Total	3	86.1	10.9		5.5	89.4	5.1		7.3	87	5.7		8.9	85.5	5.6		
PHF	.861	.927	.555	.871	.875	.905	.650	.931	.942	.918	.633	.926	.663	.932	.635	.963	.983

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	<b>237</b>	<b>50</b>	<b>293</b>	5	107	6	118	12	131	6	149	13	131	6	150
+15 mins.	8	210	24	242	<b>8</b>	119	<b>10</b>	<b>137</b>	12	148	8	168	12	121	4	137
+30 mins.	8	213	19	240	8	104	6	118	<b>13</b>	<b>158</b>	9	<b>180</b>	8	<b>136</b>	10	<b>154</b>
+45 mins.	<b>9</b>	219	18	246	7	<b>126</b>	4	137	12	143	<b>15</b>	170	<b>20</b>	119	<b>13</b>	152
Total Volume	31	879	111	1021	28	456	26	510	49	580	38	667	53	507	33	593
% App. Total	3	86.1	10.9		5.5	89.4	5.1		7.3	87	5.7		8.9	85.5	5.6	
PHF	.861	.927	.555	.871	.875	.905	.650	.931	.942	.918	.633	.926	.663	.932	.635	.963

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 Page No : 1

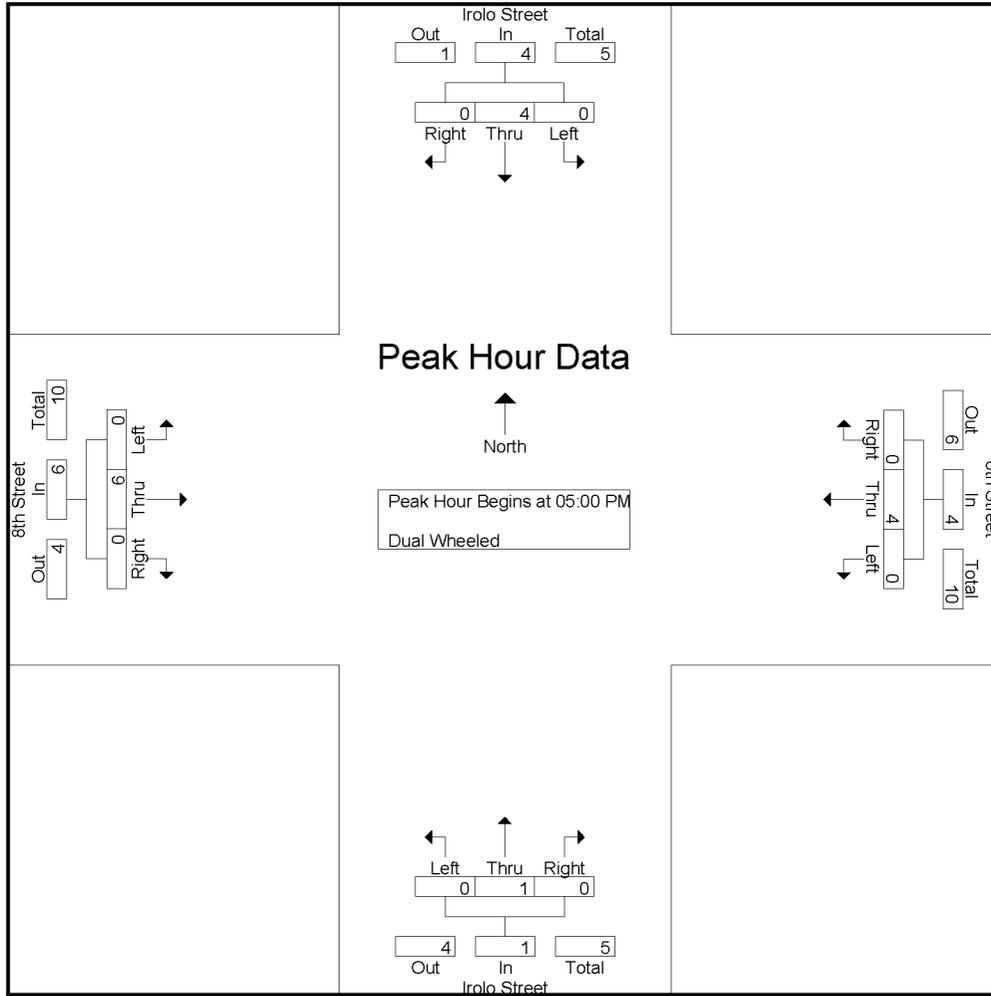
Groups Printed- Dual Wheeled

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	1	3	1	5	1	5	0	6	1	1	0	2	0	1	0	1	14
03:15 PM	0	3	1	4	0	1	0	1	0	1	0	1	0	1	0	1	7
03:30 PM	0	2	1	3	0	0	0	0	0	0	1	1	0	1	0	1	5
03:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
<b>Total</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>30</b>
04:00 PM	0	2	0	2	0	2	0	2	0	1	1	2	0	1	0	1	7
04:15 PM	0	3	0	3	0	2	0	2	0	3	0	3	0	3	0	3	11
04:30 PM	1	2	0	3	0	2	0	2	0	1	0	1	0	0	0	0	6
04:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>27</b>
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	5
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>15</b>
<b>Grand Total</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>28</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>72</b>
Apprch %	10.7	78.6	10.7		5.9	94.1	0		8.3	75	16.7		6.7	93.3	0		
Total %	4.2	30.6	4.2	38.9	1.4	22.2	0	23.6	1.4	12.5	2.8	16.7	1.4	19.4	0	20.8	

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	<b>2</b>	0	<b>2</b>	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	1	0	1	0	<b>2</b>	0	<b>2</b>	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	0	<b>1</b>	0	<b>1</b>	0	<b>3</b>	0	<b>3</b>	<b>5</b>
<b>Total Volume</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>15</b>
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.750

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
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 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3
Total Volume	0	4	0	4	0	4	0	4	0	1	0	1	0	6	0	6
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
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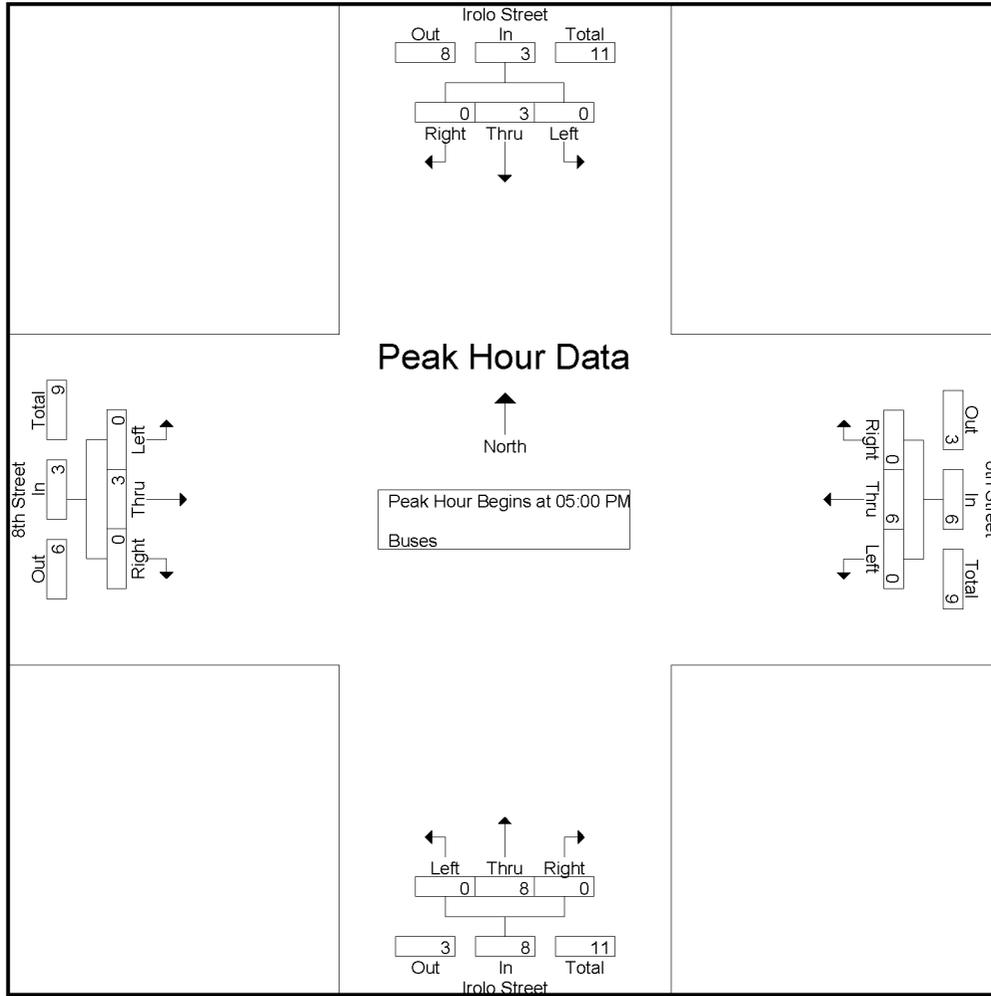
Groups Printed- Buses

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
03:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	5
03:45 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	1	0	1	6
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>21</b>
04:00 PM	0	0	0	0	0	4	0	4	0	1	0	1	0	6	0	6	11
04:15 PM	0	2	0	2	0	2	1	3	0	1	0	1	0	2	0	2	8
04:30 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	1	0	1	5
04:45 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>27</b>
05:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	6
05:45 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1	6
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>20</b>
<b>Grand Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>68</b>
Apprch %	0	100	0		0	95	5		0	100	0		0	100	0		
Total %	0	16.2	0	16.2	0	27.9	1.5	29.4	0	25	0	25	0	29.4	0	29.4	

Start Time	Irolo Street Southbound				8th Street Westbound				Irolo Street Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	2	0	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	6
05:45 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1	6
<b>Total Volume</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>20</b>
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.750	.000	.750	.000	.667	.000	.667	.000	.375	.000	.375	.833

City of Los Angeles  
 N/S: Irolo Street  
 E/W: 8th Street  
 Weather: Clear

File Name : 10\_LAC\_Irolo\_8th PM  
 Site Code : 16616351  
 Start Date : 6/6/2018  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	<b>2</b>	0	<b>2</b>	0	2	0	2	0	<b>2</b>	0	<b>2</b>
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	<b>2</b>	0	<b>2</b>	0	1	0	1	0	<b>3</b>	0	<b>3</b>	0	0	0	0
+45 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	1
Total Volume	0	3	0	3	0	6	0	6	0	8	0	8	0	3	0	3
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.375	.000	.375	.000	.750	.000	.750	.000	.667	.000	.667	.000	.375	.000	.375



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

North/South Irolo Street

East/West 8th Street

Day: Wednesday Date: June 6, 2018 Weather: CLEAR

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

School Day: YES District: Hollywood I/S CODE 0

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	50	51	50	35
<b>BUSES</b>	21	30	32	57
<b>BUSES</b>	44	32	46	47

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AMPK 15 MIN	265 7.00	206 8.15	164 8.45	151 9.00
PMPK 15 MIN	183 5.30	295 5.00	175 3.00	158 3.00
AMPK HOUR	920 7.00	743 8.00	620 8.15	555 7.30
PMPK HOUR	676 5.00	1040 4.15	623 4.00	564 3.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	37	848	35	920
8-9	32	810	49	891
9-10	36	744	52	832
3-4	42	552	43	637
4-5	42	517	51	610
5-6	49	589	38	676
<b>TOTAL</b>	<b>238</b>	<b>4060</b>	<b>268</b>	<b>4566</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	22	430	58	510
8-9	39	621	83	743
9-10	44	449	52	545
3-4	38	699	122	859
4-5	44	751	133	928
5-6	31	886	111	1028
<b>TOTAL</b>	<b>218</b>	<b>3836</b>	<b>559</b>	<b>4613</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
1430	51	9	99	28
1634	43	5	116	15
1377	55	3	72	5
1496	61	7	118	23
1538	68	9	162	21
1704	82	5	155	24
<b>9179</b>	<b>360</b>	<b>38</b>	<b>722</b>	<b>116</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	31	536	25	592
8-9	52	541	24	617
9-10	43	544	20	607
3-4	60	527	20	607
4-5	66	525	32	623
5-6	53	516	33	602
<b>TOTAL</b>	<b>305</b>	<b>3189</b>	<b>154</b>	<b>3648</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	29	437	34	500
8-9	34	436	39	509
9-10	27	448	54	529
3-4	35	491	38	564
4-5	43	474	26	543
5-6	28	466	26	520
<b>TOTAL</b>	<b>196</b>	<b>2752</b>	<b>217</b>	<b>3165</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
1092	107	40	57	37
1126	146	17	80	28
1136	131	8	65	8
1171	148	19	90	18
1166	180	17	92	16
1122	171	18	75	21
<b>6813</b>	<b>883</b>	<b>119</b>	<b>459</b>	<b>128</b>

**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Irolo Street				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM		<b>Staff:</b>	CUI	

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	3	0	3
8-9	0	1	0	1
9-10	0	2	0	2
3-4	1	3	0	4
4-5	1	3	3	7
5-6	0	2	2	4
<b>TOTAL</b>	<b>2</b>	<b>14</b>	<b>5</b>	<b>21</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	1	1	1	3	6
8-9	1	1	2	4	5
9-10	1	5	1	7	9
3-4	2	4	2	8	12
4-5	2	2	0	4	11
5-6	0	2	2	4	8
<b>TOTAL</b>	<b>7</b>	<b>15</b>	<b>8</b>	<b>30</b>	<b>51</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	4	1	5
8-9	0	3	0	3
9-10	0	3	0	3
3-4	3	6	0	9
4-5	0	10	0	10
5-6	0	2	0	2
<b>TOTAL</b>	<b>3</b>	<b>28</b>	<b>1</b>	<b>32</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	7	0	7	12
8-9	0	10	0	10	13
9-10	0	10	0	10	13
3-4	0	8	1	9	18
4-5	0	8	0	8	18
5-6	1	11	1	13	15
<b>TOTAL</b>	<b>1</b>	<b>54</b>	<b>2</b>	<b>57</b>	<b>89</b>

**REMARKS (6 hour total):**

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

NB	SB	EB	WB	TOTAL
1	0	1	0	2
18	28	32	47	125
17	23	25	42	107
8	15	20	20	63

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Irolo Street				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Wednesday	<b>Date:</b>	June 6, 2018	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Hollywood	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	27	11	11	29	78
7:15-7:30	37	16	19	31	103
7:30-7:45	25	16	27	49	117
7:45-8:00	38	17	37	38	130
8:00-8:15	38	16	51	51	156
8:15-8:30	32	10	27	24	93
8:30-8:45	37	10	18	51	116
8:45-9:00	24	12	12	37	85
9:00-9:15	16	14	29	30	89
9:15-9:30	25	18	17	34	94
9:30-9:45	20	8	14	31	73
9:45-10:00	16	18	13	44	91

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	127	60	94	147	428
8 - 9	131	48	108	163	450
9 - 10	77	58	73	139	347
<b>TOTAL</b>	<b>335</b>	<b>166</b>	<b>275</b>	<b>449</b>	<b>1225</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	44	42	58	80	224
3:15-3:30	35	22	34	58	149
3:30-3:45	37	28	42	90	197
3:45-4:00	25	30	46	68	169
4:00-4:15	48	44	66	110	268
4:15-4:30	46	22	50	68	186
4:30-4:45	46	30	38	100	214
4:45-5:00	43	40	30	82	195
5:00-5:15	51	26	30	60	167
5:15-5:30	30	44	40	76	190
5:30-5:45	47	46	40	98	231
5:45-6:00	51	48	40	108	247

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	141	122	180	296	739
4 - 5	183	136	184	360	863
5 - 6	179	164	150	342	835
<b>TOTAL</b>	<b>503</b>	<b>422</b>	<b>514</b>	<b>998</b>	<b>2437</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
2	0	2	3	7
1	10	13	10	34

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

Source:

LADOT 2015 CMP

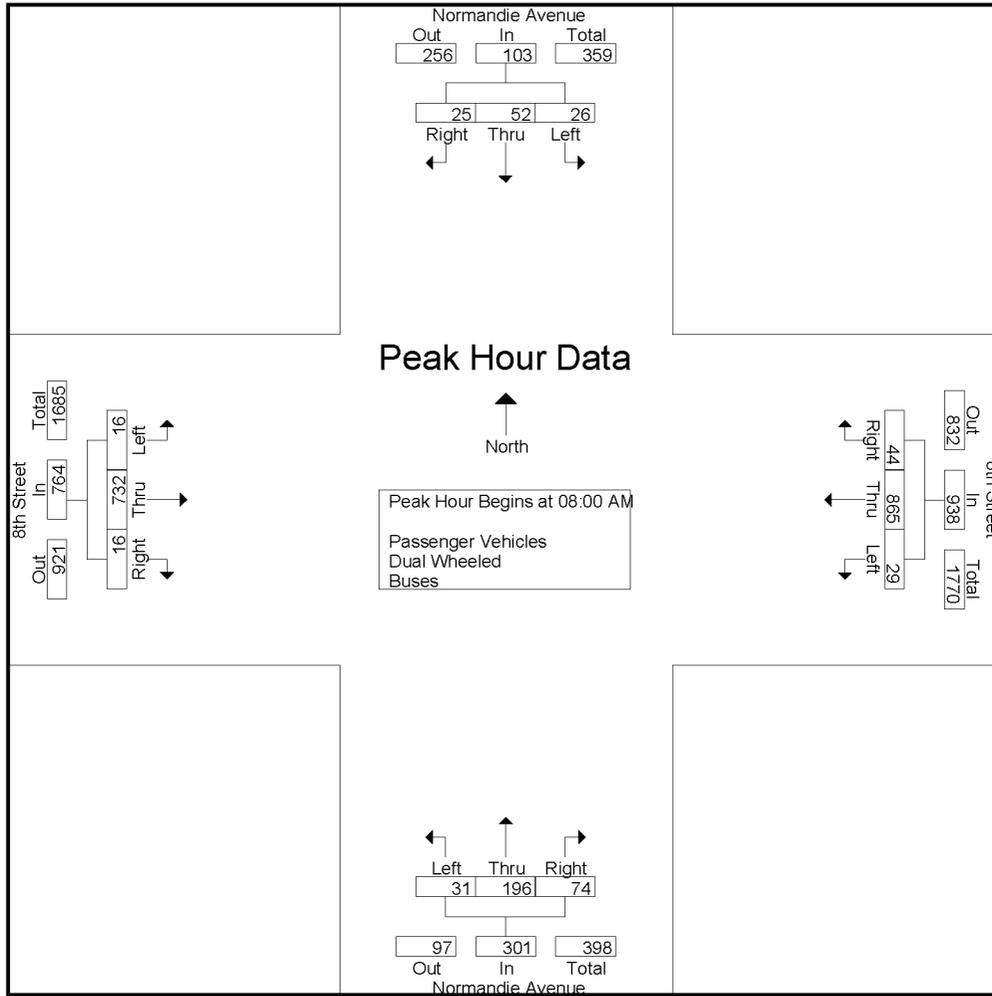
City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th AM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	4	6	15	5	225	3	233	5	28	12	45	2	80	1	83	376
07:15 AM	3	10	5	18	4	218	4	226	11	31	21	63	4	107	0	111	418
07:30 AM	9	12	8	29	5	200	5	210	5	36	11	52	1	177	1	179	470
07:45 AM	9	7	5	21	8	197	17	222	8	55	23	86	2	154	4	160	489
<b>Total</b>	<b>26</b>	<b>33</b>	<b>24</b>	<b>83</b>	<b>22</b>	<b>840</b>	<b>29</b>	<b>891</b>	<b>29</b>	<b>150</b>	<b>67</b>	<b>246</b>	<b>9</b>	<b>518</b>	<b>6</b>	<b>533</b>	<b>1753</b>
08:00 AM	8	14	7	29	12	197	16	225	6	43	17	66	3	192	8	203	523
08:15 AM	5	10	6	21	7	203	9	219	7	46	15	68	5	187	1	193	501
08:30 AM	6	11	8	25	3	246	9	258	11	45	25	81	3	164	4	171	535
08:45 AM	7	17	4	28	7	219	10	236	7	62	17	86	5	189	3	197	547
<b>Total</b>	<b>26</b>	<b>52</b>	<b>25</b>	<b>103</b>	<b>29</b>	<b>865</b>	<b>44</b>	<b>938</b>	<b>31</b>	<b>196</b>	<b>74</b>	<b>301</b>	<b>16</b>	<b>732</b>	<b>16</b>	<b>764</b>	<b>2106</b>
09:00 AM	5	4	7	16	1	190	9	200	4	46	14	64	8	132	6	146	426
09:15 AM	4	10	2	16	8	186	21	215	6	23	9	38	2	129	4	135	404
09:30 AM	2	5	4	11	1	174	27	202	2	32	17	51	2	114	2	118	382
09:45 AM	2	3	2	7	5	174	19	198	9	27	14	50	5	126	0	131	386
<b>Total</b>	<b>13</b>	<b>22</b>	<b>15</b>	<b>50</b>	<b>15</b>	<b>724</b>	<b>76</b>	<b>815</b>	<b>21</b>	<b>128</b>	<b>54</b>	<b>203</b>	<b>17</b>	<b>501</b>	<b>12</b>	<b>530</b>	<b>1598</b>
<b>Grand Total</b>	<b>65</b>	<b>107</b>	<b>64</b>	<b>236</b>	<b>66</b>	<b>2429</b>	<b>149</b>	<b>2644</b>	<b>81</b>	<b>474</b>	<b>195</b>	<b>750</b>	<b>42</b>	<b>1751</b>	<b>34</b>	<b>1827</b>	<b>5457</b>
<b>Apprch %</b>	<b>27.5</b>	<b>45.3</b>	<b>27.1</b>		<b>2.5</b>	<b>91.9</b>	<b>5.6</b>		<b>10.8</b>	<b>63.2</b>	<b>26</b>		<b>2.3</b>	<b>95.8</b>	<b>1.9</b>		
<b>Total %</b>	<b>1.2</b>	<b>2</b>	<b>1.2</b>	<b>4.3</b>	<b>1.2</b>	<b>44.5</b>	<b>2.7</b>	<b>48.5</b>	<b>1.5</b>	<b>8.7</b>	<b>3.6</b>	<b>13.7</b>	<b>0.8</b>	<b>32.1</b>	<b>0.6</b>	<b>33.5</b>	
<b>Passenger Vehicles</b>	<b>64</b>	<b>105</b>	<b>63</b>	<b>232</b>	<b>65</b>	<b>2370</b>	<b>145</b>	<b>2580</b>	<b>76</b>	<b>465</b>	<b>194</b>	<b>735</b>	<b>40</b>	<b>1721</b>	<b>32</b>	<b>1793</b>	<b>5340</b>
<b>% Passenger Vehicles</b>	<b>98.5</b>	<b>98.1</b>	<b>98.4</b>	<b>98.3</b>	<b>98.5</b>	<b>97.6</b>	<b>97.3</b>	<b>97.6</b>	<b>93.8</b>	<b>98.1</b>	<b>99.5</b>	<b>98</b>	<b>95.2</b>	<b>98.3</b>	<b>94.1</b>	<b>98.1</b>	<b>97.9</b>
<b>Dual Wheeled</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>3</b>	<b>38</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>15</b>	<b>69</b>
<b>% Dual Wheeled</b>	<b>1.5</b>	<b>1.9</b>	<b>0</b>	<b>1.3</b>	<b>1.5</b>	<b>1.4</b>	<b>2</b>	<b>1.4</b>	<b>4.9</b>	<b>1.7</b>	<b>0.5</b>	<b>1.7</b>	<b>2.4</b>	<b>0.7</b>	<b>5.9</b>	<b>0.8</b>	<b>1.3</b>
<b>Buses</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>19</b>	<b>48</b>
<b>% Buses</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>0.4</b>	<b>0</b>	<b>1</b>	<b>0.7</b>	<b>1</b>	<b>1.2</b>	<b>0.2</b>	<b>0</b>	<b>0.3</b>	<b>2.4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0.9</b>

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	14	7	29	12	197	16	225	6	43	17	66	3	192	8	203	523
08:15 AM	5	10	6	21	7	203	9	219	7	46	15	68	5	187	1	193	501
08:30 AM	6	11	8	25	3	246	9	258	11	45	25	81	3	164	4	171	535
08:45 AM	7	17	4	28	7	219	10	236	7	62	17	86	5	189	3	197	547
<b>Total Volume</b>	<b>26</b>	<b>52</b>	<b>25</b>	<b>103</b>	<b>29</b>	<b>865</b>	<b>44</b>	<b>938</b>	<b>31</b>	<b>196</b>	<b>74</b>	<b>301</b>	<b>16</b>	<b>732</b>	<b>16</b>	<b>764</b>	<b>2106</b>
<b>% App. Total</b>	<b>25.2</b>	<b>50.5</b>	<b>24.3</b>		<b>3.1</b>	<b>92.2</b>	<b>4.7</b>		<b>10.3</b>	<b>65.1</b>	<b>24.6</b>		<b>2.1</b>	<b>95.8</b>	<b>2.1</b>		
<b>PHF</b>	<b>.813</b>	<b>.765</b>	<b>.781</b>	<b>.888</b>	<b>.604</b>	<b>.879</b>	<b>.688</b>	<b>.909</b>	<b>.705</b>	<b>.790</b>	<b>.740</b>	<b>.875</b>	<b>.800</b>	<b>.953</b>	<b>.500</b>	<b>.941</b>	<b>.963</b>



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

	08:00 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	<b>8</b>	14	7	<b>29</b>	<b>12</b>	197	<b>16</b>	225	8	<b>55</b>	23	<b>86</b>	3	<b>192</b>	<b>8</b>	<b>203</b>
+15 mins.	5	10	6	21	7	203	9	219	6	43	17	66	<b>5</b>	187	1	193
+30 mins.	6	11	<b>8</b>	25	3	<b>246</b>	9	<b>258</b>	7	46	15	68	3	164	4	171
+45 mins.	7	<b>17</b>	4	28	7	219	10	236	<b>11</b>	45	<b>25</b>	81	5	189	3	197
Total Volume	26	52	25	103	29	865	44	938	32	189	80	301	16	732	16	764
% App. Total	25.2	50.5	24.3		3.1	92.2	4.7		10.6	62.8	26.6		2.1	95.8	2.1	
PHF	.813	.765	.781	.888	.604	.879	.688	.909	.727	.859	.800	.875	.800	.953	.500	.941

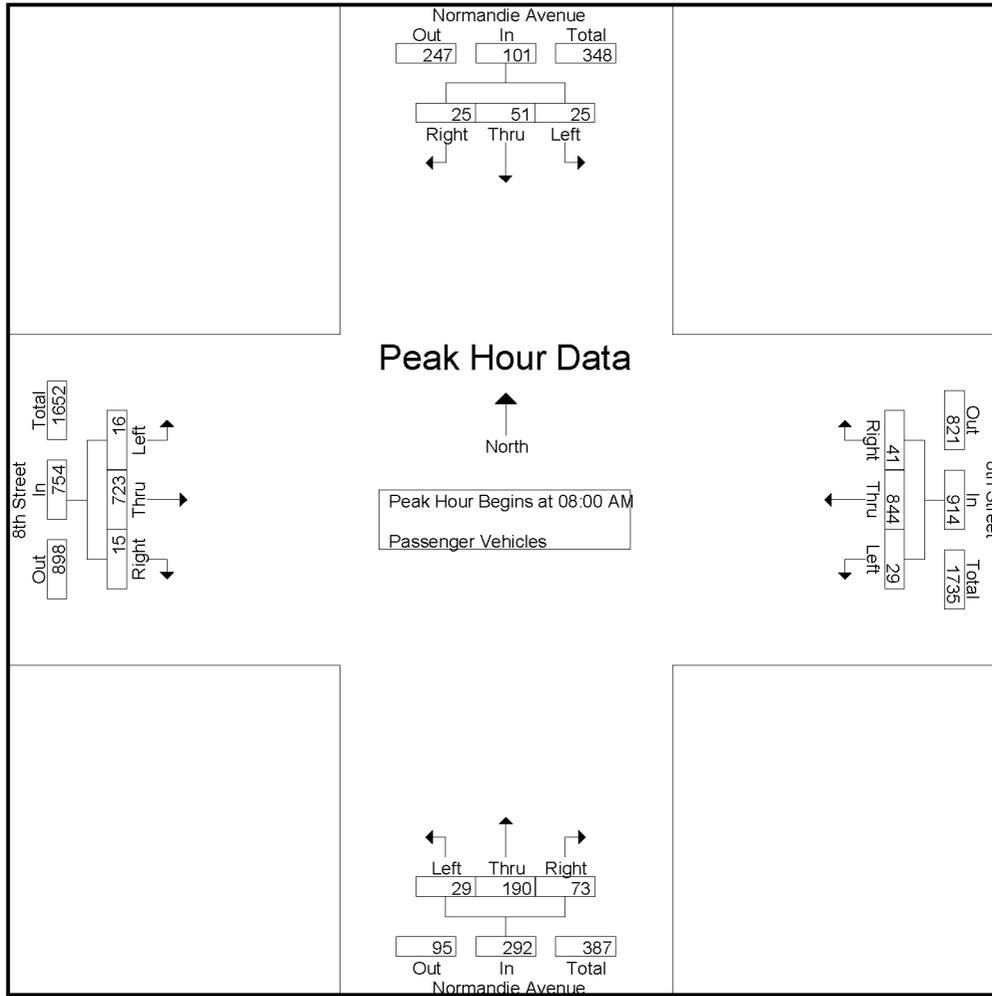
City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th AM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	4	6	15	5	219	3	227	5	26	12	43	2	74	1	77	362
07:15 AM	3	10	4	17	4	208	4	216	10	31	21	62	3	103	0	106	401
07:30 AM	9	11	8	28	4	197	5	206	5	36	11	52	1	174	1	176	462
07:45 AM	9	7	5	21	8	191	16	215	8	54	23	85	1	152	4	157	478
<b>Total</b>	<b>26</b>	<b>32</b>	<b>23</b>	<b>81</b>	<b>21</b>	<b>815</b>	<b>28</b>	<b>864</b>	<b>28</b>	<b>147</b>	<b>67</b>	<b>242</b>	<b>7</b>	<b>503</b>	<b>6</b>	<b>516</b>	<b>1703</b>
08:00 AM	8	13	7	28	12	191	16	219	6	43	17	66	3	191	8	202	515
08:15 AM	5	10	6	21	7	196	8	211	6	44	15	65	5	186	1	192	489
08:30 AM	6	11	8	25	3	241	7	251	11	44	24	79	3	160	3	166	521
08:45 AM	6	17	4	27	7	216	10	233	6	59	17	82	5	186	3	194	536
<b>Total</b>	<b>25</b>	<b>51</b>	<b>25</b>	<b>101</b>	<b>29</b>	<b>844</b>	<b>41</b>	<b>914</b>	<b>29</b>	<b>190</b>	<b>73</b>	<b>292</b>	<b>16</b>	<b>723</b>	<b>15</b>	<b>754</b>	<b>2061</b>
09:00 AM	5	4	7	16	1	187	9	197	4	46	14	64	8	132	6	146	423
09:15 AM	4	10	2	16	8	181	21	210	6	23	9	38	2	127	4	133	397
09:30 AM	2	5	4	11	1	172	27	200	2	32	17	51	2	111	1	114	376
09:45 AM	2	3	2	7	5	171	19	195	7	27	14	48	5	125	0	130	380
<b>Total</b>	<b>13</b>	<b>22</b>	<b>15</b>	<b>50</b>	<b>15</b>	<b>711</b>	<b>76</b>	<b>802</b>	<b>19</b>	<b>128</b>	<b>54</b>	<b>201</b>	<b>17</b>	<b>495</b>	<b>11</b>	<b>523</b>	<b>1576</b>
<b>Grand Total</b>	<b>64</b>	<b>105</b>	<b>63</b>	<b>232</b>	<b>65</b>	<b>2370</b>	<b>145</b>	<b>2580</b>	<b>76</b>	<b>465</b>	<b>194</b>	<b>735</b>	<b>40</b>	<b>1721</b>	<b>32</b>	<b>1793</b>	<b>5340</b>
Apprch %	27.6	45.3	27.2		2.5	91.9	5.6		10.3	63.3	26.4		2.2	96	1.8		
Total %	1.2	2	1.2	4.3	1.2	44.4	2.7	48.3	1.4	8.7	3.6	13.8	0.7	32.2	0.6	33.6	

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	13	7	28	12	191	16	219	6	43	17	66	3	191	8	202	515
08:15 AM	5	10	6	21	7	196	8	211	6	44	15	65	5	186	1	192	489
08:30 AM	6	11	8	25	3	241	7	251	11	44	24	79	3	160	3	166	521
08:45 AM	6	17	4	27	7	216	10	233	6	59	17	82	5	186	3	194	536
<b>Total Volume</b>	<b>25</b>	<b>51</b>	<b>25</b>	<b>101</b>	<b>29</b>	<b>844</b>	<b>41</b>	<b>914</b>	<b>29</b>	<b>190</b>	<b>73</b>	<b>292</b>	<b>16</b>	<b>723</b>	<b>15</b>	<b>754</b>	<b>2061</b>
% App. Total	24.8	50.5	24.8		3.2	92.3	4.5		9.9	65.1	25		2.1	95.9	2		
PHF	.781	.750	.781	.902	.604	.876	.641	.910	.659	.805	.760	.890	.800	.946	.469	.933	.961



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	<b>8</b>	13	7	<b>28</b>	<b>12</b>	191	<b>16</b>	219	6	43	17	66	3	<b>191</b>	<b>8</b>	<b>202</b>
+15 mins.	5	10	6	21	7	196	8	211	6	44	15	65	<b>5</b>	186	1	192
+30 mins.	6	11	<b>8</b>	25	3	<b>241</b>	7	<b>251</b>	<b>11</b>	44	<b>24</b>	79	3	160	3	166
+45 mins.	6	<b>17</b>	4	27	7	216	10	233	6	<b>59</b>	17	<b>82</b>	5	186	3	194
Total Volume	25	51	25	101	29	844	41	914	29	190	73	292	16	723	15	754
% App. Total	24.8	50.5	24.8		3.2	92.3	4.5		9.9	65.1	25		2.1	95.9	2	
PHF	.781	.750	.781	.902	.604	.876	.641	.910	.659	.805	.760	.890	.800	.946	.469	.933

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th AM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 Page No : 1

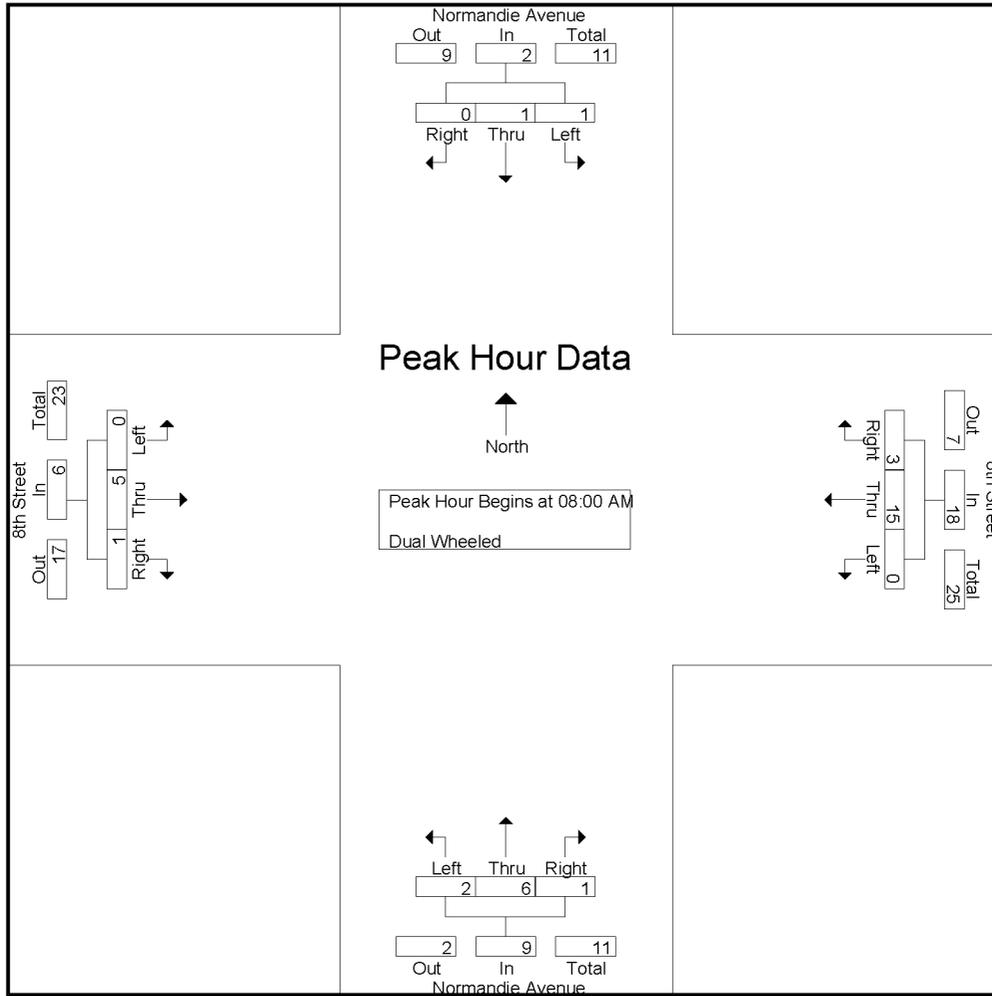
Groups Printed- Dual Wheeled

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	4	0	4	8
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	4	0	4	0	1	0	1	1	0	0	1	6
Total	0	1	0	1	1	12	0	13	0	2	0	2	1	4	0	5	21
08:00 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	6	1	7	1	2	0	3	0	0	0	0	10
08:30 AM	0	0	0	0	0	4	2	6	0	1	1	2	0	3	1	4	12
08:45 AM	1	0	0	1	0	2	0	2	1	3	0	4	0	2	0	2	9
Total	1	1	0	2	0	15	3	18	2	6	1	9	0	5	1	6	35
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	4	5
09:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	0	0	0	0	0	7	0	7	2	0	0	2	0	3	1	4	13
Grand Total	1	2	0	3	1	34	3	38	4	8	1	13	1	12	2	15	69
Apprch %	33.3	66.7	0		2.6	89.5	7.9		30.8	61.5	7.7		6.7	80	13.3		
Total %	1.4	2.9	0	4.3	1.4	49.3	4.3	55.1	5.8	11.6	1.4	18.8	1.4	17.4	2.9	21.7	

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	6	1	7	1	2	0	3	0	0	0	0	10
08:30 AM	0	0	0	0	0	4	2	6	0	1	1	2	0	3	1	4	12
08:45 AM	1	0	0	1	0	2	0	2	1	3	0	4	0	2	0	2	9
Total Volume	1	1	0	2	0	15	3	18	2	6	1	9	0	5	1	6	35
% App. Total	50	50	0		0	83.3	16.7		22.2	66.7	11.1		0	83.3	16.7		
PHF	.250	.250	.000	.500	.000	.625	.375	.643	.500	.500	.250	.563	.000	.417	.250	.375	.729

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	6	1	7	1	2	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	4	2	6	0	1	1	2	0	3	1	4
+45 mins.	1	0	0	1	0	2	0	2	1	3	0	4	0	2	0	2
Total Volume	1	1	0	2	0	15	3	18	2	6	1	9	0	5	1	6
% App. Total	50	50	0		0	83.3	16.7		22.2	66.7	11.1		0	83.3	16.7	
PHF	.250	.250	.000	.500	.000	.625	.375	.643	.500	.500	.250	.563	.000	.417	.250	.375

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th AM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 Page No : 1

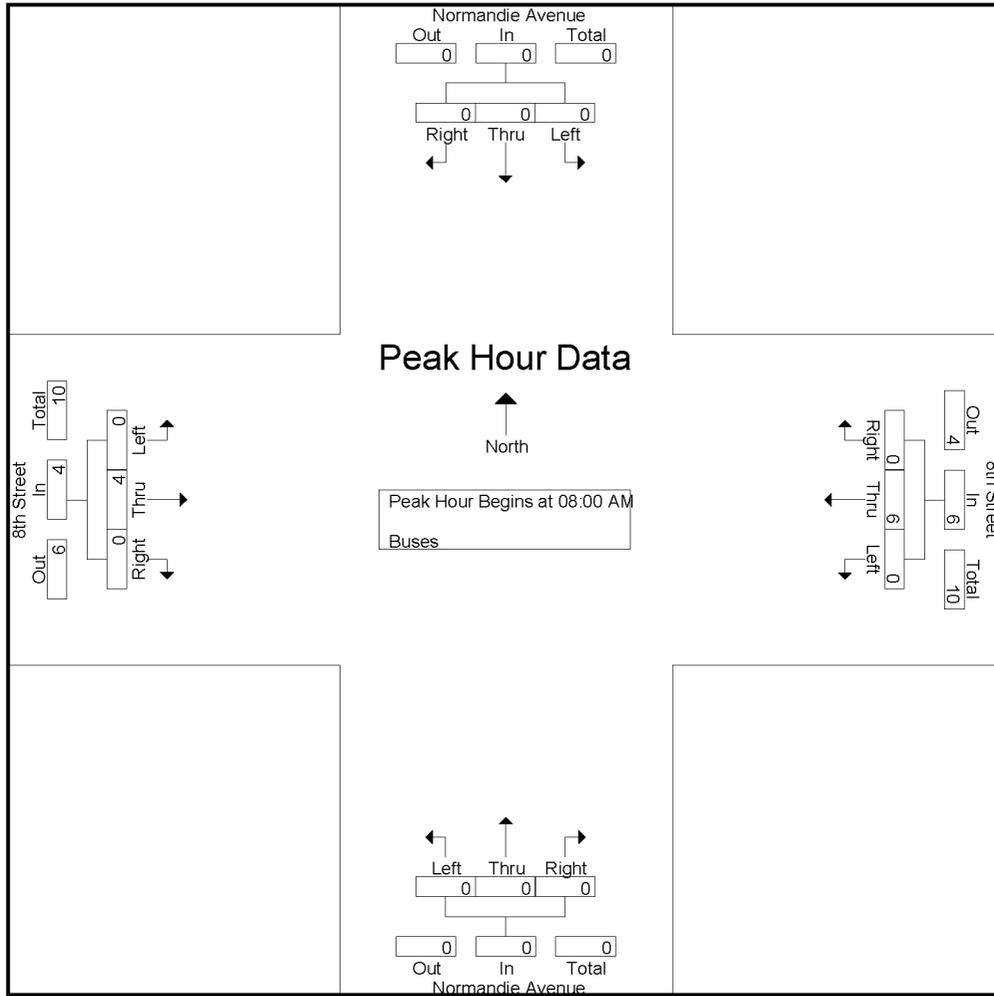
Groups Printed- Buses

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	2	0	2	6
07:15 AM	0	0	1	1	0	5	0	5	1	0	0	1	1	4	0	5	12
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:45 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
Total	0	0	1	1	0	13	1	14	1	1	0	2	1	11	0	12	29
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
09:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Grand Total	0	0	1	1	0	25	1	26	1	1	0	2	1	18	0	19	48
Apprch %	0	0	100		0	96.2	3.8		50	50	0		5.3	94.7	0		
Total %	0	0	2.1	2.1	0	52.1	2.1	54.2	2.1	2.1	0	4.2	2.1	37.5	0	39.6	

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.00	.000	1.00	.625

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	<b>1</b>	0	<b>1</b>
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	1.000	.000	1.000

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
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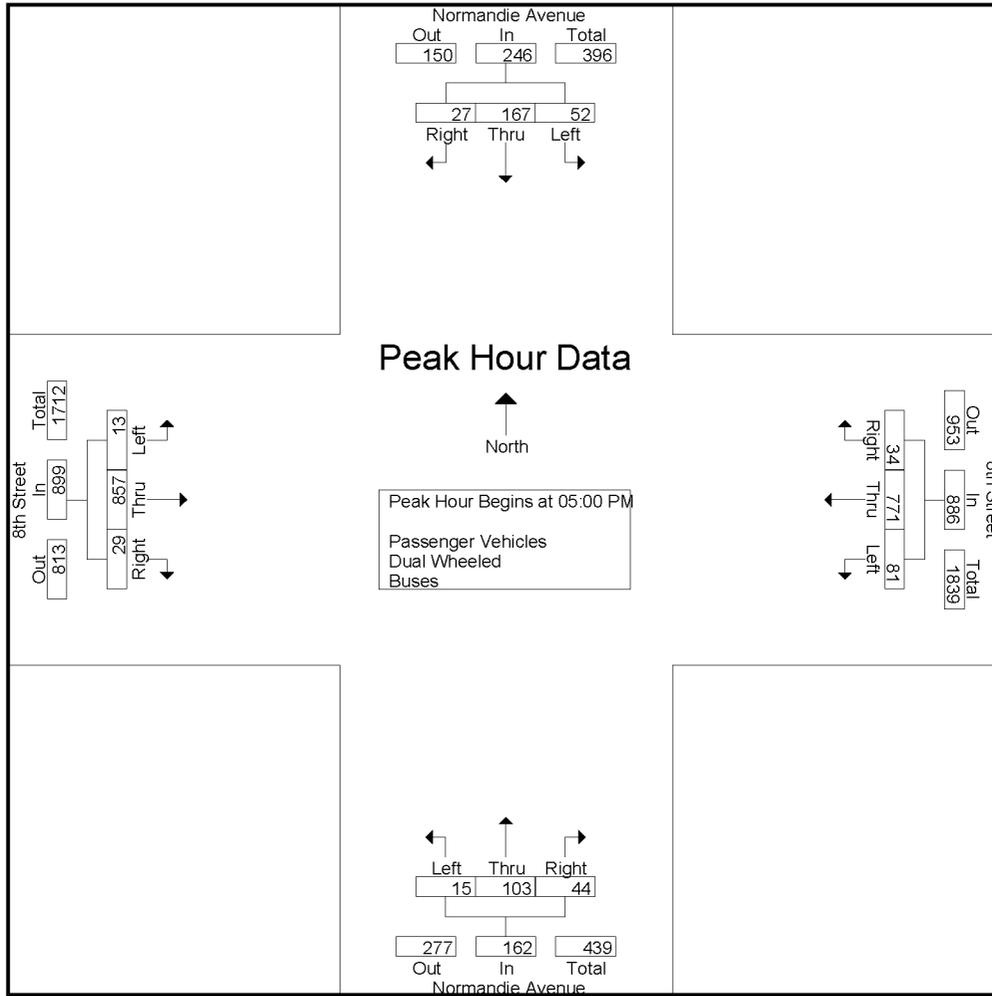
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	5	16	3	24	11	113	21	145	7	15	6	28	9	153	5	167	364
03:15 PM	7	6	5	18	11	111	21	143	10	24	9	43	10	145	6	161	365
03:30 PM	8	19	4	31	11	146	9	166	4	16	7	27	4	174	9	187	411
03:45 PM	5	16	7	28	10	171	13	194	3	16	10	29	2	176	6	184	435
<b>Total</b>	<b>25</b>	<b>57</b>	<b>19</b>	<b>101</b>	<b>43</b>	<b>541</b>	<b>64</b>	<b>648</b>	<b>24</b>	<b>71</b>	<b>32</b>	<b>127</b>	<b>25</b>	<b>648</b>	<b>26</b>	<b>699</b>	<b>1575</b>
04:00 PM	14	18	7	39	20	149	14	183	3	12	10	25	2	197	9	208	455
04:15 PM	13	14	5	32	28	159	12	199	4	28	10	42	5	219	7	231	504
04:30 PM	6	36	4	46	18	163	7	188	4	19	8	31	2	227	5	234	499
04:45 PM	10	31	9	50	20	175	8	203	2	23	14	39	5	238	7	250	542
<b>Total</b>	<b>43</b>	<b>99</b>	<b>25</b>	<b>167</b>	<b>86</b>	<b>646</b>	<b>41</b>	<b>773</b>	<b>13</b>	<b>82</b>	<b>42</b>	<b>137</b>	<b>14</b>	<b>881</b>	<b>28</b>	<b>923</b>	<b>2000</b>
05:00 PM	15	44	7	66	15	166	9	190	5	18	11	34	1	233	6	240	530
05:15 PM	11	49	8	68	28	199	7	234	2	26	11	39	1	190	6	197	538
05:30 PM	10	44	6	60	21	188	6	215	4	26	15	45	5	223	7	235	555
05:45 PM	16	30	6	52	17	218	12	247	4	33	7	44	6	211	10	227	570
<b>Total</b>	<b>52</b>	<b>167</b>	<b>27</b>	<b>246</b>	<b>81</b>	<b>771</b>	<b>34</b>	<b>886</b>	<b>15</b>	<b>103</b>	<b>44</b>	<b>162</b>	<b>13</b>	<b>857</b>	<b>29</b>	<b>899</b>	<b>2193</b>
<b>Grand Total</b>	<b>120</b>	<b>323</b>	<b>71</b>	<b>514</b>	<b>210</b>	<b>1958</b>	<b>139</b>	<b>2307</b>	<b>52</b>	<b>256</b>	<b>118</b>	<b>426</b>	<b>52</b>	<b>2386</b>	<b>83</b>	<b>2521</b>	<b>5768</b>
Apprch %	23.3	62.8	13.8		9.1	84.9	6		12.2	60.1	27.7		2.1	94.6	3.3		
Total %	2.1	5.6	1.2	8.9	3.6	33.9	2.4	40	0.9	4.4	2	7.4	0.9	41.4	1.4	43.7	
Passenger Vehicles	117	320	70	507	207	1934	133	2274	52	250	117	419	51	2358	81	2490	5690
% Passenger Vehicles	97.5	99.1	98.6	98.6	98.6	98.8	95.7	98.6	100	97.7	99.2	98.4	98.1	98.8	97.6	98.8	98.6
Dual Wheeled	2	3	1	6	1	8	2	11	0	4	1	5	1	14	2	17	39
% Dual Wheeled	1.7	0.9	1.4	1.2	0.5	0.4	1.4	0.5	0	1.6	0.8	1.2	1.9	0.6	2.4	0.7	0.7
Buses	1	0	0	1	2	16	4	22	0	2	0	2	0	14	0	14	39
% Buses	0.8	0	0	0.2	1	0.8	2.9	1	0	0.8	0	0.5	0	0.6	0	0.6	0.7

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	44	7	66	15	166	9	190	5	18	11	34	1	233	6	240	530
05:15 PM	11	49	8	68	28	199	7	234	2	26	11	39	1	190	6	197	538
05:30 PM	10	44	6	60	21	188	6	215	4	26	15	45	5	223	7	235	555
05:45 PM	16	30	6	52	17	218	12	247	4	33	7	44	6	211	10	227	570
<b>Total Volume</b>	<b>52</b>	<b>167</b>	<b>27</b>	<b>246</b>	<b>81</b>	<b>771</b>	<b>34</b>	<b>886</b>	<b>15</b>	<b>103</b>	<b>44</b>	<b>162</b>	<b>13</b>	<b>857</b>	<b>29</b>	<b>899</b>	<b>2193</b>
% App. Total	21.1	67.9	11		9.1	87	3.8		9.3	63.6	27.2		1.4	95.3	3.2		
PHF	.813	.852	.844	.904	.723	.884	.708	.897	.750	.780	.733	.900	.542	.920	.725	.936	.962

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	15	44	7	66	15	166	9	190	5	18	11	34	5	219	7	231
+15 mins.	11	<b>49</b>	<b>8</b>	<b>68</b>	<b>28</b>	199	7	234	2	26	11	39	2	227	5	234
+30 mins.	10	44	6	60	21	188	6	215	4	26	<b>15</b>	<b>45</b>	5	<b>238</b>	7	<b>250</b>
+45 mins.	<b>16</b>	30	6	52	17	<b>218</b>	<b>12</b>	<b>247</b>	4	<b>33</b>	7	44	1	233	6	240
Total Volume	52	167	27	246	81	771	34	886	15	103	44	162	13	917	25	955
% App. Total	21.1	67.9	11		9.1	87	3.8		9.3	63.6	27.2		1.4	96	2.6	
PHF	.813	.852	.844	.904	.723	.884	.708	.897	.750	.780	.733	.900	.650	.963	.893	.955

City of Los Angeles  
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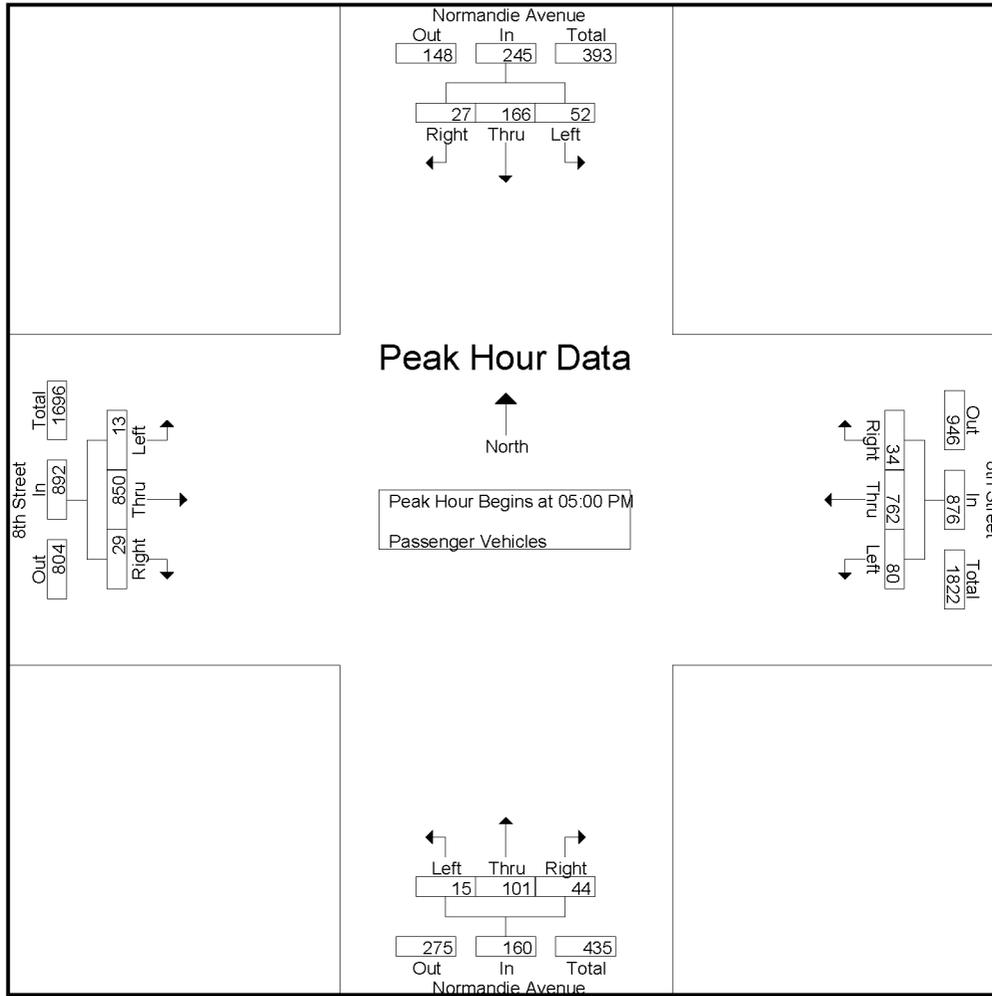
Groups Printed- Passenger Vehicles

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	5	16	3	24	10	112	20	142	7	14	6	27	9	151	4	164	357
03:15 PM	6	5	5	16	11	108	18	137	10	23	9	42	9	142	6	157	352
03:30 PM	7	18	4	29	10	144	8	162	4	14	7	25	4	172	9	185	401
03:45 PM	5	16	7	28	10	168	13	191	3	16	10	29	2	173	6	181	429
Total	23	55	19	97	41	532	59	632	24	67	32	123	24	638	25	687	1539
04:00 PM	13	18	7	38	20	148	13	181	3	12	10	25	2	194	9	205	449
04:15 PM	13	14	5	32	28	156	12	196	4	28	10	42	5	218	6	229	499
04:30 PM	6	36	3	45	18	162	7	187	4	19	8	31	2	223	5	230	493
04:45 PM	10	31	9	50	20	174	8	202	2	23	13	38	5	235	7	247	537
Total	42	99	24	165	86	640	40	766	13	82	41	136	14	870	27	911	1978
05:00 PM	15	44	7	66	15	163	9	187	5	18	11	34	1	232	6	239	526
05:15 PM	11	48	8	67	27	197	7	231	2	24	11	37	1	188	6	195	530
05:30 PM	10	44	6	60	21	187	6	214	4	26	15	45	5	221	7	233	552
05:45 PM	16	30	6	52	17	215	12	244	4	33	7	44	6	209	10	225	565
Total	52	166	27	245	80	762	34	876	15	101	44	160	13	850	29	892	2173
Grand Total	117	320	70	507	207	1934	133	2274	52	250	117	419	51	2358	81	2490	5690
Apprch %	23.1	63.1	13.8		9.1	85	5.8		12.4	59.7	27.9		2	94.7	3.3		
Total %	2.1	5.6	1.2	8.9	3.6	34	2.3	40	0.9	4.4	2.1	7.4	0.9	41.4	1.4	43.8	

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	15	44	7	66	15	163	9	187	5	18	11	34	1	232	6	239	526
05:15 PM	11	48	8	67	27	197	7	231	2	24	11	37	1	188	6	195	530
05:30 PM	10	44	6	60	21	187	6	214	4	26	15	45	5	221	7	233	552
05:45 PM	16	30	6	52	17	215	12	244	4	33	7	44	6	209	10	225	565
Total Volume	52	166	27	245	80	762	34	876	15	101	44	160	13	850	29	892	2173
% App. Total	21.2	67.8	11		9.1	87	3.9		9.4	63.1	27.5		1.5	95.3	3.3		
PHF	.813	.865	.844	.914	.741	.886	.708	.898	.750	.765	.733	.889	.542	.916	.725	.933	.962

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
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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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	15	44	7	66	15	163	9	187	5	18	11	34	1	<b>232</b>	6	<b>239</b>
+15 mins.	11	<b>48</b>	<b>8</b>	<b>67</b>	<b>27</b>	197	7	231	2	24	11	37	1	188	6	195
+30 mins.	10	44	6	60	21	187	6	214	4	26	<b>15</b>	<b>45</b>	5	221	7	233
+45 mins.	<b>16</b>	30	6	52	17	<b>215</b>	<b>12</b>	<b>244</b>	4	<b>33</b>	7	44	<b>6</b>	209	<b>10</b>	225
Total Volume	52	166	27	245	80	762	34	876	15	101	44	160	13	850	29	892
% App. Total	21.2	67.8	11		9.1	87	3.9		9.4	63.1	27.5		1.5	95.3	3.3	
PHF	.813	.865	.844	.914	.741	.886	.708	.898	.750	.765	.733	.889	.542	.916	.725	.933

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
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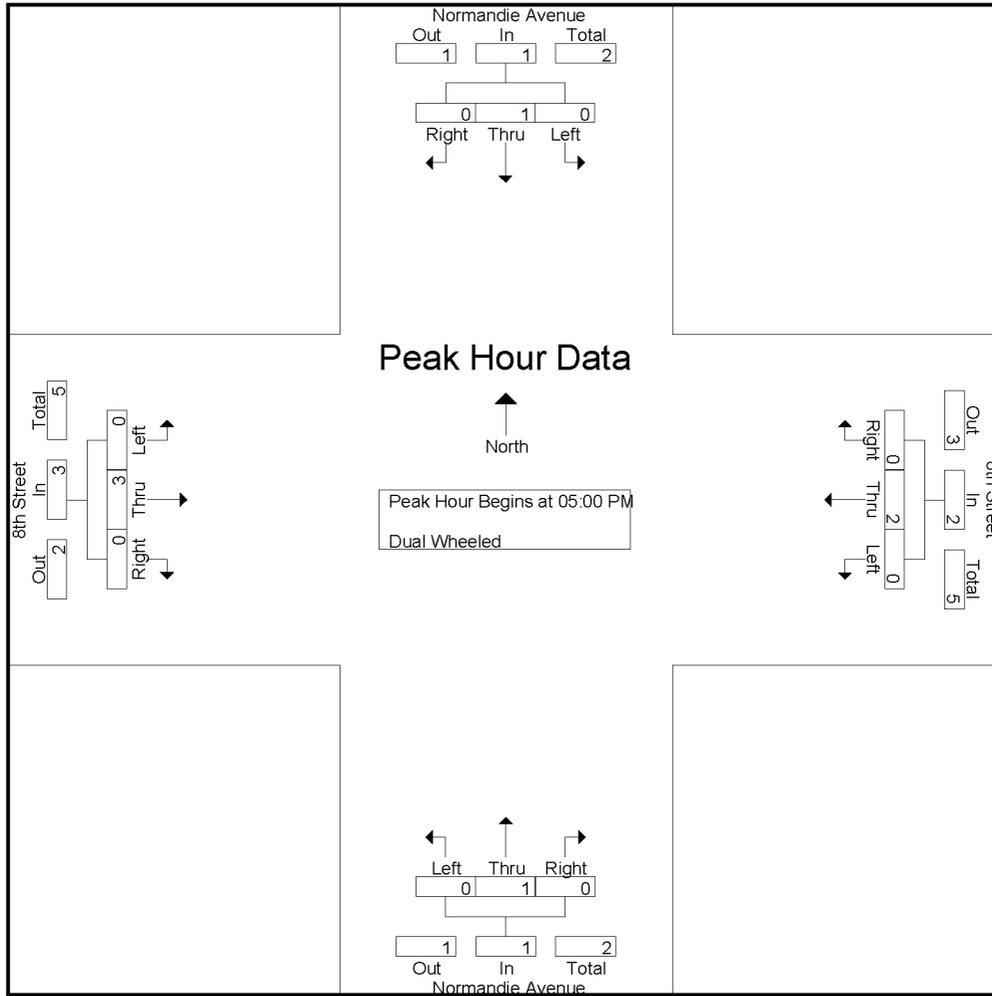
Groups Printed- Dual Wheeled

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	1	0	1	2	0	1	0	1	0	1	1	2	5
03:15 PM	1	1	0	2	0	1	0	1	0	1	0	1	1	2	0	3	7
03:30 PM	1	1	0	2	0	2	0	2	0	1	0	1	0	1	0	1	6
03:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	2	2	0	4	1	4	1	6	0	3	0	3	1	5	1	7	20
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Total	0	0	1	1	0	2	1	3	0	0	1	1	0	6	1	7	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
Grand Total	2	3	1	6	1	8	2	11	0	4	1	5	1	14	2	17	39
Apprch %	33.3	50	16.7		9.1	72.7	18.2		0	80	20		5.9	82.4	11.8		
Total %	5.1	7.7	2.6	15.4	2.6	20.5	5.1	28.2	0	10.3	2.6	12.8	2.6	35.9	5.1	43.6	

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.000	.375	.438

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.000	.375

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 Page No : 1

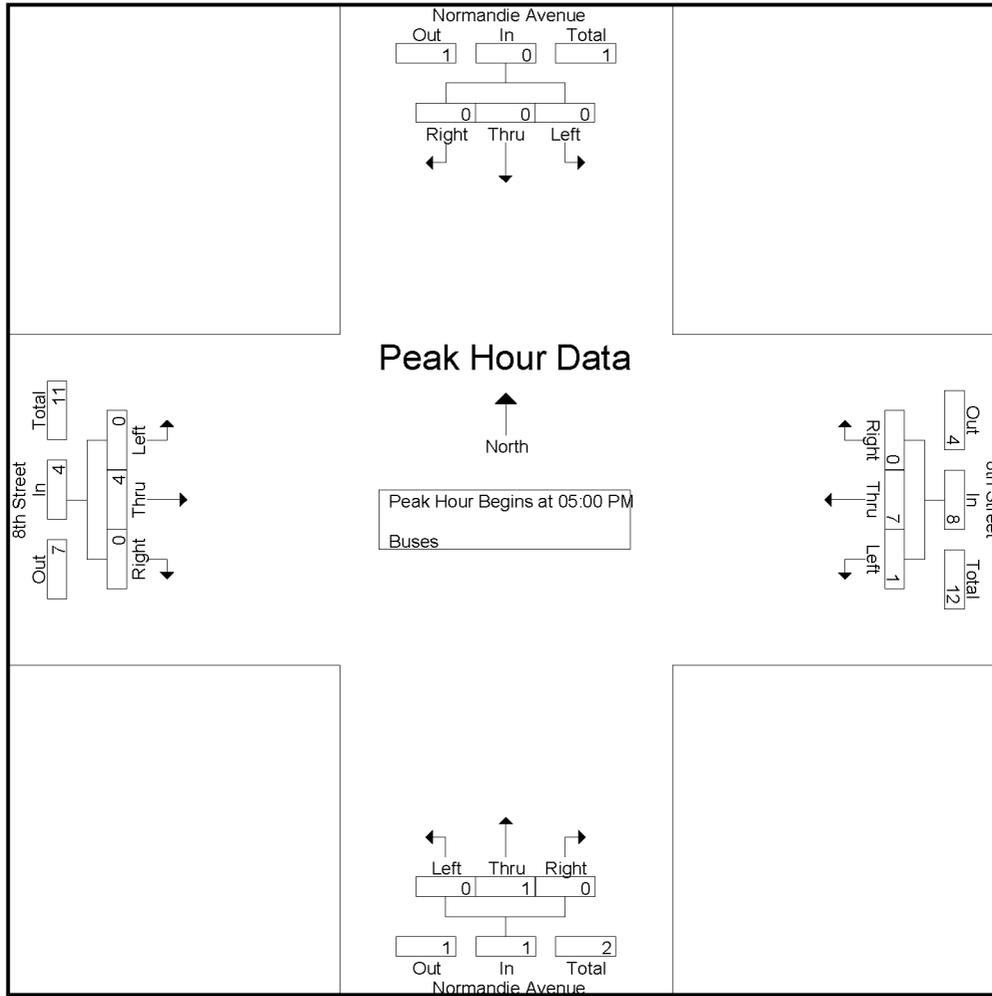
Groups Printed- Buses

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
03:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	0	0	0	0	2	3	5	0	0	0	0	0	1	0	1	6
03:30 PM	0	0	0	0	1	0	1	2	0	1	0	1	0	1	0	1	4
03:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>16</b>
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>10</b>
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>13</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>16</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>39</b>
Apprch %	100	0	0		9.1	72.7	18.2		0	100	0		0	100	0		
Total %	2.6	0	0	2.6	5.1	41	10.3	56.4	0	5.1	0	5.1	0	35.9	0	35.9	

Start Time	Normandie Avenue Southbound				8th Street Westbound				Normandie Avenue Northbound				8th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>13</b>
% App. Total	0	0	0		12.5	87.5	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.250	.000	.250	.000	.500	.000	.500	.813

City of Los Angeles  
 N/S: Normandie Avenue  
 E/W: 8th Street  
 Weather: Clear

File Name : 01\_LAC\_Normandie\_8th PM  
 Site Code : 16619250  
 Start Date : 4/23/2019  
 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				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	<b>1</b>	1	0	<b>2</b>	0	<b>1</b>	0	<b>1</b>	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	<b>2</b>	0	<b>2</b>
Total Volume	0	0	0	0	1	7	0	8	0	1	0	1	0	4	0	4
% App. Total	0	0	0	0	12.5	87.5	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.250	.000	.250	.000	.500	.000	.500



**City Of Los Angeles**  
**Department Of Transportation**  
**MANUAL TRAFFIC COUNT SUMMARY**

STREET:

**North/South** Normandie Avenue

**East/West** 8th Street

**Day:** Tuesday **Date:** April 23, 2019 **Weather:** CLEAR

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

**School Day:** YES **District:** Central **I/S CODE** 0

	N/B	S/B	E/B	W/B
<b>DUAL-WHEELED BIKES</b>	18	9	32	49
<b>BIKES</b>	8	21	37	47
<b>BUSES</b>	4	2	33	48

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
<i>AMPK 15 MIN</i>	86 7.45	29 7.30	203 8.00	258 8.30
<i>PMPK 15 MIN</i>	45 5.30	68 5.15	250 4.45	247 5.45
<i>AMPK HOUR</i>	301 7.45	103 8.00	764 8.00	938 8.00
<i>PMPK HOUR</i>	162 5.00	246 5.00	955 4.15	886 5.00

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	29	150	67	246
8-9	31	196	74	301
9-10	21	128	54	203
3-4	24	71	32	127
4-5	13	82	42	137
5-6	15	103	44	162
<b>TOTAL</b>	<b>133</b>	<b>730</b>	<b>313</b>	<b>1176</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	26	33	24	83
8-9	26	52	25	103
9-10	13	22	15	50
3-4	25	57	19	101
4-5	43	99	25	167
5-6	52	167	27	246
<b>TOTAL</b>	<b>185</b>	<b>430</b>	<b>135</b>	<b>750</b>

**TOTAL**

**XING S/L**

**XING N/L**

N-S	Ped	Sch	Ped	Sch
329	59	39	87	71
404	104	35	96	71
253	123	13	58	11
228	182	76	118	87
304	144	57	99	51
408	146	99	100	64
<b>1926</b>	<b>758</b>	<b>319</b>	<b>558</b>	<b>355</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	9	518	6	533
8-9	16	732	16	764
9-10	17	501	12	530
3-4	25	648	26	699
4-5	14	881	28	923
5-6	13	857	29	899
<b>TOTAL</b>	<b>94</b>	<b>4137</b>	<b>117</b>	<b>4348</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	22	840	29	891
8-9	29	865	44	938
9-10	15	724	76	815
3-4	43	541	64	648
4-5	86	646	41	773
5-6	81	771	34	886
<b>TOTAL</b>	<b>276</b>	<b>4387</b>	<b>288</b>	<b>4951</b>

**TOTAL**

**XING W/L**

**XING E/L**

E-W	Ped	Sch	Ped	Sch
1424	84	30	36	24
1702	61	11	43	6
1345	64	4	26	4
1347	93	44	55	17
1696	113	46	61	16
1785	104	51	36	19
<b>9299</b>	<b>519</b>	<b>186</b>	<b>257</b>	<b>86</b>

City of Los Angeles  
 Department of Transportation  
**BICYCLE COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Normandie Avenue				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Tuesday	<b>Date:</b>	4/23/2019	<b>Weather:</b>	CLEAR
<b>School Day:</b>	Yes	<b>District:</b>	Central	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**NORTHBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	1	1	2
9-10	0	0	0	0
3-4	0	1	0	1
4-5	0	2	0	2
5-6	0	3	0	3
<b>TOTAL</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>8</b>

**SOUTHBOUND Approach**

Hours	Lt	Th	Rt	Total	N-S
7-8	0	0	0	0	0
8-9	2	0	1	3	5
9-10	0	0	0	0	0
3-4	0	6	1	7	8
4-5	0	5	0	5	7
5-6	0	6	0	6	9
<b>TOTAL</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>21</b>	<b>29</b>

**EASTBOUND Approach**

Hours	Lt	Th	Rt	Total
7-8	0	1	0	1
8-9	0	6	0	6
9-10	0	6	2	8
3-4	0	12	0	12
4-5	0	4	0	4
5-6	0	6	0	6
<b>TOTAL</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>37</b>

**WESTBOUND Approach**

Hours	Lt	Th	Rt	Total	E-W
7-8	0	2	0	2	3
8-9	1	8	0	9	15
9-10	0	3	0	3	11
3-4	1	9	1	11	23
4-5	0	11	0	11	15
5-6	0	11	0	11	17
<b>TOTAL</b>	<b>2</b>	<b>44</b>	<b>1</b>	<b>47</b>	<b>84</b>

**REMARKS (6 hour total):**

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

	NB	SB	EB	WB	TOTAL
- Female Riders	0	0	2	1	3
- No helmet riders	1	2	13	10	26
- Sidewalk Riding	0	2	11	9	22
- Wrong way riding	0	2	5	6	13

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

Source: CUI

LADOT 2015 CMP

**PEDESTRIAN COUNT SUMMARY**

**STREET:**

<b>North/South:</b>	Normandie Avenue				
<b>East/West:</b>	8th Street				
<b>Day:</b>	Tuesday	<b>Date:</b>	April 23, 2019	<b>Weather:</b>	CLEAR
<b>School Day:</b>	YES	<b>District:</b>	Central	<b>I/S Code:</b>	0
<b>Hours:</b>	7-10 AM, 3-6 PM	<b>Staff:</b>	CUI		

**AM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7:00-7:15	13	15	13	26	67
7:15-7:30	26	15	12	31	84
7:30-7:45	49	24	17	20	110
7:45-8:00	70	44	18	37	169
8:00-8:15	89	45	18	24	176
8:15-8:30	49	29	10	21	109
8:30-8:45	12	34	13	16	75
8:45-9:00	17	31	8	11	67
9:00-9:15	12	28	5	16	61
9:15-9:30	27	38	14	21	100
9:30-9:45	9	40	3	16	68
9:45-10:00	21	30	8	15	74

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
7 - 8	158	98	60	114	430
8 - 9	167	139	49	72	427
9 - 10	69	136	30	68	303
<b>TOTAL</b>	<b>394</b>	<b>373</b>	<b>139</b>	<b>254</b>	<b>1160</b>

**PM PEAK PERIOD**

15 Min. Interval	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3:00-3:15	39	92	20	56	207
3:15-3:30	70	96	34	56	256
3:30-3:45	58	100	28	46	232
3:45-4:00	38	76	28	28	170
4:00-4:15	35	80	32	54	201
4:15-4:30	29	68	32	60	189
4:30-4:45	52	60	32	54	198
4:45-5:00	34	80	26	58	198
5:00-5:15	28	84	12	74	198
5:15-5:30	23	56	20	44	143
5:30-5:45	53	50	16	52	171
5:45-6:00	60	102	24	38	224

Hours	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
3 - 4	205	364	110	186	865
4 - 5	150	288	122	226	786
5 - 6	164	292	72	208	736
<b>TOTAL</b>	<b>519</b>	<b>944</b>	<b>304</b>	<b>620</b>	<b>2387</b>

**REMARKS (6 hour total):**

- Wheelchair/special needs assistance
- Skateboard/scooter

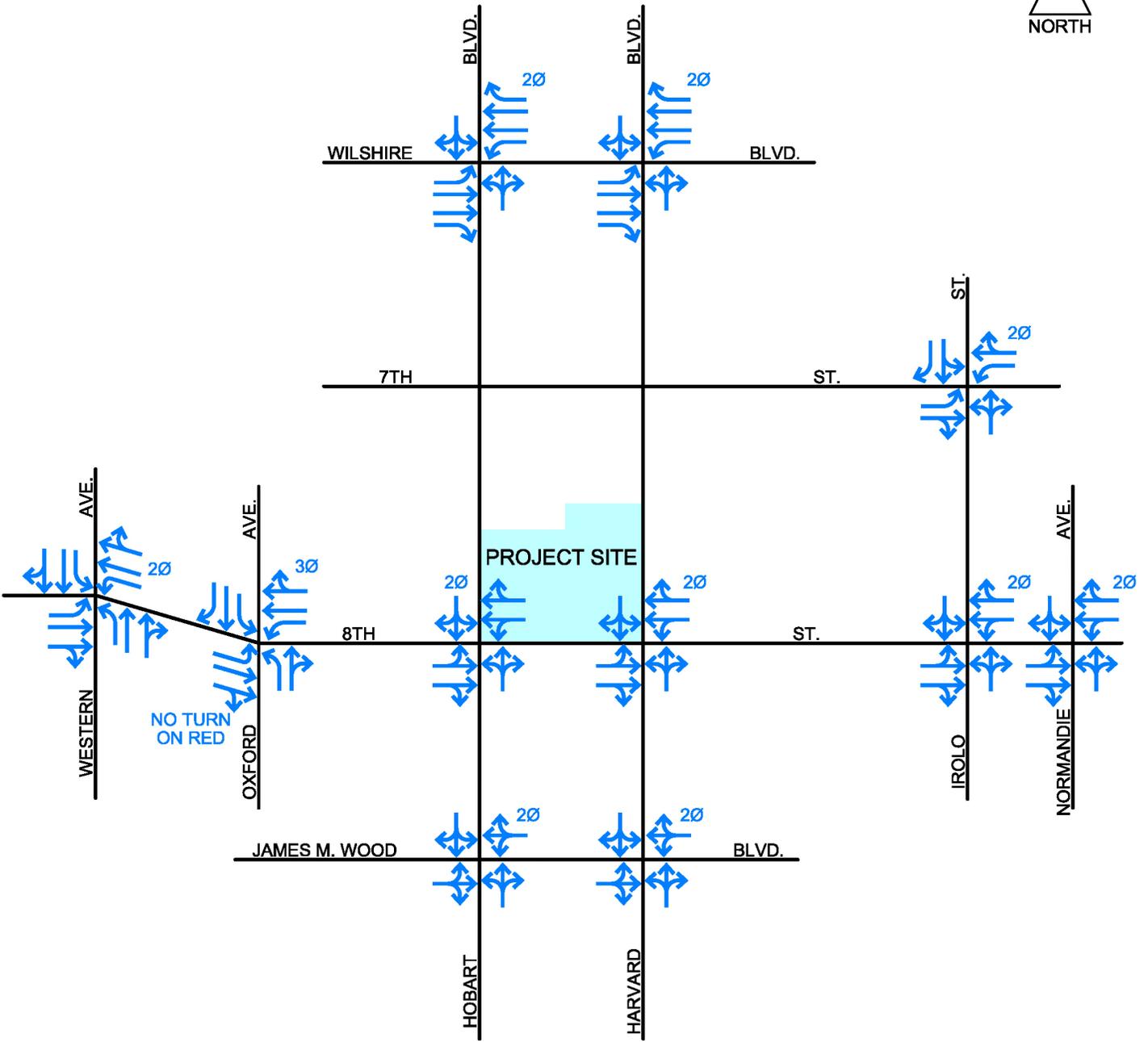
	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
- Wheelchair/special needs assistance	1	1	0	0	2
- Skateboard/scooter	3	1	3	0	7

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

Source:

LADOT 2015 CMP

**APPENDIX C**  
**STUDY INTERSECTIONS GEOMETRICS AND SIGNAL PHASING**



APPENDIX C

4/25/2019

FN: 8th(3433W)MixedUseLANE-CONFIG

STUDY INTERSECTION GEOMETRICS  
AND SIGNAL PHASING

Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473 6508 F (310) 444 9771  
www.crainandassociates.com

**APPENDIX D**  
**PROJECT TRIP GENERATION RATES**

## Appendix D Project Trip Generation Rates

<u>LU</u>	<u>Use/Description</u>	<u>Rates</u>
	Affordable Housing - Family	
	Daily:	4.08 Trips per dwelling unit
	AM Peak Hour:	0.5 Trips per dwelling unit
	Inbound	40%
	Outbound	60%
	PM Peak Hour:	0.34 Trips per dwelling unit
	Inbound	55%
	Outbound	45%
210	Single-Family Detached Housing - General Urban/Suburban	
	Daily:	9.44 Trips per dwelling unit
	AM Peak Hour:	0.74 Trips per dwelling unit
	Inbound	25%
	Outbound	75%
	PM Peak Hour:	0.99 Trips per dwelling unit
	Inbound	63%
	Outbound	37%
221	Multifamily Housing (Mid-Rise) - General Urban/Suburban	
	Daily:	5.44 Trips per dwelling unit
	AM Peak Hour:	0.36 Trips per dwelling unit
	Inbound	26%
	Outbound	74%
	PM Peak Hour:	0.44 Trips per dwelling unit
	Inbound	61%
	Outbound	39%
710	General Office Building - General Urban/Suburban	
	Daily:	9.74 Trips per KSF of Building Area
	AM Peak Hour:	1.16 Trips per KSF of Building Area
	Inbound	86%
	Outbound	14%
	PM Peak Hour:	1.15 Trips per KSF of Building Area
	Inbound	16%
	Outbound	84%
820	Shopping Center - General Urban/Suburban	
	Daily:	37.75 Trips per KSF of Building Area
	AM Peak Hour:	0.94 Trips per KSF of Building Area
	Inbound	62%
	Outbound	38%
	PM Peak Hour:	3.81 Trips per KSF of Building Area
	Inbound	48%
	Outbound	52%

Source:

Trip Generation, 10th Edition, 2017, Institute of Transportation Engineers (ITE).

**APPENDIX E**  
**LEVEL OF SERVICE WORKSHEETS**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>WESTERN AVENUE</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019											
1	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0			0													
ATSAC-1 or ATSAC+ATCS-2?		2			2			2													
Override Capacity		0			0			0													
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	42	1	42	0	42	42	13	57	1	57	0	57	1	57			57	0		
	Left-Through																				
	Through	1075	1	547	0	1075	548	127	1246	1	647	0	1246	1	648			1246	0		
	Through-Right																				
	Right	18	1	18	2	20	20	28	47	0	47	2	49	0	49			49	0		
SOUTHBOUND	Left	57	1	57	2	59	59	14	73	1	73	2	75	1	75			75	0		
	Left-Through																				
	Through	810	1	426	0	810	426	132	975	1	510	0	975	1	510			975	0		
	Through-Right																				
	Right	41	1	41	0	41	41	2	45	0	45	0	45	0	45			45	0		
EASTBOUND	Left	95	1	95	0	95	95	18	117	1	117	0	117	1	117			117	0		
	Left-Through																				
	Through	433	1	231	6	439	234	26	477	1	262	6	483	1	265			483	0		
	Through-Right																				
	Right	29	1	29	0	29	29	16	46	0	46	0	46	0	46			46	0		
WESTBOUND	Left	78	1	78	3	81	81	40	121	1	121	3	124	1	124			124	0		
	Left-Through																				
	Through	820	1	449	9	829	455	94	947	1	538	9	956	1	544			956	0		
	Through-Right																				
	Right	77	1	77	3	80	80	49	129	0	129	3	132	0	132			132	0		
CRITICAL VOLUMES		North-South: 604		North-South: 607		North-South: 720		North-South: 723		North-South: 0		East-West: 544		East-West: 550		East-West: 655		East-West: 661		East-West: 0	
		SUM: 1148		SUM: 1157		SUM: 1375		SUM: 1384		SUM: 0											
VOLUME/CAPACITY (V/C) RATIO:				0.765		0.771		0.917		0.923								0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.665</b>		<b>0.671</b>		<b>0.817</b>		<b>0.823</b>								<b>0.000</b>			
LEVEL OF SERVICE (LOS):				<b>B</b>		<b>B</b>		<b>D</b>		<b>D</b>								<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.006</b>	Δv/c after mitigation:	<b>-0.817</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>WESTERN AVENUE</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
1	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	46	1	46	0	46	46	17	65	1	65	0	65	1	65			65	0
	Left-Through	0	0					0		0		0		0					
	Through	942	1	942	0	942	943	154	1134	1	615	0	1134	1	617			1134	0
	Through-Right	0	0							0				0					
	Right	41	0	41	3	44	44	53	96	0	96	3	99	0	99			99	0
	Left-Through-Right	0	0					0		0		0		0					
	Left-Right																		
SOUTHBOUND	Left	84	1	84	3	87	87	48	135	1	135	3	138	1	138			138	0
	Left-Through	0	0					0		0		0		0					
	Through	1011	1	528	0	1011	528	147	1199	1	625	0	1199	1	625			1199	0
	Through-Right	0	0							0				0					
	Right	45	0	45	0	45	45	4	51	0	51	0	51	0	51			51	0
	Left-Through-Right	0	0					0		0		0		0					
	Left-Right																		
EASTBOUND	Left	63	1	63	0	63	63	5	71	1	71	0	71	1	71			71	0
	Left-Through	0	0					0		0		0		0					
	Through	717	1	372	8	725	376	106	852	1	449	8	860	1	453			860	0
	Through-Right	0	0							0				0					
	Right	27	0	27	0	27	27	17	45	0	45	0	45	0	45			45	0
	Left-Through-Right	0	0					0		0		0		0					
	Left-Right																		
WESTBOUND	Left	112	1	112	2	114	114	18	135	1	135	2	137	1	137			137	0
	Left-Through	0	0					0		0		0		0					
	Through	615	1	339	7	622	344	54	694	1	393	7	701	1	398			701	0
	Through-Right	0	0							0				0					
	Right	63	0	63	2	65	65	26	92	0	92	2	94	0	94			94	0
	Left-Through-Right	0	0					0		0		0		0					
	Left-Right																		
CRITICAL VOLUMES		<i>North-South:</i> 576			<i>North-South:</i> 580			<i>North-South:</i> 750				<i>North-South:</i> 755				<i>North-South:</i> 0			
		<i>East-West:</i> 484			<i>East-West:</i> 490			<i>East-West:</i> 584				<i>East-West:</i> 590				<i>East-West:</i> 0			
		<i>SUM:</i> 1060			<i>SUM:</i> 1070			<i>SUM:</i> 1334				<i>SUM:</i> 1345				<i>SUM:</i> 0			
VOLUME/CAPACITY (V/C) RATIO:		0.707			0.713			0.889				0.897				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.607</b>			<b>0.613</b>			<b>0.789</b>				<b>0.797</b>				<b>0.000</b>			
LEVEL OF SERVICE (LOS):		<b>B</b>			<b>B</b>			<b>C</b>				<b>C</b>				<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.008</b>	Δv/c after mitigation:	<b>-0.789</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>OXFORD AVENUE</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019										
2	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 2 WB-- 0			NB-- 0 SB-- 0 EB-- 2 WB-- 0			NB-- 0 SB-- 0 EB-- 2 WB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	10	10	1	0	
	Left-Through																			
	Through	149		185	0	149	185	3	158	0	195	0	158	0	195	158	158	0	0	
	Through-Right		1																	
	Right	36		0	0	36	0	0	37	0	0	0	37	0	0	37	37	0	0	
SOUTHBOUND	Left	76	1	76	0	76	76	41	120	1	120	0	120	1	120	120	120	1	0	
	Left-Through																			
	Through	95		95	0	95	95	13	112	1	112	0	112	1	112	112	112	1	0	
	Through-Right																			
	Right	61		25	0	61	25	43	106	1	57	0	106	1	57	106	106	1	0	
EASTBOUND	Left	73	1	73	0	73	73	23	99	1	99	0	99	1	99	99	99	1	0	
	Left-Through																			
	Through	569		286	9	578	291	50	642	1	323	9	651	1	328	651	651	1	0	
	Through-Right																			
	Right	3		3	0	3	3	1	4	0	4	0	4	0	4	4	4	0	0	
WESTBOUND	Left	31	1	31	0	31	31	7	39	1	39	0	39	1	39	39	39	1	0	
	Left-Through																			
	Through	789		425	16	805	433	139	960	1	519	16	976	1	527	976	976	1	0	
	Through-Right																			
	Right	60		60	0	60	60	15	77	0	77	0	77	0	77	77	77	0	0	
CRITICAL VOLUMES		North-South:		261	North-South:		261	North-South:		315	North-South:		315	North-South:		315	North-South:		0	
		East-West:		498	East-West:		506	East-West:		618	East-West:		626	East-West:		626	East-West:		0	
		SUM:		759	SUM:		767	SUM:		933	SUM:		941	SUM:		941	SUM:		0	
VOLUME/CAPACITY (V/C) RATIO:				0.533			0.538			0.655			0.660			0.660			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.433			0.438			0.555			0.560			0.560			0.000	
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.005	Δv/c after mitigation:	-0.555
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>OXFORD AVENUE</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019	
2	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3			3			3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0			
ATSAC-1 or ATSAC+ATCS-2?		2			2			2			
Override Capacity		0			0			0			
		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0			
		EB-- 2 WB-- 0	EB-- 2 WB-- 0	EB-- 2 WB-- 0	EB-- 2 WB-- 0	EB-- 2 WB-- 0	EB-- 2 WB-- 0	EB-- 2 WB-- 0	EB-- 2 WB-- 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0		
		0 0									

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HOBART BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019																		
3	East-West Street:	<b>WILSHIRE BOULEVARD</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA																		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2																				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0			0																				
ATSAC-1 or ATSAC+ATCS-2?		2			2			2																				
Override Capacity		0			0			0																				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION												
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume									
NORTHBOUND	Left	15		15	6	21	21	1	17	0	17	6	23	0	23	23	23	0	0									
	Left-Through																											
	Through	139		193	3	142	208	7	152	0	210	3	155	0	225	155	155	0	0									
	Through-Right																											
	Right	39		0	6	45	0	0	41	0	0	6	47	0	0	47	47	0	0									
	Left-Through-Right		1							1				1														
	Left-Right																											
SOUTHBOUND	Left	56		56	0	56	56	1	59	0	59	0	59	0	59	59	59	0	0									
	Left-Through																											
	Through	155		240	0	155	240	18	179	0	279	0	179	0	279	179	179	0	0									
	Through-Right																											
	Right	29		0	0	29	0	11	41	0	0	0	41	0	0	41	41	0	0									
	Left-Through-Right		1							1				1														
	Left-Right																											
EASTBOUND	Left	57	1	57	0	57	57	52	111	1	111	0	111	1	111	111	111	0	0									
	Left-Through																											
	Through	1067	2	534	4	1071	536	141	1251	2	626	4	1255	2	628	1255	1255	0	0									
	Through-Right																											
	Right	41	1	41	0	41	41	0	43	1	43	0	43	1	43	43	43	0	0									
	Left-Through-Right																											
	Left-Right																											
WESTBOUND	Left	47	1	47	0	47	47	0	49	1	49	0	49	1	49	49	49	0	0									
	Left-Through																											
	Through	1251	2	626	0	1251	626	161	1463	2	732	0	1463	2	732	1463	1463	0	0									
	Through-Right																											
	Right	59	1	59	0	59	59	2	63	1	63	0	63	1	63	63	63	0	0									
	Left-Through-Right																											
	Left-Right																											
CRITICAL VOLUMES		North-South: 255		255	North-South: 264		264	North-South: 296		296	North-South: 302		302	North-South: 0		0	East-West: 683		683	East-West: 843		843	East-West: 843		843	East-West: 0		0
		East-West: 683		683	East-West: 683		683	East-West: 843		843	East-West: 843		843	East-West: 0		0	SUM: 938		938	SUM: 1139		1139	SUM: 1145		1145	SUM: 0		0
		SUM: 938		938	SUM: 947		947	SUM: 1139		1139	SUM: 1145		1145	SUM: 0		0												
VOLUME/CAPACITY (V/C) RATIO:				0.625			0.631			0.759			0.763			0.000												
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.525			0.531			0.659			0.663			0.000												
LEVEL OF SERVICE (LOS):				A			A			B			B			A												

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.659
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HOBART BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
4	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0			0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left		31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	0	
	Left-Through																		
	Through		202	0	153	202	1	160	0	211	0	160	0	211	0	160	0	0	
	Through-Right																		
	Right		0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0	
	Left-Through-Right	1					1			1			1						
	Left-Right																		
SOUTHBOUND	Left		63	16	79	79	11	77	0	77	16	93	0	93	0	93	0	0	
	Left-Through																		
	Through		180	9	103	221	0	98	0	206	9	107	0	247	0	107	0	0	
	Through-Right																		
	Right		0	16	39	0	7	31	0	0	16	47	0	0	0	47	0	0	
	Left-Through-Right	1					1			1			1						
	Left-Right																		
EASTBOUND	Left		32	0	32	32	0	33	0	33	0	33	0	33	0	33	0	0	
	Left-Through																		
	Through		380	9	619	385	109	744	0	483	9	753	0	487	0	753	0	0	
	Through-Right																		
	Right		380	0	22	385	0	23	0	483	0	23	0	487	0	23	0	0	
	Left-Through-Right																		
	Left-Right																		
WESTBOUND	Left		17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	0	
	Left-Through																		
	Through		511	0	894	511	96	1026	0	583	0	1026	0	583	0	1026	0	0	
	Through-Right																		
	Right		511	0	59	511	6	67	0	583	0	67	0	583	0	67	0	0	
	Left-Through-Right																		
	Left-Right																		
CRITICAL VOLUMES		North-South: 265 East-West: 543 SUM: 808	North-South: 281 East-West: 543 SUM: 824	North-South: 288 East-West: 616 SUM: 904	North-South: 304 East-West: 616 SUM: 920	North-South: 0 East-West: 0 SUM: 0													
VOLUME/CAPACITY (V/C) RATIO:			0.539		0.549		0.603		0.613		0.000								
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.439</b>		<b>0.449</b>		<b>0.503</b>		<b>0.513</b>		<b>0.000</b>								
LEVEL OF SERVICE (LOS):			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>								

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.010</b>	Δv/c after mitigation:	<b>-0.503</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HOBART BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019										
5	East-West Street:	<b>JAMES M. WOOD BOULEVARD</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	2		2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	0	
	Left-Through																			
	Through	101		142	0	101	142	0	105	0	148	0	105	0	148	0	105	0	0	
	Through-Right																			
	Right	39		0	0	39	0	0	41	0	0	0	41	0	0	0	41	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
SOUTHBOUND	Left	33		33	3	36	36	0	34	0	34	3	37	0	37	0	37	0	0	
	Left-Through																			
	Through	67		126	3	70	135	0	70	0	131	3	73	0	140	0	73	0	0	
	Through-Right																			
	Right	26		0	3	29	0	0	27	0	0	3	30	0	0	0	30	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
EASTBOUND	Left	34		34	0	34	34	0	35	0	35	0	35	0	35	0	35	0	0	
	Left-Through																			
	Through	258		307	2	260	309	10	278	0	329	2	280	0	331	0	280	0	0	
	Through-Right																			
	Right	15		0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
WESTBOUND	Left	16		16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	0	
	Left-Through																			
	Through	178		242	0	178	242	15	200	0	268	0	200	0	268	0	200	0	0	
	Through-Right																			
	Right	48		0	0	48	0	1	51	0	0	0	51	0	0	0	51	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
CRITICAL VOLUMES		North-South: 175 East-West: 323 SUM: 498			North-South: 178 East-West: 325 SUM: 503			North-South: 182 East-West: 346 SUM: 528					North-South: 185 East-West: 348 SUM: 533					North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:				0.332			0.335				0.352			0.355					0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.232			0.235				0.252			0.255					0.000	
LEVEL OF SERVICE (LOS):				A			A				A			A					A	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.252
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HARVARD BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019										
6	East-West Street:	<b>WILSHIRE BOULEVARD</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	17		17	0	17	17	24	42	0	42	0	42	0	42	42	42	0	0	
	Left-Through																			
	Through	146		191	0	146	191	27	179	0	283	0	179	0	283	179	179	0	0	
	Through-Right																			
	Right	28		0	0	28	0	33	62	0	0	0	62	0	0	62	62	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
SOUTHBOUND	Left	25		25	0	25	25	26	52	0	52	0	52	0	52	52	52	0	0	
	Left-Through																			
	Through	144		214	2	146	216	13	163	0	262	2	165	0	264	165	165	0	0	
	Through-Right																			
	Right	45		0	0	45	0	0	47	0	0	0	47	0	0	47	47	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
EASTBOUND	Left	29	1	29	0	29	29	2	32	1	32	0	32	1	32	32	32	0	0	
	Left-Through																			
	Through	1099	2	550	6	1105	553	128	1272	2	636	6	1278	2	639	1278	1278	0	0	
	Through-Right																			
	Right	30	1	30	4	34	34	12	43	1	43	4	47	1	47	47	47	0	0	
	Left-Through-Right																			
	Left-Right																			
WESTBOUND	Left	53	1	53	4	57	57	47	102	1	102	4	106	1	106	106	106	0	0	
	Left-Through																			
	Through	1282	2	641	0	1282	641	139	1473	2	737	0	1473	2	737	1473	1473	0	0	
	Through-Right																			
	Right	29	1	29	0	29	29	28	58	1	58	0	58	1	58	58	58	0	0	
	Left-Through-Right																			
	Left-Right																			
CRITICAL VOLUMES		North-South: 231 East-West: 670 SUM: 901		North-South: 233 East-West: 670 SUM: 903		North-South: 335 East-West: 769 SUM: 1104		North-South: 335 East-West: 769 SUM: 1104		North-South: 335 East-West: 769 SUM: 1104		North-South: 335 East-West: 769 SUM: 1104		North-South: 335 East-West: 769 SUM: 1104		North-South: 335 East-West: 769 SUM: 1104		North-South: 0 East-West: 0 SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:				0.601		0.602		0.736		0.736		0.736		0.736		0.736		0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.501		0.502		0.636		0.636		0.636		0.636		0.636		0.000		
LEVEL OF SERVICE (LOS):				A		A		B		B		B		B		B		A		

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.636
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HARVARD BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019										
6	East-West Street:	<b>WILSHIRE BOULEVARD</b>	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	32	0	32	0	32	32	16	49	0	49	0	49	0	49	49	49	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	163	0	248	0	163	248	27	197	0	338	0	197	0	338	197	197	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	53	0	0	0	53	0	37	92	0	0	0	92	0	0	92	92	92	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	33	0	33	0	33	33	15	49	0	49	0	49	0	49	49	49	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	160	0	233	3	163	236	12	178	0	269	3	181	0	272	181	181	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	42	42	42	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	45	1	45	0	45	45	0	47	1	47	0	47	1	47	47	47	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1305	2	653	5	1310	655	194	1552	2	776	5	1557	2	779	1557	1557	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	48	1	48	6	54	54	27	77	1	77	6	83	1	83	83	83	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	58	1	58	6	64	64	53	113	1	113	6	119	1	119	119	119	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1279	2	640	0	1279	640	167	1498	2	749	0	1498	2	749	1498	1498	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	40	1	40	0	40	40	27	69	1	69	0	69	1	69	69	69	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 281		<i>North-South:</i> 281		<i>North-South:</i> 387		<i>North-South:</i> 387		<i>North-South:</i> 387		<i>North-South:</i> 387		<i>North-South:</i> 0		<i>North-South:</i> 0		<i>North-South:</i> 0		
		<i>East-West:</i> 711		<i>East-West:</i> 719		<i>East-West:</i> 889		<i>East-West:</i> 889		<i>East-West:</i> 898		<i>East-West:</i> 898		<i>East-West:</i> 0		<i>East-West:</i> 0		<i>East-West:</i> 0		
		<i>SUM:</i> 992		<i>SUM:</i> 1000		<i>SUM:</i> 1276		<i>SUM:</i> 1276		<i>SUM:</i> 1285		<i>SUM:</i> 1285		<i>SUM:</i> 0		<i>SUM:</i> 0		<i>SUM:</i> 0		
VOLUME/CAPACITY (V/C) RATIO:				0.661		0.667		0.851		0.857		0.857		0.000		0.000		0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.561</b>		<b>0.567</b>		<b>0.751</b>		<b>0.757</b>		<b>0.757</b>		<b>0.000</b>		<b>0.000</b>		<b>0.000</b>		
LEVEL OF SERVICE (LOS):				<b>A</b>		<b>A</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>A</b>		<b>A</b>		<b>A</b>		

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.006</b>	Δv/c after mitigation:	<b>-0.751</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HARVARD BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
7	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0			0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37		37	0	37	37	24	63	0	63	0	63	0	63	63	63	0	0
	Left-Through																		
	Through	239		322	6	245	328	15	264	0	400	6	270	0	406	270	270	0	0
	Through-Right																		
	Right	46		0	0	46	0	25	73	0	0	0	73	0	0	73	73	0	0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	47		47	0	47	47	8	57	0	57	0	57	0	57	57	57	0	0
	Left-Through																		
	Through	120		197	0	120	197	26	151	0	255	0	151	0	255	151	151	0	0
	Through-Right																		
	Right	30		0	0	30	0	16	47	0	0	0	47	0	0	47	47	0	0
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	17		17	9	26	26	2	20	0	20	9	29	0	29	29	29	0	0
	Left-Through																		
	Through	657	1	371	16	673	397	109	793	0	470	16	809	0	505	809	809	0	0
	Through-Right																		
	Right	16	1	371	0	16	397	10	27	0	470	0	27	0	505	27	27	0	0
	Left-Through-Right																		
	Left-Right																		
WESTBOUND	Left	18		18	0	18	18	9	28	0	28	0	28	0	28	28	28	0	0
	Left-Through																		
	Through	885	1	496	0	885	502	62	983	0	572	0	983	0	578	983	983	0	0
	Through-Right																		
	Right	34	1	496	13	47	502	13	48	0	572	13	61	0	578	61	61	0	0
	Left-Through-Right																		
	Left-Right																		
CRITICAL VOLUMES		North-South: 369 East-West: 513 SUM: 882		North-South: 375 East-West: 528 SUM: 903		North-South: 457 East-West: 592 SUM: 1049		North-South: 463 East-West: 607 SUM: 1070		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:				0.588		0.602		0.699		0.713		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.488		0.502		0.599		0.613		0.000		0.000		0.000		0.000	
LEVEL OF SERVICE (LOS):				A		A		A		B		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.014	Δv/c after mitigation:	-0.599
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HARVARD BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019												
7	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA												
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2														
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0														
ATSAAC-1 or ATSAAC+ATCS-2?		2			2			2														
Override Capacity		0			0			0														
		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0												
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0												
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	41	0	41	0	41	19	62	0	62	0	62	0	62	0	62	0	62	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	229	0	327	9	238	336	30	268	0	409	9	277	0	418	9	277	0	418	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	57	0	0	0	57	0	20	79	0	0	0	79	0	0	0	79	0	0	0		
	Left-Through-Right	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	Left	80	0	80	0	80	80	1	84	0	84	0	84	0	84	0	84	0	84	0		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	229	0	375	0	229	375	23	261	0	422	0	261	0	422	0	261	0	422	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	66	0	0	0	66	0	8	77	0	0	0	77	0	0	0	77	0	0	0		
	Left-Through-Right	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	31	0	31	14	45	45	16	48	0	48	14	62	0	62	14	62	0	62	0		
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Through	1010	0	585	12	1022	619	103	1154	0	706	12	1166	0	740	12	1166	0	740	0		
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Right	35	0	585	0	35	619	29	65	0	706	0	65	0	740	0	65	0	740	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	56	0	56	0	56	56	32	90	0	90	0	90	0	90	0	90	0	90	0		
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Through	662	0	517	0	662	527	116	805	0	694	0	805	0	704	0	805	0	704	0		
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Right	36	0	517	20	56	527	5	42	0	694	20	62	0	704	20	62	0	704	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 416			North-South: 416			North-South: 493			North-South: 502			North-South: 0			North-South: 0			North-South: 0		
		East-West: 641			East-West: 675			East-West: 796			East-West: 830			East-West: 0			East-West: 0			East-West: 0		
		SUM: 1057			SUM: 1091			SUM: 1289			SUM: 1332			SUM: 0			SUM: 0			SUM: 0		
VOLUME/CAPACITY (V/C) RATIO:				0.705			0.727			0.859			0.888			0.000			0.000			
V/C LESS ATSAAC/ATCS ADJUSTMENT:				<b>0.605</b>			<b>0.627</b>			<b>0.759</b>			<b>0.788</b>			<b>0.000</b>			<b>0.000</b>			
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>B</b>			<b>C</b>			<b>C</b>			<b>A</b>			<b>A</b>			

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.029</b>	Δv/c after mitigation:	<b>-0.759</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>HARVARD BOULEVARD</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019										
8	East-West Street:	<b>JAMES M. WOOD BOULEVARD</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	22		22	0	22	22	0	23	0	23	0	23	0	23	23	23	0	0	
	Left-Through																			
	Through	255		315	2	257	317	4	269	0	332	2	271	0	334	271	271	0	0	
	Through-Right																			
	Right	38		0	0	38	0	0	40	0	0	0	40	0	0	40	40	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
SOUTHBOUND	Left	19		19	0	19	19	1	21	0	21	0	21	0	21	21	21	0	0	
	Left-Through																			
	Through	127		159	0	127	159	23	155	0	194	0	155	0	194	155	155	0	0	
	Through-Right																			
	Right	13		0	0	13	0	4	18	0	0	0	18	0	0	18	18	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
EASTBOUND	Left	23		23	2	25	25	4	28	0	28	2	30	0	30	30	30	0	0	
	Left-Through																			
	Through	292		346	3	295	351	6	310	0	370	3	313	0	375	313	313	0	0	
	Through-Right																			
	Right	31		0	0	31	0	0	32	0	0	0	32	0	0	32	32	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
WESTBOUND	Left	27		27	0	27	27	0	28	0	28	0	28	0	28	28	28	0	0	
	Left-Through																			
	Through	215		281	0	215	283	13	237	0	308	0	237	0	310	237	237	0	0	
	Through-Right																			
	Right	39		0	2	41	0	2	43	0	0	2	45	0	0	45	45	0	0	
	Left-Through-Right		1							1				1						
	Left-Right																			
CRITICAL VOLUMES		North-South:		334	North-South:		336	North-South:		353	North-South:		355	North-South:		355	North-South:		0	
		East-West:		373	East-West:		378	East-West:		398	East-West:		403	East-West:		403	East-West:		0	
		SUM:		707	SUM:		714	SUM:		751	SUM:		758	SUM:		758	SUM:		0	
VOLUME/CAPACITY (V/C) RATIO:				0.471			0.476			0.501			0.505			0.505			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.371			0.376			0.401			0.405			0.405			0.000	
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.401
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>IROLO STREET</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
9	East-West Street:	<b>7TH STREET</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	108		108	0	108	108	9	121	0	121	0	121	0	121		121		0
	Left-Through									0		0		0					0
	Through	502		647	0	502	647	89	611	0	771	0	611	0	771		611		0
	Through-Right									0		0		0					0
	Right	37		0	0	37	0	0	39	0	0	0	39	0	0		39		0
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	31		31	0	31	31	14	46	0	46	0	46	0	46		46		0
	Left-Through		1							1		1		1					0
	Through	431		462	4	435	466	79	528	0	574	4	532	0	578		532		0
	Through-Right									0		0		0					0
	Right	93		61	0	93	58	0	97	1	64	0	97	1	61		97		0
	Left-Through-Right									0				0					
	Left-Right																		
EASTBOUND	Left	64		64	6	70	70	0	67	1	67	6	73	1	73		73		0
	Left-Through		1							0				0					0
	Through	105		160	0	105	160	2	111	0	184	0	111	0	184		111		0
	Through-Right		1							1				1					0
	Right	55		0	0	55	0	16	73	0	0	0	73	0	0		73		0
	Left-Through-Right									0				0					
	Left-Right																		
WESTBOUND	Left	27		27	0	27	27	0	28	1	28	0	28	1	28		28		0
	Left-Through		1							0				0					0
	Through	94		169	0	94	169	1	99	0	178	0	99	0	178		99		0
	Through-Right		1							1				1					0
	Right	75		0	0	75	0	1	79	0	0	0	79	0	0		79		0
	Left-Through-Right									0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South: 678		North-South: 678		North-South: 817		North-South: 817		North-South: 817		North-South: 817		North-South: 0		North-South: 0		North-South: 0	
		East-West: 233		East-West: 239		East-West: 245		East-West: 245		East-West: 251		East-West: 251		East-West: 0		East-West: 0		East-West: 0	
		SUM: 911		SUM: 917		SUM: 1062		SUM: 1062		SUM: 1068		SUM: 1068		SUM: 0		SUM: 0		SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:		0.607		0.611		0.708		0.712		0.712		0.712		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.507		0.511		0.608		0.612		0.612		0.612		0.000		0.000		0.000	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.608
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>IROLO STREET</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
9	East-West Street:	<b>7TH STREET</b>	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	40	0	40	0	40	20	62	0	62	0	62	0	62	0	62	0	62	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	519	0	598	0	519	108	648	0	751	0	648	0	751	0	648	0	751	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	39	0	0	0	39	0	41	0	0	0	41	0	0	0	41	0	0	
	Left-Through-Right	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	87	0	87	0	87	5	96	0	96	0	96	0	96	0	96	0	96	
	Left-Through	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through	431	0	518	6	437	114	563	0	659	6	569	0	665	6	569	0	665	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	249	1	226	0	249	224	0	259	1	235	0	259	1	233	0	259	1	233
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	46	1	46	5	51	51	0	48	1	48	5	53	1	53	5	53	1	53
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	213	0	312	0	213	312	1	223	0	336	0	223	0	336	0	223	0	336
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	99	0	0	0	99	0	10	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	122	0	200	0	122	200	16	143	0	224	0	143	0	224	0	143	0	224
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	78	0	0	0	78	0	0	81	0	0	0	81	0	0	0	81	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 685	East-West: 344	SUM: 1029	North-South: 685	East-West: 344	SUM: 1029	North-South: 847	East-West: 369	SUM: 1216	North-South: 847	East-West: 369	SUM: 1216	North-South: 847	East-West: 369	SUM: 1216	North-South: 0	East-West: 0	SUM: 0
VOLUME/CAPACITY (V/C) RATIO:		0.686			0.686			0.811			0.811			0.000					0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.586			0.586			0.711			0.711			0.000					0.000
LEVEL OF SERVICE (LOS):		A			A			C			C			A					A

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.711
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>IROLO STREET</b>	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
10	East-West Street:	<b>8TH STREET</b>	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0			0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32		32	4	36	36	12	45	0	45	4	49	0	49	49	0	0	
	Left-Through																		
	Through	818		899	0	818	903	42	893	0	992	0	893	0	996	893	0	0	
	Through-Right																		
	Right	49		0	0	49	0	3	54	0	0	0	54	0	0	54	0	0	
	Left-Through-Right		1							1				1					
	Left-Right																		
SOUTHBOUND	Left	39		39	0	39	39	29	70	0	70	0	70	0	70	70	0	0	
	Left-Through																		
	Through	627		750	0	627	754	57	709	0	876	0	709	0	880	709	0	0	
	Through-Right																		
	Right	84		0	4	88	0	10	97	0	0	4	101	0	0	101	0	0	
	Left-Through-Right		1							1				1					
	Left-Right																		
EASTBOUND	Left	53		53	0	53	53	31	86	0	86	0	86	0	86	86	0	0	
	Left-Through																		
	Through	546	1	338	9	555	346	109	677	0	452	9	686	0	460	686	0	0	
	Through-Right																		
	Right	24		338	6	30	346	30	55	0	452	6	61	0	460	61	0	0	
	Left-Through-Right																		
	Left-Right																		
WESTBOUND	Left	34		34	0	34	34	2	37	0	37	0	37	0	37	37	0	0	
	Left-Through																		
	Through	440	1	274	6	446	277	53	511	0	363	6	517	0	366	517	0	0	
	Through-Right																		
	Right	39		274	0	39	277	26	67	0	363	0	67	0	366	67	0	0	
	Left-Through-Right																		
	Left-Right																		
CRITICAL VOLUMES		North-South: 938 East-West: 372 SUM: 1310			North-South: 942 East-West: 380 SUM: 1322			North-South: 1062 East-West: 489 SUM: 1551					North-South: 1066 East-West: 497 SUM: 1563					North-South: 0 East-West: 0 SUM: 0	
VOLUME/CAPACITY (V/C) RATIO:				0.873			0.881				1.034			1.042				0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.773</b>			<b>0.781</b>				<b>0.934</b>			<b>0.942</b>				<b>0.000</b>	
LEVEL OF SERVICE (LOS):				<b>C</b>			<b>C</b>				<b>E</b>			<b>E</b>				<b>A</b>	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.008</b>	Δv/c after mitigation:	<b>-0.934</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	NORMANDIE AVENUE	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:		Date:	4/25/2019									
11	East-West Street:	8TH STREET	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	HS	Project:	The Parks at LA									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			0			0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	31		31	0	31	31	0	32	0	32	32	0	32	0	32	32	0	
	Left-Through																		
	Through	196		301	0	196	301	0	204	0	313	204	0	313	0	204	204	0	
	Through-Right																		
	Right	74		0	0	74	0	0	77	0	0	77	0	0	0	77	77	0	
	Left-Through-Right		1					1				1							
	Left-Right																		
SOUTHBOUND	Left	26		26	0	26	26	0	27	0	27	27	0	27	0	27	27	0	
	Left-Through																		
	Through	52		103	0	52	103	0	54	0	107	54	0	107	0	54	54	0	
	Through-Right																		
	Right	25		0	0	25	0	0	26	0	0	26	0	0	0	26	26	0	
	Left-Through-Right		1					1				1							
	Left-Right																		
EASTBOUND	Left	16		16	0	16	16	0	17	0	17	17	0	17	0	17	17	0	
	Left-Through																		
	Through	732	1	406	9	741	411	140	902	0	511	9	911	0	515	9	911	0	
	Through-Right		1																
	Right	16		406	0	16	411	0	17	0	511	0	17	0	515	0	17	17	0
	Left-Through-Right																		
	Left-Right																		
WESTBOUND	Left	29		29	0	29	29	1	31	0	31	31	0	31	0	31	31	0	
	Left-Through																		
	Through	865	1	513	6	871	516	58	958	0	564	6	964	0	567	6	964	0	
	Through-Right		1																
	Right	44		513	0	44	516	0	46	0	564	0	46	0	567	0	46	46	0
	Left-Through-Right																		
	Left-Right																		
CRITICAL VOLUMES		North-South: 327 East-West: 529 SUM: 856		North-South: 327 East-West: 532 SUM: 859		North-South: 340 East-West: 581 SUM: 921		North-South: 340 East-West: 584 SUM: 924		North-South: 340 East-West: 584 SUM: 924		North-South: 340 East-West: 584 SUM: 924		North-South: 340 East-West: 584 SUM: 924		North-South: 340 East-West: 584 SUM: 924		North-South: 340 East-West: 584 SUM: 924	
VOLUME/CAPACITY (V/C) RATIO:			0.571		0.573		0.614		0.616		0.616		0.616		0.616		0.616		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.471		0.473		0.514		0.516		0.516		0.516		0.516		0.516		0.000
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.514
Significant impacted?	NO	Fully mitigated?	N/A

